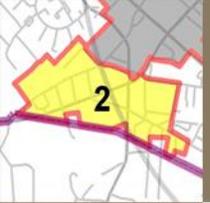


8. Transportation



South Washington Street Corridor Planning Opportunity Area 2

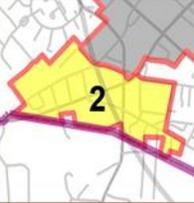
Overview

The South Washington Street Corridor Planning Opportunity Area (POA) is a significant transportation gateway in the City. The area contains bus routes, pedestrian facilities, bicycle facilities, and major roadways including Route 29, which is a major artery in the regional roadway network. The City is currently in the process of designing an Intermodal Transit Plaza, which would be located at the corner of South Washington Street and Hillwood Avenue. This plaza has the potential to shape the future of transit and other modes of transportation within the POA and help support redevelopment efforts.

The City has the following objectives for transportation improvements within the South Washington Street Corridor POA:

- Increase walkability by improving the sidewalk network and streetscape features and by promoting pedestrian oriented redevelopment.
- Improve pedestrian, bicycle, public transit, and automobile connections to the City Center POA and the East Falls Church Metro Station.
- Construct an Intermodal Transit Plaza as a gateway for the area. Make it a focus of Transit Oriented Development, pedestrian, and bicycle activity.

- Reduce lane widths on South Washington Street to 11 feet with a one foot median in order to calm traffic and to provide space for sidewalk expansion.
- Promote centralized and consolidated parking structures that allow for shared spaces, and that provide parking for bicycles and carshare.



Introduction

Transportation infrastructure in the South Washington Street POA currently centers on South Washington Street (Route 29), which is a major roadway in both the local and regional network. This roadway extends south into Fairfax County and north into Arlington County and the East Falls Church Metro Station. In addition to South Washington Street serving as an important connector within the regional roadway system, the street is also the spine of one of the City's primary commercial corridors. However, vibrant economic activity and redevelopment has been slow to occur in this area, perhaps due to the transportation landscape, which does not encourage drivers to stop and shop or for pedestrians to walk in this area.

In order to improve the safety, aesthetics, and redevelopment appeal of South Washington Street, the area's transportation network must be strengthened to improve non-automotive forms of transportation and create a walkable and pedestrian-scale environment. Vehicular traffic must be slowed, and there must be better access to transit facilities.

In 2008, the City received a grant from the Metropolitan Washington Council of Governments (MWCOC) as part of their Transportation/Land-Use Connections (TLC) Program to complete a transportation study for South Washington Street.

The City wanted to identify ways to improve walkability in the corridor, increase access to transit, and calm traffic on this important roadway. The Study provided a set of short and long term recommendations for improvements in the South Washington Street corridor.

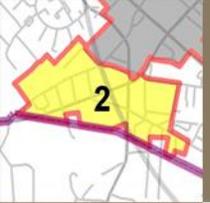
The study calls for the implementation of traffic calming measures such as curb extensions, increased curb radii, and median refuge areas at intersections. It also recommends the repair of existing sidewalks, the creation of new crosswalks and the installation of new signals to create safe crossing locations for pedestrians.

The study also recommends the removal of the channelized right turn lane from South Washington Street onto Hillwood Avenue. The current intersection configuration makes pedestrian travel along the south side of the street difficult by forcing pedestrians to cross high speed traffic on the free flow right lane.

The City is currently designing some of these improvements, some of which may be constructed within the next few years. The following sections describe the existing and proposed conditions for pedestrian, transit, bicycle and roadway facilities in the South Washington Street POA and explain the City's proposed plans for improvements to the corridor.

South Washington Street Corridor

Planning Opportunity Area 2



Transportation

Pedestrian Facilities

In order to encourage higher density mixed-use redevelopment in this POA, the City must create a more walkable environment, which means improving the sidewalks and other pedestrian infrastructure.

It is currently very difficult for pedestrians to walk along South Washington Street and nearby secondary roadways due to the narrow and cracked sidewalks, narrow or absent buffer areas, and few safe crossing locations. The situation is compounded by the fact that these facilities are adjacent to a wide, five-lane roadway that carries a high volume of traffic, making this area uninviting to people travelling on foot. 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.

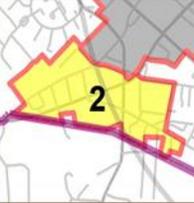
A walk score is a number between 0 and 100 that measures how many amenities such as restaurants, schools, grocery stores and libraries

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 live without a car.

Properties within the South Washington Street Corridor POA have walk scores between 80 and 90 according to www.walkscore.com, 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.

Existing pedestrian facilities in the South Washington Street Corridor POA are inadequate or non-existent.



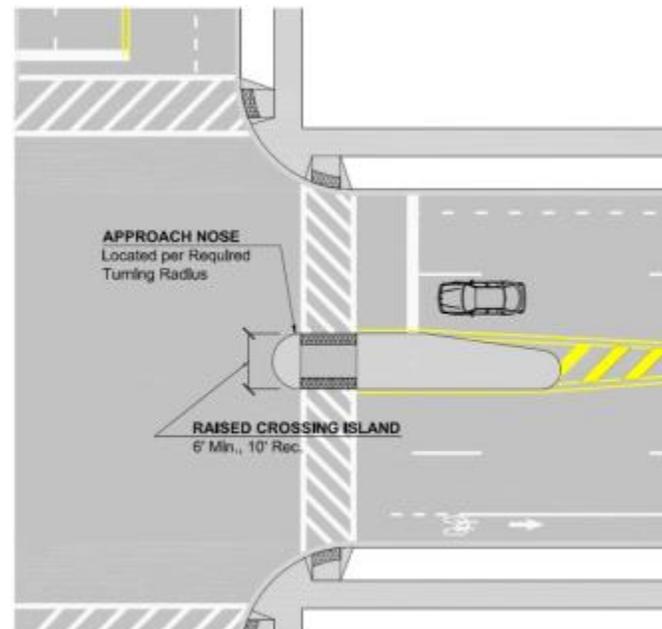


The South Washington Street Corridor Study outlines a set of design principles to improve pedestrian access and mobility on the corridor:

- Create vibrant civic space.
- Create a pleasing streetscape.
- Reduce pedestrian crossing distances.
- Encourage pedestrian friendly land use.
- Standardize driveway widths and vehicle access management.

To that end, the study recommends the following improvements to meet these goals:

- Construct geometric changes to the intersection of Hillwood Avenue and South Washington Street to eliminate the free-flow right turn movement.
- Install curb extensions and corner radius reductions on the side streets of South Washington Street to shorten pedestrian crossing distances, minimize exposure and improve sight distances.
- Install new traffic signals at Greenway Boulevard, South Maple Avenue, and Tinner Hill Road to calm traffic and create gaps in the traffic to accommodate pedestrian crossings.



Examples of pedestrian intersection improvements (Above) and a pedestrian hybrid signal (Below) from the South Washington Street Corridor Study.



South Washington Street Corridor

Planning Opportunity Area 2

- Install pedestrian countdown signals at all signalized crossings.
- Install crosswalks on all four legs of signalized intersections.
- Install raised medians.
- Repair existing sidewalks.

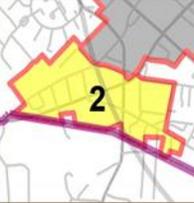
In addition, the City would like to see sidewalks on both sides of all streets within the POA. The recommended width of sidewalks is 20 feet from building to curb. This will provide space for foot traffic and outdoor retail activity uses, as well as streetscape plantings, signage and utilities. Curb extensions are also recommended at all intersections in the POA where at least one intersecting street contains on-street parking in order to increase visibility and reduce crossing distances. In addition, mid-block curb extensions should also be used in areas with high pedestrian activity (See Page 8-20 for diagrams).

Some of the recommendations from the South Washington Street Corridor Study are currently being planned as part of the South Washington Street Transportation Improvements project. Planned improvements include new traffic signals at select intersections along South Washington Street and curb extensions on intersecting roadways.



An aerial view (Above) and ground level view (Below) of the 20 foot sidewalks in front of the Pearson Square building. Similar size sidewalks are recommended for other areas of the South Washington Street Corridor POA in order to accommodate increased pedestrian activity.



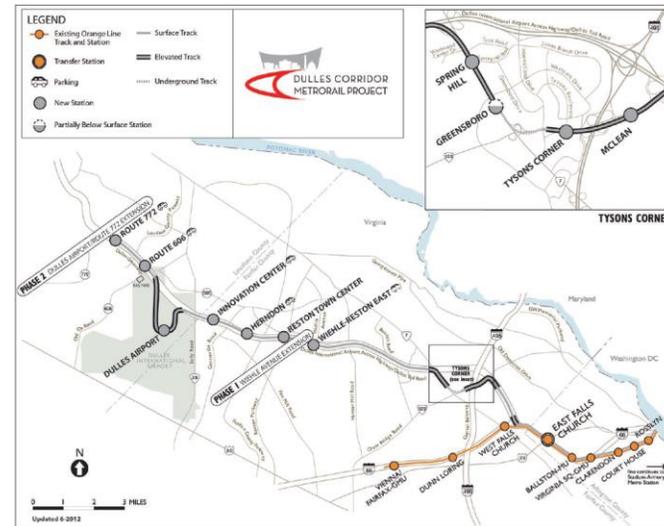


Public Transportation

Public transportation in the South Washington Street Corridor POA consists of Metrobus service along South Washington Street. The East Falls Church Metrorail station is approximately one mile from the POA and can play a role in redevelopment efforts given its relative proximity to the area and the presence of existing transit that connects it to the POA. The City has plans to construct a new Intermodal Transit Plaza on the corner of South Washington Street and Hillwood Avenue in the location of the channelized right turn lane that will be removed. This plaza will play a major role in improving transit accessibility and appeal in the area.

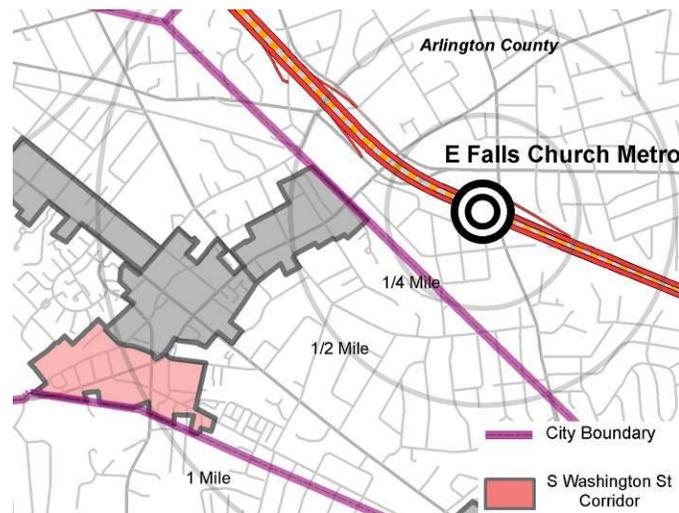
Metrorail

The nearest Metrorail station to the South Washington Street POA is the East Falls Church Metro Station. The station serves the Orange line and will serve the future Silver Line. It will also be a transfer station between the two lines, which has the potential to bring more people to the area. The Orange Line currently provides connections to Fairfax County, Arlington County, and Washington D.C. The new Silver Line will provide westward connections to Tysons Corner, Reston, Washington Dulles International Airport, and Loudoun County by late 2013. The new Intermodal Transit Plaza will provide a direct connection between the South



(Above) Map of the future Silver Line.
(Map from www.dullesmetro.com)

(Below) The center of the South Washington Street Corridor POA is located one mile from the East Falls Church Metro Station



South Washington Street Corridor Planning Opportunity Area 2

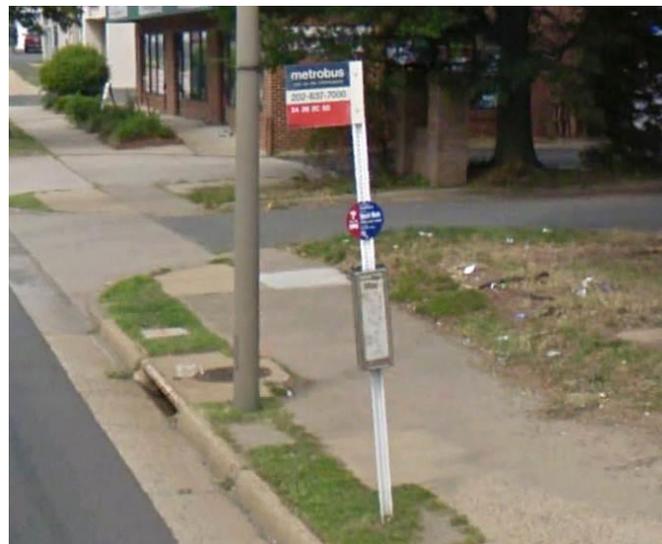
Washington Street Corridor POA and the East Falls Church Metro Station, which will enable the City to bring new Silver Line riders to the area.

In addition, with higher levels of redevelopment in the future, the City could consider a shuttle service to Metro. The shuttle could be run full-time or only during special events to supplement Metrobus access to the area.

Bus

Metrobus lines 2A, 2B, 2C, and 2G serve the South Washington Street POA. There are four stops along South Washington Street (Route 29) within the South Washington Street POA, two northbound and two southbound. Two more stops serve the South Washington POA but are located in Fairfax County at the intersection of Lee Highway (Route 29) and South Maple Avenue. Buses run approximately every half hour during weekdays and hourly on the weekends eastbound into Arlington County and westbound into Fairfax County. Eastbound stops in Arlington County include the East Falls Church Metro Station, Ballston, and Rosslyn, and westbound stops in Fairfax County include Merrifield, Fair Oaks, and Tysons Corner.

Most properties in the South Washington Street Corridor POA are located within one-tenth of a mile from a Metrobus stop. The current stops are marked by a pole and small sign. A bench is available at the stop in front of the Elevation Burger.

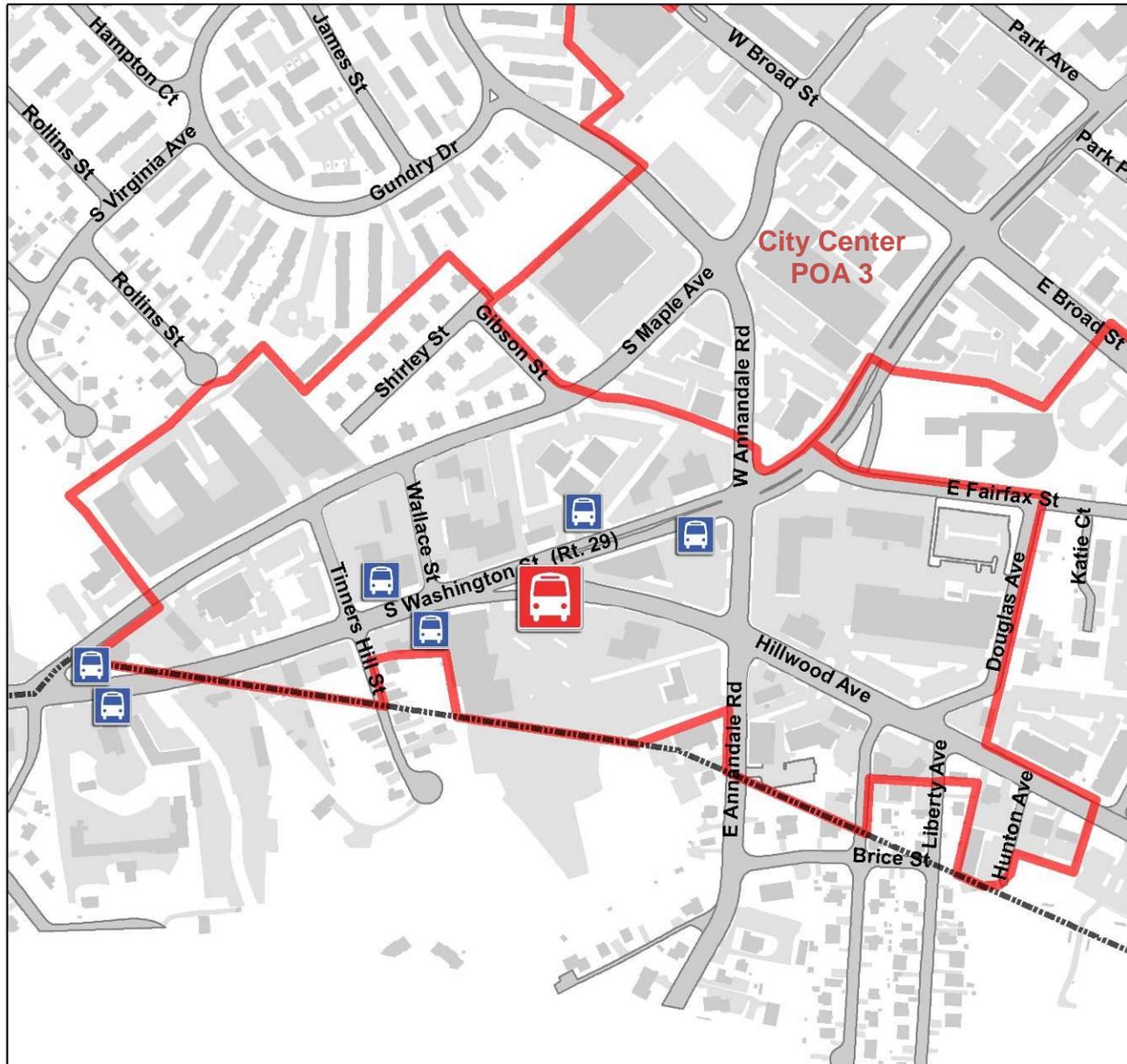
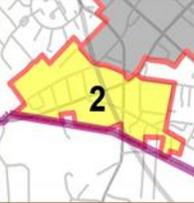


(Above) A typical bus stop in the South Washington Street Corridor POA.

(Below) The bus stop at Elevation Burger.

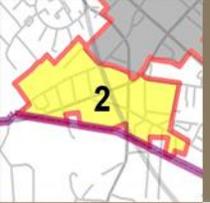


South Washington Street Corridor Planning Opportunity Area 2



Transit
S Washington St Corridor
Planning Opportunity Area 2
City of Falls Church
Legend
Planning Opportunity Area City Boundary Building Transportation Surfaces Roads Driveway/Surface Parking Bus Stops Existing Bus Stop Intermodal Transit Plaza <small>*Some existing stops are to be consolidated here*</small>

Transportation



South Washington Street Corridor Planning Opportunity Area 2

restaurant on the northern corner of the South Washington Street and Tinner Hill intersection. The City is developing plans to relocate bus stops from the near side of intersections to the far side of intersections to comply with the WMATA bus stop guidelines. In addition, the City is considering consolidating some bus stops with lower ridership and providing bus shelters at other stops with higher ridership.

Metrobus service intervals in the South Washington Street Corridor POA are currently inadequate for significant transit use. It may be possible to contract with neighboring jurisdictions for extensions of Fairfax Connector or Arlington Transit routes to provide more frequent shuttle bus service between the Intermodal Transit Plaza and the East Falls Church Metro Station.

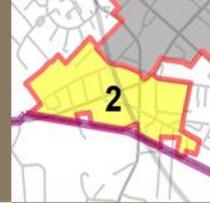
Intermodal Transit Plaza

An Intermodal Transit Plaza is slated for construction at the intersection of South Washington Street and Hillwood Avenue. The Plaza is to be located on City right-of-way that is gained through the removal of the free-flow right turn lane from South Washington Street to Hillwood Avenue. There will be two components of the Plaza – one on each side of Hillwood Avenue. The south side will contain bicycle amenities including racks, a water fountain, an air pump and benches. The northern side will contain the bus shelter, additional seating, open space, and historical

interpretive signage. This centralized location within the South Washington Street POA places the Plaza within one-tenth of a mile from Tinner Hill Street and provides access to the rest of the POA via roadways and sidewalks that branch out from the area. The Intermodal Transit Plaza will consolidate two nearby bus stops and will provide a transfer point for bus users, pedestrians, and bicyclists. The City should coordinate with the construction of the Intermodal Transit Plaza to include some improvements that would increase pedestrian and bicycle access. The City currently has plans to add new stoplights and reorganize existing bus stops along South Washington Street.

The design of the Intermodal Transit Plaza shifts the intersection of Hillwood Avenue and South Washington Street slightly to the south. This shift aligns Hillwood Avenue with a private alley across the street. With redevelopment of the area, this is planned to become a new public street stretching from the intersection to South Maple Avenue. This would eliminate the need for traffic from Hillwood Avenue to be redirected onto South Washington Street in order to reach South Maple Avenue, which can help manage traffic with higher density redevelopment of the area. In addition, it would also provide more a direct pedestrian and bicycle connection to the Intermodal Transit Plaza from the Virginia Village area.

South Washington Street Corridor Planning Opportunity Area 2



Transportation



- 1. Serpentine bench spans both sides of transit plaza
- 2. Bus stop shelter
- 3. Public art location with vertical interpretive panels telling historic stories
- 4. Bike racks (possible future bike share)
- 5. Planted areas/rain gardens
- 6. Driveways to Coleman Sports
- 7. Planted tree pits
- 8. Bus stop
- 9. Access from Red Top

South Washington Street Transit Plaza PREFERRED ALTERNATIVE

March 28, 2013



The most popular preliminary design concept for the Intermodal Transit Plaza at a January 11, 2013 public meeting was the "Bench Scheme" designed by Rhodeside & Harwell. The above illustration shows the preferred alternative design for the Intermodal Transit Plaza based on input from City officials and the general public. (Illustration from Rhodeside & Harwell)

South Washington Street Corridor Planning Opportunity Area 2

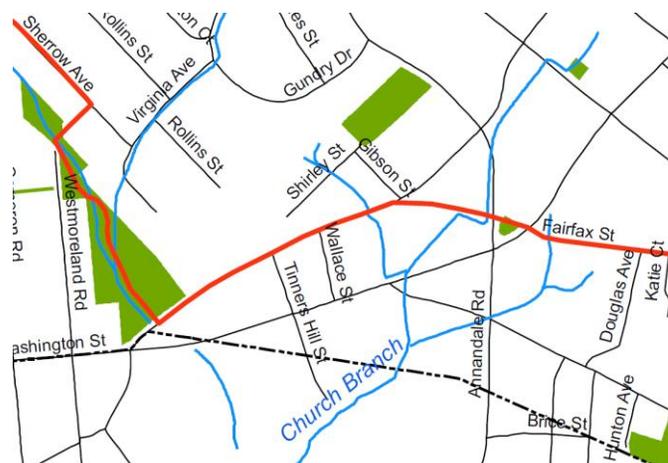
Bicycle Facilities

Expanding bicycle connections to and from the South Washington Street Corridor POA is a major step in promoting alternative transit options that could help redevelopment efforts. With the integration of bikeshare facilities, racks and other bicycle-related amenities, the Intermodal Transit Plaza has the potential to serve as a bicycle hub and a transition point for those travelling by bus.

Bike Routes

The City Bicycle Route Map designates a city-wide bicycle route that travels through the South Washington Street Corridor POA. Within the area, the majority of South Maple Avenue, the West Fairfax Street right-of-way, and East Fairfax Street are designated as part of this route. There are currently no on-street lanes or markings indicating a bicycle route along South Maple Avenue or East Fairfax Street. The West Fairfax Street right-of-way is also generally unimproved in this area and presents an impediment to cyclists.

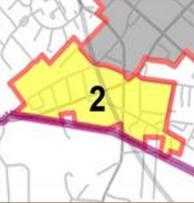
The City is exploring the expansion of bicycle facilities along South Washington Street as part of an ongoing project. Preliminary concepts are being consolidated into a citywide Bicycle Master Plan, the final version of which will be formed from a series of public engagements as well as recommendations from commissions, City Council,



(Above) A section of the City Bicycle Route Map showing the designated bicycle route in red through the South Washington Street Corridor POA.

(Below) An existing sign denoting the bike route along South Maple Avenue through the South Washington Street Corridor POA.





and City staff. Developers should consult the Bicycle Master Plan and coordinate redevelopment efforts to meet bicycle facility recommendations for the area. Public investment into bicycle facility improvements should also be coordinated with redevelopment efforts within the POA.

Bike Share

Bike share facilities may be included with the Intermodal Transit Plaza if this program is rolled out in the City. This would allow bus riders or other users to travel to any area within the City or into Arlington County, where there is also a bikeshare program, on rented bicycles.

Bike Racks

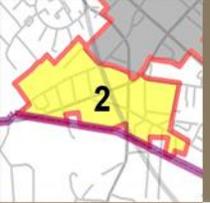
There should be adequate bicycle parking provided throughout the POA to provide safe storage for bicycles and to promote the use of bicycles for transportation to and within the South Washington Street Corridor POA. There are existing private bicycle racks located at the Bike Club along South Washington Street. Streamlined public bicycle racks that fit with any new streetscape designs can be used at strategic locations throughout the area to reinforce bicycle usage along proposed bicycle routes on South Maple Avenue, South Washington Street, and Hillwood Avenue. The current plan for the Intermodal Transit Plaza includes bicycle racks as well as a tire pump and a water fountain for cyclists.



(Above) A Capital Bikeshare facility in Washington, D.C.

(Below) A public bike rack at the Dupont Circle Metro. Uniquely designed public bike racks can add a placemaking element that ties into the culture of the area as well as provide an alternative transit option.





South Washington Street Corridor

Planning Opportunity Area 2

Roadways

The South Washington Street Corridor POA is bisected by one primary road, South Washington Street. There are also numerous secondary roadways, such as Hillwood Avenue, Annandale Road, and South Maple Avenue. Automobile traffic flow is important in serving area businesses and providing regional connections. The City should continue to ensure that there is adequate traffic flow within the corridor while also providing better accommodations and increased safety for pedestrians and bicyclists. The following sections provide a basic overview of current conditions as well as some planned and recommended roadway improvements. For specific design recommendations and streetscape improvements see Chapter 9, Urban Design.

South Washington Street (US 29)

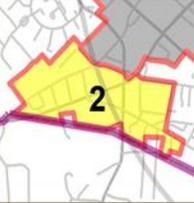
The major roadway through the South Washington Street POA is South Washington Street, United States (US) Route 29. This roadway, which is also part of the National Highway System (NHS) and therefore regulated by standards set by the Federal Highway Administration (FHWA), continues northward in the City through the City Center POA and the North Washington Street POA and on to Rosslyn in Arlington County. Route 29 extends to the south to Merrifield and Fair Oaks in Fairfax County.

South Washington Street is designated by the City as a Major Arterial and carries an average of 23,000 vehicles per day from the South Maple Avenue intersection to the Hillwood Avenue intersection and 18,000 to 20,000 vehicles per day between the Hillwood Avenue intersection and the Broad Street intersection.

Within the South Washington Street Corridor POA there are two fully signalized intersections along South Washington Street at Hillwood Avenue and Annandale Road. New signals along South Washington Street, including one at the intersection with South Maple Avenue and another at the intersection with Tinner Hill Street are recommended in order to make this heavily travelled thoroughfare safer for pedestrians. In addition, it is recommended that lane widths along South Washington Street be reduced to 11 feet, with a one foot median, which would calm traffic and create space on either side of the road for sidewalk expansion.

East/West Annandale Road

Another major roadway in the South Washington Street POA is Annandale Road. East Annandale Road is another gateway into the City from Fairfax County. This roadway is designated by the City as a Minor Arterial. East Annandale Road carries an average of 12,000 vehicles per day. West Annandale Road lies north of South Washington



Street and is designated by the City as a Collector. West Annandale Road carries an average of 6,400 vehicles per day within the South Washington Street POA. Both roads are divided directionally by double yellow lines. Daily traffic backups generally take place at the gateway to the City along East Annandale Road due to the close proximity of the Hillwood Avenue and South Washington Street intersections along this road. Intersection improvements should be considered that would increase pedestrian safety and allow increased traffic flow through this area during peak travel times.

Hillwood Avenue

Hillwood Avenue is designated as a Minor Arterial; it carries an average of 10,000 vehicles per day and provides a direct connection between the South Washington Street POA and the Seven Corners/Eden Center area.

The Intermodal Transit Plaza will be located at the westernmost end of the road, at the intersection with South Washington Street. The current channelized right turn onto Hillwood Avenue from South Washington Street will be eliminated, which will improve the safety of this intersection for pedestrians and bicyclists.

Hillwood Avenue east of Annandale Road is between 50 feet and 60 feet wide within the South Washington Street Corridor POA. It may be

possible to reduce the width of the road to allow for an expansion of sidewalk width on either side while still allowing for on-street parking. Another option to be considered would be to allow diagonal on-street parking in order to reduce the need for surface parking on properties along the southern side of the roadway.



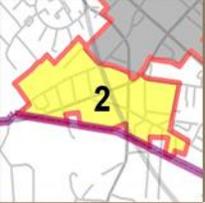
(Above) The future site of the Intermodal Transit Plaza. The channelized right turn lane will be closed to automobiles and become part of the Plaza.

(Below) Hillwood Avenue east of Annandale Road is between 50 feet and 60 feet wide within the POA.



South Washington Street Corridor

Planning Opportunity Area 2



South Maple Avenue

South Maple Avenue intersects with South Washington Street/Lee Highway/Route 29 at the border with Fairfax County. From there it travels northeastward and runs parallel to South Washington Street. On-street parking is available on the northern side of the street between South Washington Street and the Fairfax Street right-of-way.

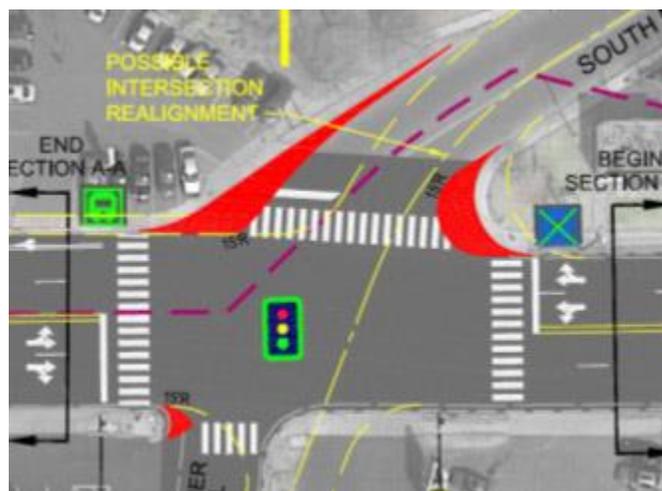
The intersection with South Washington Street is a problem area for traffic due to the angle at which the two roads intersect and the lack of adequate signaling. Considerable concern for this intersection has been expressed by the community. The City is currently developing plans to signalize and realign this intersection to improve visibility and safety for pedestrians, bicyclists, and drivers.

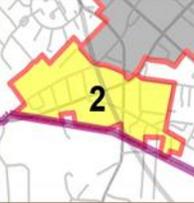
A portion of South Maple Avenue has the potential to become part of a special street area that would allow for easy closure to stage special events. Special paving or street treatment, a mid-block crossing with curb extensions, and delineated on-street parking could help to make South Maple Avenue a special street between the existing Pearson Square and the proposed Reserve at Tinner Hill. Temporary closure of the whole road to automobiles in this area for the staging of special events coordinated with the local community and businesses should also be considered.



(Above) The angle of the intersection of South Washington Street and South Maple Avenue is hazardous to pedestrians, bicyclists, and automobile drivers.

(Below) Possible improvements to the South Maple Avenue and South Washington Street intersection. Symbols highlighted in green are new and red areas represent curb extensions.





Tinner Hill Street

Tinner Hill Street is an unmarked residential street that runs from a cul-de-sac approximately 245 feet into Fairfax County northward across South Washington Street and ends at South Maple Avenue. It is approximately 24 feet wide from the Fairfax County line to South Washington Street and 32 feet wide between South Washington Street and South Maple Avenue. On-street parking is currently allowed along the length of the street, though only four spaces are marked. Tinner Hill Street, along with Wallace Street, helps to make a grid pattern in the area between South Washington Street and South Maple Avenue within the South Washington Street Corridor POA.

Due to its cultural importance and the redevelopment potential of surrounding properties, Tinner Hill Street is very important to the South Washington Street Corridor POA. The roadway has the potential to become more of a pedestrian promenade. As the road becomes lined with retail establishments, public art, and cultural icons, the street can be merged with the sidewalk to create a common space for automobiles, pedestrians, and bicyclists. This can be done through the exclusion of curbs at the side of the road, unique paving options, and signage. Removable bollards could also be located at the intersections with South Washington Street and South Maple Avenue. This would allow the road to be easily closed for special on-street events and provide improved walkability

in the area while still allowing automobile traffic and on-street parking on non-event days.

Unique paving or stamped concrete could be extended along Tinner Hill Street from the intersection with South Washington Street to South Maple Avenue, and possibly along these streets leading up to the Tinner Hill Street intersections. This would help create a sense of place for the area and provide additional traffic calming measures that would make the road safe for larger amounts of pedestrians.

Douglass Avenue

Douglass Avenue runs along the eastern boundary of the South Washington Street POA between Hillwood Avenue and Fairfax Street. It continues southward from Hillwood Avenue into Fairfax County. It is a residential road that is approximately 32 feet wide between Hillwood Avenue and Fairfax Street and 24 feet wide between Hillwood Avenue and the Fairfax County line.

There is a bend in Douglass Avenue north of the intersection with Hillwood Avenue. Straightening the road southward from this bend to a new intersection with Hillwood Avenue should be considered. This would have the effect of providing a less angled intersection with Hillwood Avenue and allowing more space for redevelopment on the adjacent properties.

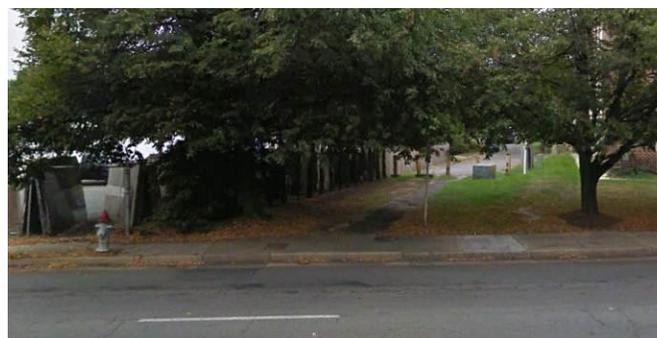
South Washington Street Corridor Planning Opportunity Area 2

West Fairfax Street

West Fairfax Street is an unimproved roadway which runs from South Maple Avenue at the intersection with Gibson Street to Annandale Road. The City should explore the possibility of improving West Fairfax Street in order to provide access and visibility to possible future store frontage in that area. Sidewalks and improved paving would also help to provide a more seamless pedestrian and bicycle connection with the City Center POA while allowing for an access road to future development on adjacent properties. For conceptual illustrations of a possible design see Chapter 9, Urban Design.

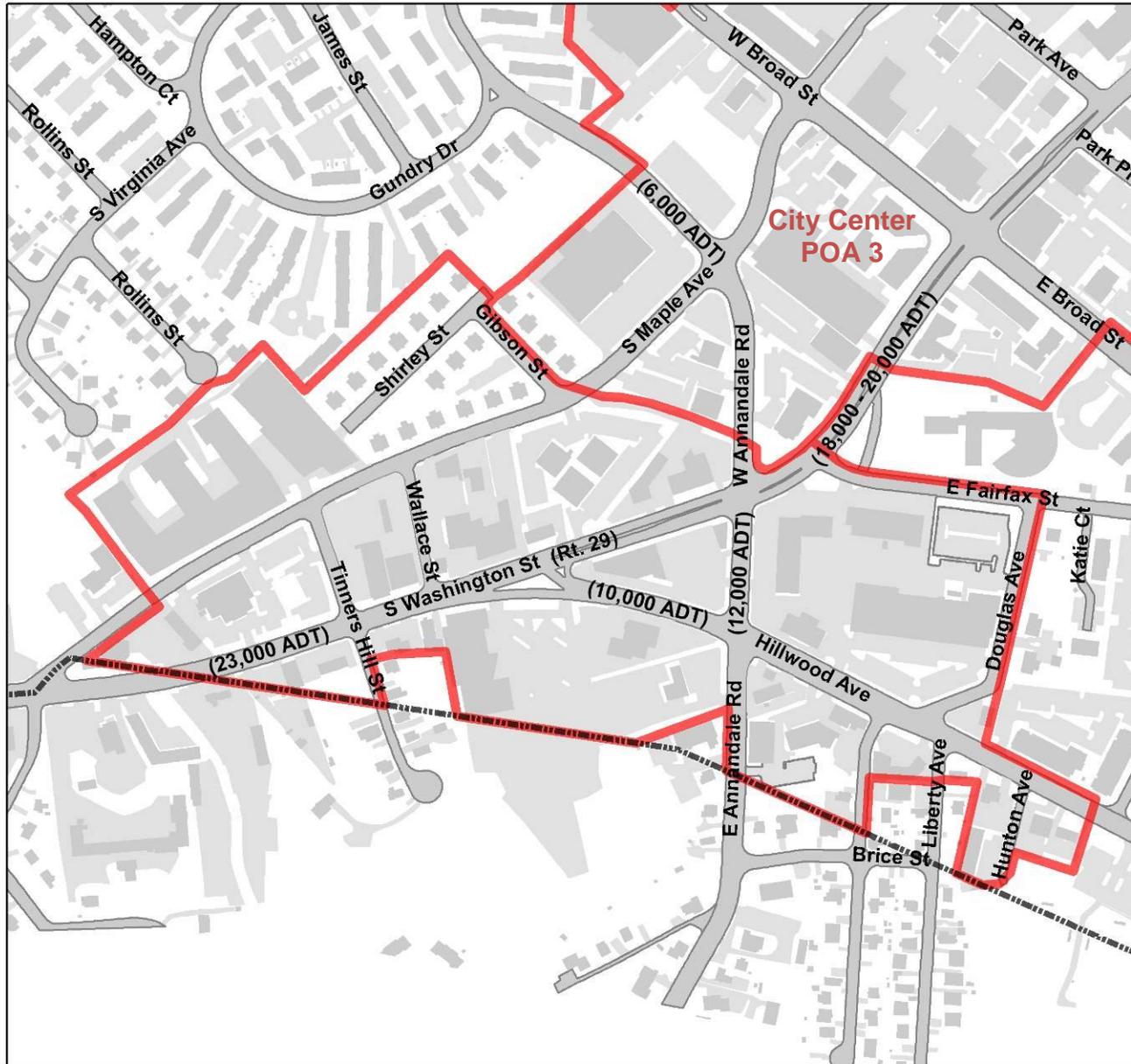
East Fairfax Street

East Fairfax Street within the South Washington Street Corridor POA extends from an intersection with South Washington Street eastward to Douglass Avenue. The Falls Church is located along the northern edge of the street just outside of the POA. East Fairfax Street has the potential to become a special street. It would be an extension of a special street concept that would stretch along West Fairfax Street from South Maple Avenue to create a coordinated corridor between the South Washington Street Corridor POA and the City Center POA that includes historical elements such as the Rolling Road and The Falls Church. Special pavers and other streetscape features could be coordinated within this area.



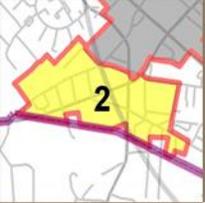
Existing conditions at the West Fairfax Street right-of-way from South Maple Avenue (Top), from West Annandale Road (Middle), and from an aerial perspective (Bottom).

South Washington Street Corridor Planning Opportunity Area 2



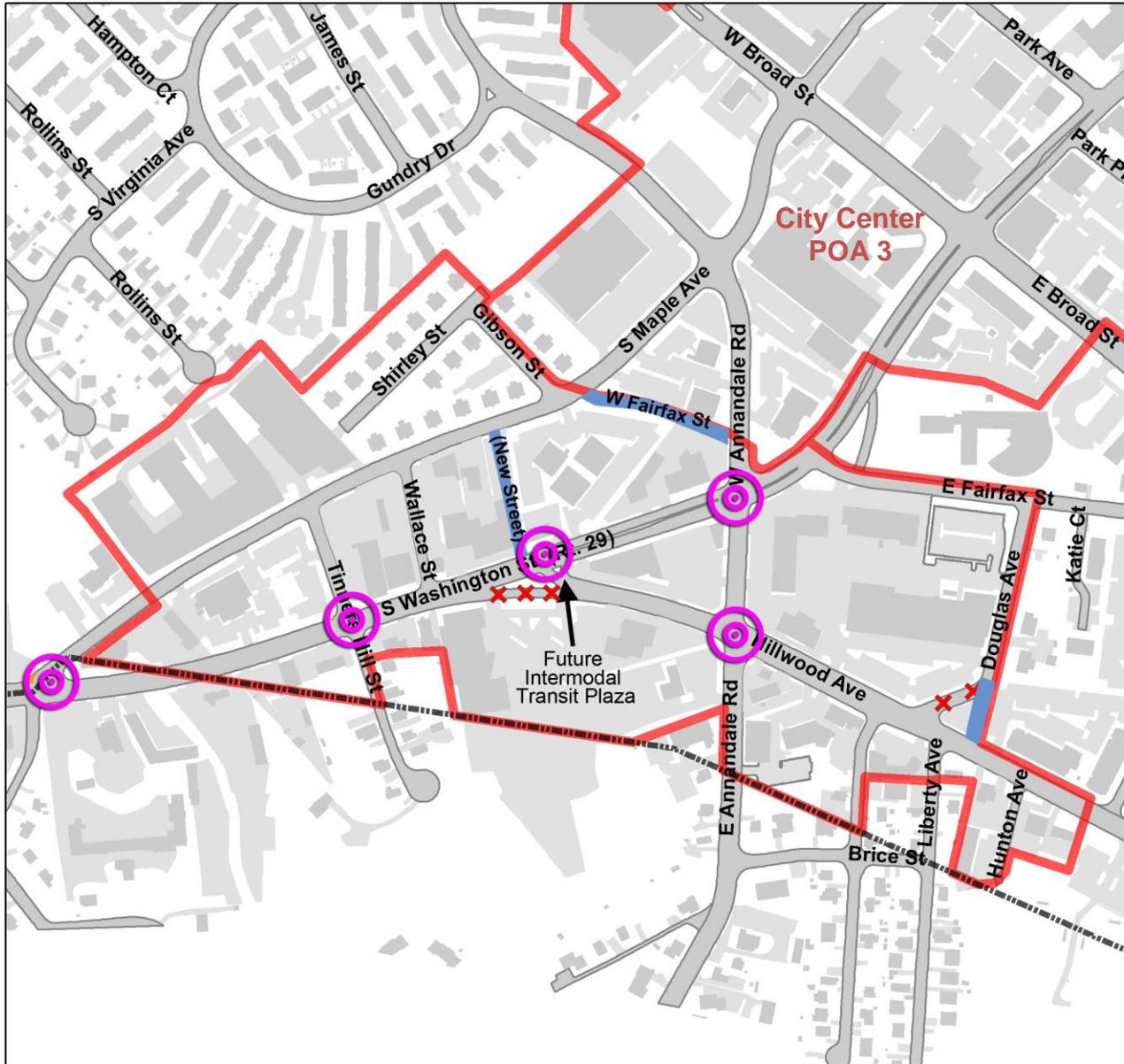
Roadways	
S Washington St Corridor	
Planning Opportunity Area 2	
City of Falls Church	
Legend	
	Planning Opportunity Area
	City Boundary
	Building
Transportation Surfaces	
	Roads
	Driveway/Surface Parking
ADT = Average Daily Traffic	

Transportation

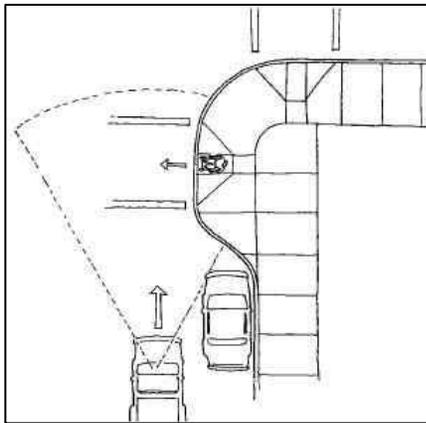
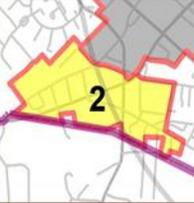


South Washington Street Corridor Planning Opportunity Area 2

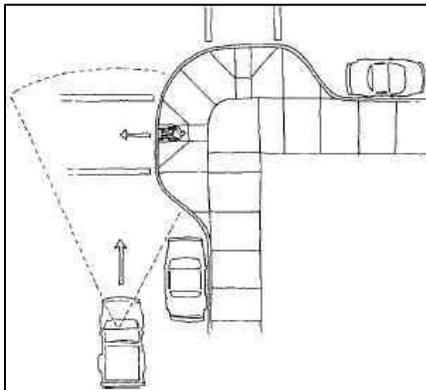
Transportation



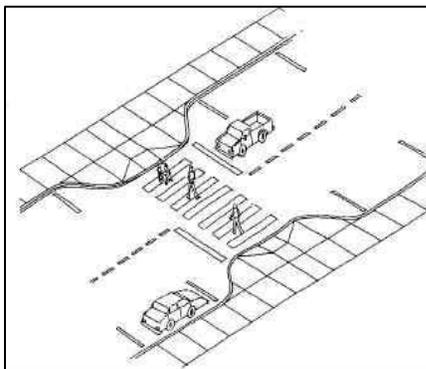
Roadway Changes	
S Washington St Corridor	
Planning Opportunity Area 2	
City of Falls Church	
Legend	
	Planning Opportunity Area
	City Boundary
	Building
Transportation Surfaces	
	Roads
	Driveway/Surface Parking
Possible Roadway Changes	
	High Priority Intersection Improvements
	New Streets
	Vacate Existing Street



Partial curb extensions should be installed at intersections where on-street parking is only permitted along one of the intersecting streets, such as secondary streets that intersect South Washington Street or Annandale Road. Curb extensions improve pedestrian safety by increasing visibility, reducing road crossing distance, and allowing more room for ADA accessible ramps.

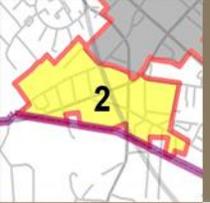


Full curb extensions should be installed at intersections where on-street parking is permitted along both of the intersecting streets, such as intersections with South Maple Avenue, including Tinner Hill, Wallace Street, the proposed new street, and West Fairfax Street. Also, the intersection of Douglass Avenue and East Fairfax Street as well as minor street intersections with Hillwood Avenue.



Mid-block curb extensions can be installed along roadways where on-street parking is allowed in order to produce a traffic calming effect and/or provide a safer pedestrian crossing in areas where there will be a higher pedestrian concentration, such as at select locations along South Maple Avenue or Tinner Hill Street.

[Illustrations from, *Designing Sidewalks and Trails for Access*, Chapter 4. FHWA, 1999.](#)



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New Street

The City has proposed the creation of a new street connecting South Washington Street and South Maple Avenue in the location of the private alley that currently extends from the intersection of South Washington Street and Hillwood Avenue northward. This street would become the through-lane for northbound travel on Hillwood Avenue that is currently forced to turn left or right onto South Washington Street. This would be meant to help relieve some traffic along South Washington Street that could occur with extensive redevelopment by not requiring diversion onto South Washington Street in order to reach South Maple Avenue via Hillwood Avenue. The new street should be designed in a way that allows this important automobile connection while also including traffic calming and design elements that provide adequate, attractive, and safe pedestrian and bicycle connections. Bicycle connections can be implemented by extending the bicycle lanes proposed for a section Hillwood Avenue along this new street toward the City Bike Route along South Maple Avenue.

Parking

Though a primary focus should be creating land use patterns and transportation options that reduce parking requirements, the automobile will still be an important consideration in the South Washington

Street Corridor POA. Therefore, it is important that adequate parking be provided for residents, workers, long term visitors, and short-term retail patrons. The current situation of large surface parking lots should give way to structured and on-street parking. In addition, the implementation of shared parking facilities and improved transit facilities will help to reduce the total number of parking spaces needed throughout the area. Parking should also be provided for alternative modes of transportation, such as bicycle and carshare.

Structured Parking

The only structured parking that currently exists in the South Washington POA is that associated with the Pearson Square/Tax Analyst complex. The Pearson Square building and the Tax Analyst building have separate parking structures. The structure for Pearson Square is located largely below-grade, while the Tax Analyst parking structure is located at the rear of the lot, above grade, but generally hidden from view by the building.

It is recommended that any redevelopment contain structured parking hidden from public view through the use of building massing techniques, façade treatments, or the use of underground parking structures. If a free-standing above-ground parking structure is located adjacent to a sidewalk, retail uses should be considered at sidewalk level if



appropriate. Recreation or building space on the top level of parking structures is encouraged. Automobile entrances to parking structures should favor secondary roads as not to impede the flow of traffic on major thoroughfares, which include South Washington Street and Annandale Road.

Upon redevelopment, it is recommended that underground parking be given preference in the central areas designated for higher-density structures. In areas designated for more moderate density redevelopment, above ground or partially submerged parking structures may be a more economical solution. It is recommended that retail space always be provided on the ground floor of above ground parking structures that border main roads or pedestrian activity areas. Surface parking may be required for redevelopment of small lots on the southern side of Hillwood Avenue, but preferably would be located behind buildings so that retail and small office frontage can be given precedent at the sidewalk.

On-Street Parking

It is important to provide on-street parking for ground-floor retail uses along secondary roads in the South Washington Street Corridor POA. On-street parking is essential for small shops that require quick service. One reason cited by the owners of the development for low retailer interest in Pearson Square was the lack of adequate on-street parking. In addition, on-street parking

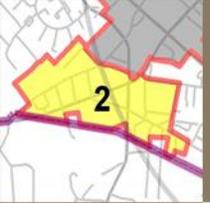


Flexcar (Above) and Zipcar (Below) are two carshare businesses active in the Washington, D.C. area.



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provides traffic calming and allows visitors to quickly patronize ground-floor retail without having to park in a structure and walk. On-street parking is recommended along all roads with the exception of South Washington Street, East Annandale Road, and West Annandale Road. Generally, on-street parking will be parallel with the curb, though the considerable width of Hillwood Avenue east of Annandale Road presents the possibility of angled on-street parking that could serve the businesses along the southern side of the road.

Curb extensions near intersections are recommended to help delineate parking areas along recommended roadways, to provide an extra traffic-calming effect, and to provide better visibility of pedestrians by disallowing parking too close to intersections. Curb extensions should be included at all intersections within the South Washington Street Corridor POA. In addition, mid-block curb extensions may be necessary in areas with high pedestrian activity. See page 8-21 for curb extension diagrams and specific type of curb extensions.

Shared Parking

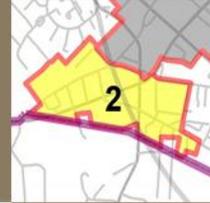
Shared parking would alleviate the need for excessive parking requirements with higher density in the South Washington Street Corridor POA. According to a study by the Victoria Transport Policy Institute, parking efficiency can be increased



(Above) A Denver, CO parking garage that includes ground-floor retail and a pedestrian-scale façade treatment that blends with nearby structures.

(Below) A soccer field and archery range are integrated onto the top level of a parking deck at UC San Diego's East Campus in La Jolla constructed by Bomel Construction Co. and International Parking Design in 2012.



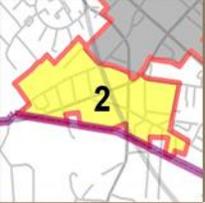


by 20-40% through the use of shared parking spaces. Currently, the City Planning Commission may approve shared parking for mixed-use buildings based on the applicant's submission of studies or site evaluations necessary to determine the acceptable amount of spaces.

It is recommended that, to the extent possible, shared parking should be allowed in strategically located parking structures throughout the South Washington Street Corridor POA. This may be particularly useful for the redevelopment of smaller lots, such as those at the two southern corners of the intersection of Tinner Hill Street and South Washington Street, in that under current conditions it would not be possible to meet the parking requirements for small-scale loft-style residential units. Apartment building owners or residents could make contributions or enter into a lease on spaces within a nearby parking structure rather than being required to utilize on-site parking. The consolidation associated with shared parking would potentially reduce the costs associated with redevelopment, promote a mix of uses, permit the redevelopment of smaller parcels, and allow for more useable space in buildings or as public parks and plazas.

Several methods for implementing shared parking strategies are available, including: contractual agreements, parking management districts, and publicly owned parking structures. Contractual agreements between two adjacent property owners could may be encouraged or facilitated by the City

for shared parking. A parking management district could be created that would make all parking within the district shared in exchange for fees from property owners that would help pay for maintenance, security, and other services. Or, public parking structures could be provided by the City at strategic locations in order to help consolidate parking needs in exchange for contributions from developers and property owners. The presentation and examination of other strategies for the provision of shared parking should also be encouraged and considered when reviewing redevelopment proposal.



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