



# North Washington Street

A Guide to Development Supporting the City's Comprehensive Plan



N Washington St





# North Washington Street Planning Opportunity Area 1

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## Acknowledgements



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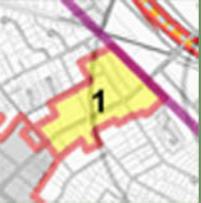
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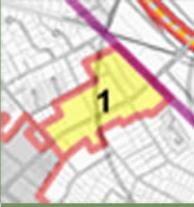
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# North Washington Street *Planning Opportunity Area 1*

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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 County. (Picture from [www.thewestlee.com](http://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.

Planning Opportunity Area 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. Reasons for this 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 and a lack of adequate pedestrian and bicycle facilities.

## History

The North Washington Street POA has been part of the City of Falls Church since it was incorporated. It falls along the border with nearby Arlington County that was also part of the original boundary of Washington, D.C. A historical boundary marker to this affect is still located nearby.

Settlers first arrived in this area in the 1700s. 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. In 1912 the Washington & Old Dominion (W&OD) Railroad took over the rail line from the Southern Railway.

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. 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

# North Washington Street Planning Opportunity Area 1



## Background

dismantling of 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.

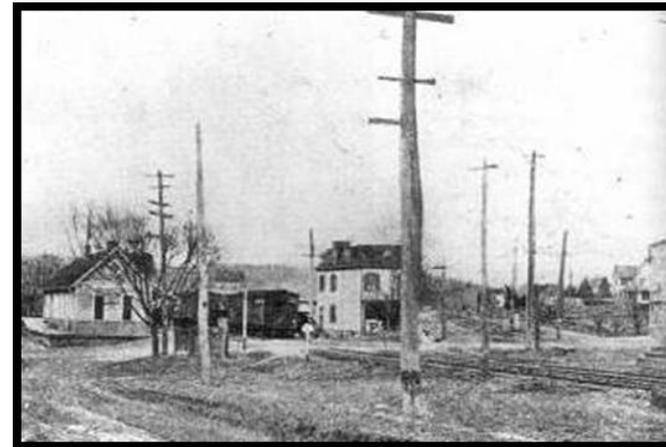
In the summer of 1986, the Orange line was extended with the completion of 9.11 miles, including the East Falls Church Metro Station. The route took the line from Arlington County to the town of Vienna in Fairfax County. The City of Falls

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.

Throughout the 21<sup>st</sup> century and continuing to the present day, development in the North Washington Street POA has been mostly limited to low-density commercial projects. North Washington Street (Rt. 29) serves as a passage through, rather than to, the area from Fairfax County to I-66 in Arlington County.



*The East Falls Church Train Station.*



*The East Falls Church Trolley Station.*

# North Washington Street Planning Opportunity Area 1



*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



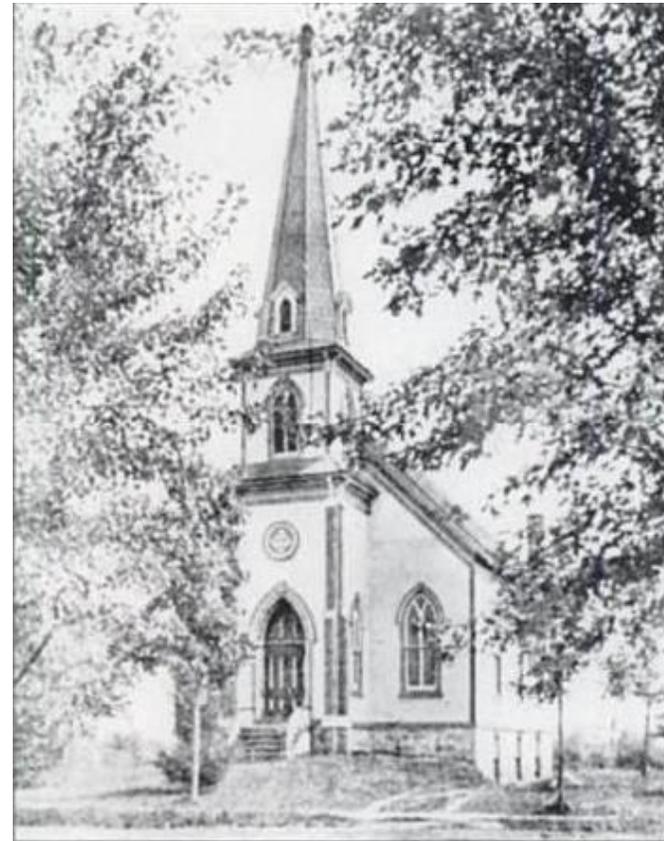
speakers, childcare, missionary work, and an institute of fine arts. Columbia Baptist Church also has partnerships with other churches in the United States and internationally.

The church currently has plans for physical expansion, which are posted on its website. 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 Columbia Street. It is directly across North Washington Street from Columbia Baptist Church. The current church 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. Although the facility is just outside the identified POA, many enjoy the scale and architecture of the building and expressed a desire for modeling new development on that structure.

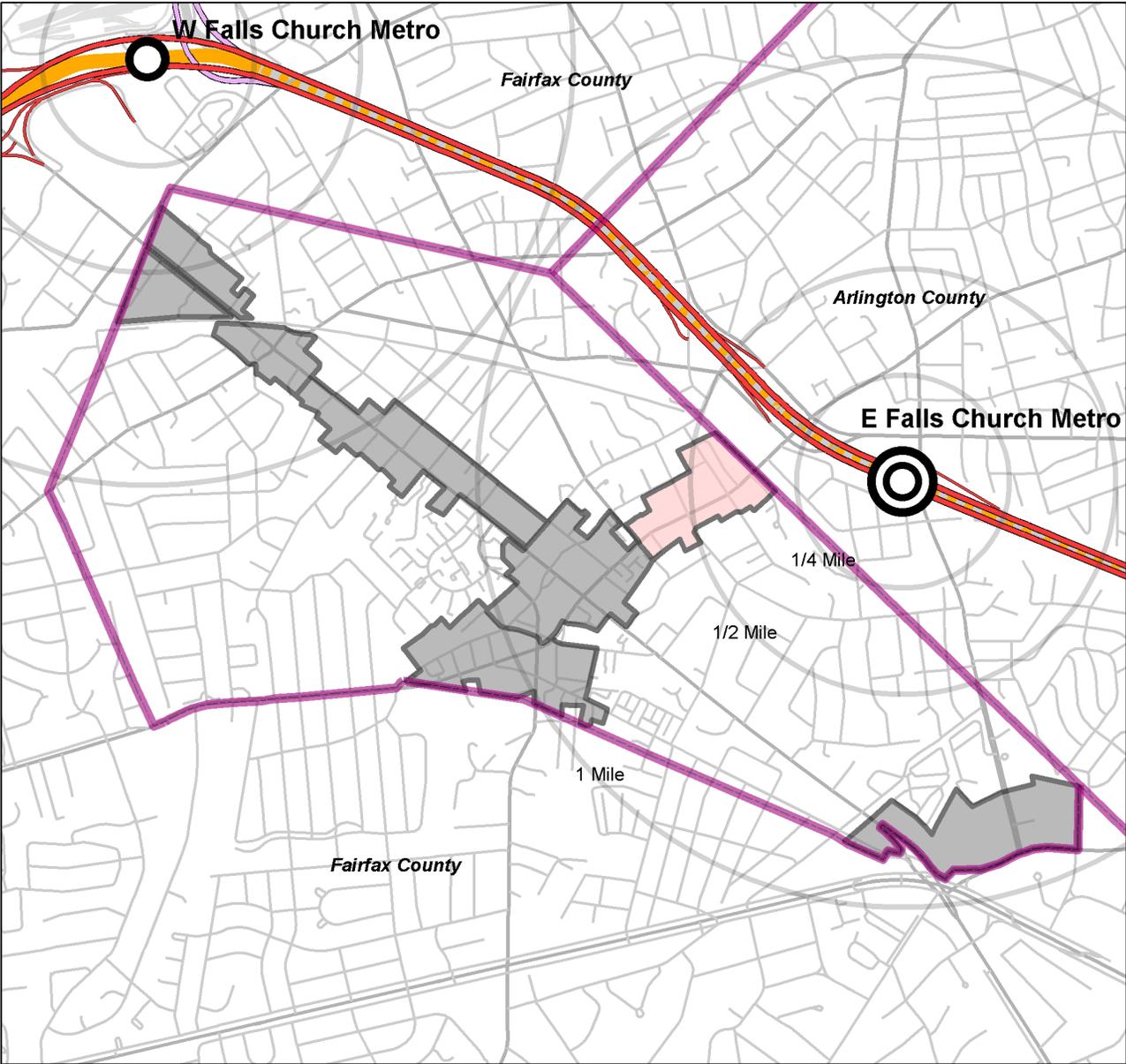
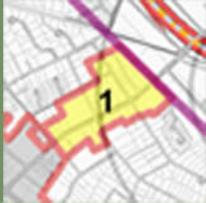


*(Above) Christ Crossman United Methodist Church in 2009.*

*(Below) Sunrise of Falls Church.  
(Picture from [www.sunriseseniorliving.com](http://www.sunriseseniorliving.com))*



# North Washington Street Planning Opportunity Area 1



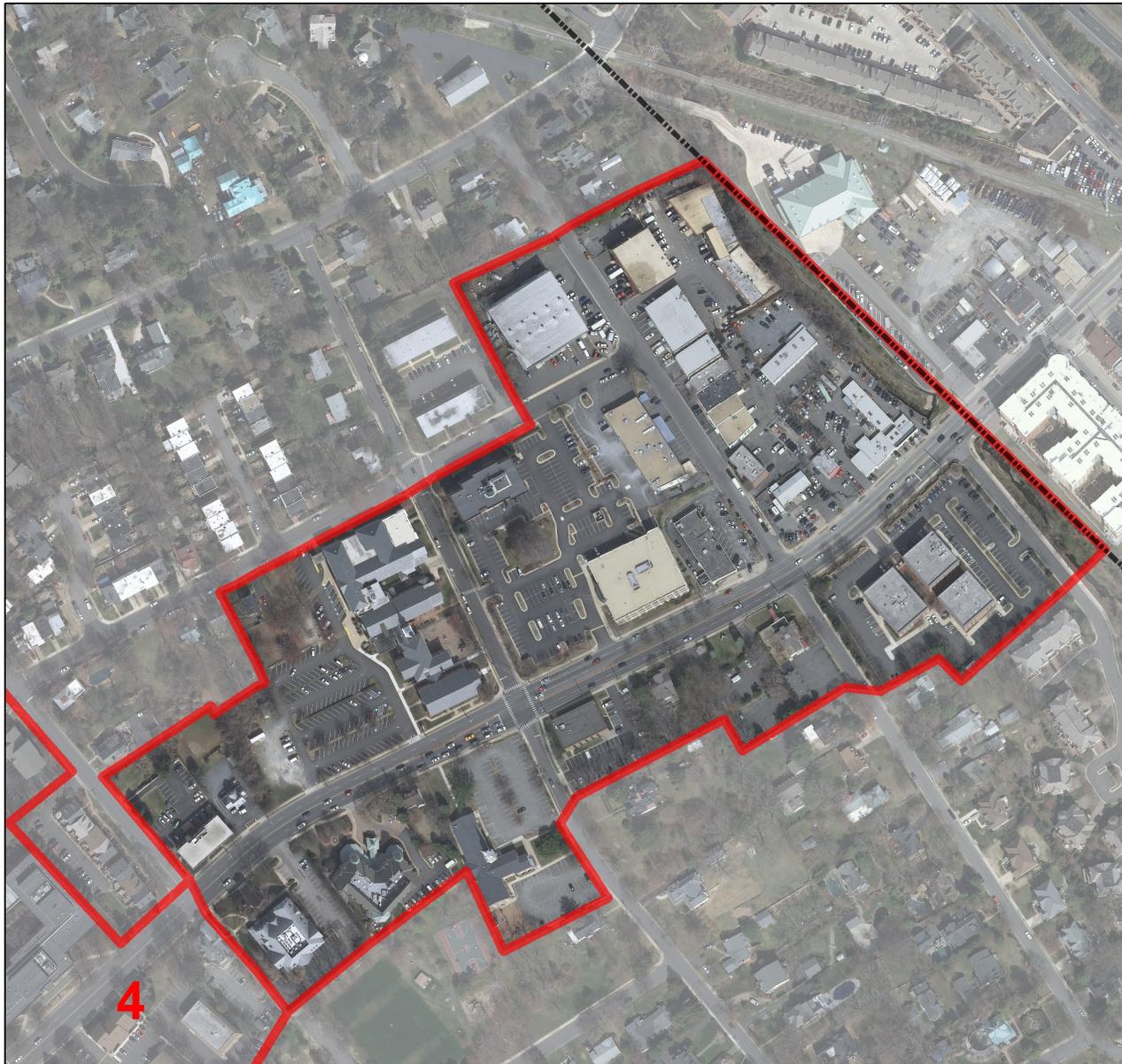
Location
<b>N Washington St</b>
<b>Planning Opportunity Area 1</b>
<b>City of Falls Church</b>
<b>Legend</b>
City Boundary
N Washington St
Other Planning Opportunity Areas

# Background



# North Washington Street Planning Opportunity Area 1

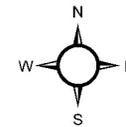
# Background



Aerial

N Washington St

Planning  
Opportunity  
Area 1



City of  
Falls Church

Legend

----- City Boundary

 Planning  
Opportunity  
Area

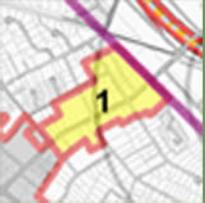
Map Based on  
2009 Aerial Imagery  
for City of Falls Church



0 75 150 225 300  
Feet



# **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 no residential properties and very little 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.

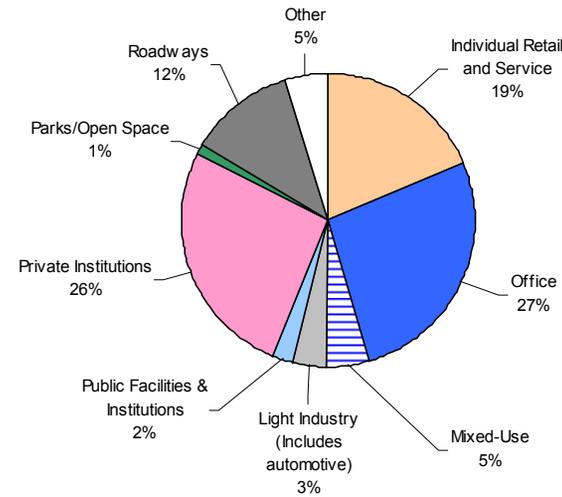
### Commercial

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.

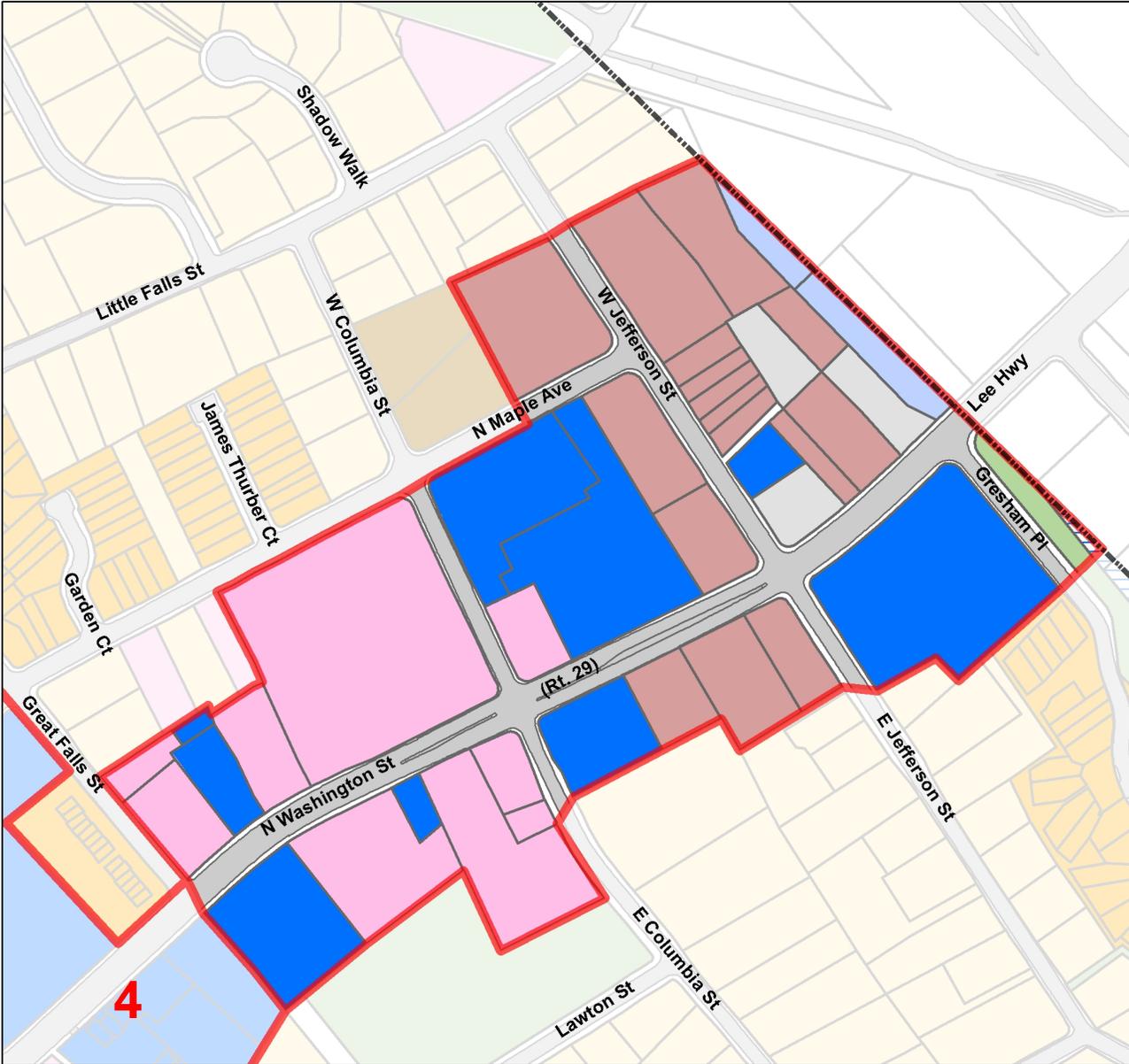
### Multi-purpose/Mixed-use

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



# 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 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.

## Industrial

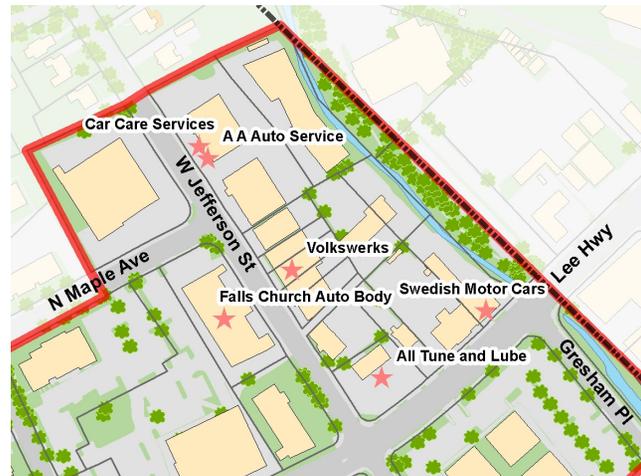
Light industrial and automotive business uses take place along West Jefferson Street within the North Washington Street POA. These include several auto-body shops, car service centers, and dealerships. There may be other light industrial uses that are not auto-related in this area.

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.



(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.





## *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 next to Christ Crossman Methodist Church on the southern side of North Washington Street. This 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.



## North Washington Street Planning Opportunity Area 1

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

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.

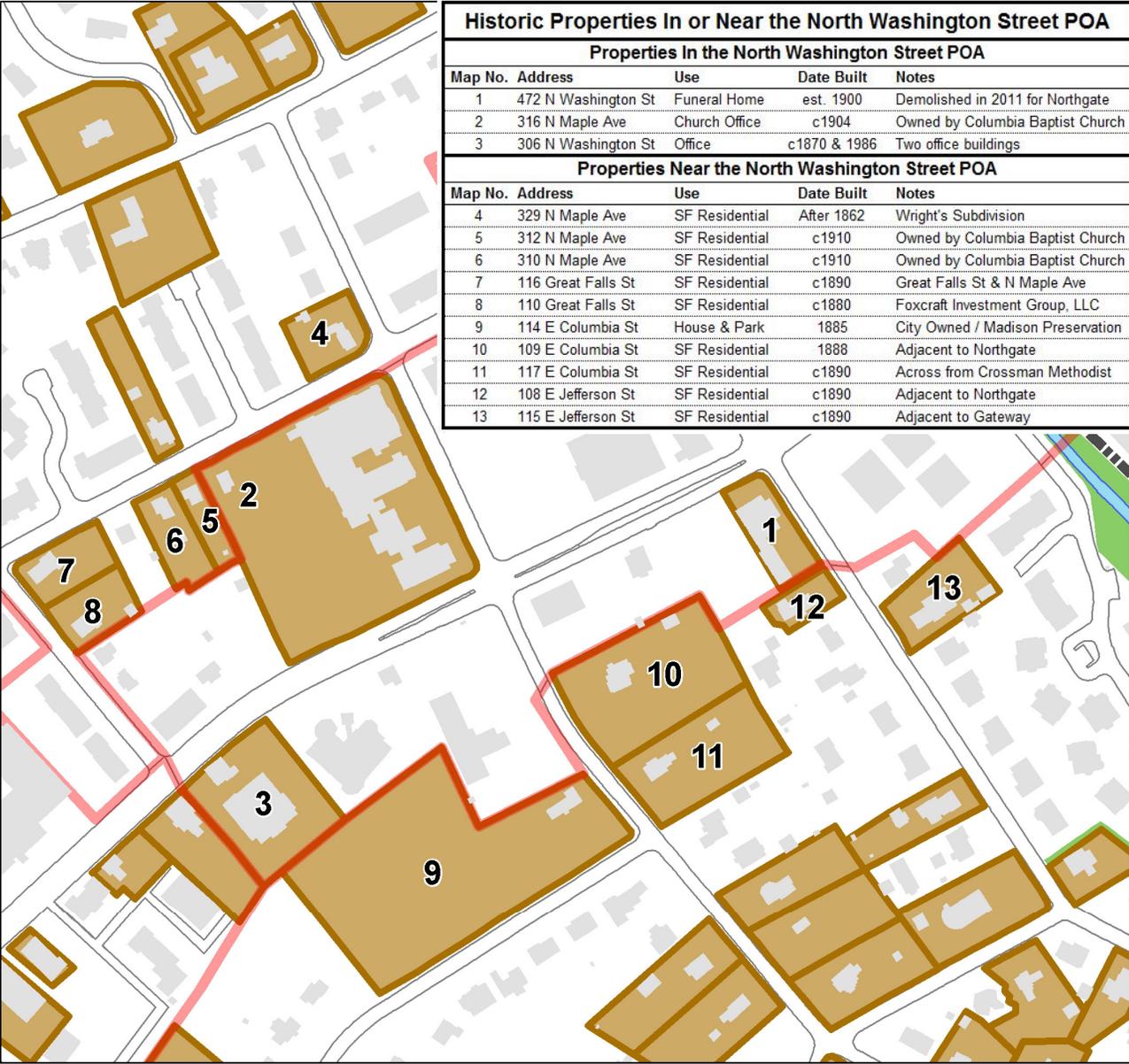
There are also a number of historic properties just outside the border of the North Washington Street POA. Several houses near the corner of Great Falls Street and North Maple Avenue have been designated historic. A park and two houses along East Columbia Street and two houses along East

Jefferson Street, all south of North Washington Street, are also historic structures.

### 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**

**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 Land Use**



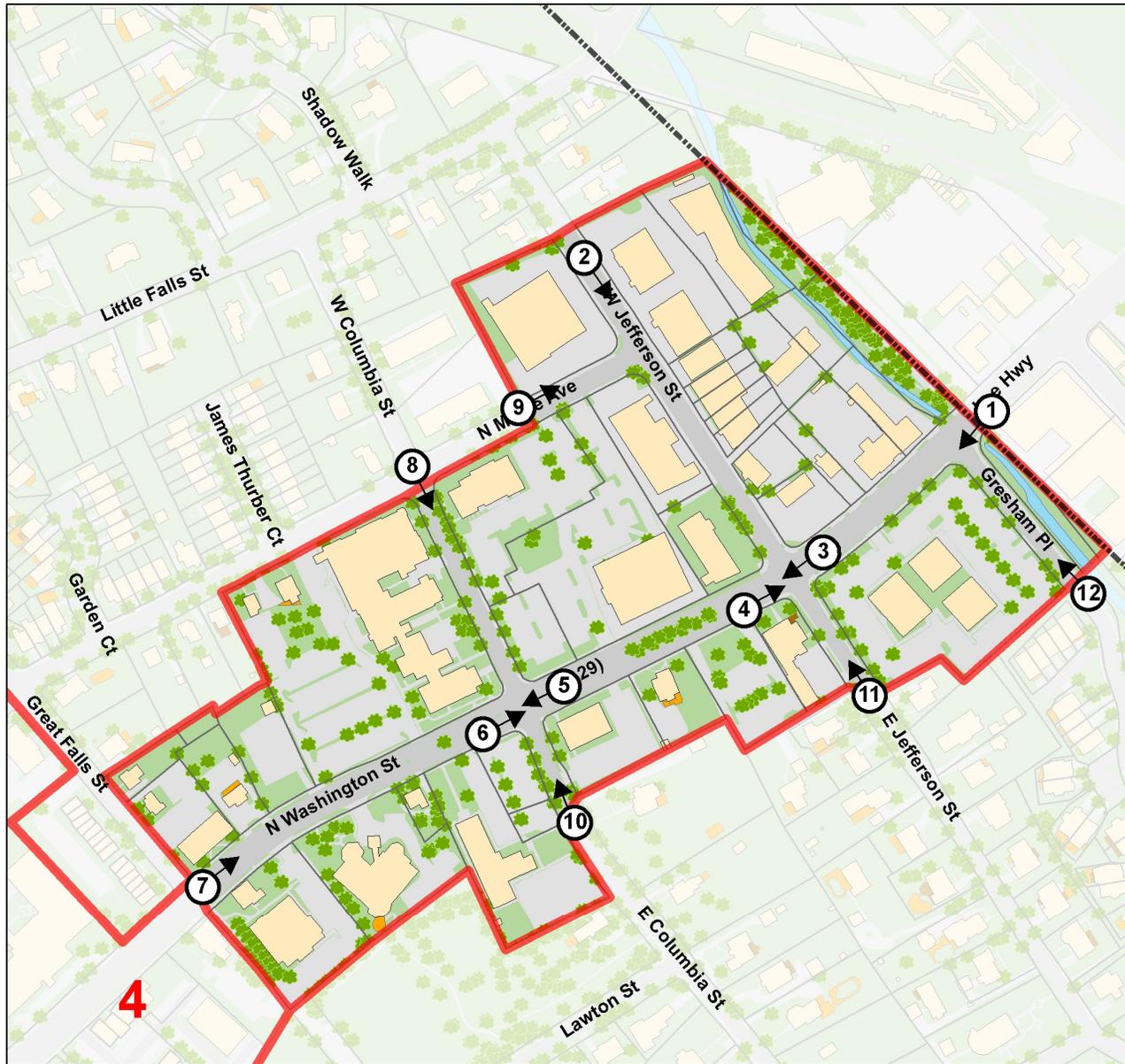
# North Washington Street Planning Opportunity Area 1

## Existing Conditions



Existing Land Use

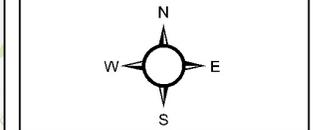
# North Washington Street Planning Opportunity Area 1



Existing Conditions  
Pictures

N Washington St

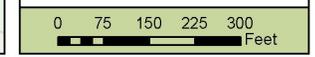
Planning  
Opportunity  
Area 1



City of  
Falls Church

Legend

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



Existing Land Use



# North Washington Street Planning Opportunity Area 1

## Existing Land Use

### 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.





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

Pedestrian crosswalks are lacking or non-existent. 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.





## North Washington Street Planning Opportunity Area 1

### 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.



### 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

Pedestrian and bicycle facilities are nonexistent. 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.





## 10. Facing Northwest on East Columbia Street

East Columbia Street is a neighborhood-scale street. 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 neighborhood-scale street. 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.





# North Washington Street *Planning Opportunity Area 1*

# Existing Land Use

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## 4. Proposed Land Use



# North Washington Street Planning Opportunity Area 1

## Proposed Changes

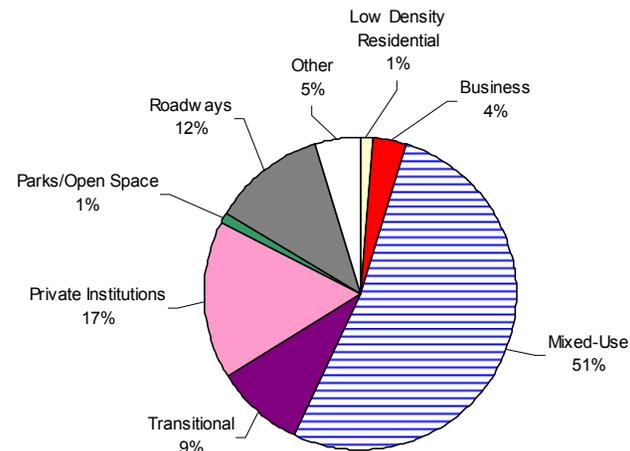
It is proposed that the North Washington Street POA remain largely a commercial area with major composition changes, including more density and mixed-use development. The addition of residential units should be in the form of live-work developments.

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 located along North

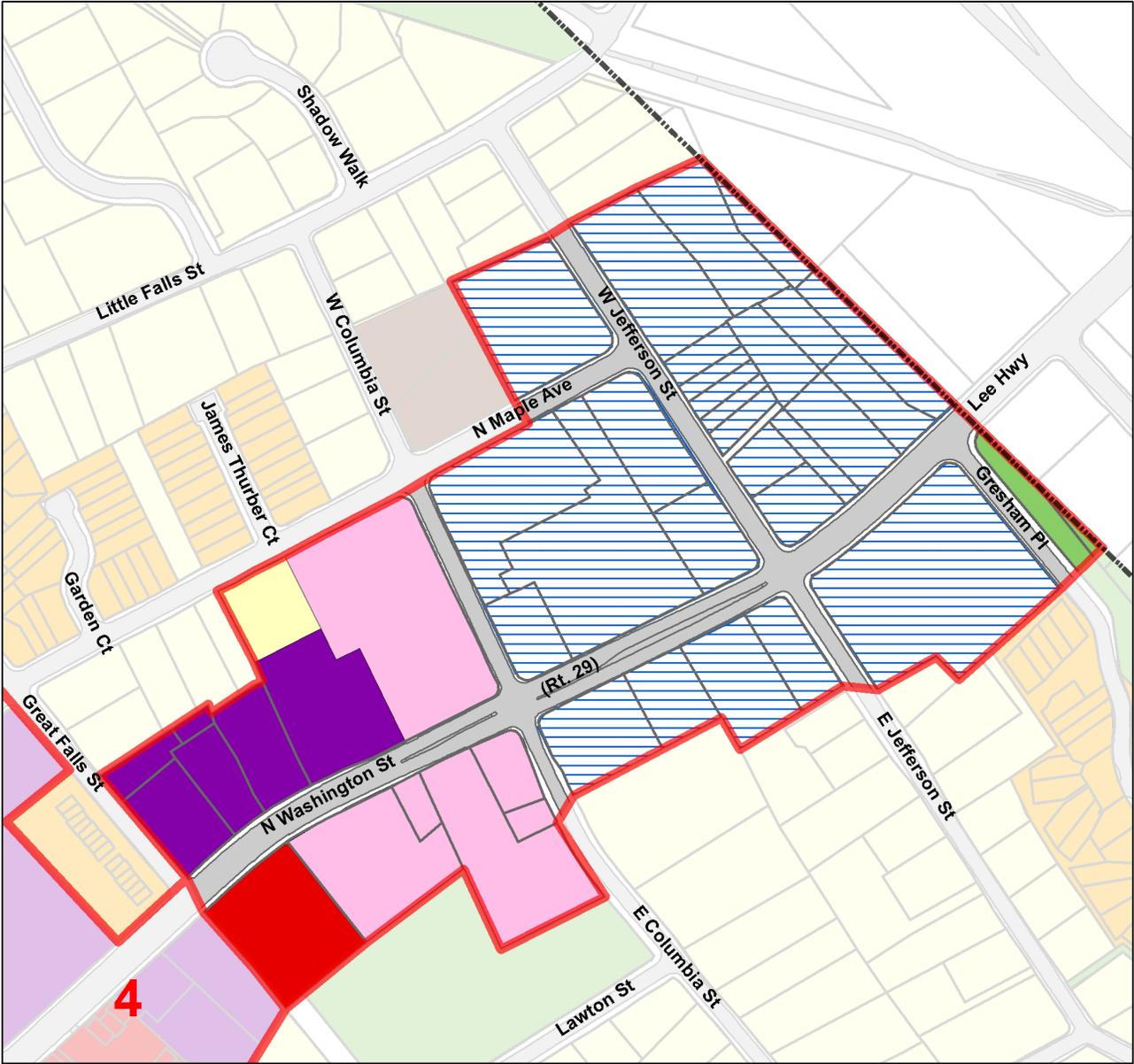
Washington Street at the southern corner of the intersection with East Jefferson Street. The Gateway is another mixed-use development that has been approved for properties across East Jefferson Street from Northgate.

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, denser master planned developments. 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.

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



# North Washington Street Planning Opportunity Area 1



**Future Land Use**

**N Washington St**

**Planning Opportunity Area 1**

N  
W — 0 — E  
S

**City of Falls Church**

**Legend**

- Planning Opportunity Area
- Parcel
- City Boundary

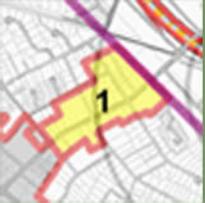
**Future Land Use**

- 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

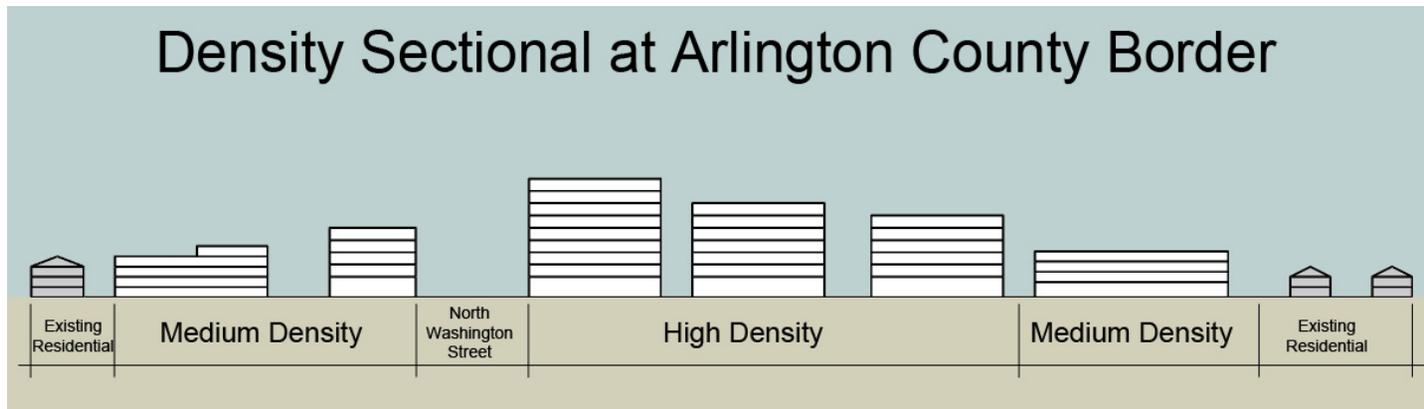
High density development should be focused nearest the border with Arlington County and the central part of the North Washington Street area. This will take advantage of the close proximity to Metro and the nearby high-density development in Arlington County. Structures in this area could reach heights of 115 ft.

### Medium

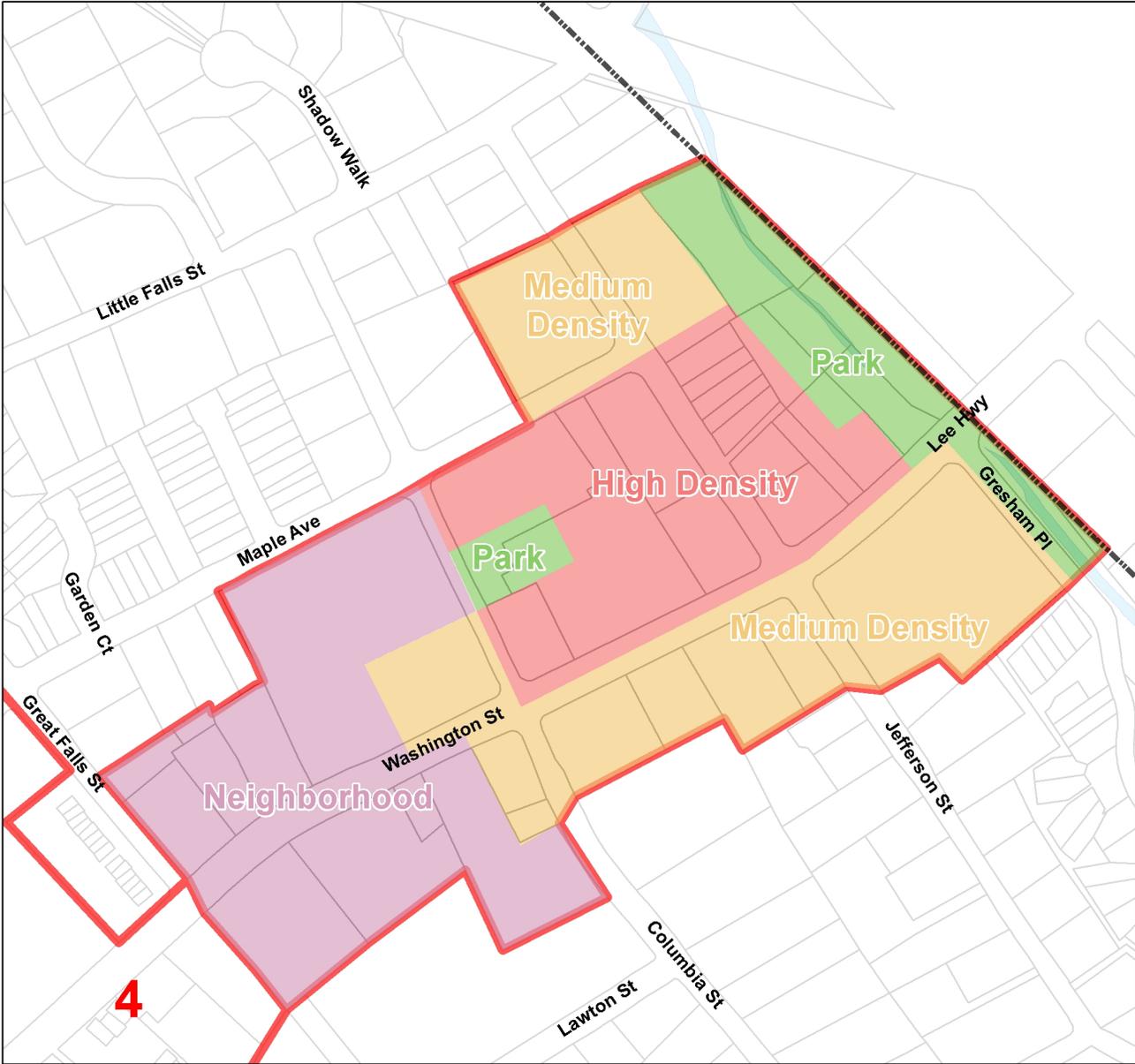
Medium density development should be promoted on the northern and southern edges of the area in order to transition into nearby neighborhoods. Structures in these areas should be no more than five stories, or fifty-five feet.

### 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 Density**

**N Washington St**

**Planning Opportunity Area 1**

**City of Falls Church**

**Legend**

- Planning Opportunity Area
- Parcel
- City Boundary
- Water

**Density (Zoning)**

- High Density (B-2)
- Medium Density (B-1)
- Neighborhood Scale (B-1)
- Parkland/Open Space

**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.

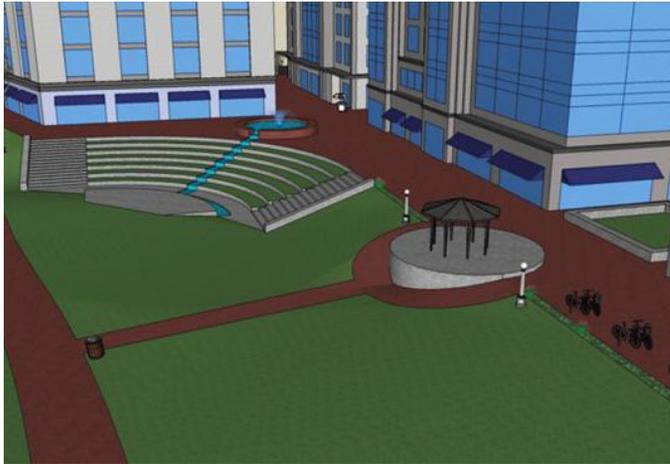
## ***Virginia Tech Study***

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.*



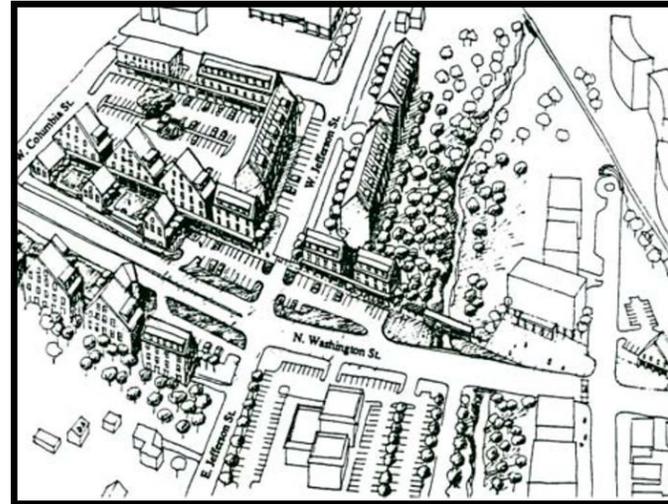
# North Washington Street Planning Opportunity Area 1

## *Village Society Report*

In 1993 the Village Preservation and Improvement Society (VPIS) 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

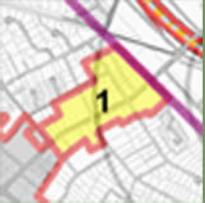
A large tree sits on a patch of land along West Columbia Street midway between the intersections with North Washington Street and North Maple Avenue. This could provide a centerpiece for a small pocket park. A park in this location would open up the large block bordered by North Washington Street, West Columbia Street, North Maple Avenue, and West Jefferson Street. It also has potential to provide pedestrian and bicycle connections through this area and 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. 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 development is proposed for the areas east of East Columbia Street. Mixed-use can include any mix of office/residential/retail uses. Generally, retail is located on the ground floor at street level with office or residential on the upper floors. Some mixed-use developments may have no retail. However, retail is recommended at the ground floor level along West Jefferson Street and at the corners of intersections along 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 the proposed shared use path between the W&OD Trail and City Center.

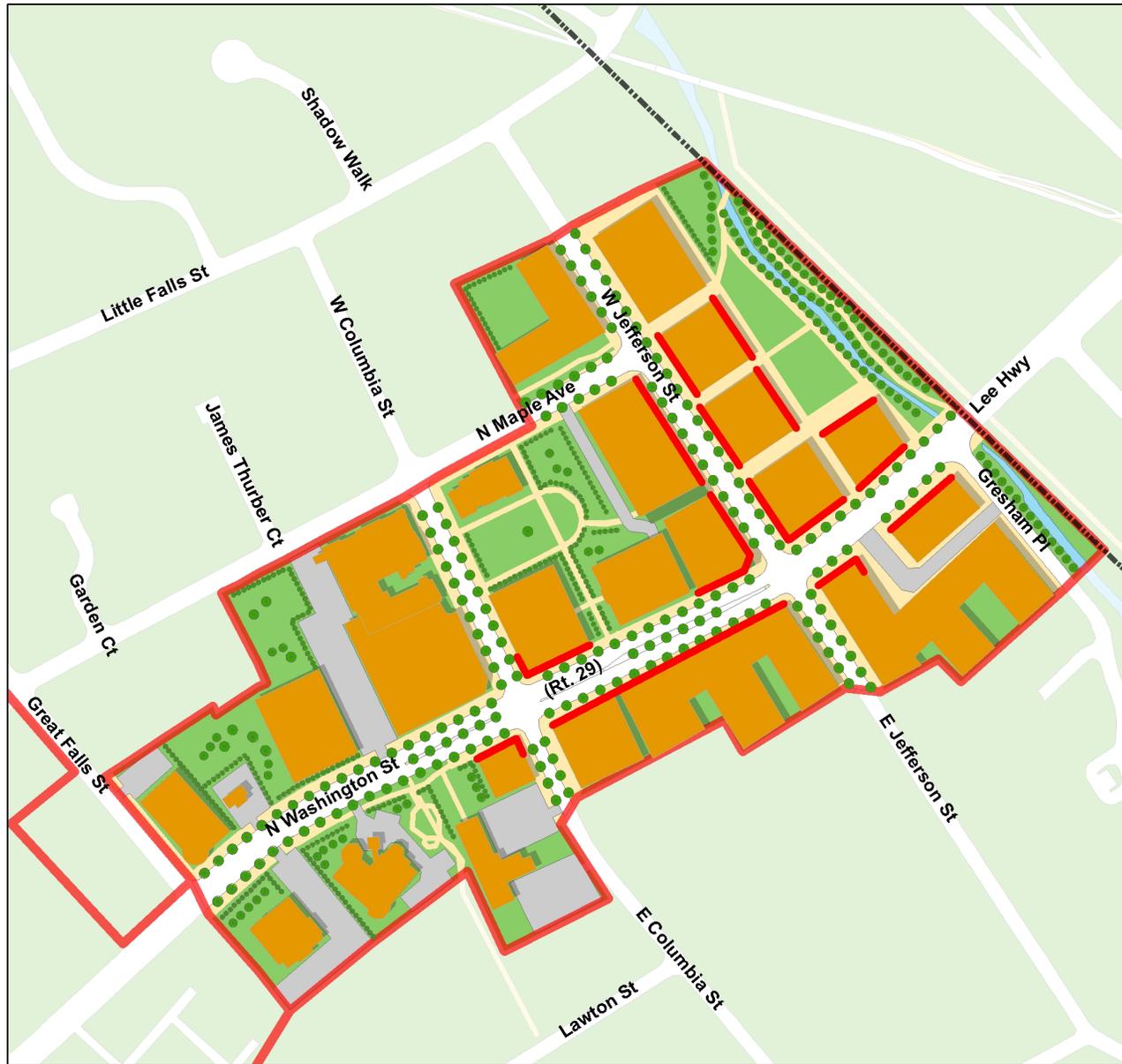


*(Above) An example of mixed-use development with ground floor retail and pedestrian plaza with active uses at Pentagon Row in Arlington County. (Picture from Arlington County Economic Development)*

*(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 Frontage

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

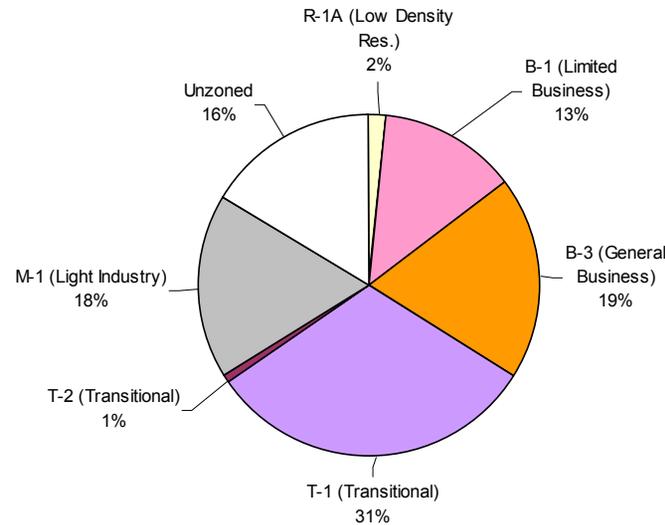
## Existing Zoning

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.

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

## 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 business and drive through business. It also allows any use permitted in the B-3 zoning district except for human care institutions.





## ***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, 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 densities of development 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

# Zoning

## **B-2, Central Business**

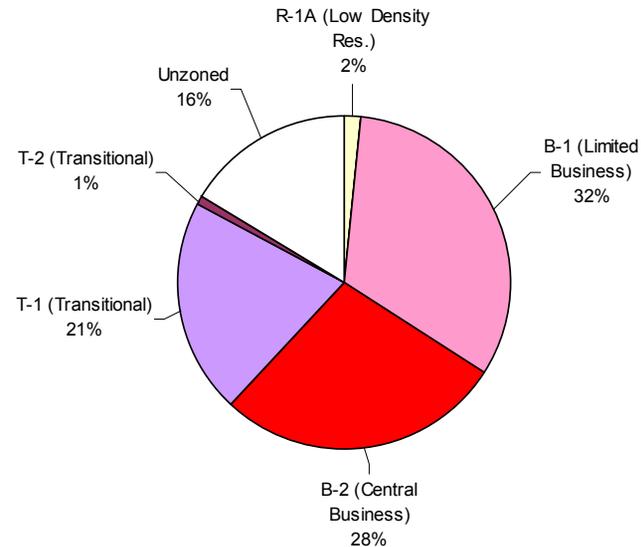
As stated in the City of Falls Church Zoning Ordinance:

“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 115 feet.

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





## ***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.

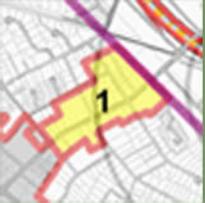
- (4) Encourage harmonious and coordinated development of sites, considering the existing natural features, pedestrian and vehicular circulation, and compatibility with the surrounding residential and commercial properties.
- (5) Encourage the application of professional planning and creative design 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



## North Washington Street Planning Opportunity Area 1

as mixed-use development by special exception. Changing from M-1 will allow redevelopment of light industrial/auto to high density commercial or mixed-use.

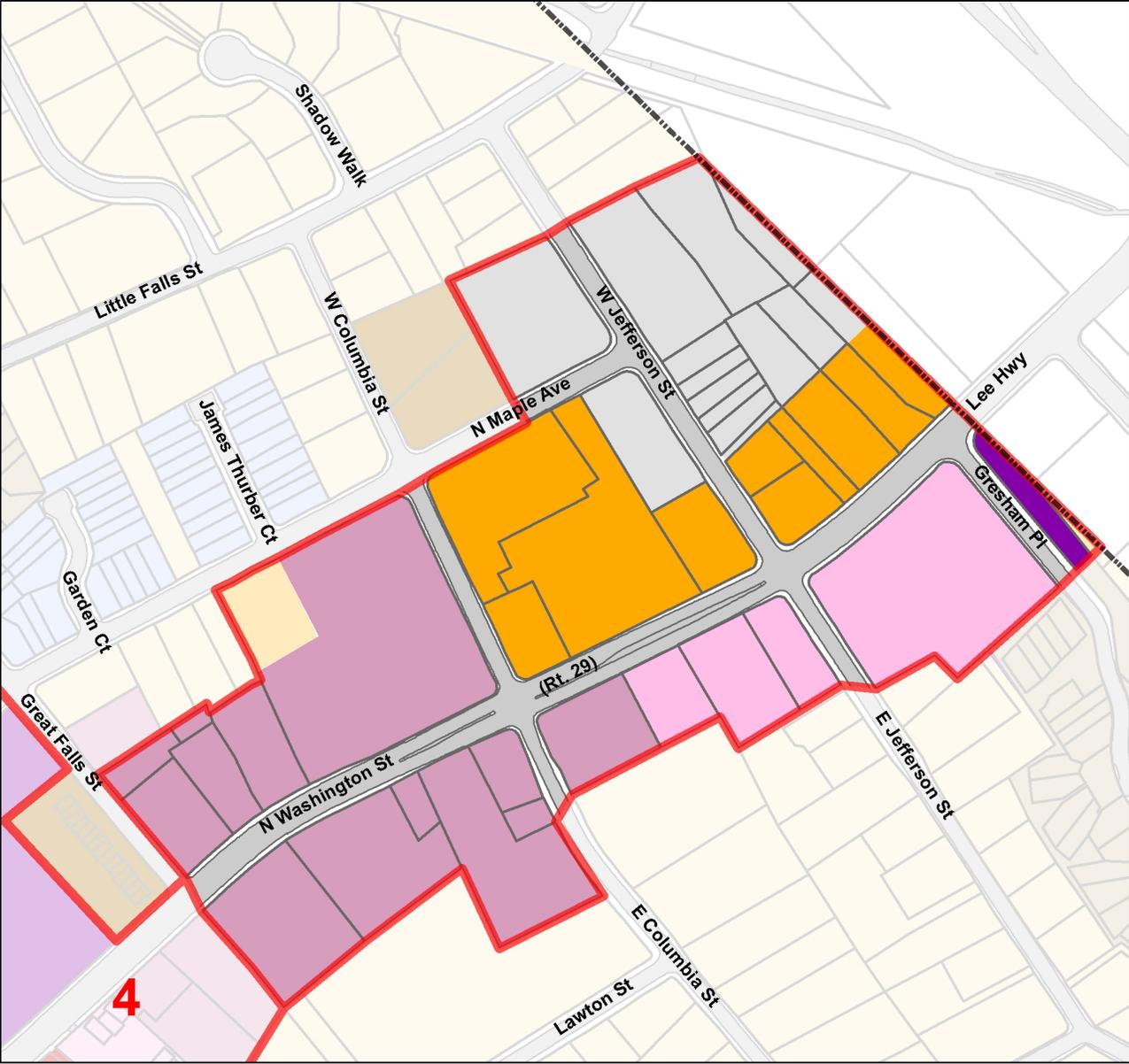
### ***B-3, General Business to B-2, Central Business***

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 Crossman Methodist Church to redevelop portions of their property for higher-density uses.

# North Washington Street Planning Opportunity Area 1



**Existing Zoning**

**N Washington St**

**Planning Opportunity Area 1**

N  
W — 0 — E  
S

**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

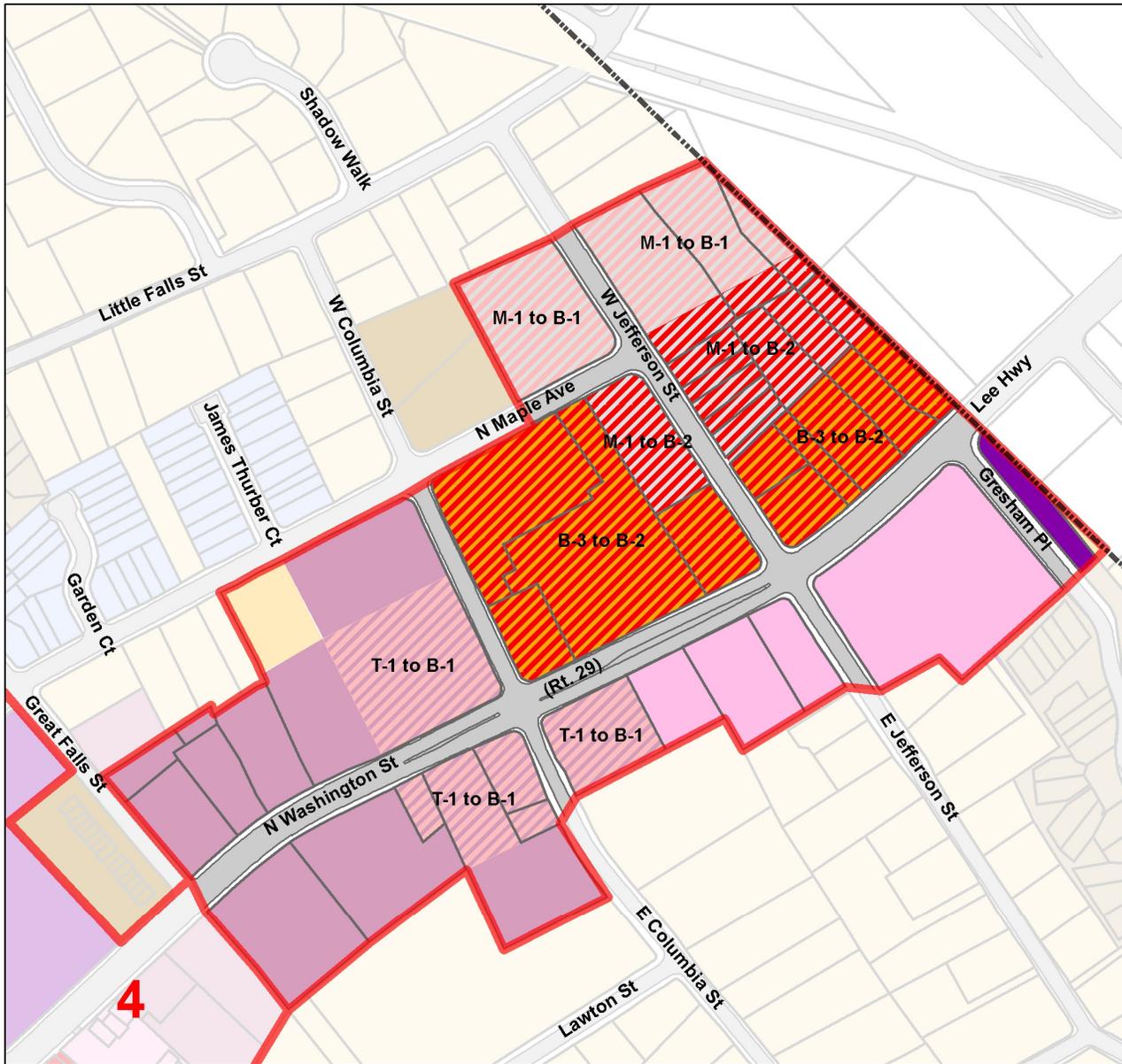
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Feet

# Zoning



# North Washington Street Planning Opportunity Area 1

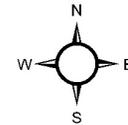
# Zoning



## Recommended Zoning Changes

### N Washington St

### Planning Opportunity Area 1



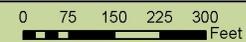
### City of Falls Church

### 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





## 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.*



## Land Values & Tax Base

The 10 acre core commercial area of North Washington Street contains 206,000 square feet (sf) of structures on 436,000 sf 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>
<b>Current Conditions</b>	<b>0.47</b>	<b>206,000</b>	<b>\$1,321,000</b>	<b>\$132,000</b>
<b>Modestly Greater Density Scenario</b>	<b>1.50</b>	<b>654,000</b>	<b>\$4,968,000</b>	<b>\$500,000</b>
<b>Medium Urban Density Scenario</b>	<b>2.50</b>	<b>1,093,000</b>	<b>\$10,055,000</b>	<b>\$1 million</b>

\* 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 sf 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](http://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.

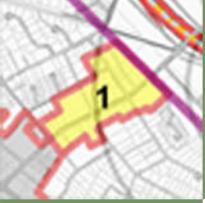
As noted, there are many popular businesses currently located in the North Washington area, some with a very long history of serving the Falls Church community. To the extent possible the City and property owners must work together to retain the commercial fabric of this area, assist business tenants 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 area. 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.

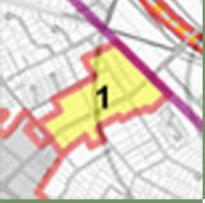
### ***Commercial Property Rehabilitation Tax Abatement Program***

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.

# North Washington Street Planning Opportunity Area 1

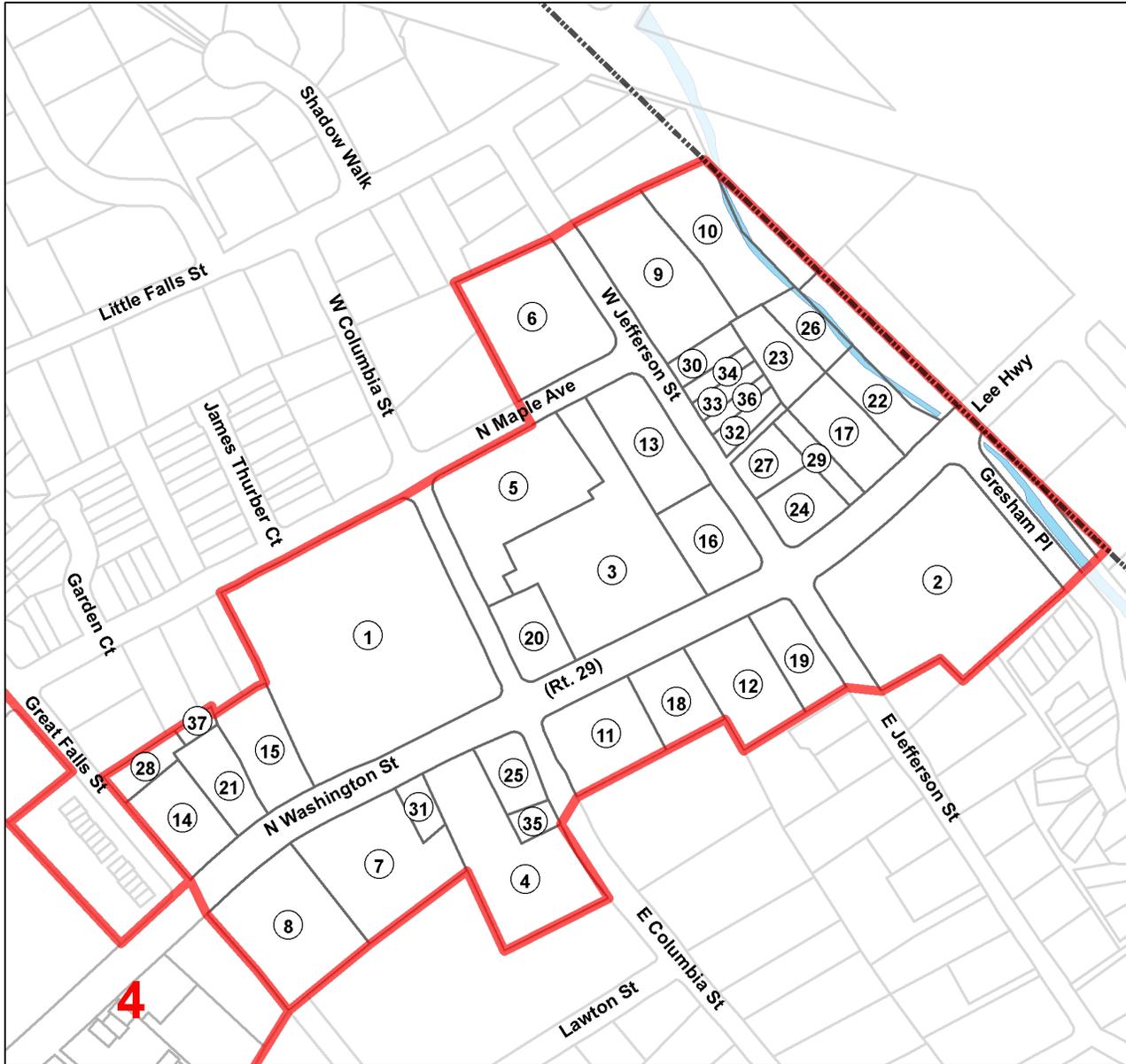


Property Information								
Map No.	Address	Owner	Sqft	Legal Acreage	Current Zoning	Land Value	Dwelling Value	Total Value
1	103 W COLUMBIA ST	COLUMBIA BAPTIST CHURCH	160,621	3.5994	610 - T-1 TRANSITIONAL	\$7,996,300	\$7,514,000	\$15,510,300
2	500 N WASHINGTON ST	FALLS CHURCH GATEWAY, LLC	108,622	2.5887	620 - T-2 TRANSITIONAL	\$6,765,800	\$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	50,772	1.2664	550 - M-1 LIGHT INDUSTRIAL	\$2,813,400	\$1,880,500	\$4,693,900
7	330 N WASHINGTON ST	CNL RETIREMENT SUNI 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-1 LIGHT INDUSTRIAL	\$2,281,700	\$539,700	\$2,821,400
10	140 W JEFFERSON ST	UGONE, CURTIS	33,342	0.724	550 - M-1 LIGHT 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-1 LIGHT INDUSTRIAL	\$1,215,400	\$678,900	\$1,894,300
14	301 N WASHINGTON ST	COLUMBIA BAPTIST CHURCH TRUSTEES	22,852	0.3538	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	0.4848	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	\$35,600	\$1,015,000
21	321 N WASHINGTON ST	RALPH GALLIMORE TRUST	16,238	0.3565	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	15,185	0.3541	550 - M-1 LIGHT INDUSTRIAL	\$925,400	\$84,100	\$1,009,500
24	501 N WASHINGTON ST	SAAH, NAHII	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	11,282	0.236	550 - M-1 LIGHT 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-1 LIGHT 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-1 LIGHT INDUSTRIAL	\$242,800	\$128,500	\$371,300
33	106 W JEFFERSON ST	HIRSCH, MARY JANET JENKINS	4,974	0.1286	550 - M-1 LIGHT INDUSTRIAL	\$285,700	\$113,000	\$398,700
34	108 W JEFFERSON ST	SILBER, GLADYS & MAUCK, LISA S	4,529	0.0958	550 - M-1 LIGHT 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-1 LIGHT 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



# North Washington Street Planning Opportunity Area 1

Economic Development



Property Info
<b>N Washington St</b>
<b>Planning Opportunity Area 1</b>
N W  E S
<b>City of Falls Church</b>
<b>Legend</b>
Planning Opportunity Area
Parcel
City Boundary
Map No.
0 75 150 225 300 Feet



# 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](http://www.capitalbikeshare.com))*



The transportation goals for the North Washington Street POA are the following:

- 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.
- Convert Little Falls Street and North Maple Avenue into a one-way pair with new bicycle lanes and sidewalks.
- 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.
- 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.

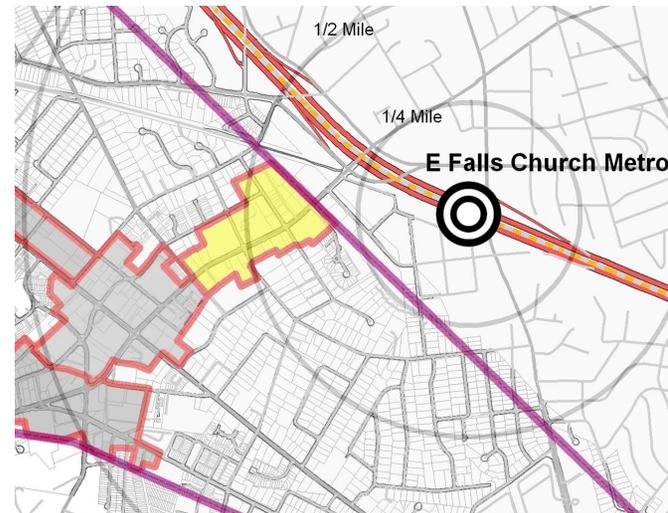
# North Washington Street Planning Opportunity Area 1

## 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, which is located in neighboring Arlington County, is located within one-half mile of the Metro station, which is within the acceptable Transit Oriented Development 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 Arlington County and the City of Falls Church along Washington Street (Lee Highway in Arlington), the



(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



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 and 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. 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



(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).





## North Washington Street Planning Opportunity Area 1

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 small, non-descript signs on poles. None of the stops on North Washington Street have shelters or benches, although a 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 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 walk to 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 Pedestrian, Bicycle and Traffic Calming Strategic Plan identifies the recommended locations and design guidelines for new sidewalks.

*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.

### *Little Falls Street and North Maple Avenue Bicycle Lanes*

There is an existing intersection of Little Falls Street and the W&OD Trail. However, access from Little Falls Street into the City is limited after users leave the trail since there are no dedicated facilities for cyclists or signage to direct them to a destination. In order to remedy this, the Pedestrian, Bicycle and Traffic Calming Strategic Plan recommends the construction of bicycle lanes as well as new, wide sidewalks on Little Falls Street to create a visible, safe, and direct connection for bicyclists between the W&OD Trail, the North Washington Street POA, and the City Center. The lanes (vehicular and bicycle) on Little Falls Street would be one-way from the trail into the City and would be coupled with another one-way street on North Maple Avenue in the reverse direction. The purpose of reconstructing these streets to one-way is to accommodate new sidewalks as well as bicycle

**Little Falls Street**  
Between West Jefferson Street and Park Avenue  
Existing Curb-to-Curb width = 30 ft.

**NOTES:**  
1. Proposed configuration requires one-way traffic flow (southbound).  
2. Proposed configuration provides parking on one side only  
3. Sidewalk greater than 6' will require utilizing City's ROW or acquisition behind the existing curb.

*Proposed bicycle lane configurations for Little Falls Street (above) and North Maple Avenue (below) as presented in the Pedestrian, Bicycle and Traffic Calming Strategic Plan. Little Falls Street would serve as the southbound bicycle corridor from the W&OD Trail and is located one block outside the North Washington Street POA. North Maple Avenue would serve as the northbound bicycle corridor to the W&OD Trail through the North Washington Street POA.*

**North Maple Avenue**  
Between West Jefferson Street and Park Avenue  
Existing Curb-to-Curb width = 30 ft.

**NOTES:**  
1. Proposed configuration requires one-way traffic flow (northbound).  
2. Proposed configuration provides parking on one side only.  
3. Sidewalk greater than 6 ft will require utilizing City's ROW or acquisition behind the existing curb.

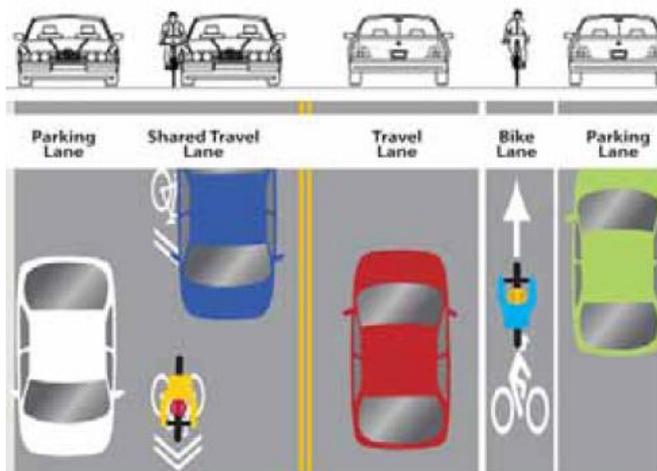
# North Washington Street Planning Opportunity Area 1

lanes to facilitate direct access from the W&OD Trail into and out of the City and to create better links to the Metrorail station.

In addition, with the redevelopment of the property on the north side of West Jefferson Street, there is an opportunity to extend North Maple Avenue directly to the W&OD Trail and to create a new access point off of the 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 intersection of West Jefferson Street and North Maple Avenue would be a new crossroad of pedestrian and bicycle activity in the POA, which will 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, 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 in encouraging people to try cycling as well as converting users into long term cyclists. The Pedestrian, Bicycle and Traffic Calming Strategic Implementation Plan recommends the implementation of Bike Share along North Washington Street as the first phase of a new City program. The City is working with Arlington County



(Above) Markings for different types of bicycle lanes.

(Below) Map of proposed bicycle routes and Bike Share locations.

(Map and illustration from the Pedestrian, Bicycle and Traffic Calming Strategic Implementation Plan)



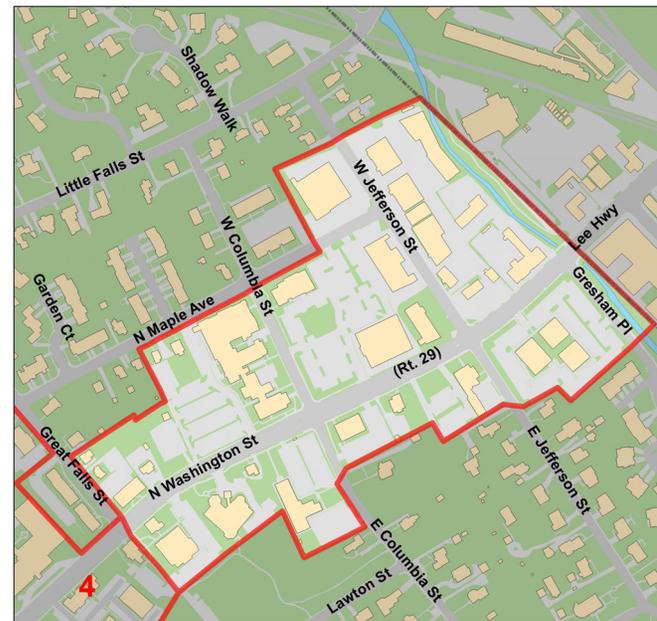


to coordinate the roll out of Bike Share at the East Falls Church Metro Station and the rollout of stations in the City to create a new East Falls Church network. Bike Share stations should be established every two to three blocks and should be in visible locations such as on corners or outside retail establishments.

## Roadways

North Washington Street itself 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 primary transportation corridor through the POA is North Washington Street (Rt 29), the namesake of the Planning Opportunity Area. North Washington Street is considered a major arterial and carries an average of 24,000 vehicles per day according to VDOT. 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.

North Washington Street 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



Roadways in the North Washington Street POA.

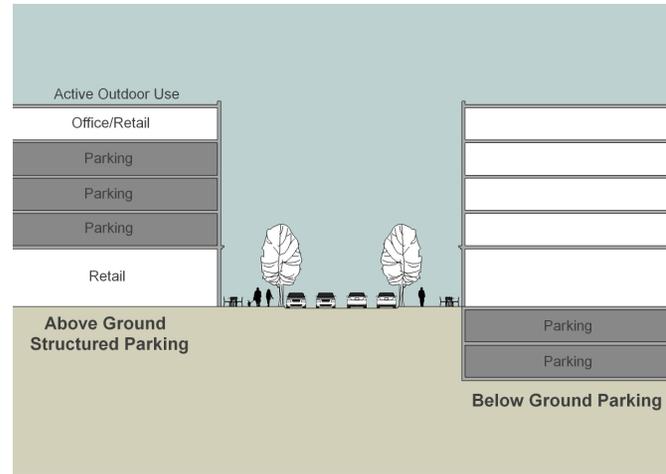


# North Washington Street Planning Opportunity Area 1

Beltway. I-66 experiences a significant amount of roadway congestion, particularly during peak commuting periods. As a result, the highway is the subject of the 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 the congestion.

## 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.

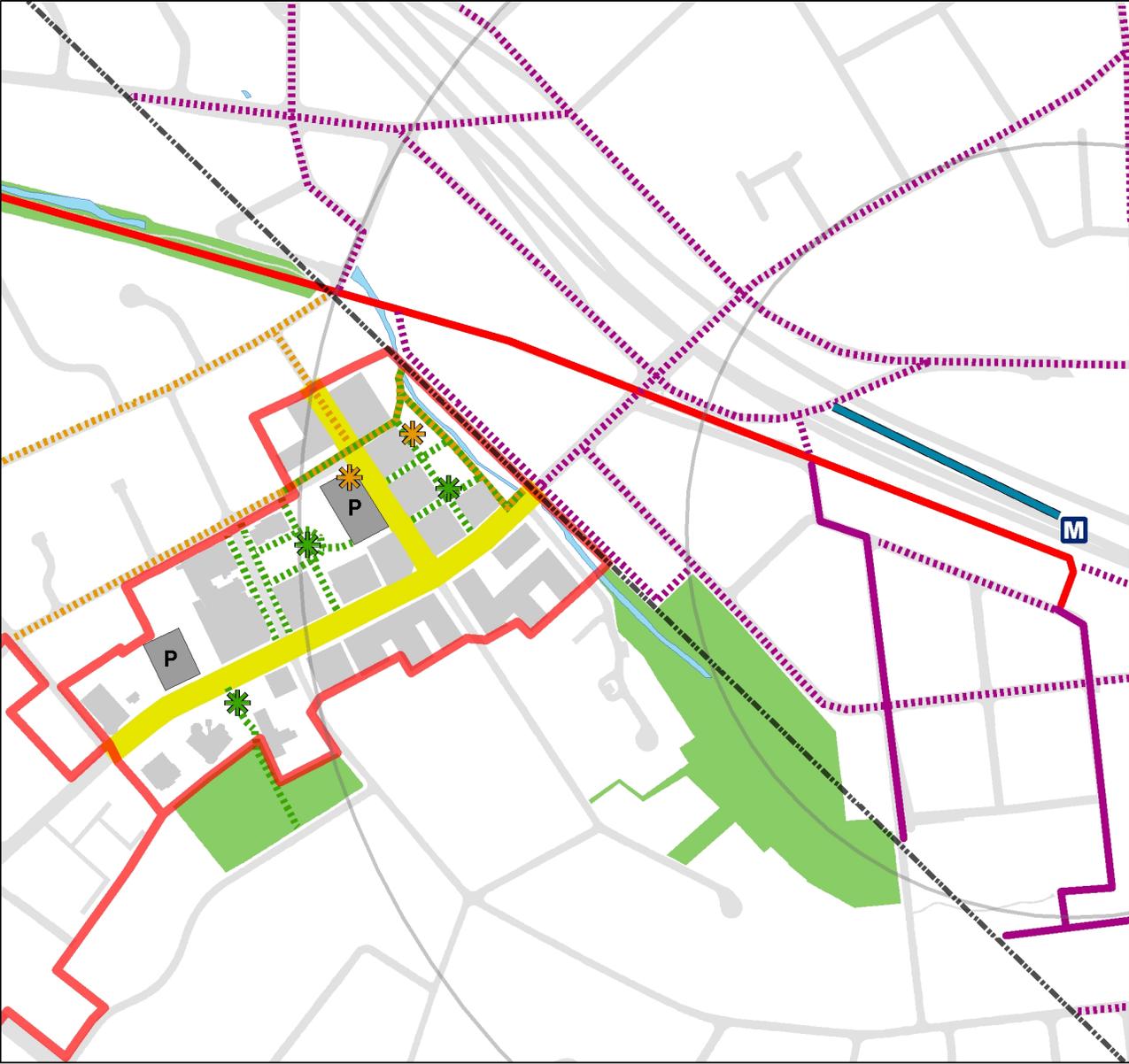


(Above) Possible structured parking configurations.

(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**

N  
W E  
S

**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

0 150 300 450 600 Feet

**Transportation**



# North Washington Street *Planning Opportunity Area 1*

# Transportation

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## **8. Urban Design**

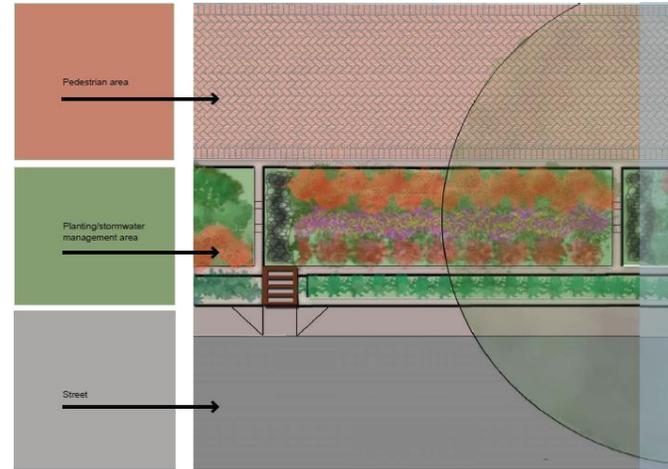
## North Washington Street Planning Opportunity Area 1

### 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 has the potential to become a major bicycle and pedestrian thoroughfare, which will necessitate an aesthetically pleasing and safe atmosphere.

### 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 and improved sidewalk and crosswalk paving along North Washington Street. Pedestrian scale street signage and light fixtures are also considered.



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

(Below) Diagram of bioretention planters to be installed along North Washington Street.





## West Jefferson Street

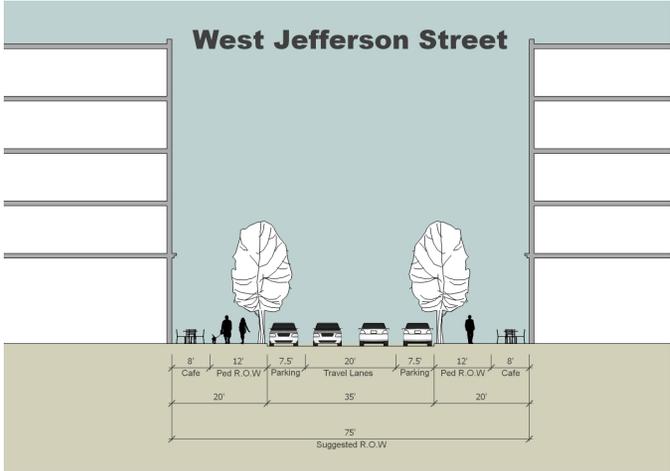
Streetscape along West Jefferson Street should be focused on pedestrian access to adjacent public space and ground-level retail establishments. The current right-of-way (ROW) is 50 feet. Upon redevelopment, the ROW is recommended to grow to 75 feet in order to accommodate 20 foot pedestrian areas on 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. That would leave 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 and crossing of a major bicycle route at the intersection with North Maple Avenue, it is recommended that the speed limit on West Jefferson Street from the intersection with North Washington Street to North Maple Avenue be 10 to 15 mph.

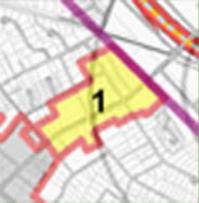
It is recommended that sidewalks on either side of West Jefferson Street have active uses such as sidewalk cafés and open air vendors. Within the 20 foot pedestrian ROW, eight feet from the building can be designated for such uses. That would leave a 12 foot width toward the street as a walkway and for 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 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

### ***Columbia Street***

Columbia Street is 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 should promote pedestrian and bicycle access to the institutional uses. Pedestrian connections across Columbia Street from Columbia Baptist Church and Christ Crossman United Methodist Church to the proposed dense commercial areas are important. This can include large crosswalks, traffic calming measures, signage, and bicycle lanes. Tree-lined sidewalks in this area should continue to be prevalent, though the ROW could be increased to allow for a larger sidewalk area. An area of impervious 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 continue down North Maple Avenue and meet with connections at the center of the city. Traffic calming measures along North Maple Avenue, particularly in portions where there may be an on-street bicycle pathway, are recommended. Measures could include bulb-outs at intersections, speed bumps, and increased signage to advise drivers of the presence of

bicyclists. Additionally, clearly defined bike lanes with large pavement striping, colored pavement for the bicycle lanes, or bike lanes separated by a barrier such as a curb or pylons would make it more hospitable for bicyclists. In addition, the installation of street lighting and wayfinding signage would make the corridor safer and more appealing for both bicyclists and pedestrians. North Maple Avenue could potentially be transformed into a one-way road that would include the on-street bike lane and allow on-street parking.

### ***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 foot 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.

### ***Public Space***

Public space should be easily accessible, adequately lighted, and recognizable. Such space

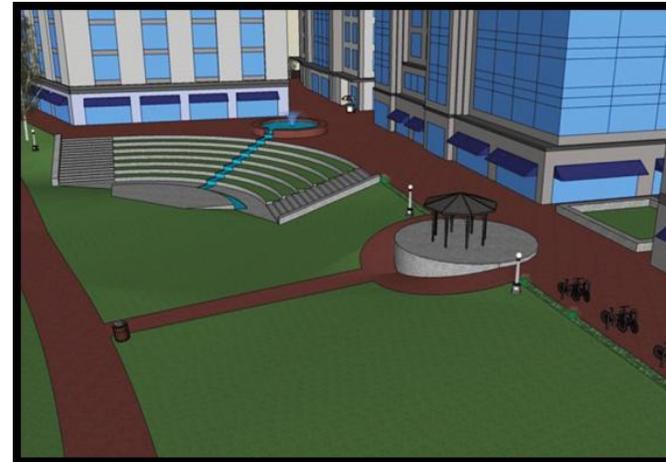


should also be primarily pervious surface, and walkways and plazas would preferably use pervious pavers. Where possible, existing trees and other plant life in areas designated as public open space should be preserved. Existing plant life creates an appealing atmosphere and requires less upkeep than artificially planted trees.

## **Community Events**

Public open space along 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.



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

*(Below) Rendering of potential high density development with a park along Four Mile Run.*





## North Washington Street Planning Opportunity Area 1

### Architecture

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 the southern part of the North Washington Street POA, 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. Special overlay districts have the potential to give developers more architectural design flexibility in designated areas such as the gateway or transitional areas.

#### *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.

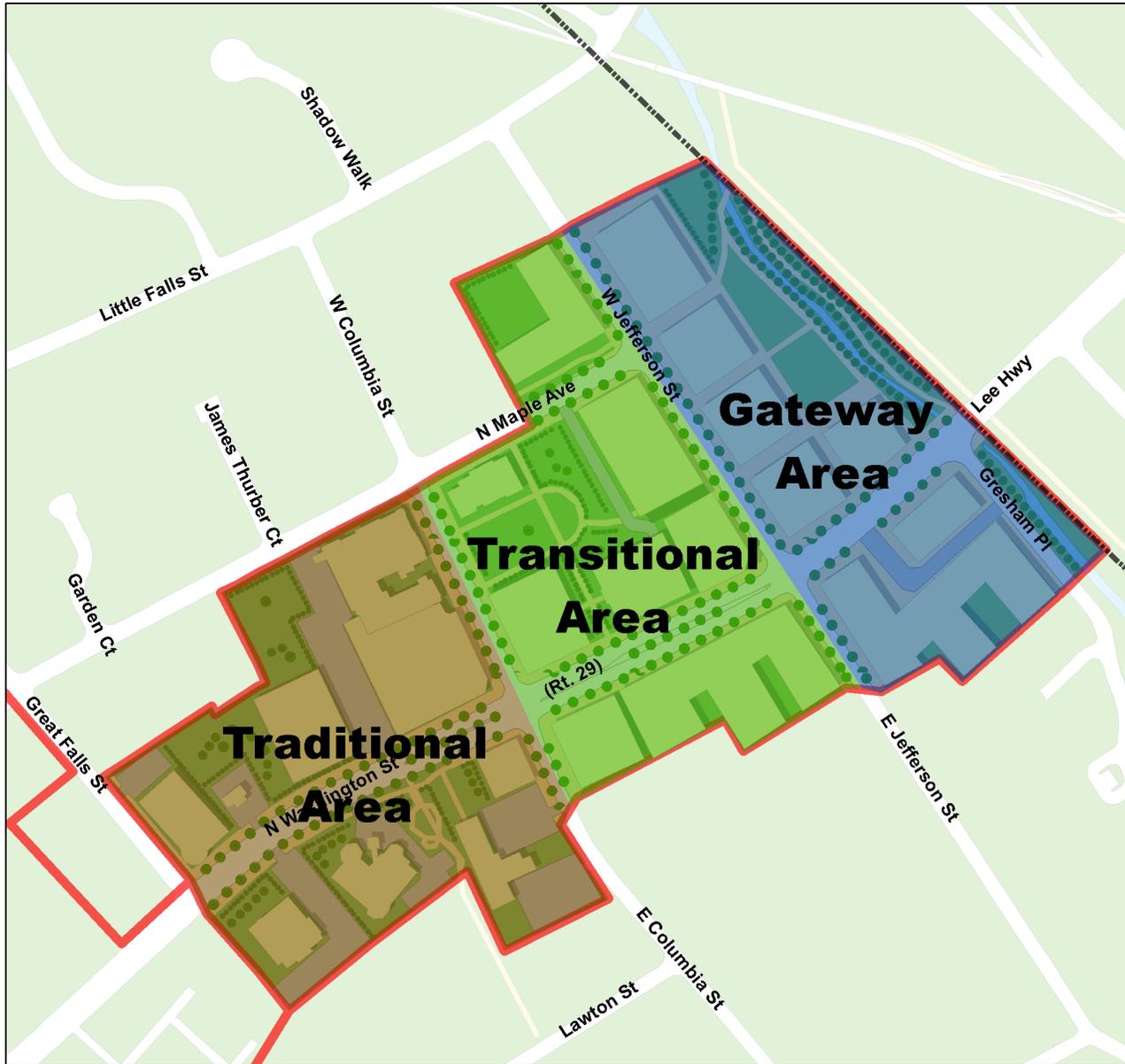
#### *Transition Area*

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 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

# North Washington Street Planning Opportunity Area 1



Architecture	
N Washington St	
Planning Opportunity Area 1	
City of Falls Church	
Legend	
	Planning Opportunity Area
	City Boundary

# North Washington Street Planning Opportunity Area 1

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.

## Concepts

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. Two concepts are presented, one showing high density and a second with lower density uses.

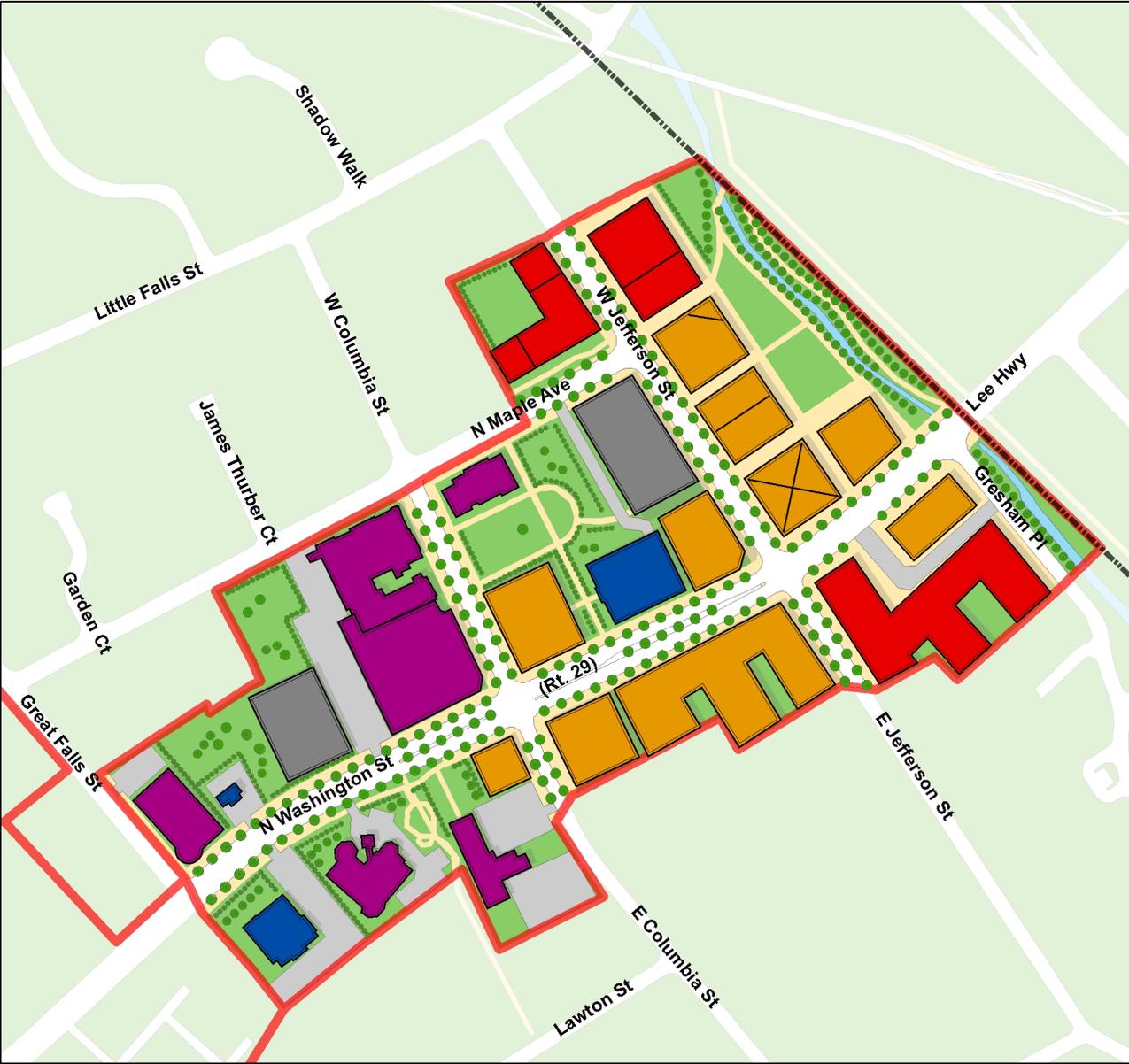


*(Above) An example of corner feature at the intersection of North Washington Street and West Jefferson Street.*

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



# North Washington Street Planning Opportunity Area 1



Concept 1

**N Washington St**

**Planning Opportunity Area 1**

**City of Falls Church**

**Legend**

- Planning Opportunity Area
- Parcel
- City Boundary
- Water

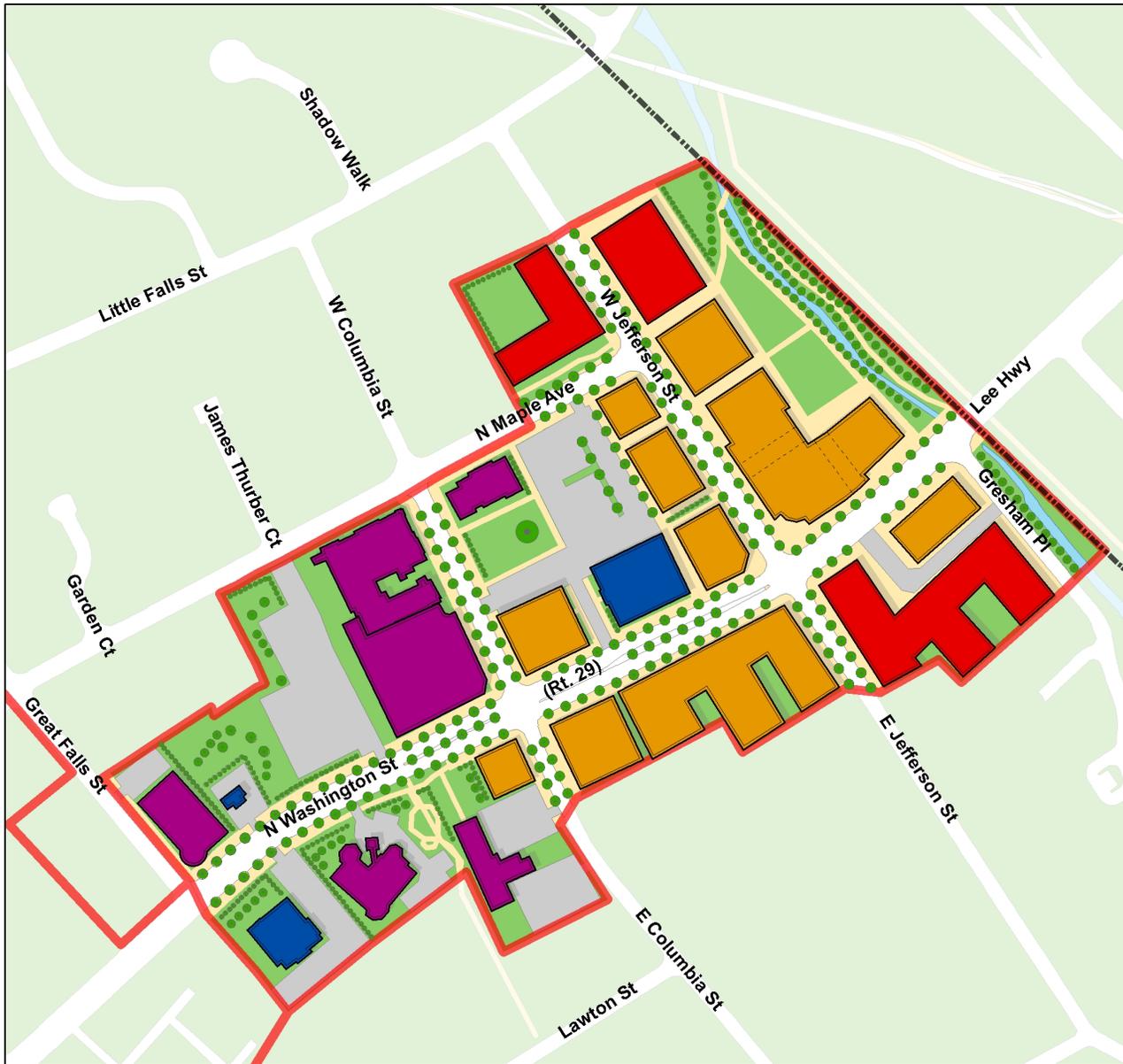
**Building Use**

- Institutional
- Mixed-Use
- Office
- Parking Structure
- Residential

0 75 150 225 300 Feet

# Urban Design

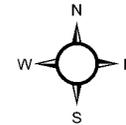
# North Washington Street Planning Opportunity Area 1



Concept 2

N Washington St

Planning  
Opportunity  
Area 1



City of  
Falls Church

### Legend

- Planning Opportunity Area
- Parcel
- City Boundary
- Water
- Building Use**
- Institutional
- Mixed-Use
- Office
- Parking Structure
- Residential



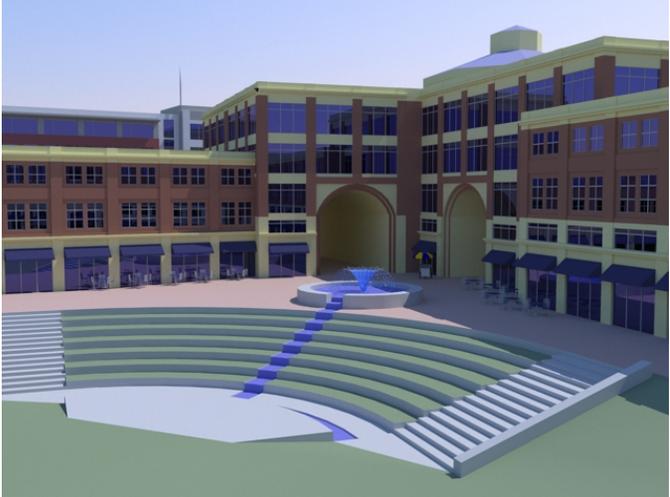
# North Washington Street Planning Opportunity Area 1



## Concept 1



## Concept 2

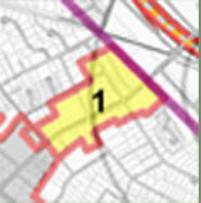


**Above:** Concepts for public open space along Four Mile Run. A bridge over Four Mile Run connects the area to the W&OD Trail. Ground-floor retail and outdoor dining may face toward public plazas and an amphitheater.

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

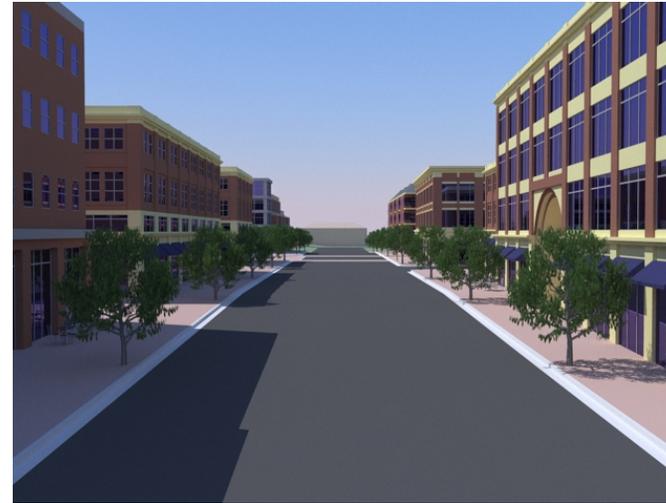


Urban Design



# 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.

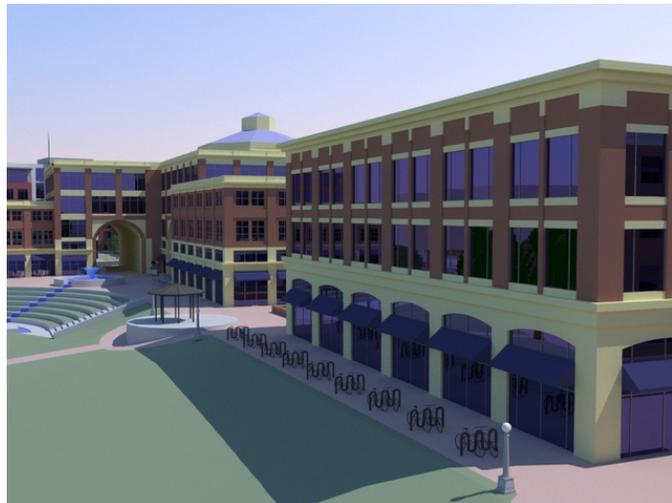
**Below:** Examples of signature structures and corner features at the corner of West Jefferson Street and North Washington Street in the “Gateway” architectural area of the North Washington Street POA.



# North Washington Street Planning Opportunity Area 1

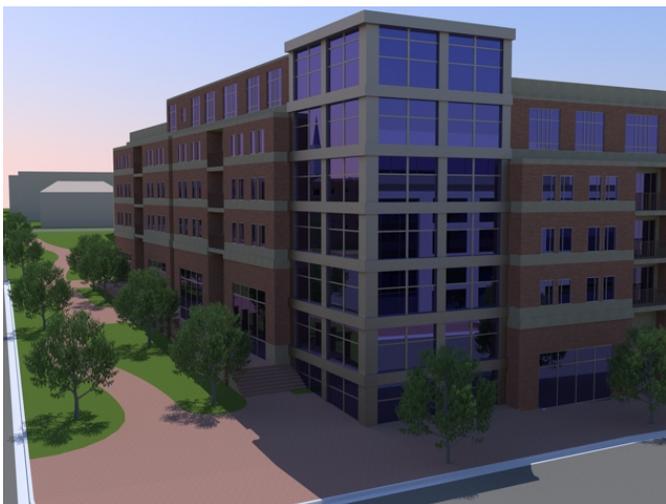


# Urban Design



**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 for those visiting the area from the W&OD Trail.

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





# North Washington Street Planning Opportunity Area 1



**Left:** Rooftop dining or other activity uses provide an appealing view of surrounding areas and a unique setting.

**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 may provide recommendations on necessary improvements as development occurs. The following sections describe the current conditions of Public Utilities in the North Washington Street 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



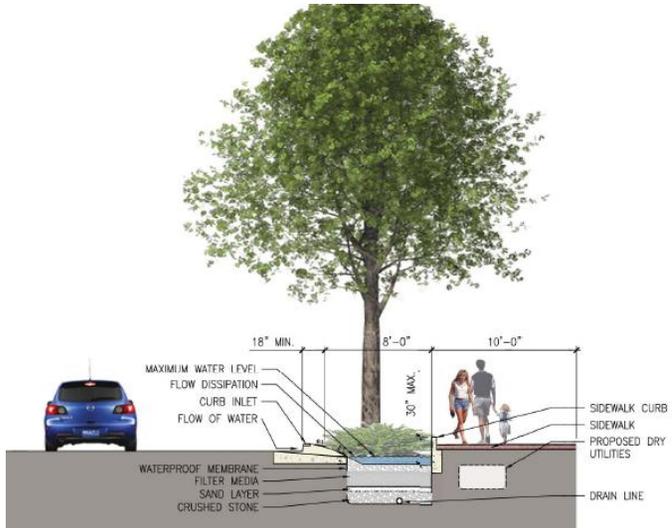
smallest at Great Falls Street, at 15-inches in diameter. Between Great Falls Street and Four Mile Run the drain system brings in storm water from seven connections, each of which serves multiple properties. The storm drain pipe measures 36 inches at its largest point near the outlet into Four Mile Run.

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

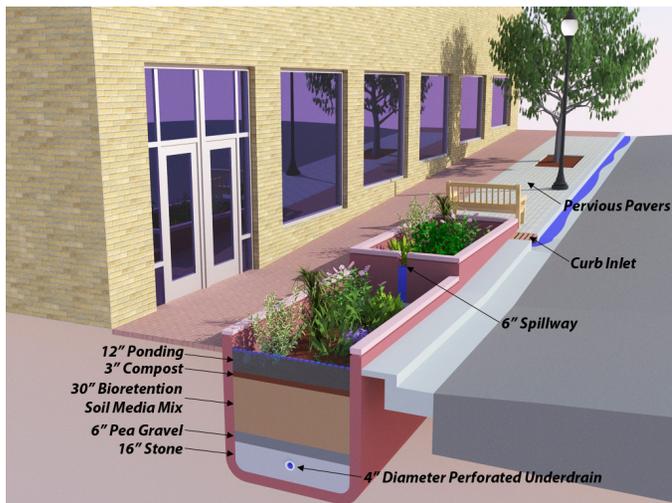
Stormwater management can be incorporated into design improvements. This is apparent in the plan for the North Washington Street Streetscape, which utilizes bio-retention planters along either side of North Washington Street to help with storm water mitigation.

Four Mile Run is a major storm water drainage outlet, with the potential to provide appealing greenery and buffering from neighboring properties. Such a buffer may not only provide aesthetic



(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

appeal but would also reduce encroachment into the Four Mile Run flood plain. 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**

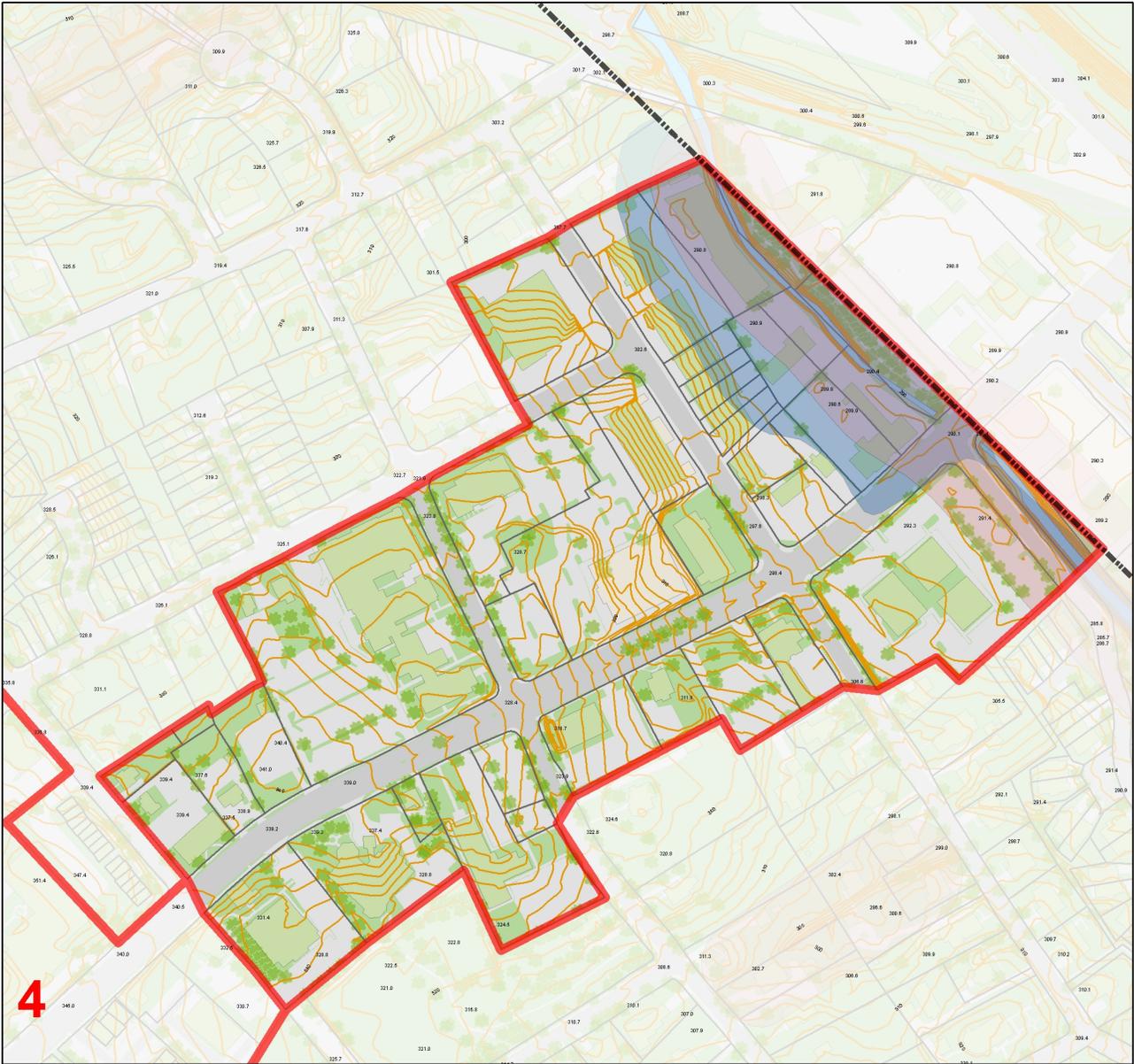
The city Resource Protection Area (RPA) and one hundred year floodplains reach approximately 100 feet to 250 feet south from Four Mile Run into the northern portion of the North Washington Street POA, respectively. Properties north of West Jefferson Street are most affected. Upon completion of the Company 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. Developments that include enough LEED elements to be eligible for certification should be given greater consideration during the plan review process. It is recommended that any publicly funded structures built in the area meet the conditions for LEED Silver certification.

# North Washington Street Planning Opportunity Area 1



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

North Washington Street Planning Opportunity Area (POA) community 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, Transportation/Connectivity.

Staff began drafting the North Washington Street POA small area plan shortly after the community kickoff meeting. Notes from the meeting and other data were gathered to include in the plan.

Worksessions with 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.

When a draft is ready the plan will move 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 then 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.



## Starting Points

Proposals for new construction may be reviewed according to 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. Zoning of parcels in the area also need to be changed in order to be compatible with the recommendations in this plan.

The city can help support compatible development by implementing streetscape improvements such as specially paved and wider sidewalks, unique street lighting, and undergrounding utilities. In addition, zoning changes can be made to allow denser development and to relax parking requirements. Also, the plan review and permitting process can be expedited for projects that conform to concepts in this plan. The plan review process can also ensure compatibility and buffering with adjacent low-density residential properties. Economic development incentives can be actively promoted to local and regional developers and stakeholders. Transportation improvements by the city, particularly the creation of new pedestrian and bicycle routes to the East Falls Church Metro Station and the W&OD Trail, will help bring more

people through the North Washington Street POA and provide potential customers for any retail development. A new bus route to replace the local GEORGE system or to act as a shuttle between the North Washington Street POA and the East Falls Church Metro Station should also be considered.



# North Washington Street *Planning Opportunity Area 1*

# Implementation

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