



## ARLINGTON COUNTY, VIRGINIA

**County Board Agenda Item  
Meeting of March 12, 2011**

**DATE:** March 3, 2011

**SUBJECTS:** Request to Advertise public hearings by the Planning Commission and the County Board on the following:

- A. An ordinance to adopt the East Falls Church Area Plan [See Attachment 8];
- B. Amendments to the General Land Use Plan (GLUP) [See Attachments 2 and 3];  
and
- C. Amendments to the Master Transportation Plan (MTP) Map and the Bicycle Element of the MTP [See Attachment 4].

**C.M. RECOMMENDATIONS:**

- 1. Authorize advertisement of public hearings by the Planning Commission and County Board on April 4, 2011 and April 16, 2011, respectively, on an ordinance to adopt the East Falls Church Area Plan; and
- 2. Adopt the attached resolution [Attachment 1] authorizing advertisement of public hearings by the Planning Commission and County Board on April 4, 2011 and April 16, 2011, respectively, on the following:
  - a) Amendments to the General Land Use Plan (GLUP); and
  - b) Amendments to the Master Transportation Plan (MTP) Map and the Bicycle Element of the MTP.

**ISSUES:** This is a request to advertise public hearings for the adoption of the East Falls Church Area Plan, and related General Land Use Plan and Master Transportation Plan amendments. The draft Area Plan is continuing to undergo staff and community review. Staff will address

County Manager:	<i>BMD/GA</i>
County Attorney:	<i>[Signature]</i>
Staff:	Richard Tucker, Planning Division, DCPHD Richard Hartman, Transportation Planning Division, DES Bridget Obikoya, Traffic Engineering and Operations Division, DES
PLA-5850	<b>31.</b>

comments that are received prior to County Board consideration of the Area Plan and associated amendments in April. There continues to be some community concerns expressed regarding some elements of the Plan, which are outlined in the Community Process section below.

**SUMMARY:** The East Falls Church Area Plan provides a planning framework and establishes an overall future vision for the East Falls Church station area that will facilitate the development of a “neighborhood center” for East Falls Church. The Area Plan addresses future land use, transportation, public open space, urban form and character, sustainability, and other components to guide public and private reinvestment in East Falls Church. The Area Plan includes key strategies to:

- Create a new "Neighborhood Center" with a mix of uses, including neighborhood-oriented retail, and new open spaces.
- Preserve and enhance the surrounding single-family areas.
- Enhance transit access and facilities to meet the future needs of East Falls Church, including a new West Entrance to the East Falls Church Metrorail station.
- Improve bicycle and pedestrian connections through the area.
- Balance transportation needs among all travel modes — auto, transit, bicycle, and pedestrian — and mitigate potential traffic impacts.

In addition to the Area Plan, amendments to the General Land Use Plan and Master Transportation Plan are also being proposed, consistent with the Area Plan. The General Land Use Plan amendments include changes to the map and booklet, whereas the proposed Master Transportation Plan amendments include changes to the Bicycle Element. Staff recommends that the County Board authorize advertisement of the Area Plan and amendments to the General Land Use Plan and Master Transportation Plan for public hearings on April 4, 2011 and April 16, 2011, respectively.

**BACKGROUND:** In 2000, the Arlington-East Falls Church Civic Association formed the Metro Study Committee to discuss potential development around the Metro Station. The committee held a series of meetings with Washington Metropolitan Area Transit Authority (WMATA) and Arlington County officials and local architects. WMATA expressed its desire to develop the Metro parking lots as part of its systematic program of maximizing revenue for the system by developing or redeveloping its properties. County officials indicated their support for such development as part of the overall County “Smart Growth” policy of locating the highest density development at Metro stations. The committee developed goals for the site including: making the site serve the community better (such as providing neighborhood retail and a town plaza), stopping unfavorable development on the site (such as Ballston-type density or a parking garage), avoiding congestion around the site (such as eliminating some of the commuter parking) and improving connections to nearby residential and commercial areas.

In June 2004, the Virginia Polytechnic Institute and State University’s (“Virginia Tech”) Department of Urban Affairs and Planning, as part of a studio project, prepared the East Falls Church Metro Area Plan. Approximately 50 individuals participated, in a community charrette which informed the plan’s recommendations on urban design, affordable housing and

neighborhood-based retail development. In summary, the plan advocated for locally-serving uses; compatible density; pedestrian orientation/human scale; central public spaces; gateway symbol/community identity; improved connection to surrounding residential areas; efficient use of land near transit hub; transit/bicycle/non-motorized trip increase; high occupancy vehicle trip increase; economic development and diverse economic opportunities; and affordable housing.

In 2004 and 2005, the Arlington-East Falls Church Civic Association's Metro Study Committee prepared a report summarizing the Virginia Tech Metro Area Plan and conducted a survey of its membership. The general consensus was that the civic association should develop a community vision prior to any development proposals. In terms of what land uses might be desirable for the WMATA lots, respondents favored neighborhood retail, restaurants, short-term parking, residential uses and open space. With regards to the appropriate densities and heights for potential development in the Metro lots, respondents selected densities and heights similar to the WestLee project, a five-story, 128-unit condominium project. Respondents also recommended incorporating affordable housing and making the area more pedestrian-friendly. Lastly, respondents strongly supported construction of both a pedestrian-bicycle bridge and a large open space plaza over Interstate 66.

In 2007, at the request of the Arlington - East Falls Church Civic Association, the County Board appointed a citizen Task Force ("the Task Force") to generate a land use and transportation vision for transit-oriented development in the East Falls Church area of Arlington County. The Task Force included representatives from nearby civic associations, advisory boards and commissions, two residents from the City of Falls Church, the Virginia Department of Transportation (VDOT), and the Washington Metropolitan Area Transit Authority (WMATA).

In June 2010, the Task Force adopted the East Falls Church Area Plan, which outlined recommendations for mixed-use development, pedestrian and bicycle improvements, and strategies for traffic mitigation. The County Board, at their July 2010 meeting, accepted the Task Force's Plan and adopted a set of Policy Determinations, derived from the Task Force's Plan, to be used as guidance in developing a County Plan for the area. The Policy Determinations specified that the Plan should:

- Preserve single-family areas and historic and natural resources;
- Provide opportunities for new open spaces and neighborhood-serving retail – including a grocery store;
- Limit building heights to four to six stories along building frontages, with specific height guidance for the Park & Ride site up to 9 stories;
- Outline goals and strategies for attaining affordable housing units;
- Consider financing options for a new West Entrance to the Metrorail station;
- Reduce auto congestion and limit spillover parking impacts;
- Improve bicycle and pedestrian safety and connectivity;
- Enhance bus service; and
- Study improvements to I-66.

The County Board directed staff to produce a Research & Analysis Report to respond to questions that had arisen during the community review process. The County Board also directed

staff to develop a County Plan, based on the Task Force’s Plan, for adoption by the County Board.

**DISCUSSION:** Collectively, the proposed Area Plan, General Land Use Plan amendments, and Master Transportation Plan amendments communicate a comprehensive future vision for the East Falls Church Metrorail station area and provide a policy and planning framework to implement this vision. The discussion of the Area Plan as well as the associated amendments below are organized by the subject items and attachments noted above:

**East Falls Church Area Plan:** The East Falls Church Area Plan includes an Existing Conditions analysis; a Policy Framework that reiterates the County Board’s Policy Determinations; a Vision Statement and Major Goals for the area; and a Concept Plan that expresses a vision for a new “Neighborhood Center” with guidance for development for specific sites and recommendations for implementation.

Generally, the East Falls Church area is a stable single-family community, with a variety of attractive parks, schools, and other amenities. However, staff’s analysis, as discussed in the Plan, indicates that the area is lacking a central focus – a place where residents can meet and/or shop for their daily needs. A major challenge was connecting both sides of I-66 into a Neighborhood Center for East Falls Church. The Plan proposes a new Neighborhood Center, with three development nodes: the Neighborhood Transition Area located along Lee Highway north of Washington Boulevard, the Gateway Mixed-Use Area located along Lee Highway south of I-66, and the Transit Mixed-Use Area located at the Metrorail Park & Ride site. Within these nodes, the opportunities to live, work, shop, and play will transform this area of small, disconnected commercial and industrial properties into a vital, connected place that links the transit facilities to the neighborhood at-large. Key elements of the Plan include:

- A new mixed-use development node at the existing 422 space Park & Ride site which will include: ground floor retail, a pool of 100-200 shared public parking spaces, a public open space, and continuation of existing bus operations;
- New public open spaces adjacent to the W&OD Trail near Lee Highway;
- A new West Entrance to the East Falls Church Metrorail station to make the station more accessible from proposed development along Lee Highway and Washington Street in the City of Falls Church;
- New street cross sections for the three arterial streets (Lee Highway, Washington Boulevard and Sycamore Street) that include: new lane configurations, on-street bicycle lanes, on-street parking (where possible), intersection enhancements to increase pedestrian safety and reduce speeding and merging conflicts, and additional street tree planting areas.

The Plan recommends land uses and building heights that are compatible with the existing development pattern and surrounding single-family areas and consistent with the County Board adopted Policy Determinations. Within the Neighborhood Transition Area, building heights are limited to four stories in areas adjacent to single-family development, with heights rising to five – six stories along Lee Highway adjacent to Washington Boulevard. Within the Gateway Mixed-Use Area, building heights will range from five – eight stories, which is consistent with existing development along Westmoreland Street in Arlington, and consistent with allowable heights in

nearby Falls Church. In the Transit Mixed-Use Area, building heights on the Park & Ride site will taper down from a maximum height of nine stories along the Interstate 66 right-of-way, down to six stories in the middle of the site, and ultimately down to no more than three stories along the Washington Boulevard street frontage.

In conjunction with redevelopment, three new open spaces are proposed: on the Park & Ride site, within Fairfax Drive right-of-way adjacent to Lee Highway and the French Restaurant / Econolodge site, and on the Used Car lot located at Lee Highway/ Fairfax Drive. These new open spaces / plazas are planned, along with enhanced streetscape, to help create a sense of place within the Neighborhood Center and create spaces appropriate for active and passive recreation.

The Plan also recommends a new West Entrance to the East Falls Church Metrorail Station utilizing a widened Washington Boulevard flyover. This new facility would provide direct access from proposed development sites along Lee Highway in Arlington and Washington Street in the City of Falls Church to Metro and across the I-66 right-of-way, which is currently a major barrier for pedestrians and bicyclists. The Plan also recommends a study of the Lee Highway bridge, which should be widened to provide better pedestrian and bicycle access. Similarly, the Plan recommends a study of the Washington & Old Dominion (W&OD) Trail to identify alternative, safer routes through the area. New street cross-sections are also recommended in the Plan to reduce pedestrian crossing distances; incorporate bicycle lanes and on-street parking, where possible; and increase overall safety in the area. Finally, the Plan contains affordable housing, open space and sustainability recommendations in keeping with established County policies.

**General Land Use Plan (GLUP) Amendments:** In order to implement the vision described in the East Falls Church Area Plan, several changes to the General Land Use Plan (GLUP) are recommended.

Proposed GLUP Map Changes (Also see Attachment 3 for additional detail):

GLUP Note #7 is proposed to be amended to establish the “East Falls Church Neighborhood Center District”. The proposed language is as follows (also see Attachment 2):

7. “On April 16, 2011, this area was designated as the “East Falls Church Neighborhood Center District.”

In addition, changes to the land use designations for several sites are proposed in order to implement the vision expressed in the Plan. The proposed GLUP changes, listed below, correspond to the Proposed GLUP Changes Map shown in Attachment 3.

1. Amend the designation for the area located at the southwest corner of Lee Highway and Underwood Street (Suntrust site) from “Service Commercial” to “Low-Medium” Residential.
2. Amend the designation for the area located at the northwest corner of Lee Highway and Washington Boulevard (the BB&T Bank Site) from “Service Commercial” to “Low” Office-Apartment-Hotel.

3. Amend the designation for the area located at the northeast corner of Lee Highway and Washington Boulevard (the Exxon site) from “Service Commercial” to “Low” Office-Apartment-Hotel.
4. Amend the designation for the area located mid-block and bounded by Lee Highway and Washington Boulevard (the Verizon site) from “Low” Residential (1-10 units/acre) to “Low-Medium” Residential.
5. Amend the designation for the area located at the southwest corner of Sycamore Street and Washington Boulevard (the Park & Ride site) from “Public” and “Government and Community Facilities” to “Medium” Office-Apartment-Hotel.
6. Amend Note 7 to establish the “East Falls Church Neighborhood Center District”, place the district boundaries on the General Land Use Plan Map, and remove the “7” from the map in certain locations.
7. Add “General Location for Open Space” symbols to indicate the recommended public open space locations proposed in the Area Plan. New open spaces are proposed on the Park & Ride site, where a public plaza is proposed in conjunction with redevelopment of the site; within the Fairfax Drive right-of-way east of Lee Highway; and west of Lee Highway adjacent to the W&OD Trail.

Proposed GLUP Booklet Changes (also see Attachment 2 for additional detail):

Under “East Falls Church” in the Special Planning Areas section of the GLUP Booklet, staff recommends that the existing paragraph be deleted and that new text be added that generally describes the purpose, vision and goals of a new “East Falls Church Neighborhood Center District”.

**Master Transportation Plan (MTP) Amendments:**

The Master Transportation Plan promotes effective travel and accessibility for the County’s residents, workers and visitors; provides a policy framework to guide the development of projects and programs; advances the County’s goals and objectives; and helps direct investment. The proposed amendments will ensure consistency between the Master Transportation Plan and the East Falls Church Area Plan regarding the future transportation infrastructure and conditions envisioned in the area. The proposed amendments consist of changes to the MTP Map and the Bike and Trail Network Map in the Bicycle Element of the MTP.

MTP Bike and Trail Network: The Washington and Old Dominion (W&OD) Trail follows the alignment of the former railroad through the middle of the East Falls Church neighborhood. The W&OD Trail provides the neighborhood with regional bicycle and pedestrian access and a link to the East Falls Church Metrorail Station via on-street bikeway connections.

The East Falls Church Area Plan envisions expanding upon the existing W&OD Trail and designated on-street bikeways to create a network of bicycling routes across the East Falls Church neighborhood. Several new off-street bicycling connections from the W&OD Trail to the

Metrorail station are proposed either for construction or study. In addition, marked bicycle lanes are proposed to be created along all the primary arterial streets that cross the East Falls Church neighborhood. Designated, but un-marked bicycle routes are also proposed on several neighborhood streets to provide connections with off-street trails and on-street bicycle lanes.

The Area Plan proposes a number of new bicycling facilities that were not envisioned in the 2008 Master Transportation Plan (MTP) Bikeways Element or the corresponding MTP Map. The Recommended Bikeway Network Map (See Attachment 4) in the Area Plan shows the existing and proposed trails, bike lanes and bicycle routes. Recommendations 26 – 28 on pages 80 and 81 of the Area Plan detail the planned new trail and bikeway facilities.

The MTP Bicycle Element and the MTP Map should be amended, in accordance with the Recommended Bikeway Network Map (Attachment 4), to show planned bicycle lanes or sharrows markings along: Lee Highway (west of Sycamore Street), Sycamore Street (north of Lee Highway), Westmoreland Street (north of Washington Boulevard), 25<sup>th</sup> Street North (between Washington Boulevard and Fairfax Drive), Fairfax Drive (between Lee Highway and the County line) and Washington Boulevard (west of John Marshall Drive). In addition, MTP amendments should be made to add bicycle routes to the following East Falls Church area streets: 16<sup>th</sup> Street North (between Sycamore Street and the County line), Westmoreland Street (between Lee Highway and North Van Buren Street), 19<sup>th</sup> Street North (between Van Buren Street and Sycamore Street), and 19<sup>th</sup> Road North (between Tuckahoe Street and Van Buren Street).

**COMMUNITY PROCESS:** Subsequent to the County Board acceptance of the Task Force Plan in July 2010, staff continued to work on analysis to be included in the Research & Analysis Report, which was issued in September 2010, at the request of the County Board. The report provided additional information and analysis regarding the feasibility of potential development on the Park & Ride site and other sites, affordable housing and historic resources in the East Falls Church area, and an examination of transportation and other policies influencing the recommendations in the Plan.

At two Open House meetings held in November 2010, which were attended by approximately 130 residents over the two days, citizens had an opportunity to learn more about the Research & Analysis Report, as well as staff's preliminary thoughts about changes to be made in the upcoming revised East Falls Church Plan – as compared to the Task Force's Plan. At that meeting, or soon thereafter, citizens provided written comments and questions regarding the Plan. Staff developed responses to the nearly 50 comments/questions that were received (See Attachment 5). Generally, citizen comments centered around a few topics of concern, including: current and future traffic volumes, spillover parking impacts, height and density on the Park & Ride site, and potential school enrollment impacts.

In response, staff outlined that, according to detailed transportation and traffic analysis that was conducted in conjunction with this planning study, traffic volumes have remained fairly stable over time and will not be significantly impacted by potential future development. Staff bases this conclusion on extensive experience with transit-oriented development at other Metrorail stations, as well as a regional study, conducted by the Metropolitan Washington Council of Governments,

which indicates that Metro-located development generates fewer vehicle trips than development that is not located near Metro.

Although some area residents are concerned about the height and density of potential development at the Park & Ride site, the heights proposed in the Plan are consistent with the County Board's Policy Determinations, which were adopted in July 2010, and the proposed density – at up to 600,000 square feet of development, is considered by staff to be a minimally feasible level of development to allow for redevelopment along with the community benefits that are usually attributable to Special Exception “Site Plan” development proposals. The Plan recommends that building heights within the site be tapered, so as to be compatible with the existing development on adjacent sites.

Staff has determined that the level of development that is proposed in the area Plan will have no significant impact on enrollment at Arlington Public Schools. According to analysis provided by Arlington Public Schools (APS) staff, based on the total development anticipated under the Plan, approximately 34-38 new students (K through 12) could potentially be generated in the planning area over time. APS staff does not consider this increase to be significant in that it is anticipated to occur in piecemeal fashion, over time.

Also, as part of the comment / response dialogue, staff indicated that the development of the Plan at this time comes in response to the request by the Arlington - East Falls Church Civic Association and that the recommendations of the Plan are consistent with the County's Transit-Oriented Development (TOD) policies as well as “good planning” principles. Throughout the process, information about the Plan and all related documents, analysis and presentations have been posted on the County's East Falls Church web page, which was recently redesigned to make it easier for readers to find the information they are seeking.

In mid-February, 50-60 area residents attended a Community Meeting that was held to discuss the changes in the revised East Falls Church Area Plan. Staff presented information summarizing actions taken by the County Board at the July 2010 County Board meeting and updated attendees on staff work that has been completed since that point, including the issuance of the Research & Analysis Report, publication of Comments/Questions and Responses from the November Open House meetings, and elements of the revised East Falls Church Area Plan. Staff will continue to meet with advisory boards and commissions within the March/April timeframe to receive additional input on the Plan.

Staff held three meetings with the Long Range Planning Committee (LRPC) of the Planning Commission on January 18, February 8, and February 23, 2011, to review the draft Area Plan. In reviewing the Plan, Planning Commissioners asked staff to consider a number of issues. The significant comments are captured in a LRPC Comment Matrix in Attachment 6. Staff is incorporating a number of changes into the Plan, based on Planning Commissioners' comments, including;

- Adding a discussion of the transportation analysis in the Existing Conditions section of the Plan;
- Revising the Land Use Map and Heights Map to make them more consistent with the vision

expressed in the Plan;

- Providing additional illustrative development concepts for the Park & Ride site that include a double row of trees on both frontages, which also indicate that the site could be developed in a number of ways;
- Adding a recommendation to address next step for designating the W&OD siding on the Oil Company site (Site A) as a Local Historic District; and
- Various other minor corrections and edits to make the overall document more consistent.

It was requested that staff add to the Plan's Appendix the latest correspondence (dated February 9, 2011) between staff and the Virginia Department of Transportation (VDOT) regarding VDOT's review of the Task Force Plan and staff's related transportation analysis. In lieu of adding this document to the Appendix of the Plan, the document is attached to this report as Attachment 7.

Options for redevelopment of the Oil Company site (Site A) were discussed with the Commission members. The Plan expresses a preference for consolidated redevelopment of the three parcels on Site A, which include the Shreve Oil property, Suburban Animal Hospital, and a Mercedes-Benz repair shop, in conjunction with creation of open space adjacent to the W&OD Trail on Site B, which is currently a used car lot. Staff suggested that the Plan should include language that addresses development on these parcels, should consolidation not occur. Staff reasoned that, since the Animal Hospital building had recently been fully renovated - increasing its value to the current owner - it is unlikely that the parcel could feasibly be incorporated in an assemblage in the near future. Planning Commissioners were concerned that all of the community's expectations vis-à-vis creating new open space, and achieving coordinated ground floor retail might not be realized without full consolidation, and recommended that only full consolidation be considered in the Plan. Staff has included language in the advertised Plan regarding development on these parcels should full consolidation not occur for the purpose of further review and discussion. Staff will review this issue with the Planning Commission and make a final recommendation prior to County Board consideration of the Area Plan.

Lastly, Planning Commissioners requested that the Implementation section of the Plan be revised to include more specific detail regarding timelines for completion, costs, and potential funding sources for the important public infrastructure projects that are recommended in the Plan. Staff is continuing to evaluate this request.

On February 24, 2011, the Transportation Commission voted 8-0 to support the County Manager's recommendation to authorize advertisement of the East Falls Church Area Plan, General Land Use Plan amendments, and Master Transportation Plan amendments. As part of their motion, Transportation Commissioners also expressed concern about the lack of specificity in the Implementation section of the Plan with regard to timelines and potential funding sources for the public infrastructure projects recommended in the Plan. The Commission also requested that staff re-examine the Plan's street cross-section recommendation for arterial streets to determine if the proposed interior lane widths could be reduced from 11 feet to 10 feet. In addition, the Commission recommended that language in the Plan pertaining to the proposed pedestrian walkway through the Verizon site be revised to include bicycle access. In developing the final Plan document, staff will consider these recommendations and provide information to the

County Board on these matters prior to consideration of the Area Plan for adoption.

**CONCLUSION:** The proposed Area Plan would provide a framework that guides future private redevelopment in the East Falls Church Metrorail station area on targeted sites, direct County efforts on public infrastructure improvements to enhance pedestrian and bicycle safety and connectivity throughout the area, and encourages the creation of a Neighborhood Center that can serve the surrounding single-family areas. Therefore, staff recommends that the County Board authorize advertisement of public hearing by the Planning Commission and County Board on April 4, 2011 and April 16, 2011, respectively, to consider an ordinance to adopt the East Falls Church Area Plan and its accompanying General Land Use Plan and Master Transportation Plan amendments. It is important to note that the request to advertise is the first step toward County Board consideration and that authorizing the advertisement does not imply County Board support.

**RESOLUTION TO AUTHORIZE ADVERTISEMENT OF PUBLIC HEARINGS AT THE PLANNING COMMISSION AND COUNTY BOARD MEETINGS TO BE HELD ON APRIL 4, 2011 AND APRIL 16, 2011, RESPECTIVELY, TO CONSIDER THE FOLLOWING:**

- 1) AMENDMENTS TO THE GENERAL LAND USE PLAN MAP TO REFLECT ADOPTION OF THE EAST FALLS CHURCH AREA PLAN, INCLUDING A REVISION TO NOTE 7 ON THE GENERAL LAND USE PLAN, AMENDMENTS TO LAND USE DESIGNATIONS, AND REVISIONS TO LANGUAGE PERTAINING TO EAST FALLS CHURCH IN THE SPECIAL PLANNING AREAS SECTION OF THE GENERAL LAND USE PLAN BOOKLET DESCRIBING THE PURPOSES OF THE EAST FALLS CHURCH NEIGHBORHOOD CENTER DISTRICT(ATTACHMENTS 2 AND 3); AND**
- 2) AMENDMENTS TO THE MASTER TRANSPORTATION PLAN MAP AND BICYCLE ELEMENT IN THE MASTER TRANSPORTATION PLAN TO REFLECT ADOPTION OF THE EAST FALLS CHURCH AREA PLAN AS INDICATED ON THE RECOMMENDED BIKEWAYS NETWORK MAP (ATTACHMENT 4).**

*The County Board of Arlington hereby resolves that the following items shall be advertised for public hearings by the Planning Commission and County Board on April 4, 2011 and April 16, 2011, respectively, to consider the following:*

- 1) Amendments to the General Land Use Plan map to reflect adoption of the East Falls Church Area Plan, including revisions to Note 7 on the General Land Use Plan, amendments to land use designations, and revisions to language pertaining to East Falls Church in the Special Planning Areas section of the General Land Use Plan booklet describing the purposes of the East Falls Church Neighborhood Center District, (Attachments 2 and 3); and*
- 2) Amendments to the Master Transportation Plan map and Bicycle Element in the Master Transportation Plan to reflect adoption of the East Falls Church Area Plan as indicated on the Recommended Bikeways Network Map in Attachment 4.*

## Proposed Revisions to the General Land Use Plan Booklet

### East Falls Church

~~On May 17, 1986 the County Board adopted policy guidelines and recommendations for the East Falls Church Metro Station Area. The station area will remain a low density residential area with redevelopment limited to the existing commercial and industrial area between I-66 and the City of Falls Church boundary. Building heights in this area are limited to 65 feet along major street frontages, tapering to 35 feet adjacent to residential areas.~~

#### East Falls Church Neighborhood Center District

On April 16, 2011 the County Board adopted the East Falls Church Area Plan and designated this area as the “East Falls Church Neighborhood Center District”. The purpose of the district is to establish a cohesive center for the neighborhood with private development and public improvements occurring in furtherance of the Vision and Major Goals established in the East Falls Church Area Plan. Development within the District will be in conformance with the redevelopment and design goals of the East Falls Church Area Plan, which calls for mid-rise (generally 4-9 stories), mixed-use residential, office and/or hotel development with neighborhood-serving retail; inviting public spaces; enhanced streetscape to promote pedestrian activity and safety; and transportation improvements to mitigate traffic impacts.

#### Vision:

The vision for East Falls Church is to create an inviting, walkable neighborhood center that will serve as an economic and social hub where people can live, work and shop near transit and to preserve and protect the nearby existing single-family residential areas. The neighborhood center will have a mixture of uses that will be within easy reach of people living and working nearby in the surrounding community.

New development located along Lee Highway and at the east Falls Church Metrorail station will include public spaces and neighborhood-serving retail to provide opportunities for commercial and social interaction. Streetscapes in the area will become more attractive and safe, promoting pedestrian activity, with the addition of trees, wider pedestrian zones, and where possible, on-street parking and bicycle facilities.

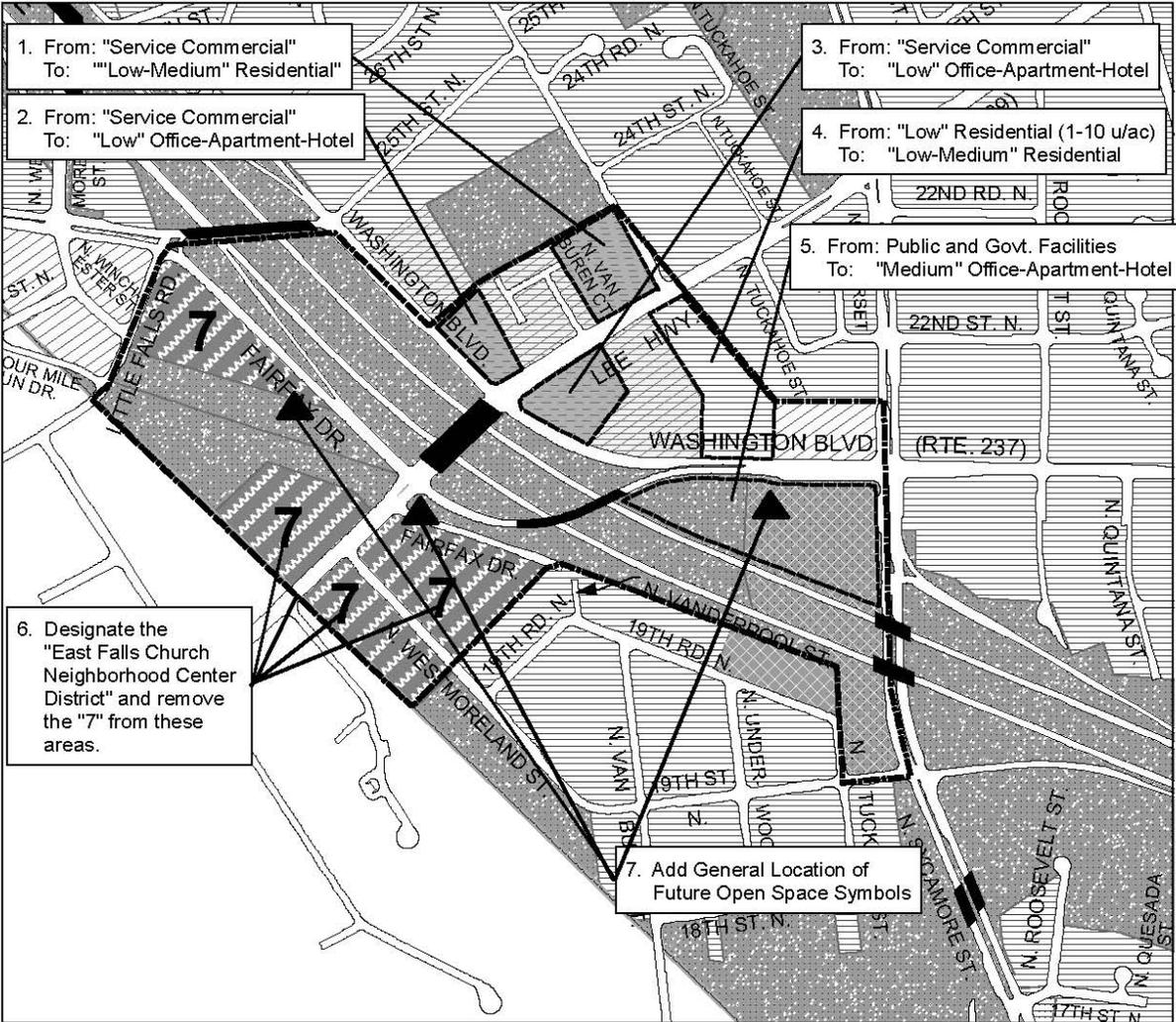
In the future, East Falls Church will be an area that retains its residential character, better balances automobile traffic with all alternate modes (transit, bicycle, pedestrian), and provides opportunities for transit-oriented development that enhance and complement the surrounding community. Development within the Neighborhood Center is envisioned to occur within three nodes: The Transit Mixed-Use Area, the Neighborhood Transition Area, and the Gateway Mixed-Use Area.

### Major Goals:

- Preserve adjacent single-family neighborhoods.
- Ensure that new buildings are compatible and transition appropriately to adjacent single-family neighborhoods.
- Provide a balance among residential, office, retail and hotel uses within the new “Neighborhood Center” for East Falls Church.
- Ensure that, with new development, the needs of low to moderate income families are met through a variety of measures, including the provision of on-site affordable units and a mix of housing options.
- Incorporate sustainable and green building principles and quality architectural design in the development of new buildings and open spaces.
- Mitigate potential traffic impacts and expand travel choice.
- Enhance transit access and facilities to meet the future needs of East Falls Church.
- Improve bicycle and pedestrian connections in and through the area.

### **Proposed Revisions to the General Land Use Plan Map**

7. ~~Within the area shown as “Low” Office Apartment Hotel, building heights shall be limited to a maximum of 65 feet along Lee Highway and Fairfax Drive, tapering to a maximum of 35 feet along frontages adjacent to residential neighborhoods. On April 16, 2011, this area was designated as the “East Falls Church Neighborhood Center District.~~



**Recommendation: Advertise  
General Land Use Plan Amendment**

**Legend**  
**Land Use Category**

<b>Residential</b>	<b>Commercial and Industrial</b>	<b>Office-Apartment-Hotel</b>	<b>Public and Semi-Public</b>
[Pattern] Low: 1-10 Units/Acre	[Pattern] Service Commercial	[Pattern] Office-Apartment-Hotel Low	[Pattern] Public
[Pattern] Low: 11-15 Units/Acre			[Pattern] Semi-Public
[Pattern] Low-Medium: 16-36 Units/Acre			[Symbol] General Location for Open Space

**Notes:**

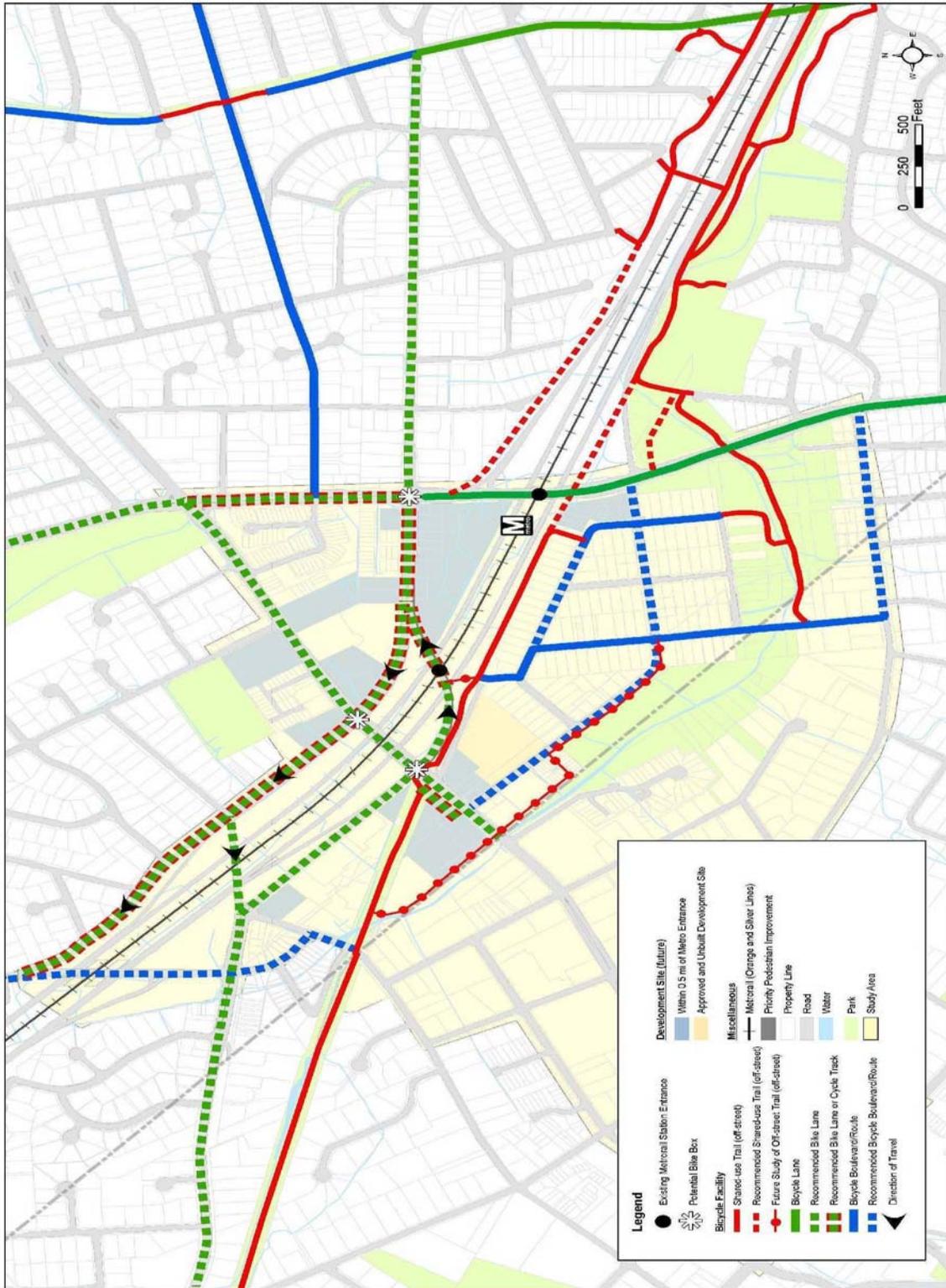
7. Within the area shown as "Low" Office-Apartment-Hotel, building heights shall be limited to a maximum of 65 feet along Lee Highway and Fairfax Drive, tapering to a maximum of 35 feet along frontages adjacent to residential neighborhoods. This area was designated as the "East Falls Church Neighborhood Center District" on 4/16/11.

**ARLINGTON**  
VIRGINIA

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Arlington County  
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0 300 Feet

## Attachment 4. Recommended Bikeway Network Map



## Attachment 5.

### East Falls Church Open House Comments

During the East Falls Church Area Plan Open Houses, which were held on November 15 and November 20, 2010, citizens were asked to provide written comments or questions for staff follow-up. While most comments/questions were provided by citizens in hand-written form at the Open Houses, some had been prepared ahead of the meeting(s) and others submitted via e-mail. In all cases, staff has attempted to transcribe the citizen comments verbatim and to provide responses to each comment. As a number of citizens had similar or related comments/questions, staff has noted where comments/questions have been addressed in response to a previous citizen's submission.

Overall, citizens have expressed concerns about current and future traffic volumes, the continued availability of commuter parking, possible spillover parking impacts in the neighborhood, and the height/density of development at the Park & Ride site. In the responses below, staff provides additional information, referencing analysis and other information that has been available on the County's East Falls Church web page, as well as specific recommendations in the revised East Falls Church Area Plan, where applicable.

	Commenter	Comment / Response
1	Ruth Shearer 6505 N. 26 <sup>th</sup> St	<p>Washington Blvd / I-66 – The proposed plans to make the area more pedestrian friendly are not well thought through. The problem is <u>not</u> the speed of the cars, it is the number of cars getting onto I-66. In the morning, the congestion is so bad that pedestrians could not cross Wash. Blvd even with a crosswalk. Evenings: Cars line up on both sides of Wash. Blvd – waiting for 6:30pm. <u>Recommend</u> exploring overpasses that take the pedestrians across Wash. Blvd.</p> <p><b>Staff Response:</b></p> <p><b>The Master Transportation Plan (MTP) sets forth the County's policies on transportation issues. The transportation goals for the County, as outlined in the MTP, are to provide "complete streets," designed to safely accommodate all users, including pedestrians, bicyclists, transit users and drivers. The MTP also gives specific policy guidance on:</b></p> <ul style="list-style-type: none"> <li>a) <b>managing traffic and balancing travel modes (auto, transit, bicycle, pedestrian),</b></li> <li>b) <b>advancing environmental sustainability – which could include reducing pavement and adding trees, where possible,</b></li> <li>c) <b>organizing/encouraging development around high quality and high capacity transit,</b></li> <li>d) <b>managing travel demand through better outreach and coordination of transit services.</b></li> </ul> <p><b>Each of these policy areas influence the type of development and the various transportation improvements being recommended for East Falls Church. In terms of pedestrian safety, the MTP recommends at-grade pedestrian crossings. Overpasses are costly and many pedestrians will not use them. Keeping pedestrians at street level provides more potential customers for retail activities. The more pedestrians there are, the safer they are. Signalized pedestrian crossings should provide pedestrians with adequate time and opportunities to cross the street, even when the roadway is congested with motor vehicles.</b></p> <p><b>Staff is presently exploring options that will further enhance the pedestrian environment and safety at the intersections along Washington Boulevard, with the goal being to alter driver behavior along Washington Boulevard heading toward the Interstate 66 on ramp. Traffic calming measures on arterial streets are intended to reduce the speed of off-peak traffic, and to better serve all users, not to reduce the peak carrying capacity for automobiles. However, the opening of Metro's Silver Line to Tysons Corner and Dulles Airport can be expected to reduce the demand for automobile traffic using I-66 to get to those areas.</b></p>
2	Maren Pearson 2232 N. Tuckahoe St	<p>Concerned about proposed walkway along Verizon building between Lee Highway and Washington Blvd. Crime, vagrancy, graffiti are already present in the area w/o a formal walkway – talk to the homeowners who would share a property line with this walkway. Would the large, old, beautiful pine trees be removed to make room for the walkway? How close to our property line would it be? What would be in place to stop crime, vandalism, littering, vagrancy, etc. in this area(?) Concerned about ecological impact. Trees/shrub replacement. Create a pollination area, not meatball landscaping. Mature trees create shade that will be removed if these are taken out. Can we, as citizens, help with landscaping design? Create areas that are pollinator friendly (butterflies, birds, bees, etc.)? When is the next meeting?</p> <p><b>Staff Response:</b></p> <p><b>A public walkway would allow the County to maintain the space and the County Police to patrol it. Issues of vandalism and vagrancy proliferate in isolated locations. Encouraging more pedestrian use of a passageway will likely decrease the incidence of vandalism and vagrancy.</b></p> <p><b>The Plan recommends that the walkway project be designed and implemented with cooperation and input from Verizon and adjacent property owners, so it is anticipated that, should the project move forward, the concerns of adjacent property owners can be addressed and incorporated into the design. Specific details about the impact on existing trees, if any, or other landscaping elements, can be examined at that time.</b></p>
3	Scott Watkins 2332 N. Tuckahoe St	<p>Traffic</p> <ul style="list-style-type: none"> <li>(1) Address Lee Highway pedestrian crosswalk &amp; signal needs @ N. Tuckahoe Street &amp; N. Underwood Street in this plan. Recommendation – don't leave this issue for future.</li> <li>(2) Address AM Peak hour cut through to 66 from Lee Highway through Tuckahoe St. &amp; Underwood Street – don't</li> </ul>

		<p>leave this issue for future.</p> <ol style="list-style-type: none"> <li>(3) Favor west entrance to Metro</li> <li>(4) Reconnect Little Falls Road over Rt 66 &amp; make Historic District.</li> <li>(5) Connect bike trail through site in linear park, not on street</li> <li>(6) Historic District for early 20<sup>th</sup> century? Brick commercial structure at power co. transformer site. Remove screening barrier for view of this handsome little brick utility building. Question? Was (it) built for power co? Or railroad? Or streetcars?</li> </ol> <p><b>Staff Response:</b></p> <ol style="list-style-type: none"> <li>1) <b>Staff will evaluate traffic and pedestrian counts to determine if a signal at Underwood Street is warranted. There does not appear to be enough spacing between Underwood and Tuckahoe streets for an additional signal at Tuckahoe Street.</b></li> <li>2) <b>Traffic calming measures have been installed on 25<sup>th</sup> Street North. Access restrictions to I-66 are under consideration by staff.</b></li> <li>3) <b>This will be a positive improvement for the area.</b></li> <li>4) <b>Historic Preservation staff would need to evaluate the location in question in terms of age, architectural style, integrity, and historic importance in order to determine if an historic district is warranted. The area likely would have been captured during the Countywide Historic Resources Survey so some preliminary information is available.</b></li> <li>5) <b>During the Task Force’s deliberations, many members of the community spoke in opposition to a trail connection through Isaac Crossman Park citing a need to preserve natural areas and to minimize pedestrian/bike conflicts. In light of these concerns, staff will consider on-street connections through the area as part of the recommended study of new W&amp;OD Trail connection options through East Falls Church (See recommendation #31 in the Plan).</b></li> <li>6) <b>Historic Preservation staff looked at old Sanborn fire insurance maps and Franklin atlas maps. However, we have been unable to determine if the masonry building pictured is the same building extant today. Staff was not able to find the historic building permit card for this property. Site visits would be needed and historic deed research would need to be conducted to help determine the building’s approximate date of construction and original affiliation. In terms of whether it can be historically designated, there are two types of designation - local listing and listing in the National Register of Historic Places. Properties may be found eligible for one, both, or neither. Local designation provides a protective zoning overlay and design review by the HALRB for any proposed exterior alterations and demolition.</b></li> </ol> <p><b>Any citizen can submit a written request to have the HALRB consider a site for local historic designation. More information on the designation procedures can be found in Section 31A.C of the Arlington County Zoning Ordinance. In contrast, listing in the National Register is purely honorific and offers no protections. The National Register is overseen by the National Park Service. Citizens can complete the nomination paperwork themselves and submit the forms through the state historic preservation office. Given that little is known about this building to date, extensive research would need to be conducted to determine its eligibility. Both local and national designation of individual buildings requires owner consent.</b></p>
4	Liz McGonigle 6748 26 <sup>th</sup> St N.	<ol style="list-style-type: none"> <li>(1) Build line only to a point that allows wide sidewalks with tree plantings buffer from the road</li> <li>(2) Please extend streetscape improvements on Washington Blvd all the way to N. 25<sup>th</sup> or Little Falls!! Visual signal that this is residential.</li> <li>(3) Lee Highway bridge over 66 – PLEASE PLEASE make safe / appealing to pedestrians(.) tree buffer between cars/and pedestrians(.) Cantilever it?</li> </ol> <p><b>Staff Response:</b></p> <ol style="list-style-type: none"> <li>1) <b>The “Built-to Line”, shown in the Design Guidelines (p.57) in the Plan indicates where new buildings on redevelopment sites should be build at the back of the sidewalk. This is a common design practice that reinforces safety on the street and helps to better define the boundary between public and private spaces. The actual width of the street space (sidewalk, travelway, tree planting areas, etc.) is defined separately in the Street Cross Sections that are found in the Appendix of the Plan. The Street Cross Sections show wider sidewalks than those that currently exist, with wider pedestrian zones and additional street tree plantings.</b></li> <li>2) <b>As part of the proposed Washington Boulevard mitigation, streetscape improvements are being recommended beyond 25<sup>th</sup> Street North. This will include narrowing the travelway and adding on-street parking and landscaping.</b></li> </ol>

		<p><b>3) The plan is recommending a study to improve pedestrian safety and bicycle safety on the Lee Highway Bridge.</b></p>
5	Dennis Price 2337 N. Underwood St	<p>More trees, less height 7 (stories) and 4 (stories) instead of 9 (stories) and 5 (stories) – or was that 6 (stories)</p> <p>Not too dense and add more trees. Simple.</p> <p><b>Staff Response:</b></p> <p><b>On July 10, 2010, when the County Board “accepted” the Task Force Plan, it also acted to “adopt” certain ideas, concepts, and policy-related items in the Task Force Plan as “Policy Determinations”. These Policy Determinations, which have been incorporated into the revised East Falls Church Area Plan, constitute policy guidance from the County Board on a wide range of issues. Within the Policy Determinations, the County Board specified the following heights on the Park &amp; Ride site:</b></p> <p><i>“On the Park &amp; Ride site, restrict heights along the frontage to the same as those of the homes facing them across Washington Blvd. and Sycamore Street (generally, 4 stories and not more than 48 feet) tapering up from the neighborhood behind the buildings along the street frontage by one to two stories and then tapering up again by one to three stories along the center section of the I-66 frontage. Provide extensive design guidelines to allow for the creation of a neighborhood complementing development that is in keeping with the nature of the community throughout the area. Provide for access to the Metro station from within the site (i.e., via any plaza that may be included in the interior of the site).”</i></p> <p><b>Following the County Board’s guidance with respect to potential development on the Park &amp; Ride site, the Plan specifies that heights will taper down from a maximum of nine stories in the center of the site, along I-66, down to no more than 4 stories along the Washington Boulevard frontage. The revised Park &amp; Ride Concept shown in the Plan, the height of buildings along Washington Boulevard is limited to 3 stories, with additional building height allowed beyond a 10-foot step back.</b></p> <p><b>As part of the County’s standard practices regarding Special Exception “Site Plan” redevelopment projects, developers are required to submit a Landscape Plan and Tree Replacement Plan. These plans involve evaluating any existing trees on the subject site by a certified arborist. Existing trees are required to be replaced, according to the Tree Replacement Plan, on site or as otherwise designated by the County, and shown on the Landscape Plan. As with all aspects of Special Exception Site Plan approval, the Tree Replacement Plan and Landscape Plan are subject to community review. In addition to any on-site trees that may need to be replaced, the East Falls Church Area Plan calls for streetscape improvements throughout the area, including street tree plantings. Overall, if the Area Plan is fully implemented, there will be a net gain in tree plantings in the area.</b></p>
6	Einar Olsen 2023 N. Lexington St	<ol style="list-style-type: none"> <li>1. Ensure easy pedestrian and bicycle access from the Westover area. Keep in mind the needs of the elderly and children.</li> <li>2. Development should offer something of interest to families with young children, not just single people.</li> <li>3. Provide some surface-level short term parking with easy access for people who want to run a quick errand only.</li> <li>4. Improve bicycle security in the planning process.</li> </ol> <p>I am supportive overall of the proposal.</p> <p><b>Staff Response:</b></p> <ol style="list-style-type: none"> <li>1) <b>The pedestrian improvements identified in the Plan will increase or enhance pedestrian access to the area generally, and to the Metrorail station specifically. Although on-street bike lanes are recommended between the study area and Westover along Washington Boulevard, additional study will be needed to achieve implementation of this improvement, as there is limited street space to work with along this route.</b></li> <li>2) <b>Families with young children also need convenient retail that serves their daily needs, and may choose to utilize new open spaces and participate in any of the formal or informal gatherings that may occur there. The specific design of the new open spaces will occur at some point in the future, but design of these spaces could include youth-oriented improvements.</b></li> <li>3) <b>Due to several constraints on the Park &amp; Ride site, including maintaining bus operations, providing a public gathering space, and achieving a minimally feasible development program, it is highly unlikely that surface-level parking can be included in the redevelopment of the site. However, as part of staff’s</b></li> </ol>

		<p>recommendation for 100-200 shared parking spaces to be incorporated in the redevelopment of the site, underground short-term parking would be available as part of the redevelopment project.</p> <p>Convenient parking will be provided for new retail development. Additional on-street parking is being recommended along Washington Boulevard in the area of proposed new development. This is supported by the County's MTP which recommends parking on commercial streets to calm traffic, support retail activity and efficiently use public resources.</p> <p>4) Secure bicycle parking at the Metrorail station and at new developments is being recommended in the Plan. The Plan calls for improvements to sidewalks and the addition of bicycle lanes to area streets as a means to improve bicycle and pedestrian access.</p>
7	Louise Van Horne 6282 15 <sup>th</sup> Rd N.	<p>Build pedestrian overpass over Westmoreland at 25<sup>th</sup> /Fairfax Drive. It is murderous to try to cross on foot during rush hours. I am pleased to see that at least some of the resident(ial) has the possibility of being at least 6 stories. I hope that the board considers a height of 9 (nine) stories because I think the topography would lend itself to a higher building.</p> <p><b>Staff Response:</b></p> <p>See response to #1 above.</p>
8	L.S. Cox / R.E. Barry 3500 N. Kensington St	<p>We hope and request that even if there are – especially – significant reductions in parking at Metro, that the existing handicap parking lots will be increased in number.</p> <p><b>Staff Response:</b></p> <p>Handicap parking will be included at Kiss &amp; Ride lot.</p>
9	Eric Sword 6601 16 <sup>th</sup> St	<p>Thank you for the detailed renderings for neighborhood character. It would be useful to include some that pictured existing houses that would be opposite the new structures near Sycamore and Washington. The rendering in View 1 is misleading because it is pictured from the middle of the front door of the existing house.</p> <p>Some renderings from the middle of Sycamore between Washington &amp; Lee would show both old and new.</p> <p>Oh, and please put them online.</p> <p><b>Staff Response:</b></p> <p>There are any number of views that could be shown to depict the height and massing of potential development on the Park &amp; Ride site in relation to existing development in the surrounding area. In that most comments and questions staff has received centered on the relationship of proposed and existing development across Washington Boulevard, this is the image we elected to show. All of the information that was presented at the Open House(s) is available on the County's East Falls Church web page <a href="http://www.arlingtonva.us/departments/CPHD/forums/columbia/current/CPHDForumsEastFallsChurch.aspx">http://www.arlingtonva.us/departments/CPHD/forums/columbia/current/CPHDForumsEastFallsChurch.aspx</a> .</p>
10	Karen Kimball 217 N. Van Buren Street	<p>I believe a brief discussion ahead of our viewing and explaining the significance of each poster would have been very helpful. Also we are overwhelmed with too much information. For example, do we really need to know how many trips people make every day? I want to know what is being placed where. I didn't easily learn that from the posters. The major streets are not well marked – too small print or not identified at all.</p> <p><b>Staff Response:</b></p> <p>The Open House meetings were intended as “drop-in” events whereby citizens could visit at any time during the 2-hour event. Given that format, an orientation at the beginning would not have been helpful for attendees arriving later. Our goal was to have staff available to respond to questions and to provide background and information to attendees as they reviewed the information that was presented.</p> <p>Also, the event was set up as an opportunity for interaction between staff and citizens so that questions and concerns could be addressed on a one-on-one basis. In preparation for the Open House meetings, staff developed materials to give a quick overview of some of the important recommendations from the Task Force Plan, provide additional data and analysis, and respond to certain specific issues that had previously been raised. Staff also planned to discuss potential changes in the Plan that were being considered with citizens, using the presentation materials to provide background information.</p> <p>In February, an additional Community Meeting will be held to present information on the revised Plan as well as a summary of the comments and responses contained in this document. More information about the date, time and location of this meeting is forthcoming.</p>
11	Ken Thomas	a) I didn't see any information on what if any coordination is being done to obtain community benefits directed

		<p>toward Metro infrastructure from the Falls Church Gateway Project.</p> <ul style="list-style-type: none"> <li>b) The idea that a grocery store in the EFC is a community benefit to my neighborhood is not true. The map in the East falls Church Research &amp; Analysis Report (9/28) clearly shows 3 groceries within 1.2 mile in addition to other smaller grocery oriented businesses that are not shown.</li> <li>c) Is the county going to propose or plan to use a TIF (Tax Increment Financing) as was recently proposed for Crystal City?</li> <li>d) The recent discussion at the county board meeting on food trends is a good example of the problem being created by the current county policies on development. The proliferation of food trucks is a response to the reduction in affordable commercial space in the county.</li> </ul> <p><b>Staff Response:</b></p> <ul style="list-style-type: none"> <li>a) <b>Since the City of Falls Church is a separate jurisdiction, and the East Falls Church Metrorail station is a regional facility located in Arlington, there is no mechanism for Arlington to require or request community benefits from redevelopment projects in the City of Falls Church. Additionally, adopting the East Falls Church Area Plan and incorporating a Metrorail station improvement project into the County’s Capital Improvements Program (CIP), as part of the Plan’s implementation, are necessary first steps to realizing the Metrorail station improvements that are recommended in the Plan. Initiating a study to design the improvements that are envisioned, and developing a financing strategy, utilizing Federal, State, Local and other (private) resources can occur thereafter.</b></li> <li>b) <b>Staff was asked to evaluate the market potential for a grocery store. Household spending on groceries in the nearby area is supportive of a future grocery store. However given the challenges of attracting and accommodating a grocery store, it is not assured that one would come.</b></li> <li>c) <b>A TIF is not recommended for East Falls Church.</b></li> <li>d) <b>Food trucks have provided a foothold for entrepreneurs in the food service/restaurant business.</b></li> </ul>
12	Jen Bolt 6476 22 <sup>nd</sup> Rd N	<p>Aside from the tactics discussed here there are “strategic” issues poorly analyzed.</p> <ul style="list-style-type: none"> <li>a) At the present time, and/or quite some time in the future, office space seems to be plentiful in many places.</li> <li>b) Increased ridership absolutely requires more parking spaces. The metric of (dollars) and (cents) is inadequate. A cost for inconvenience, and your “bicycles idea” will not have effect. No parking, cars go to work.</li> <li>c) The expansion necessary to make this plan viable, i.e. in terms of benefit to the local people would in fact require destroying the neighborhood or the pleasure single family housing yield to many people.</li> <li>d) Plans like this in great detail and much thought have in very many cases and places have been a failure often hidden (or) unnoticed because of the time lapse between proposal and results. Example: Baseball stadiums as the centerpiece of such development with high rise commercial buildings, with residential spaces and people friendly walks, et. Have (I thing four major ones) have failed.</li> <li>e) In the hard times paying for development might add substantial costs to tax payers, even if it is indirect costs.</li> </ul> <p><b>Staff Response:</b></p> <ul style="list-style-type: none"> <li>a) <b>The Plan envisions mixed-use development, that, in some cases, could incorporate office development. However, for most sites, residential development is anticipated, due in part to the market forces to which you allude.</b></li> <li>b) <b>The Plan recommends that any new development on the Park &amp; Ride site include between 100 and 200 shared parking spaces that could be used by Metrorail users. (See recommendation #19 on pages72-73 of the Plan) The parking would be priced to encourage short-term parking and use on evenings and weekends. The 13,850 parking spaces to be provided at Silver Line stations will relieve some of the parking demand at the East and West Falls Church stations. An analysis by Metro using the addresses from SmarTrip transactions estimated that 19 percent of the commuters parking at West Falls Church would access Metro from the new Silver Line. Similar shifts are anticipated at other Orange Line stations, resulting in additional parking options for drivers currently parking at East Falls Church. When the Orange Line first opened, there was a large amount of surface parking near most of the stations. As the areas around the station were developed, this parking was replaced by new buildings with underground parking. With more people walking and taking transit to the stations and the new residents of transit-oriented development, the number of transit riders at these stations has increased over the years, even without dedicated commuter parking for Metrorail users. Better walking conditions through improved sidewalks and crossings, such as detailed in the Plan, may have the effect of encouraging more people to walk longer distances to access public transit.</b></li> <li>c) <b>It is anticipated that the improvements to the area that are identified in the Plan will enhance, not detract from, the qualities of the East Falls Church area.</b></li> <li>d) <b>The East Falls Church Area Plan envisions development on the identified under-utilized properties that</b></li> </ul>

		<p><b>will occur over time, as the market predicts. There is no large, central public amenity that is being planned that is dependent on cost-offsetting contributions from private development. Each site will redevelop if and when it is prudent for private investment to occur.</b></p> <p><b>e) Staff does not anticipate any direct or indirect public costs for private development. There are substantial public improvement costs related to streetscape and infrastructure improvements for the area that are recommended in the Plan. These improvements will have to be addressed over time, as funding allows.</b></p>
13	Brad Rosenberg 6830 19 <sup>th</sup> Road North	<p>I am very supportive of the concepts outlined in the draft East Falls Church Plan. The plan preserves the character of existing single family residential neighborhoods, and would encourage an appropriate level of development in underutilized properties and/or properties that provide few community benefits. What East Falls Church currently lacks is a sense of place – the neighborhood is bisected by I-66 and the Metro, and sits at the confluence of several major streets. Moreover, the “core” of the neighborhood consists of a park-and-ride lot (used primarily by commuters who do not reside in the neighborhood) as well as several underutilized lots (such as the space around the oil company). It is generally not friendly to pedestrians and requires most residents to drive to obtain services (such as shopping, restaurants, etc.). Replacing the park-and-ride lot and other similar properties will make the neighborhood more livable and will provide a sense of place that is currently lacking. Moreover, the scale of development strikes an appropriate balance in light of the unique nature of the neighborhood; if anything, I would support slightly greater density if such density would help to finance specific and concrete neighborhood / community benefits (such as a western entrance to the Metro) and/or would help to ensure the success of proposed neighborhood-oriented retail.</p> <p><b>Staff Response:</b></p> <p><b>Thank you for your participation in the process.</b></p>
14	Cindy Krech 2425 N. Tuckahoe	<p>I look forward to new development of the area with the improvements to the Metro to the airport. On a personal level, I have wanted to take the Metro to Tysons &amp; the airport and soon I will be able to. From Bishop O’Connell High School viewpoint this will attract students from Fairfax and west and also from Washington DC to the school. The addition of the shops and businesses will be wonderful for our area.</p> <p><b>Staff Response:</b></p> <p><b>Thank you for your participation in the process.</b></p>
15	Jerry Auten 6049 N 22 <sup>nd</sup> St	<p>The Metro commuter lot is an important community amenity for area residents. For regular or occasional commuter use or for weekend / evening event parking. The staff response provided an insulting response: drive 3 miles west to a lot that fills up at 9AM to take the Metro east to get to work in Rosslyn or DC. Use by Arlington and Falls Church residents is higher than previously thought: 39% on a particular day and many more weekend/event parking is counted. The lot is frequently 75% or more full on weekends providing a community benefit taking families to baseball games and revenue for Metro.</p> <p><b>Staff Response:</b></p> <p><b>See response to #12b.</b></p>
16	Steven Hadley 6871 Washington Blvd	<p>Please support all the traffic-calming proposals of the EFC Task Force for Washington Blvd between Lee Highway and Westmoreland. It has become a nightmare to live on Washington Blvd. Something needs to be done to protect pedestrians and families with children who live there.</p> <p>Please also consider adding a landscaped median between the lanes that flow to I-66 and the lane that serves our homes. It’s the only way to assure slower speeds in the lane that fronts our homes and driveways.</p> <p><b>Staff Response:</b></p> <p><b>The Plan recommends improvements along Washington Boulevard and Fairfax Drive in the vicinity of the I-66 ramps. (See recommendation 33 on page 75-76 of the Plan.) Staff has begun analyzing options that would improve the pedestrian experience near the intersection of Washington Boulevard at 25<sup>th</sup> Street North/Fairfax Drive and change driver behavior along the Washington Boulevard corridor from Lee Highway toward Westmoreland Street. These options could include separating the lanes of local traffic from the traffic heading toward I-66.</b></p>
17	Audrey Clement Green Party of Virginia	<p>The County’s planned redevelopment of the EFC neighborhood is predicated on two assumptions about VDOT:</p> <ul style="list-style-type: none"> <li>a) That VDOT will sell or cede the parking lot at EFC for use in developing the site;</li> <li>b) That VDOT will facilitate expanded bus service on I-66 to provide additional public access to EFC.</li> </ul> <p>I realize that long range plans are often premised on infrastructure that may not yet exist. Nevertheless a development plan isn’t realistic if the planner lacks a reasonable expectation that such infrastructure will exist in the foreseeable future. There’s no reason to suppose that VDOT will cede its parking lot at EFC, especially in light of residential concerns about</p>

		<p>the lack of on street parking there now. There is even less reason to suppose that VDOT will accommodate the demand for expanded bus service that this plan requires. In fact as of right now, VDOT is in the process of tearing up I-66 between EFC and Ballston to construct a merge lane the supposed purpose of which is to alleviate congestion on I-66.</p> <p><b>Staff Response:</b></p> <p><b>The Plan will set forth the County’s and the community’s vision for the future of this site. It acknowledges that negotiations with VDOT will be necessary to enable full development of the Park &amp; Ride lot, since VDOT currently owns much of the parking lot. Also, consistent with community sentiment, the County’s official position has long been to NOT support the widening of I-66. This being the case, it would be inconsistent with the County’s policies to adopt a Plan for East Falls Church (and a redevelopment concept for the Park &amp; Ride site) that facilitates the widening of I-66.</b></p>
18	Howard Hudgins 1301 N. Quintana St	<p>Very concerned about additional traffic generated by the development of EFC Metro and from the new BJs on Wilson Blvd. It is already difficult and sometimes dangerous to exit westbound onto Roosevelt / Sycamore from Madison Manor - consider one or two stop lights.</p> <p>It is a great goal to try to get more people to leave their cars at home when they go to work, but how far will people actually walk from home to Metro even on good paths/trails (?) To expand the ped/bicycle radius – we will need better more frequent bus service.</p> <p><b>Staff Response:</b>  <b>Staff has determined that the level of development proposed in the East Falls Church Area Plan is not sufficient to have a major impact on traffic. Most of the area around the station is expected to remain as single-family uses and new development is proposed on a limited number of sites. Recent travel surveys in other Metro-accessible locations in Arlington indicates that future development of transit-oriented development (TOD) will generate less traffic than many of the current automobile-oriented uses. For instance, an 18 pump fuel station generates approximately 3,500 vehicle trips in a 24-hour period. If the fuel station were replaced by a mixed-use residential TOD, the trips generated would be reduced to about 380 vehicle trips, about one-tenth of the existing use. BJ’s is more than a mile from the station and is not considered to have a major impact on station-area traffic. A traffic impact analysis for BJ’s, done for the business by a respected engineering consultant, Gorove-Slade, showed that traffic generated by the BJ’s store would increase the peak-hour traffic volumes on Roosevelt Boulevard/Sycamore Street by about two percent. Even if the BJ’s traffic were to be double that projected by the traffic analysis, the increase in peak hour traffic would only be four percent, or less than one vehicle per minute in each direction.</b></p> <p><b>The Plan recommends better bus service to serve the East Falls Church Metrorail station, both within the neighborhoods and along Washington Boulevard and Lee Highway. The goal is to increase and improve bus service over time. This will be particularly important as the amount of commuter parking at the station is reduced as a result of future development. One of the arterial streets, Lee Highway, is designated in the Master Transportation Plan as a Primary Transit Network corridor, which means it is planned to have future transit service operate between Rosslyn and the East Falls Church station at least every 15 minutes for 18 hours per day.</b></p>
20	Herschel Kanter 5726 28 <sup>th</sup> St	<p>a) In general I support development around the East Falls Church Metro station. I don’t know enough about development to comment on details but I do think that the proposal as presented can preserve the nature of the neighborhood.</p> <p>b) The presentation of material is second rate. None of the maps have street names and very few had keys. If a map takes a new observer 5 or 10 minutes to figure out a map of his own neighborhood, which these do, then the map will not be effective.</p> <p><b>Staff Response:</b></p> <p><b>Thank you for your participation in the process. At the Open House(s), our goal was to have staff available to clarify the information that was presented on the presentation boards. Also, see response to #10.</b></p>
21	Rebecca Easby 5508 N. 24 <sup>th</sup> St	<p>Although I recognize that some redevelopment is inevitable with the new metro line, I also believe that this plan fails to address the concerns of the community. The lack of parking is of great concern as it limits potential metro use at non-commuting times as well as creating problems for commuters. The traffic calming proposed will create enormous traffic issues – there are numerous other places around the county where new “traffic calming” has created problems, such as narrowing streets so that vehicles like buses and emergency vehicles cannot make the turns (for example Harrison St &amp; Williamsburg Blvd where school buses cannot turn from Williamsburg onto Harrison if there is traffic sitting at the light.) The larger question is how much does it cost the county to have so many new people flood into the area? There are projections about increasing revenues but do these projected increases actually cover the cost of the extra people?</p> <p><b>Staff Response:</b></p> <p><b>Metro parking – See response to # 12b.</b></p> <p><b>Traffic issues – See response to #1.</b></p>

22	Jody Goulden 6416 22 <sup>nd</sup> Rd N.	<p>I am still concerned that questions raised earlier will not be addressed:</p> <ol style="list-style-type: none"> <li>1. The over development of the area. Why must we develop this at such a high density?</li> <li>2. Traffic</li> <li>3. Open space</li> <li>4. Are you sure bicyclist will materialize (They haven't in DC on Pa. Avenue where new lanes now exist.)?</li> </ol> <p>(Previously prepared comments follow:)</p> <p>Also would you please provide a list of changes that have come from neighborhood comment. I don't see much change over time.</p> <p>My concerns for the redevelopment of the East Falls Church Metro station go back many years. And I've tried to relay them through my civic association, Arlington East Falls Church Civic Association, and through board hearings. These efforts have not done much good.</p> <p>Your plan continues to include more development than the area can manage. Here are the main reasons that I fear YOUR redevelopment plan for MY area:</p> <ol style="list-style-type: none"> <li>a) A six-story building on the Metro site is bad; a nine-story building is abhorrent. The civic association – in an earlier survey that has been cited to support some actions now being recommended – also voted for <u>only</u> a five-six story building. Your bait-and-switch on the task force report – publicized with a building of six stories and changed at the last minute to nine stories – was unforgiveable. The six-story building will change the neighborhood irreversibly and to its detriment but a nine-story building will create an eyesore, congestion and, over time, the basis for much more development. We are not an urban area. We are suburban, we like it, and there is no need to change it.</li> <li>b) Traffic will overwhelm the current road system that exists and the one you have planned. Reducing lanes on Sycamore to make room for bicycles? Absurd. I recommend that you put cones on the roads for several months to see how the traffic will flow in your plan. My street ends at Sycamore Street, just before Lee Highway. Already, getting onto Sycamore (one block south of Lee Highway) can be difficult. I dread to think what it will be like with your proposed plan.</li> <li>c) We are fortunate to have so much open space – Banneker Park and Tuckahoe Park – in the neighborhood. Why corrupt the neighborhood with massive redevelopment to gain a tiny urban open space when we already have excellent natural open space?</li> </ol> <p>Change will come, and it, no doubt, will be what we hear tonight. The process has been as bad as the plan that has resulted. I'm sorry that my civic association and the task force failed to look out for the community they represent and serve. I'm sorry that our neighborhood will be overtaken by this development.</p> <p><b>Staff Response: There have been numerous ideas, concepts, illustrations, and analyses presented and discussed throughout the East Falls Church Planning Study process, which was initiated in 2007. It would be difficult to recount all the changes that have occurred. However, most recently, staff has refined /revised several recommendations and associated graphics in response to community input. Most notably, the Park &amp; Ride concept has been revised to include small building footprints and more building breaks to create a more human scale and pattern that is similar to the buildings across the street. The height of buildings on the site along Washington Boulevard is limited to 3 stories, with additional building height allowed beyond a 10-foot step back. A double row of trees along Washington Boulevard was included to enhance the pedestrian experience and lessen the impact on surrounding properties. Also, streetscape recommendations throughout the planning area were re-examined and pedestrian zones were widened and additional street tree plantings were included, where possible.</b></p> <ol style="list-style-type: none"> <li>a) See response to #5.</li> <li>b) The change in land uses to transit-oriented development can be expected to result in less traffic than that generated by some of the existing automobile-oriented uses. (See response to # 18.) Portions of Sycamore Street have recently been restriped to provide bike lanes. In following the policy of the Master Transportation Plan, the East Falls Church Plan recommends that excess lane width and pavement not needed to handle traffic be converted to better serve other uses, such as wider sidewalks, bike lanes and landscaping.</li> <li>c) The nature and purpose of the new open spaces, which will be developed in coordination with new development, will be different than the existing parks and natural resources located in the East Falls Church area. The new spaces identified in the Plan are intended as gathering spaces, either at the Metrorail station or adjacent to the W&amp;OD Trail, that can help create a central focus of the neighborhood.</li> </ol>
23	Glen Schatell 6237 N. 18 <sup>th</sup>	The East Falls Church Metro Project is a disjointed plan that could adversely change the character of our community.

	Street	<p>We live in a wonderful, suburban neighborhood and a plan of this scope could turn it into another Ballston. Traffic in the area during the rush hour is already a mess and the Task Force’s plans will only make it worse.</p> <p>Just because the Silver Line will be joining with the Orange Line at East Falls Church is no reason for redeveloping the site and adding new businesses. Most commuters who change to the Silver Line will be trying to get home as soon as possible, and will not be shopping at many of the new stores on the site.</p> <p>Eliminating the parking does not make sense. The lot <u>is</u> used by Arlingtonians, particularly during the evening and on weekends. We do not want to see the local streets in the neighborhood jammed with parked cars. We do not want to have to pay for parking permits. Moving where buses load and unload to Sycamore Street is also not a good idea.</p> <p>Building a mixed-use complex on the site as high as 8 stories is also out of character with the neighborhood. So will be eliminating the neighborhood stores, banks, restaurant, and animal hospital, to name a few, that have co-existed with our community for decades. What is the point of replacing the with 4-6 story buildings and townhouses.</p> <p>In addition, adding new housing will also be problematic. The amount of affordable housing and/or proffers being considered by adding additional density seems small. Already, the elementary schools in the area are overcrowded.</p> <p>It also does not make sense that the Arlington County Board wants to move forward with this plan, even though the Virginia Transportation Board objects to it. Besides, after hearing about it, virtually all the citizens who live in the East Falls Church Area are opposed to the plan. Don’t the local citizens’ opinions count?</p> <p>Just because the Task Force worked on this project for 3 years does not make it a good plan. Quite a few members of the Task Force have resigned because they didn’t like the project.</p> <p>It is obviously time to get back to the drawing board.</p> <p>Thanks for your consideration.</p> <p><b>Staff Response:</b></p> <p><b>Metro parking - See response to #12b and #17.</b></p> <p><b>Bus facilities - The Master Transportation Plan recommends improving multi-modal access to and between transit facilities. The East Falls Church Area Plan calls for maintaining the existing bus transfer facility and increasing future capacity for bus operations and passenger transfer activity at the station. This could include some on-street bus bays along Sycamore Street or other streets. Any on-street bus facilities would need to be easily accessible to Metrorail and provide convenient bus-to-bus transfers. As part of the redevelopment of the Park &amp; Ride site, it is anticipated that existing and future bus capacity will need to be considered, with an eye towards better accommodating those operations within the site and on adjacent streets.</b></p> <p><b>Building height – See response to #5.</b></p> <p><b>Affordable Housing - Affordable housing is just one portion of the total community benefits package in any given site plan. It is anticipated that some portion of the community benefits package for projects in this area may go towards the infrastructure improvements envisioned in this Plan. The amount of affordable housing that can be obtained as a community benefit is relative to the amount of project density, so if the densities envisioned in this Plan were higher, then more affordable housing could be obtained.</b></p>
24	Bernard Berne 4316 N. Carlin Springs Rd, Apt 26	<p>Oil Company site: preserve and protect W&amp;OD railroad elevated siding. Create wide buffer between W&amp;OD trail and buildings. <u>Remove proposed building near trail from plan.</u> Do not offer increased height of any building on site in exchange for grocery store. Put grocery store somewhere else if it requires a height bonus. Offer one story of additional height in exchange for preservation and maintenance of railroad siding and development of interpretive historical signage. Remove “build to” line near trail from plan. Maximize open space near trail. It is important to preserve both the siding and distant views from the W&amp;OD trail. The trail is part of a park. Many people use the trail because it is a park. They don’t want to see high buildings near the trail anywhere outside of Arlington. In Reston, Herndon &amp; Leesburg, all the tall buildings are separated from the trail by long distances. Building heights on the Oil Company site should not exceed four stories, and should be as far from the trail as possible.</p> <p><u>Metro Station Area:</u> Do not reduce public parking in area. If site is redeveloped, require sufficient underground public parking to replace the lost surface parking. It is important to preserve free parking near station on weekends. Set back buildings from Washington Boulevard to preserve street trees. Trees and parking are important. If parking spaces near Metro are lost, people will not use Metro.</p> <p>Any development on the opposite side of Washington Blvd should assure replacement of the gas station. There are few places to buy gas in the East Falls Church area.</p> <p><u>Overall:</u> East Falls Church is <u>not</u> a good place to encourage new development &amp; increases in population. Any population</p>

		<p>increases or new development will inevitably increase traffic on I-66. This will increase pressures to increase the width of I-66, adversely affecting the county’s parks and neighborhoods. The plan needs to discourage new development , rather than to encourage it. The plan should create much new public open space. The plan does not presently do this.</p> <p>Some East Falls Church residents want a nearby grocery store. However, preservation of low building heights, especially near W&amp;OD trail, should take precedence over a grocery store. A grocery store will not serve many people unless it is a major supermarket. That would increase traffic congestion.</p> <p><b>Staff Response:</b></p> <p><b>Historic Preservation staff is currently evaluating the railroad siding to determine its potential for designation as a Local Historic District. The Plan incorporates provisions for preserving the railroad siding in conjunction with redevelopment of the site. The proposed development, should it occur, will be subject to public review and review by the Historical Affairs and Landmark Review Board (HALRB) and it can be determined at that time what specific setbacks are appropriate. The “Build-to” line depicted in the Plan indicates that the building should be designed in a manner that addresses and treats the W&amp;OD Trail as a frontage, with windows, openings and other architectural detail, as opposed to treating that portion of the site as a “rear” where trash and loading functions occur. Generally, staff’s recommendations regarding building height on the site, as outlined in the Plan are deemed sufficient to incentivize redevelopment while not creating an undue burden on surrounding sites and resources.</b></p> <p><b>See response to #12b and 18.</b></p>
25	Bridget Tuthill 1512 N. Ohio St	<p>The need for some development in the EFC study is not disputable. But how much and the mix of use is of great concern to persons in the immediate neighborhoods as well as others in the County. Large buildings in excess of 5 stories are grossly out of scale with the adjacent single family neighborhoods. The County has not demonstrated the full impact of transportation issues. Charts relying on the most recent data of 2008 obviously don’t take into account data related to the new retail (BJs) on nearby Wilson Blvd. The opening of one store has already caused increased bottlenecks close to EFC. How will the plan accommodate 1000s of residents, store shoppers and employers from a parking and transportation vantage? The Orange Line at rush hour is already the bane of many commuters. The plan as presented does not reflect the most accurate data for further extrapolation.</p> <p>Another significant complaint is the process and the genuine engagement of citizens. This same civic association participated in many charette exercises just to <u>move</u> a library, rebuild a preschool and offer some additional APS programs. The entire process took 10 years – obviously longer than preferred, but how can the EFC project planning be justified in rushing through a much larger project?</p> <p>The study area also feeds students in to two of the most crowded elementary schools in the county, whose populations are expected to increase even without consideration of the EFC project. How does the plan address its contribution to more students? Will developers offer money directly to APS?</p> <p><b>Staff Response:</b></p> <p><b>BJ’s - See response to #18.</b></p> <p><b>According to analysis provided by Arlington Public Schools (APS) staff [which is available on the East Falls Church web page – <a href="http://www.arlingtonva.us/departments/CPHD/forums/columbia/current/CPHDForumsEastFallsChurch.aspx">http://www.arlingtonva.us/departments/CPHD/forums/columbia/current/CPHDForumsEastFallsChurch.aspx</a> ], it is estimated that at full buildout (assuming all sites in the study area are fully developed according to the East Falls Church Area Plan, if adopted), approximately 34-38 new students (grades K-12) could potentially be generated. This estimate is based on APS’ analysis of student generation rates for the four different types of housing that are common to Arlington; single-family detached, townhouse, garden-style multi-family, and mid- to high-rise multifamily. What APS’ data shows is that student generation for mid-to high-rise development near Metro stations is extremely low, whereas a majority of their students live in single-family detached homes. In light of their experience with development similar to that being proposed in East Falls Church, APS staff does not anticipate a significant impact on schools in this area.</b></p>
26	Alice Hogan 1505 N. Powhatan St	<p>I support and really like the plans for density and open space around the metro. I do believe we could be (or should be) considering Higher Density in the entire area, especially to include affordable housing. It seems a lost opportunity to have 3-5 story buildings so close to 66 and to Falls Church, where they have already planned taller buildings. On traffic, I am concerned about traffic load on Washington Blvd in both directions between Sycamore and N. Glebe – seems like a nice development like this will draw many cars to visit ground-level retail. Also looking forward to improvements for walkers &amp; bikers in the metro zone.</p> <p><b>Staff Response:</b></p> <p><b>During the course of this planning process, the challenge has been finding a way to balance economic feasibility</b></p>

		<p>considerations, applying best planning principles for Transit-Oriented Development (TOD), providing opportunities for moderate-scale mixed-use development, and community concerns regarding height and density. The level of development that is recommended in the Plan represents that balance. The goals of the Plan include, among other things, the provision of affordable housing, in accordance with the County's Affordable Housing Ordinance. However, this important goal is but one among others, such as preserving the surrounding single-family areas, providing better pedestrian and bicycle connections through the area, and creating better connections to the Metrorail station, and cannot be the primary driving force in the planning process.</p> <p><b>Traffic - See response to #18.</b></p>
27	Marc Norman 1512 N. Ohio St	<p>The presentation seemed like a poorly conceived marketing campaign, rather than a chance for honest dialogue and input. The plan itself is also ill-conceived and arrogant. The county seems intent on cramming as much density as possible into a residential neighborhood that is not designed for it, and does not want it. The plan will greatly increase traffic congestion, while at the same time removing any parking facilities. The space near the East Falls Church could certainly be improved under a well thought out plan incorporating greater green space, and less density, and conducted in honest partnership with the citizens of the community. This plan fails in all regards.</p> <p><b>Staff Response:</b></p> <p><b>See response to #10.</b></p>
28	Laurence McDonald 6105 11 <sup>th</sup> Rd N.	<p>I strongly support redevelopment of the area in the manner proposed. I think the additional density will result in a more vibrant neighborhood and will enhance the value of nearby single family homes, as has happened in Clarendon.</p> <p><u>Suggestion</u> – <u>Double</u> the amount of covered bicycle racks. Covered bike parking is one of the main advantages of the current EFC Metro and the bike parking is often full. By doubling the covered parking you will greatly increase the number of bike-to Metro users and help to address some of the concern about loss of park-and-ride.</p> <p>Sign boards for the open house need clear labels at the top identifying the purpose of the boards.</p> <p><b>Staff Response:</b></p> <p><b>In following the bicycle policies of the Master Transportation Plan, the East Falls Church Area Plan recommends enhanced facilities for bicycles at the Metrorail station, including additional bike racks, covered bike parking, bike lockers, and possibly, a bike station with rentals and repairs.</b></p>
29	Nancy Weinberg 2500 N. Quantico St.	<p>I have attended numerous meetings and watched the EFC plan evolve. I truly respect that those employed by the county to further develop this land are doing their best to balance the needs of the citizens and the desires of the government.</p> <p>I support the increased density being proposed along Lee Highway west of Washington Blvd as it flows into the City of Falls Church. This would certainly be an improvement from what currently exists.</p> <p>However there are still major flaws in the plan:</p> <ol style="list-style-type: none"> <li>a) The reduction or complete removal of the Metro parking lot would penalize all of NW Arlington from using this resource in our own backyard. We fill it daily with commuters, teens who don't have cars and our visiting tourists. It will be even more useful to us as it extends to Tyson's shopping/work zone. When a survey was proposed many years ago about a parking structure, which was rejected, citizens never dreamed of the current situation we are now faced with. In light of this proposed plan, I suspect homeowners would support such a solution especially if it is underground to a large degree.</li> <li>b) Higher density housing proposed on the corners of Wash, Blvd and Sycamore would disrupt the appearance of the current neighborhood. Coupled with the notion of retail space, this would make the area extremely congested for vehicles.</li> <li>c) The lack of proper staging for buses is a major oversight that has been repeated(ly) raised to the planners. If you want to encourage more mass transit, commuters need a safe place to congregate and seek shelter while waiting for buses.</li> <li>d) The reduction of travel lanes at the metro intersection would complicate traffic flow especially coming off on I-66. VDOT has does a good job of trying to accommodate the increased traffic with additional lanes. I understand that some feel the intersection is difficult to cross. However backing up traffic more with lane reduction is not the answer.</li> <li>e) How can the county think that the VDOT land will ever be available for redevelopment?</li> </ol> <p>Overall, I feel very discouraged by the county's lack of concern for those of us who have lived in this section of the county and have made constructive criticism of the plan. We STILL do not want another Ballston on our Neighborhood and 4-6 story buildings, in our opinion will do just that. We STILL do not want to lose our metro parking lot which we feel is valuable especially on nights and weekends. We STILL think you have not listened to our concerns and publicized this plan adequately. My neighbors are still expressing surprise with the information I provide them.</p>

		<p><b>Staff Response:</b></p> <ul style="list-style-type: none"> <li>a) See response to #12b.</li> <li>b) <b>As per the Policy Determinations adopted by the County Board in July (See response to #5), allowable heights on the Park &amp; Ride site will provide an envelope within which a minimally feasible redevelopment project may be built. The revised Plan outlines several refinements to the Task Force Plan proposal for this site, including the addition of a double row of trees along Washington Boulevard, and restriction of retail uses to within the public plaza. These two changes, along with the reduction in building floorplates, will help to minimize the perceived impact of the development on adjacent properties.</b></li> <li>c) See response to #23.</li> <li>d) <b>The provision of better bicycle and pedestrian facilities and more bus transit should alleviate some vehicle congestion. The transportation analysis that was completed in conjunction with this planning process showed that the elimination of selected turn lanes at some intersections would not have a significant effect on traffic flows. The Master Transportation Plan calls for reducing excess lane width and removing unneeded travel and turn lanes on streets, subject to thorough impact analysis.</b></li> <li>e) See response to #17.</li> </ul>
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30	Donald Weinberg 2500 N. Quantico St.	<p>The current proposal for EFC development continues to ignore previously-voiced concerns from the local community. It is disheartening to see how our elected officials can continue to ignore local sentiment and act in complete disregard of bona fide concerns:</p> <ul style="list-style-type: none"> <li>• Doing away with the metro parking lot will result in increased traffic and related problems for local area residents.</li> <li>• This is a residential neighborhood and needs to be maintained that way. High rise apartment buildings and related density are inappropriate for the area. They will result in yet further traffic congestion in an already overwhelmed area and an increased school population, without factoring in the impact of either.</li> </ul> <p>Take a look at the inbound Washington Blvd./ Lee Highway intersection in the morning. Especially note the incredible rush-hour congestion already present to access Route 66 westbound. The roadway is clearly inadequate as currently configured. Cars are forced to make two-lane entrance to a one lane ramp cause substantial daily backups. They would only increase with yet further development and/or road narrowing.</p> <ul style="list-style-type: none"> <li>• Local citizens do not want or need Ballston-type development in our area. We do not want to be saturated with commercial development or its consequences. Arlington is a small geographic area and shopping of all types is readily available at short distances away.</li> <li>• The plan under consideration does not incorporate proper staging for mass transportation by bus. It is ridiculous to think of eliminating the bus transfer points currently in place at the East Falls Church Metro stop. This will cause yet further congestion to the area, not to mention traffic safety concerns, whether for children or otherwise.</li> <li>• VDOT input should not be ignored, as the Board is apparently ready to do. All indications are that the Board is simply being guided by unneeded financial proffers to trump the concerns of local area residents.</li> </ul> <p>Local residents have attended meeting after meeting to voice their opposition to the current plan. The Board professes to be listening to their concerns yet simultaneously presses on without any significant changes to its plans for EFC development. The Board continues to remain completely out of touch with reality and its citizen base.</p> <p><b>Staff Response:</b></p> <p><b>Parking – See response to #12b.</b></p> <p><b>Traffic - See response to #22.</b></p> <p><b>Buses - See response to #23.</b></p> <p><b>VDOT – See response to #17.</b></p>
31	Robert Mosher 6603 Little Falls Rd	<p>I fail to see any serious information as to why the Planning authority sees the need to “develop” a basically residential neighborhood. While it is wise, commendable, and appropriate to have in place ideas and concepts that would define the limits of any future proposed development, the lack of such plans for development have forced the planners again and again to base their presentation in ifs and what-ifs with little grounding in any current reality. If the demand for a grocery store in this area is as great as hinted, then why have at least two owners struggled to make a go of the independent market in Westover on Washington St.?</p> <p>The proposals all appear to call for fewer automobile parking spaces at EFC Metro while there is every expectation that demand for these spaces will increase with advent of new Silver line service to Dulles IAD. At the same time several presented plans reduce the support provided to bus transit, a major benefit of the current arrangement at EFC.</p> <p><b>Staff Response:</b></p> <p><b>The grocery market is segmented into various store types, sizes and brands. For example, in Arlington we have conventional supermarkets, neighborhood stores, and organic markets, to name a few. One type of store may work where another would not, and vice versa.</b></p> <p><b>See response to #12b.</b></p>
32	Sue Mosher 6603 Little Falls Rd	<ol style="list-style-type: none"> <li>a) I know this isn’t in the plan area, but could someone look at the intersection of Westmoreland and Little Falls? There is no crosswalk here nor at Little Falls and Fairfax Drive, presenting hazards to anyone using that route – rather than the horrible Lee Highway crossing – to walk to Falls Church, esp. to the farmers market.</li> <li>b) I like greater setback &amp; lower street frontage for multifamily housing on existing Park &amp; Ride lot, compared with earlier plan. Public plaza there doesn’t need a “purpose” other than to create a visually harmonious space to complement the higher density housing. If there’s a coffee shop and a bench or two, so much the better, but what we don’t need are large unbroken blocks of buildings.</li> <li>c) Pedestrian improvements on Metro approaches are <u>high</u> priority <u>now</u> and should proceed without waiting for development.</li> <li>d) I didn’t see bike parking for Metro station. Did I miss it (?)</li> </ol>

		<p>e) An entrance to the Metro station on the Falls Church side is a great idea.</p> <p>f) The final plan really should reflect what the possibilities might be if VDOT does not make its large holding available for redevelopment.</p> <p>g) If the evening and weekend parking @ EFC goes away, I and others will need to drive to Ballston or Courthouse when we need to park and ride. (Walking past Tuckahoe Park after dark is not a good option.) What impact might that shift in traffic / parking have?</p> <p><b>Staff Response:</b></p> <p>a) <b>As a result of comments at the Open House, staff plans to study these intersections to see if adding crosswalks, nubs or other improvements could increase pedestrian safety.</b></p> <p>b) <b>See response to #29b</b></p> <p>c) <b>The Plan recommends a number of pedestrian improvements (See recommendation #20-25 in the Plan) to be completed on an ongoing basis, as funding will allow.</b></p> <p>d) <b>The Plan does recommend additional bicycle facilities at the Metrorail station.</b></p> <p>e) <b>Yes. The West Entrance concept could provide greater access for new development in Arlington and the City of Falls Church.</b></p> <p>f) <b>See response to #17.</b></p> <p>g) <b>As this evening and weekend activity is, for the most part, off-peak and intermittent, no significant impact on traffic is anticipated.</b></p>
33	Robert Atkins 5636 North 5 <sup>th</sup> Street	<p>a) GLUP footnote 7 not shown in references.</p> <p>b) Map issues – streets shown where they do not exist and not shown where they do exist.</p> <p>c) BJ’s and Westover Market not shown as food stores</p> <p>d) Parking ingress/egress (?) is garbled</p> <p>e) Deliberately misleading re. economic analysis – eg. each increase METRO rider requires County subsidy</p> <p>f) ADA access/parking for METRO is ignored</p> <p>g) Bus drop off / (?) space &amp; turning radii ignored</p> <p>h) Not shown Falls Church GLUP &amp; Zoning is deliberately misleading</p> <p>i) Not showing separate property ownership within zoning groupings is misleading</p> <p><b>Staff Response:</b></p> <p><b>See responses to #10 and #23.</b></p>
34	Robert Boucher 1505 N Powhatan St	<p>I think the planned building heights are too <u>low</u>. Falls Church is already approving 5-8 stories, with Crescent and Westlee just the first ones. Since that’s a fait accompli, Arlington should go higher than the modest limits shown to this point. The land is going to become more valuable &amp; properties such as townhouses near EFC will become economically obsolete. Better to allow higher densities, so that Arlington can leverage community benefits as a condition of said higher density - Committed units of affordable housing at 40%, 50%, 60%, and 80% of median income being the most important benefit. Thank you and feel free to share my comments, as a fellow neighbor, in a manner you see fit.</p> <p><b>Staff Response:</b></p> <p><b>If the plan included higher densities, then more affordable housing could be obtained. For on-site units, the affordable housing requirements for Special Exception “Site Plan” projects in the Zoning Ordinance (“Affordable Housing Ordinance”) specifies units affordable at 60% of the area median income for 30 years. Units at lower affordability levels could be negotiated for projects involving County funding. Staff has determined that the heights and densities recommended in the Plan are sufficient to incentivize development while not creating an undue burden on surrounding sites.</b></p>
35	Glen Schatell 6237 N. 18 <sup>th</sup> Street	<p>There should be additional parking either below ground or in a garage.</p> <p><b>Staff Response:</b></p> <p><b>See response to #12b.</b></p>
36	Michael Perkins 2209 N. Tuckahoe St	<p>Looks good.</p> <p><b>Staff Response:</b></p> <p><b>Thank you for your participation in the process.</b></p>

37	Helen McMahon 6839-B Washington Blvd	<p>I would like copies of all charts that were on display – I won't go to the web.</p> <p>Removing current Metro parking lot is insane – The area has large # (of) senior citizens who would not be able to walk up/downhill to Metro. The lot is especially available &amp; convenient to residents on weekends. Not everyone is a biker – Metro should be convenient to all users – removing parking lot destroys this and discourages use of Metro. Dense high rise buildings planned removes(?) residential neighborhood. Not every Metro station needs to be a Rosslyn – Courthouse – Clarendon –Ballston. Increased density increases traffic on streets.</p> <p><b>Staff Response:</b></p> <p><b>See responses to # 5 and #12b.</b></p>
38	Robert Moore	<p>I submitted detailed comments on this plan on June 28 and I will not repeat them all here. In sum, the Plan properly addresses many properties in the area that are currently under-developed, with recommendations that are generally reasonable. However, the recommendations for the Metro parking lot completely fail to respect the adjacent single-family neighborhoods to the east, despite the “overarching plan element” on page 9 about “providing appropriate transitions to surrounding single-family areas” “<i>in scale and form</i>” (emphasis added).</p> <p>Many neighbors have very strong concerns about the overall density being proposed on the Metro site, and these concerns should be respected. <u>Regardless of the overall density</u>, however, the transition from more intense development at the core of the site to surrounding neighborhoods is inadequate. As currently prescribed, the Plan would allow 4-story buildings with ground floor retail uses around the Sycamore Street and Washington Boulevard frontages of the site, which currently face residential properties. This would allow buildings similar to the existing Comfort Inn at the corner of Glebe Road and Washington Boulevard.</p> <p>The structure (picture not included) is not compatible with single-family residential uses. At an absolute minimum, as a minimal concession to the residents of the neighborhoods to the east of the Metro site who relied on the County's long-standing planning policies when they purchased their homes, two modest changes should be incorporated to the Plan recommendations for the Metro site:</p> <ol style="list-style-type: none"> <li>a) Retail uses should be oriented internally around the plaza, not directed outward towards the neighborhoods. There are two reasons for this. FIRST, retail uses will be accompanied by illuminated signage and will be noisy. Few people in single-family homes or townhouses would choose to live directly across the street from a CVS or a Trader Joe's. SECOND, the more intense development proposed in the Plan is located to the <u>west</u> of this intersection, where the Plan is recommending a new entrance to the Metro station. If these Plan recommendations are realized, the heaviest pedestrian flows to and from the station will be to the west. Pedestrian volumes along Sycamore Street and Washington Boulevard will be very similar to those that occur today. The primary market for ground floor retail uses will be around the proposed plaza and to the west, not along Sycamore Street or Washington Boulevard.</li> <li>b) Perimeter buildings should be townhouse in style and limited in height to match the existing townhouses directly across Washington Boulevard. Four-story flat-roofed structures are not compatible with single-family homes.</li> </ol> <p>These are not the only defects in the Plan, but they are the easiest to address. The failure to acknowledge them in the Plan clearly demonstrates the complete disregard of the Task Force for even the simplest concessions to nearby residents. Aside from glib statements about promoting transit-oriented development, no reasons supporting the proposed Plan's recommendations in this area have been offered.</p> <p>In addition to the density proposed on the Metro site and the inadequate sensitivity to its perimeter development, another deficiency of the proposed Plan is the elimination of all parking except that required to support on-site retail and residential uses. As a result of this restriction, people wishing to use Metro would not be able to park on the site, but would instead park on neighborhood streets. However, this completely ignores parking on evenings and weekends. I am not aware of any neighborhood parking restrictions in the County that prohibit non-local residents from parking on weekends or evenings. <u>More parking should be retained on the Metro site</u>. I do not believe people would object if this parking were to be priced at market rates for commuters in order to discourage their use of it as well as to generate revenue for WMATA, but it should be available for evening and weekend use.</p> <p>In summary:</p> <ul style="list-style-type: none"> <li>• Many neighbors and perhaps the majority, accept the premise that some development of the Metro site and other nearby properties represents good planning;</li> <li>• Changing the Plan represents a significant departure from the past 50 years of conscious public policy, and consequently imposes an additional burden to minimize impacts on nearby residents who have relied on this policy;</li> <li>• The scale of development proposed on the Metro site far exceeds what local residents are willing to accept;</li> <li>• Regardless of scale, the draft Plan's recommendations do not adequately address its “overarching element” that “buildings along the edges of each node are compatible in scale and form that respond appropriately to the adjacent single-family homes”;</li> <li>• Regardless of commuter usage, parking for evenings and weekend Metro use is viewed as a significant amenity</li> </ul>

		<p>by local residents. The elimination of this parking will result in additional spillover parking into the neighborhoods, which the County's parking districts may not be able to control.</p> <p><b>Staff Response:</b></p> <p>a) <b>Staff agrees and the revised Park &amp; Ride Concept shows the retail oriented around the plaza. The streetscape along Washington Boulevard has been enhanced with a double row of trees.</b></p> <p>b) <b>As part of the revised Park &amp; Ride Concept, the height of buildings along Washington Boulevard is limited to 3 stories, with additional building height allowed beyond a 10-foot step back.</b></p> <p><b>Metro parking - See response to #12b.</b></p>
<b>Comments Via E-mail</b>		
39	Rena Cervoni, North Nottingham St. Resident	<p>I am considered about this plan for many reasons:</p> <p>a) elimination of parking at the metro: it took several years to get a reserved spot there and eliminating it will increase usage of cars. In addition, with the silver line started at EFC more people will use the station and the lack of parking will force cars into our otherwise quiet surrounding neighborhoods where parking is already at a premium, and no zone will help stop the jockeying for spots during morning rush hour. A VDOT rep. spoke out against parking elimination during the TUCKAHOE open house I attended last spring.</p> <p>b) the issue of crowding of the Arlington schools has not been adequately addressed.</p> <p>c) No one has ever explained the impetus for this project -- do we even NEED more retail/residential space at the already busy intersection and so close to "on-" and "off ramps" of 66? It seems illogical to me to make that area more dense and more of a hub of activity than it already is. Traffic on Washington BLVD. backs up as far as George Mason BLVD. during the current evening rush hour, I can't imagine what it will look like with all the increased traffic this new development will create. Have you ever driven from Falls church city via lee highway in the morning, it's gridlock. This plan will NOT help, but will make things worse.</p> <p>d) we have adequate retail in Westover, further down Sycamore St in seven corners, on broad street, and further down Lee Highway at Harrison St. We don't need more. Clear evidence of this is the fact that bear rock café went out of business??</p> <p>e) the aesthetic of this plan is not tasteful. I live in north Arlington, moved to the area for the look and feel of the current neighborhood, being close in to DC without living in Ballston or Clarendon, just a couple of miles east. We DO NOT NEED this type of development at EFC</p> <p><b>Staff Response:</b></p> <p>a) <b>See response to #12b</b></p> <p>b) <b>See response to #25</b></p> <p>c) <b>See responses to #19 and #22.</b></p> <p>d) <b>The Plan calls for mixed-use redevelopment, which will provide opportunities for retail development on some sites that will be supported, in part, by the additional households and/or office workers that are attracted to the area. Creating a nexus of activity in the areas near the Metrorail station as outlined in the Plan, will assist in providing better business opportunity for the retailers who may choose to locate in East Falls Church. As redevelopment proposals come forth, the community will may choose evaluate the need for additional retail and the particular locations identified in the Plan. In addition, not all ground-floor space in new buildings would necessarily be programmed for retail in the traditional (direct sale of goods) sense. For example, the space could be used for a commuter store, a childcare provider, a learning center, or other neighborhood-serving function.</b></p> <p>e) <b>Development in East Falls Church will be at a different scale than Ballston, Clarendon, and other Metro station areas.</b></p>
40	Gwynn Fuchs 2240 North Lexington Street	<p>I am an East Falls Church Metro user who lives one mile away from the Metro in Arlington. The Metro has been my method of commuting to work, and I walked the mile to and from on most days. I have many concerns about the</p>

		<p>particular draft plan before you, but have an overriding concern about the Board’s process.</p> <p>I understand that the Board appointed several members to the East Falls Church Planning Task Force. I’m sure this was to give the group the expertise needed to come up with a realistic development plan. Care, however, needs to be given to ensure that those members serve the neighborhood and not push what Board members might like. Therefore, it concerns me greatly when I hear that Mr. Zimmerman was involved in the planning meetings of this group. As a Board member who would be voting on the plan, he should not have been involved.</p> <p>What is most certainly a conflict of interest is the fact that he is a member of the Metro Board and is voting about developing Metro property. Mr. Zimmerman also serves on Metro’s Joint Development and Real Estate Committee. He must recuse himself from any vote on this matter as a member of the Arlington Board or he certainly is in violation of conflict of interest.</p> <p><b>Staff Response:</b></p> <p><b>Mr. Zimmerman has resigned from the Metro Board of Directors.</b></p>
41	Steven Fuchs, 2240 North Lexington Street	<p>It seems to me a strange thing, mystifying; that the Arlington County Board continues to promote a fundamentally flawed vision for East Falls Church development.</p> <p>First, a large portion of the plan is built on land the county does not own. The owner of the land, VDOT, has explicitly told the county it will not approve the plan as it stands, and will not transfer ownership of the land.</p> <p>Second, for a so-called “transit-town,” the plan does not allow space for busses to be loaded, off-loaded, and turned around. How can a “transit town” ignore busses?</p> <p>Third, the plan ignores the automobile. Like it or not, the car is here to stay. The plan proposes far too few spaces per residential unit, and will result in a flood of frustrated parkers into the surrounding neighborhood. An early version of the plan, in 2009, suggested .85 cars per unit, yet 400 yards away, in Falls Church, the standard is 2.1 cars per unit... Arlington’s standards are completely unrealistic.</p> <p>Fourth, the plan makes no provision for the already choked traffic in the area. The Arlington County Board expects traffic to somehow fix itself. One Board member stated; “I know it sounds counter-intuitive, but traffic will get no worse.” There are no studies or statistics to back this “magic traffic” approach up. VDOT, in written comments about the plan, specifically mentioned Arlington’s poor traffic research.</p> <p>Fifth, the plan is totally out of scale with the neighborhood. The proposed six to nine stories outrageous, and the project seems to just be getting bigger. I went to an early meeting (2009) where a 16-story building was proposed. Nothing would surprise me at this point.</p> <p>So why is the Board pushing this broken and dysfunctional plan?</p> <p>The only totally clear point that the board has made is that it expects the following proffer (concession from the developer):</p> <p>The developer will be expected to pay to the county, in cash or tangible assets, approximately \$50 per square foot of construction allowed in excess of what is permitted under existing zoning.</p> <p>Taken together, the evidence seems to indicate the primary motivation of development at East Falls Church is to allow the Arlington County Board to squeeze proffers out of a developer, and extract tax revenues from whatever retail can exist in this tenuous space.</p> <p>In exchange for this, the board is willing to authorize an outsized “Franken-building” in the middle of a completely successful and happy suburban neighborhood. Further, the board is going to ignore the present traffic, and eliminate parking for ideological reasons (cars=bad), and punish the neighborhood by flooding residential streets and side roads with frustrated commuters.</p> <p>East Falls Church will get some unspecified list of benefits to be meted out at the Board’s discretion. There is no guarantee that our community will even benefit from the East Falls Church proffers, as the County Board is free to spend this money any place, anywhere.</p> <p>I am against this.</p> <p>What am I for?</p> <p>I am not opposed to development here, and would support a project that was:</p> <ol style="list-style-type: none"> <li>a) Scaled to fit with the existing community of single-family houses and town houses.</li> <li>b) Built on land that the county owns.</li> <li>c) Fulfills its responsibilities as a transit hub at least as well as it does now (which means adequate parking and a place for busses to unload and turn around)</li> <li>d) Backed up by hard data! Traffic studies that prove traffic will be tolerable, marketing analysis that proves retail will work, and a written list of explicit benefits (and a price tag for each) that the East Falls Church community will gain from the increase of density.</li> </ol> <p>Thank you for your attention.</p> <p><b>Staff Response:</b></p>

		<p>Typically, “Plans” such as the East Falls Church Area Plan, or other previously adopted Plans for Clarendon, Crystal City, Columbia Pike, Nauck, etc. are plans developed for areas where the County owns little or no property. Reviewing and approving long-term plans for growth and development of the County is one responsibility of the Arlington County Board. As part of the development of the East Falls Church Area Plan, as with other similar planning efforts, a transportation analysis was conducted. This analysis is available on the County’s East Falls Church web page: <a href="http://www.arlingtonva.us/departments/CPHD/forums/columbia/current/CPHDForumsEastFallsChurch.aspx">http://www.arlingtonva.us/departments/CPHD/forums/columbia/current/CPHDForumsEastFallsChurch.aspx</a> )</p> <p>The County’s experience with Transit-Oriented Development (TOD), and the transportation analysis completed for this study, indicates that no significant impact will result from the development being proposed. (See response to #18.)</p> <p>VDOT-See response to #17.</p> <p>Buses - See response to #23.</p> <p>Traffic - Arlington’s Master Transportation Plan acknowledges that streets cannot be widened to accommodate all traffic demand. Instead, Arlington County seeks to meet future travel demand through improved facilities for pedestrians and bicycles and better transit service.</p>
42	Mary Hazzard 1821 N. Roosevelt Street	<p>I live in the AEFC neighborhood. I agree with many of my neighbors who believe that the Task Force Plan’s (Plan) proposed density conflicts with our collective concerns.</p> <p>The Plan fails to assure that proposed density comports with the character of the neighborhood, especially in the critical Metro/VDOT site which faces single family and town houses on Washington Boulevard and Sycamore Street, the single largest parcel in the Plan. As such, density becomes a powerful tool to be used by the Board with little check from the public most severely impacted.</p> <p>Density has emerged as the dominant factor in play to generate what the Board and Task Force Plan members tell us are “community benefits”. Factoring largely among the community benefits is affordable housing.</p> <p>According to the Plan, at page 78, “As redevelopment occurs in East Falls Church, there is an opportunity to add committed affordable housing units to an area that currently has only a handful.” In the County Board’s Research and Analysis Report (Report) compiled by County Staff to analyze the Task Force recommendations, you read at page 6 “ As redevelopment occurs in the East Falls Church Plan area, there is an opportunity to add committed affordable units near a Metro Station where there are currently only six committed affordable units.”</p> <p>An “inventory” of affordable housing units within one mile of the Metro appears in the County’s Report, also at page 7. Only apartments are inventoried. Unfortunately out of 10 apartment owners surveyed by the County as to the committed affordable units and 80% and 60% market rate units within their buildings, 4 simply did not respond. Now what you will find in the Report is that two recent structures with higher density than any in this area, the Westlee and Crescent, account for 342 units. How many affordable housing units among the Crescent’s 214 rental units? 6.</p> <p>Overlooked entirely in the County’s inventory of affordable housing are the many houses throughout our neighborhood which are rented to unrelated individuals who house share, and the rooms let out to individuals from owners of single-family homes. Adult children returning to share housing with their parents are certainly examples of affordable housing. These are very real sources of affordable housing that go completely unacknowledged and unaccounted for in the discussion. We are neighbors to two of these scenarios.</p> <p>The application of the affordable housing policy so far in the East Falls Church Metro Plan is missing the requisite identity of a “problem” to be solved with proffers and a measured remedy to target (other than if affordable housing is good, then more is good). The Board’s affordable housing impetus fails as an objective factor in the density negotiation because the Board neither adequately assesses existing affordable housing resources in our neighborhood, nor articulates any formula for specifying need with related targeted goals. Until this pay-to-build approach is re-examined, residents can reasonably conclude that the County is using affordable housing pleas to unleash density unprecedented in our neighborhood.</p> <p>A few apartments out of hundreds of thousands of square feet of developable area does not look like a justifiable source of affordable housing. Six units out of 214 at the Crescent should cause any of us residents to question the appropriateness and effectiveness of tying on-site affordable housing to the proffer process - especially given the relatively small area of the largest and leading site studied in the Plan, the publicly owned Metro/VDOT site. Here’s how the Board figures, from the Report at page 8: “For site plan projects requesting a General Land Use Plan (GLUP) change, the Affordable Housing Ordinance allows there to be a housing requirement in addition to the standard options for the density up to the existing GLUP. The goal is to achieve on-site committed affordable housing units for these projects in the East Falls Church planning area. It is estimated that 45 to 60 affordable units could be obtained through this mechanism.” 45 to 60 affordable units, really? Imagine how big these buildings need to be to generate these 45 to 60 units, the density give-aways, given the 6 out of 214 ratio obtained at the Crescent.</p> <p>There are alternatives to the County Board’s narrowly scripted proposal to manage density, while remaining faithful to the county’s affordable housing policy. The County identifies almost in passing a very viable source of affordable housing. In its last point on the subject at p. 8 we read this possible option: “Outreach to property owners with</p>

	<p>market affordable units to develop a long-term affordability plan could include use of Low Income Housing Tax Credits and/or County funding to rehabilitate the units and preserve affordability.”</p> <p>This option works with an owner under market conditions, contributes to the long-term investment in these buildings, while adding to existing sources of affordable housing in our neighborhood. This off-site option eliminates the need to trade density for a few affordable rental apartment units. However...it also prevents the Board from playing two hands in the negotiations: one with developers who press to pay to build further up and farther out; and one with us when the Board tells us they were forced to permit greater density in order to get enough or more or adequate (or just fill in the blank) committed affordable housing units.</p> <p>Affordable housing is a good idea, good policy. Who opposes affordable housing? I would like my housing to be more affordable. But the East Falls Church Metro Site is all about the margins: profit margins as well as physical margins. To achieve balance at this site will take more than the “tapering down” proposed. The plaza idea sounds nice, but fails completely to compensate for permitting street grade retail facing our single family and town homes, especially given the quality park settings within walking distance. Eliminating parking we use without replacement, or with only 50% replacement, again marginalizes this project. Those are just two of many examples.</p> <p>The County can do better with the Plan - by incorporating ideas thoughtfully presented by many of my neighbors throughout this process. The result may be town houses on the Metro site and not a 9 story mixed use building, but a project that incorporates the character and limitations of this site and has the backing of neighbors will make it another success story for Arlington. And what about affordable housing? There are many opportunities for making housing affordable besides the pay-to-build method.</p> <p><b>Staff Response:</b></p> <p><b>The County does not have a mechanism to identify single-family rental units and track rents, unit sizes and occupancy. The County’s Annual Rent and Vacancy Survey is issued to all multifamily rental properties with four or more units in the County. The results allow the County to identify market affordable units by bedroom size.</b></p> <p><b>Affordable housing is just one portion of the total community benefits package in any given site plan. It is anticipated that a large portion of the community benefits package for projects in this area will go towards the infrastructure improvements envisioned in this plan.</b></p> <p><b>Affordable housing has long been recognized as an important need in the County to ensure economic sustainability and social well-being. The County’s Affordable Housing Goals and Targets include a specific target aimed at distributing units throughout the County.</b></p> <p><b>The current estimate of 45 to 60 committed affordable units that could be obtained through anticipated site plans in the plan area is based on using the densities outlined in the plan, applying the Affordable Housing Ordinance, and assuming the goal is met for providing affordable housing units on the Park &amp; Ride site in accordance with recommendation #8 of the Plan. Using The Crescent as an example would not provide a good measure of what could be obtained today since it was negotiated before the Ordinance took effect. The County may be able to leverage additional units by working with its developer partners to identify a site within the plan area to develop an affordable housing project using a variety of tools such as Low Income Housing Tax Credits (LIHTC) and Affordable Housing Investment Fund (AHIF) funding.</b></p>
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43	Marjorie A. Harelick, M.D. 6427 Washington Blvd.	<p>I live in a single family house on the north side of Washington Boulevard caddy-corner from the East Falls Church metro parking lot. My presence in that location puts me in the position of being among the single family residences most severely affected by the proposed development on the parking lot site and in the adjacent neighborhood. My concerns are as follows:</p> <ul style="list-style-type: none"> <li>a) Betrayal of trust: The original Arlington Metro plan was for development to stop at Ballston and for the East Falls Church Metro neighborhood to remain residential. That's why I bought a house here in 1975. I wanted the convenience of Metro without the urban woes of commercial development.</li> <li>b) Worsening traffic: The traffic on Washington Blvd. traveling west and Lee Highway traveling east during the morning rush hour approaches gridlock. If drivers no longer have the option of parking in the EFC lot, they will seek parking at more western stations and traffic will worsen. Add to that condos, businesses, and a grocery store without sufficient parking for residents/customers and you get a traffic nightmare. "Traffic-calming solutions" such as lane-narrowing and side-of-road parking are really traffic-slowng. They can deter drivers from using side streets as thoroughfares, but will only worsen gridlock and create danger to pedestrians on actual thoroughfares.</li> <li>c) Flawed reasoning: that if you make driving inconvenient enough, people will walk, ride bicycles or take buses to the station. The population is aging so more and more people will need to drive to a parking lot or to work if using Metro becomes too inconvenient.. Some people are handicapped. Some people have limited time to commute --children to pick up at daycare, for example.</li> <li>d) Neighborhood parking: During weekend events on the Mall, every single neighborhood parking place is taken. This would become the usual situation evenings and weekends if there were no East Falls Church Metro parking lot.</li> <li>e) Design: The "Condo Canyon" design with 4-6 story buildings right up against the sidewalk with no graduated height buffer and the removal of mature surrounding trees is unsightly and inappropriate in a single family residential neighborhood. That design is unsightly at the corner of Glebe and Washington Blvd. which is a commercial area.</li> <li>f) VDOT requirements: VDOT has stood by their statement that they wish to keep the parking lot. Why assume they will change their minds? Is some sort of behind-the-scenes non-transparent deal in the works? Why has underground parking not been considered as a compromise?</li> <li>g) Need: The East Falls Church neighborhood does not "need" more condos, small businesses, parks or a grocery store in this economy. Small businesses are struggling and failing and there are plenty of condos for sale and available apartments. There are parking places available in surrounding grocery store parking lots and NOBODY walks to a grocery store unless it's less than a block away from home.</li> <li>h) Potential gain to the county and developers: If an inappropriately dense/tall level of development is required for it to be financially viable and more modest development is not financially viable, why not leave matters as they are and keep the parking lot which is currently well camouflaged by mature trees and always full so well-used.</li> <li>i) Other (schools, noise, etc.): Neighborhood schools are already overcrowded and have to use trailers as classrooms. The din of traffic already taints backyard activities.</li> </ul> <p><b>Staff Response:</b></p> <ul style="list-style-type: none"> <li>a) <b>No adopted policy of the County Board would preclude the evaluation of redevelopment option for this area. The Arlington East Falls Church Civic Association has been involved in planning efforts for this area for the past 10 years, and formally requested that a County planning process be initiated. It is in response to the request of the Civic Association that this planning process began in 2007.</b></li> <li>b) <b>See responses to #1 and #22.</b></li> <li>c) <b>The Master Transportation Plan aims to improve all modes of travel and reduce the need for single-occupant vehicles. The provision of complete streets will improve safety for pedestrians and bus riders. Handicap parking will be provided at the station as part of redevelopment.</b></li> <li>d) <b>The Residential Permit Parking Program could be expanded to include evening hours if the residents</b></li> </ul>
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		<p>were to request it and if the number of parked cars originating from outside the neighborhood were to meet the County’s criteria for permit parking.</p> <p>e) See responses to #5 and #29b.</p> <p>f) See response to #17.</p> <p>g) What the Existing Conditions section of the Plan indicates, which was also a significant part of the discussion with the Task Force, is there is a lack of a central focus for the neighborhood. The moderate scaled mixed-use development, along with streetscape enhancements will promote walkability in the area. A grocery store, or other retail, if located here, could be supported by the local residents in the “Neighborhood Center” described in the Plan, as well as other area residents.</p> <p>h) Staff’s recommendations regarding building height and density on the various development sites, as outlined in the Plan, are deemed sufficient to incentivize redevelopment while not creating an undue burden on surrounding area. Impacts are minimized by recommending lower scaled development on sites most adjacent to single-family areas, such as the Suntrust, Verizon site and the properties located at the northwest corner of Washington Boulevard and Sycamore Street (Sites F,G and H, respectively) and by introducing building tapers within the Park &amp; Ride Site (Site M1).</p> <p>i) See response to #25.</p>
44	John Shumate 1821 N. Tuckahoe Street	<p>a) Several presenters at the open house referred to developer site plan submittal as part of the design process, reassuring me that what I was looking at was not final. I am not reassured. This area plan, when adopted, will be used as the design standard for all submissions. If important considerations are missing from this plan, those considerations will be absent in the designs submitted. It is totally irresponsible planning to assume that deficiencies in planning will be compensated for by submitting developers.</p> <p>b) The economic “analysis” is a confusing and manipulative attempt to justify an arbitrary minimum size of project. Income for landowners, beneficiaries of county proffers, and developers do not constitute justifications for over-development. The site is currently viable as a parking lot. It could be viable for anything, absent the current level of greed. Leaving the park and ride site as it is, with its beautiful border of mature trees is an entirely reasonable option. The level of density currently proposed, in conjunction with the insensitivities of building mass configuration will cause serious degradation of the neighborhood.</p> <p>c) The area plan and the open house presentation are confused about the juxtaposition of urban design and suburban design. The park and ride site is conceived of as urban, as evidenced by the open house illustrations of 6 story buildings at Washington Boulevard and Sycamore Street. Across the street from the 6 story block are single family houses and townhouses. The juxtaposition is crude and ugly. Comparisons of East Falls Church to Rosslyn, Ballston, and Shirlington are totally irrelevant.</p> <p>d) The open house illustrations reveal that the setbacks along Washington Boulevard and Sycamore Street are so shallow as to be virtually useless. The effect is a chilling six story monolith.</p> <p>e) The area plan establishes a “build line” at the sidewalk on Washington Boulevard and Sycamore Street, ensuring the total destruction of the lush border of mature trees at the perimeter of the site, yielding a barren and insipid street frontage. The area plan calls for a minimum 30,000 square foot plaza. Tuckahoe Park and Banneker Park are both only two blocks away from this site, so there is not a shortage of open space in the vicinity. Citizens have proposed at board meetings that the plaza be abandoned in favor of reserving space to maintain the perimeter trees. This would be of tremendous assistance in creating a much-needed buffer between the dense urban site and its suburban surroundings. The county has never responded to this proposal.</p> <p>f) The county’s approach to the existing traffic congestion is to do nothing. Traffic calming and pedestrian improvements will do nothing for the gridlock. The only recommendation in the Research and Analysis Report is to adjust traffic signal timing. This is pathetic.</p> <p>g) The county continues to ignore the VDOT requirements for parking and right-of-way. The county has dismissed analysis of the requirements as “not required.” The entire re-development is not required. The question the county has not answered is: “What advantage does the county see in depriving itself of a study of the implications of the existing explicit requirements of a majority landowner and state regulator?” We are not generating a vision statement here. We are generating a local master plan. A relationship with reality would be appropriate.</p>

		<p>h) The county’s own economic analysis assumes that a parking space will cost \$30,000, to be borrowed at 7%, for a monthly interest cost of \$175. Currently, a reserved commuter space at the park and ride lot costs the user \$155 per month (\$65 fee plus 20 days at \$4.50). The space could generate additional income overnights and on weekends. The county has not justified its opposition to the VDOT parking requirement. The county has not studied parking options adequately.</p> <p>i) The area plan assumes that bus hub operations will be accommodated in the streets. This constitutes exceptionally naïve optimism. Citizens have raised this issue at board meetings and there has been no response from the county.</p> <p><b>Staff Response:</b></p> <p>a) <b>It would be helpful if citizens provide any specific design-related comments for inclusion in the Plan as we continue public review of the document.</b></p> <p>b) <b>In providing citizens information on what is “feasible”, it is important to rely on and apply reasonable real estate development principles, as well as estimates regarding “standard” or “customary” community expectations with regard to community benefits. Staff’s analysis on the Park &amp; Ride site was developed in response to a specific question: Could a lesser development of 250,000 sq ft. (as opposed to 450,000 – 600,000 sq. ft.) be “feasible”. Staff’s analysis shows that development at 450,000 sq. ft. or greater begins to recoup the revenue and ridership that WMATA derives from the parking function. Staff has determined that this minimum level of feasibility, among other factors, would form the basis for WMATA moving forward on a joint-development proposal. A development proposal at less than this minimum level of development would not meet WMATA’s joint-development goals and policies, which include expanding ridership and increasing revenue.</b></p> <p>c) <b>Staff has received numerous comments about the “Ballstonization” of East Falls Church. The illustrations comparing the proposed development in East Falls Church to Ballston, Rosslyn, and Shirlington was intended to give a clear indication of the difference in heights and intensities between East falls Church and the other planning areas.</b></p> <p>d) <b>The illustrations shown at the Open House meetings were not produced at a scale where one could discern the width of the sidewalk. It is recommended that citizens refer to the street cross sections located in the Appendix of the Plan to get more specific information.</b></p> <p>e) <b>See response to #5 and #29b</b></p> <p>f) <b>See response to # 41.</b></p> <p>g) <b>See response to # 17.</b></p> <p>h) <b>See response to #12B.</b></p> <p>i) <b>See response to #23.</b></p>
45	William Salkind	<p>I have comments about the proposed East Falls Church development. I’m against it. I do not see that there is a need for more affordable housing which seems to be a motive for this being done. In fact I see so few of my neighbors who support it, it makes me wonder why it is actually being done in the first place. I respectfully ask the county to compile all communications and reports pertaining to this effort...from the beginning, and post them on the web. I think the county should act as if there is a FOIA request for this information and put it out. Doing this would show good faith. Choosing not to do this will make us think the county has something to hide. This is not really such a tough thing for the county to do, since we all believe in transparency. We are just asking for the county to show all internal and external communications about this, and all reports, in one place on the county web site for all of us to see.</p>

		<p><b>Staff Response:</b>  <b>Arlington’s affordable housing policies respond to the prevalence of cost-burdened households in the County and the need to provide opportunities for low-income families that work in the County to live in the County. The application of the County’s affordable housing policies to the East Falls Church planning process is consistent with the County’s (and the general community’s) goal of providing the greatest mix of housing opportunities to the broadest range of households throughout the County, and especially at or near transit. More specific information regarding the County’s housing policy, and housing goals can be found at: <a href="http://www.arlingtonva.us/housing">http://www.arlingtonva.us/housing</a></b>  <b>Information regarding the East Falls Church Planning process can be obtained here: <a href="http://www.arlingtonva.us/departments/CPHD/forums/columbia/current/CPHDForumsEastFallsChurch.aspx">http://www.arlingtonva.us/departments/CPHD/forums/columbia/current/CPHDForumsEastFallsChurch.aspx</a></b></p>
46	Karen Kumm Morris, RLA, ASLA 3725 N. Delaware Street	<p><b>General Comments</b></p> <ul style="list-style-type: none"> <li>• I support the County’s efforts to provide more housing near transit stations. Developing planning and urban design guidance prior to WMATA’s joint development plans is a good thing. Plan ahead.</li> <li>• Great outreach, series of public forums is very helpful. Staff was very knowledgeable and helpful.</li> <li>• Plans need more emphasis upon the public realm, the pedestrian experience, seating areas, streetscape...the elements that make a place attractive and appealing. Consider developing a Garden Theme so that the character of new development is heavily landscaped and less urban in character to better fit within the suburban neighborhoods.</li> <li>• Please write urban design guidelines into the Plan with clearly stated principles that will help achieve good design during site plan review.</li> </ul> <p><b>Land Use Comments</b></p> <ul style="list-style-type: none"> <li>• Housing is the most compatible land use given the surrounding residential community. The existing parking and bus drop off lot, however, offers a very constrained opportunity to fit a significant amount of new housing. 450 to 600 residential units plus an on-site bus facility seems like 10 lbs in a 5 lb bag. Please consider scaling back the amount of development proposed.</li> <li>• Retail uses are needed to activate urban spaces and provide convenience at a transit station. But, the amount should be limited in size to perhaps only a store like Starbucks because there isn’t enough space to have a significant amount. Nor should this location compete with other nearby retail centers. Retail is very finicky and will fail if not given prime visibility along Sycamore Street, the front of the site and main the pedestrian path.</li> <li>• Parking, especially park-n-ride parking is crucial for community and adds convenience to taking Metro. All day parking is less important if the feeder bus routes are serving the surrounding community. On site parking probably should serve only the proposed residential community.</li> <li>• WMATA operations still will need to have a bus pick up and drop off area on site. Although a curbside bus drop off frees up the site layout, it surrounds the proposed residential and bordering streets with bus traffic congestion. Curbside bus pick up at the level of a Metro station is not very appealing or compatible with surrounding the neighborhood.</li> <li>• Residential open space and recreation needs to be called for in the Plan. Roof top recreation and interior community social/meeting rooms combined with street level seating areas for social gathering are important to creating a sense of community.</li> </ul> <p><b>Urban Design Comments</b></p> <ul style="list-style-type: none"> <li>• The grade change across the site is an opportunity to build into the slope, provide underground parking and on-site bus circulation. The slope of Washington Blvd. will help reduce the view of taller building heights.</li> <li>• The most important and highly visible area of the site is the corner of Sycamore and Washington Blvd. This significant corner should be anchored with a low-rise building, activating retail, a public space with seating, shade trees, and public art. See attached image of Bethesda as an example of urban space and scale. If developed with attractive architecture, surrounding residents will enjoy the view, the public space and the walk to Metro.</li> <li>• Strong, attractive pedestrian connections to Metro are critical. All streets should be lined with a double row of street trees to create an attractive pedestrian environment and improve compatibility with nearby residential areas. Sycamore is the main pedestrian route to the station and needs special streetscape treatment.</li> <li>• Locating the tallest buildings along the Metro line and I-66, stepping down towards existing residences is desirable. But, building heights across from existing residences should not be more than 4 stories in order to achieve a compatible transition to single-family homes.</li> <li>• Locating urban space in a manner that serves the proposed residents, Metro riders and the surrounding community is a win/win for everyone. Orient urban space along Sycamore Street to improve visibility, creating more defensible space and line with a limited amount of activating retail. Use urban space to help create an attractive visual appearance as seen from existing residences. Provide movable tables and chairs to attract users.</li> <li>• Emphasizing greenery and creating a garden character will help achieve a more compatible relationship with the surrounding residential neighbors. Maximize the amount of plantings within the new residential areas. Call it “weaving the green” into the project. Develop a double row of street trees, an allee along Sycamore and Washington Blvd. to help soften the view of taller buildings, provide shade and increase environmental benefits.</li> <li>• Providing on-site bus drop off/pick up along the Metro right-of-way and under the buildings will ensure</li> </ul>

		<p>shelter and convenience for Metro users and minimize bus congestion. To minimize conflicts with pedestrians along Sycamore, provide one-way circulation into the site from Williamsburg and exit only from Sycamore. □</p> <p>Thank you for this opportunity to provide my comments on the East Falls Church Metro Station Planning Study. I strongly support the County's efforts to locate new housing close to transit, promote quality residential development, and strengthen the sense of community for the entire neighborhood.</p> <p>I didn't focus on the rest of the report, but am curious about whether or not properties between Washington Blvd. and Lee Hwy. would really redevelop. Are these existing townhouses a condominium ownership or rental? I hope that the eventual plan makes a strong policy statement about the need for small urban spaces woven into the mixed use, housing areas. These are the community gathering points that bring together a community. They don't have to be large and are better places usually when they aren't big in size.</p> <p>Good luck with your planning. Please keep me informed and on your mailing list.</p> <p><b>Staff Response:</b>  <b>Thank you for your participation in the process. Many of the points you raise are elements that are already incorporated in the Plan, but staff will continue to review your comments as the process moves forward.</b>  <b>Parking - See response to #12b.</b>  <b>Buses - See response to #23</b></p>
47	Gregory Dalzell	<p>I am an Arlington County, Virginia resident and homeowner that has relied on East Falls Church Metrorail parking for fifteen years. Accordingly, I share the concerns of the Commonwealth of Virginia Department of Transportation with respect to proposed redevelopment near the East Falls Church Metrorail Station, as expressed in an April 20, 2010, letter from Jo Anne Sorenson, Assistant Administrator-Planning, Development and Investment Management, to Chairman Michael Nardolilli, East Falls Church Planning Task Force. In her letter, Ms. Sorenson states "...VDOT is concerned about any future uses that do not provide complete replacement commuter parking..." Ms. Sorenson further states "After the Silver Line to Wiehle Ave. and later to Dulles Airport, the demand for parking at the station will increase rather than decrease..." What seems clear is that, if anything, more parking for the East Falls Church station is needed. I could not support any plan that promotes the total loss of hundreds of parking spaces when, clearly, even more parking spaces are needed. From a community perspective, permanently forcing hundreds of commuters away from public rail service would also seem to be a very environmentally unfriendly option. At a personal level, losing the ability to park at the East Falls Church Metrorail station would cause significant negative quality of life and financial issues for my family.</p> <p><b>Staff Response:</b>  <b>See response to # 12b.</b></p>

**Attachment 6.**

**Long Range Planning Committee – Comment Matrix**

#	Commissioner	Comment / Question	Staff Response	Changes to the Plan
<b>Problem Statement</b>				
1	Steve Cole / Brian Harner	Regarding Historic Traffic Volume Chart: Why did traffic volume decrease on some streets? Why did traffic not decrease on Washington Blvd?	Staff will provide additional details and analysis at an upcoming LRPC meeting to help Planning Commissioners better understand traffic patterns in East Falls Church.	None.
2	Peter Fallon	Development on P&R relates to height of which buildings across street? Ramblers?	The height along the Washington Blvd frontage of the Park & Ride site, set at up to 4 stories or 48 feet in the County Board adopted Policy Determinations, is keyed to the townhouse development on the “Palmer site” across Washington Blvd. In addition, the ramblers located across Washington Blvd are also planned for redevelopment as townhouses similar in style and scale to the existing Palmer site development.	None.
3	Fallon	We don’t control change in role of station in Metro system. What is Metro’s vision for EFC? How to manage impacts.	<p>WMATA staff participated in the Task Force meetings and has monitored the planning process with the goal of working toward and understanding the community’s vision for the Park &amp; Ride site. The Plan, if adopted, will express the community’s vision for redevelopment of the Park &amp; Ride site. Based on the adopted vision, WMATA would then develop its plans or issue a joint development RFP that conforms to the vision.</p> <p>In terms of managing impacts, improved sidewalks, better bicycle access and more frequent bus service, as recommended in the Plan, will enhance access to the station</p>	None.

#	Commissioner	Comment / Question	Staff Response	Changes to the Plan
			from all parts of the local community.	
4	Cole	TF report has a problem statement that is not in staff report - “The Challenge Ahead” (on page 7 of the Task Force Plan).	At LRPC meetings held in May 2010, Planning Commissioners suggested that refinements be made to the Vision Statement in the Task Force Plan, which includes “The Challenge Ahead”. In revising the Vision Statement, staff has attempted to address the concerns that were raised at that time by being more descriptive of the type of place East Falls Church can become. “The Challenge Ahead” could be incorporated in an appropriate section of the revised Plan if it is recommended that that language captures an important point to be retained.	“The Challenge Ahead” has been incorporated into the Policy Framework section of the Plan.
5	Terry Savela / Terry Serie / Nancy Hunt/ Harner/ Fallon	What drove the request for area study?	In 2002, WMATA initiated a study of redevelopment options for the Park & Ride site, which included (a) increased parking with no development, and (b) mixed-use development incorporating different levels of replacement commuter parking. Also, the Arlington East Falls Church Civic Association has been actively working on planning issues since 2000 and had requested that this study be initiated. These actions led the County Board to initiate the East Falls Church Planning Study in 2007.	Page 5 in the Introduction section of Plan has been revised to clearly state what precipitated the study.
6	Harner / Savela	Should this plan be similar to other areas or is it unique?	Staff believes this station area to be different than other station areas; mostly due to its location and proximity to low density residential neighborhoods. Accordingly, the level of development outlined in the Plan, in terms of height and density, is lower and more focus has been placed on transitions and tapering.	Staff has incorporated language in the Concept Plan section of the Plan to address this point.
7	Cole	Regarding “Mode of Access” graphic on p. 21 - Revise pie charts showing peak period origins.	Staff agrees.	Staff has revised this graphic in the Plan.

#	Commissioner	Comment / Question	Staff Response	Changes to the Plan
<b>Vision</b>				
8	Fallon	Vision Statement should come earlier than page 31.	Staff believes that it is appropriate to introduce the Vision Statement within the context of policy guidance, adopted or acknowledged goals, and the discussion of the conceptual plan for the area.	None.
9	Cole / Harner / Fallon / Savela / Hunt	Statement not distinctive enough.	Staff believes the Vision Statement has been improved to better describe the “neighborhood center” for East Falls Church.	None.
10	Cole / Hunt / Serie	Need input from Arlington Economic Development (AED) staff on what retail is sustainable: what can be supported; what kind of retail, how much parking. Need a retail analysis similar to Shirlington.	AED staff attended the February 8 <sup>th</sup> LRPC meeting to discuss these questions.	None.
<b>Sustainability</b>				
11	Fallon	What would we do beyond what we do anywhere else in Arlington? Do we restate our high standards or do something unique (i.e. recommend new policies)?	Generally, in reviewing a draft Plan, efforts should be directed towards ensuring that the proposed Plan is in conformance with existing policies. New policy guidance, where appropriate, should be developed independent of the Area or Sector Plan development process by the staff and stakeholder groups appropriate to that issue.	None.
12	Hunt	Unique possibility in bike trail (bike store, bikeshare, bike events).	The Plan makes reference to bicycling and supportive services related to the W&OD Trail in a number of areas. As part of the vision for redeveloping the Oil Company site (Site A), the Plan calls for consolidation with the Used Car lot (Site B), expanded open space adjacent to the W&OD Trail, with retail or bicycle related services to be offered on the Used Car lot (p.48). Recommendation #29 calls for the expansion of the bike sharing	None.

#	Commissioner	Comment / Question	Staff Response	Changes to the Plan
			program to East Falls Church, if appropriate.	
13	Serie	East-west connector across I-66 is missing. Lee Hwy bridge is unpleasant.	The Plan identifies the implementation of the West Entrance and the initiation of a study of Lee Highway bridge as two improvements to the area that can provide a better east-west connection across I-66.	Staff has provided discussion in the Implementation section of the Plan document to indicate that more specific timing and cost related information for some implementation items is dependent on initial funding through the County's Capital Improvement Program (CIP).
14	Cole	Nothing in plan to achieve West Entrance. Expand discussion of western entrance.	<p>As these improvements are very costly, staff proposes to (a) as a consequence of adopting the East Falls Church Area Plan, add these and other recommended projects/studies to the County's Capital Improvement Program (CIP), and (b) identify opportunities for additional outside funding to implement these projects/studies. Initially, within a 3-5 year timeframe, staff will seek funding within the CIP for planning &amp; design studies for the Lee Highway bridge and West Entrance projects, and seek implementation (construction) funding in subsequent years.</p> <p>Staff has evaluated Tax Increment Financing (TIF) as a possible financing tool and has determined that, due to the relatively modest level of development planned in this area and the extended period of piecemeal redevelopment over which change is likely to occur, a TIF is not a viable financing mechanism.</p>	
15	Savela	Design of critical infrastructure; enhance bus service; nice bus waiting area. Can Falls Church contribute to west entrance?	More frequent bus service and improved facilities are recommended in the Plan (#14-16). The specific details of the design of bus waiting facilities will have to be addressed as part of the site plan process for the potential Park & Ride development project. Improvements to bus services and routes will occur over time, based on the availability of funding within the County's overall planning efforts for bus service.	None.

#	Commissioner	Comment / Question	Staff Response	Changes to the Plan
			Staff anticipates that access improvements to the East Falls Church Metrorail station, including the West Entrance and enhanced bus service, will be accomplished through coordination and cooperation with the City of Falls Church, the Commonwealth of Virginia, and WMATA.	
16	Savela	Opportunity for stormwater retention, rain gardens.	Staff agrees.	Staff has provided additional guidance in this area within the Design Guidelines and Implementation sections.
<b>February 8, 2011 Meeting</b>				
<b>Retail</b>				
17	(Commission member)	Does the City of Falls Church <i>require</i> retail within the Gateway Area adjacent to Arlington's Gateway Mixed-Use node?	The North Washington Street/Gateway Corridor is identified as a mixed-use development opportunity area in the City's updated Comprehensive Plan, however, ground floor retail is not specifically required in this area.	None.
18	Charles Monfort	Has AED done an analysis on the need for gas stations in the County?	Staff has not done an analysis of gas stations.	None.
19	Cole	Why is retail restricted to the plaza area? Most townhouses across the street don't directly face the Park & Ride site.	Staff developed the revised concept on the Park & Ride site in response to community concerns regarding lighting and noise impacts for surrounding single-family homes.	Staff has developed additional concepts, which include alternate retail locations along the site frontages for inclusion in the Plan document.
20	Harner	Should we specify retail locations on Park & Ride site?		
21	Savela	Should the Plan show 2-3 additional alternative development concepts for the Park & Ride site?		The Land Use Plan Map and Park & Ride site development discussion on

#	Commissioner	Comment / Question	Staff Response	Changes to the Plan
				<p>pages 42-45 have been revised to not limit retail to the plaza area.</p> <p>Additional guidance has been added to the Plan indicating that the appropriateness of these alternate locations will be determined as part of a future Site Plan community review process.</p>
22	Monfort	Why is a 5-story residential building inherently better than a bank (on the BB&T site)?	From a trip generation and travel demand standpoint, fewer vehicle trips may result from the development of a mixed-use residential building, as compared to a stand-alone bank with drive-thru. The County's policies have long favored higher-density mixed-use development near Metro, as opposed to lower-density stand alone uses, due the beneficial impacts on traffic and transit usage.	None.
23	Monfort	Is there a conflict between the Land Use "vision" (p.37) and the recommended GLUP change for Sites D and E?	The Task Force initially identified Sites D and E as residential mixed-use development sites. These recommendations were carried forward in the revised Plan. Staff has determined that an appropriate General Land Use Plan (GLUP) category, that would allow a mixed-use residential development with a density of up to 1.5 FAR, is the Low Office-Apartment- Hotel designation; which is noted in recommendation #3.	Staff has made the Land Use Plan Map (p. 37) consistent with the GLUP recommendation by indicating that office and hotel development is also appropriate on these sites, although not preferred.
24	Cole	Is there demand for hotel in East Falls Church?	Staff believes that since East Falls Church is a less desirable location for larger office users, hotel development, which is reliant on	None.

#	Commissioner	Comment / Question	Staff Response	Changes to the Plan
			office user patronage, is a less viable development option for developers, as opposed to residential development. The existing and recommended designations on the General Land Use Plan, for Sites A/B, C, D, E and M1 would allow hotel development in the future, however.	
25	Cole	Can AED staff provide a list of similar Metro station areas that have been transformed from suburban parking lots to mixed-use redevelopment areas?	This issue was discussed further at the meeting on February 23 <sup>rd</sup> .	None.
26	Suzanne Klein	Lee Highway bridge needs better pedestrian access.	The Plan recommends a study to design pedestrian and bicycle improvements for this facility (Recommendation #25).	None.
<b>Housing</b>				
27	Monfort	Has staff identified a site to implement recommendation #9 (to do a small affordable housing project with a non-profit partner)?	Staff has preliminarily examined Site I, which could yield approximately 30-35 units, however other sites could be considered.	None.
28	Alice Hogan (Housing Commission)	Housing Commission would support greater height/density if it would generate more affordable housing units.	Staff believes that the recommended heights and densities in the Plan are appropriate and compatible with the scale of the neighborhood.	None.
29	Hogan / Monfort	Recommendation #9 and #10 are gratuitous and would be implemented by the County without a Plan.	In response to community concerns about the lack of housing affordability in this area of the County, and given the limited number of affordable units identified within the study area at the recently completed Crescent and WestLee projects, the County Board requested that staff investigate, analyze and recommend opportunities for creating and extending housing	None.
30	Monfort	Staff has expanded the study area with respect to implementing the		

#	Commissioner	Comment / Question	Staff Response	Changes to the Plan
		affordable housing recommendations.	affordability in this area of the County. Staff was asked to examine all potential affordable housing opportunities located within a 1-mile radius of the Metrorail station. This information was shared as part of the Research & Analysis Report and incorporated into the Plan document as recommendations for future action.	
31	Cole	Can the number of affordable housing units to be generated on the Park & Ride site as per the Affordable Housing Ordinance be calculated by staff for comparison with the number of affordable units proposed in the eventual redevelopment proposal that will respond to recommendation # 8 (a requirement of 30-45 units)?	<p>The Park &amp; Ride site would be subject to the Affordable Housing Ordinance, if redeveloped, however staff recommends stating an affordable housing goal for this publicly owned site (30-45 units), according to a sliding scale based on the amount of development proposed. This goal, as stated, achieves a greater level of affordability for the site than the application of the Affordable Housing Ordinance.</p> <p>Staff does not anticipate any legal issues with setting this expectation for the site, since there have been other publicly owned sites where affordable housing goals have been set that were not consistent with the Affordable Housing Ordinance.</p>	None.
32	Cole	Is the Park & Ride site subject to the Affordable Housing Ordinance? Is this specific requirement (30-45 units) legal?		
<b>Transportation</b>				
33	Cole	Staff must build a compelling case in the document to assuage concerns about increased traffic and spillover parking problems.	Staff has addressed the community's concerns regarding traffic and neighborhood parking by making all transportation analysis elated to this Plan available, holding community meetings where these issues were discussed, and responding in writing to citizens' questions and concerns.	A "Transportation Analysis" page has been added to the Existing Conditions section of the Plan to address this concern.
34	(Commission member)	Park & Ride site is a good location for a "bike center" with	Recommendation #17 addresses this issue.	None.

#	Commissioner	Comment / Question	Staff Response	Changes to the Plan
		showers and other facilities for commuters.		
35	(Commission member)	Staff should develop both short- and long-term improvement strategies for the W&OD Trail	County staff is aware of the conflicts that often occur between motorists and bicyclists and pedestrians at the intersection of the W&OD Trail and Lee Highway. Several physical modifications have been made to the intersection to enhance safety of the trail users. County staff would continue to look at street-level safety enhancements at that location. The EFC Plan recommends a study to examine possible enhancements of the connection of the W&OD Trail with the nearby signalized crossing at Westmoreland Street via a bike/pedestrian path along Lee Highway in that block, as well as assessing the feasibility and cost of constructing a grade-separated crossing of Lee Highway for the W&OD Trail.	None.
36	Tom VanPoole (VDOT)	Framing the redevelopment of the Park & Ride site as an “intermodal” improvement project, including bike facilities, could possibly help the discussion with VDOT (about disposition of VDOT ROW).	Staff agrees.	None.
37	VanPoole	VDOT has not received a response from County staff on VDOT’s comments regarding the 527 Small Area Plan submission.	Staff responded to VDOT’s comments on February 9, 2011. The VDOT comments and responses are available on the County’s East Falls Church web page.	None.
38	Cole	Add the VDOT comments and staff responses to the Plan’s Appendix.	Staff agrees that the public should review this document.	The VDOT comments and staff responses have been added

#	Commissioner	Comment / Question	Staff Response	Changes to the Plan
				to the “Request to Advertise” staff report.
<b>Open Space</b>				
39	Karen Kumm-Morris (Urban Forestry Commission)	<p>The Plan should include:</p> <ul style="list-style-type: none"> <li>• Greater diversity of tree species shown in the Plan’s Street Tree List.</li> <li>• Street trees within medians shown in proposed street cross sections</li> <li>• Double row of trees on Sycamore St at Park &amp; Ride site.</li> </ul>	Staff agrees that greater street tree diversity, and that street trees within the medians shown in the street cross sections could be beneficial and add to the aesthetics of the area.	<p>The street cross sections shown in the Plan have been updated, where appropriate, to include street trees with the medians. The street tree list has been revised to show additional tree species to provide more variety.</p> <p>Staff has developed additional concepts for the Park &amp; Ride site (see #21-23 above), which incorporate additional street tree plantings on Sycamore Street.</p>
40	Planning Commissioners	Staff should re-examine size of plaza (making it smaller). Staff should develop additional alternatives for redevelopment of the Park & Ride site.	As part of the discussion with the Task Force, the desire for a large (up to 38,000 sq. ft) plaza was identified as a goal for the Plan. The revised concept shown in the January 2011 draft Area Plan, developed by staff, reduced the plaza space by approximately 30%. Staff feels that some open space on the site would be a key element of design and placemaking for the site.	Staff has developed additional concepts for inclusion in the Area Plan document.

#	Commissioner	Comment / Question	Staff Response	Changes to the Plan
41	Monfort	Staff should include a recommendation pertaining to evaluating & identifying improvements to existing parks.	Parks staff and the Park & Recreation Commission are typically charged with formulating plans and identifying improvement projects for inclusion in the County's CIP budget. Since the existing area parks are outside of the study area boundaries and, to this point, community input has not suggested that the existing parks and open spaces are deficient and in need of significant improvement, staff does not recommend this as an action item.	None.
<b>February 23,2011</b>				
<b>Affordable Housing</b>				
42	Cole / Monfort	Should the GLUP & Zoning on the multifamily property (6825 Washington Blvd) being considered for redevelopment as part of the BB&T site be examined / changed to prevent by-right development of townhouses?  Should redevelopment, consolidating both the bank site and the multifamily site be contingent on replacement of the existing 12 market affordable units on the multifamily site?	Staff recommends providing redevelopment options that lead to the preservation of affordable units.  Staff recommends that language pertaining to the BB&T site (Site D) be revised so that there is a goal of full replacement of the 12 market affordable units located at 6825 Washington Blvd, should that parcel be consolidated with the BB&T parcel.	Language pertaining to the BB&T site (Site D) has been revised so that there is a goal of full replacement of the 12 market affordable units located at 6825 Washington Blvd, should that parcel be consolidated with the BB&T parcel.
<b>Park &amp; Ride site</b>				

#	Commissioner	Comment / Question	Staff Response	Changes to the Plan
43	Harner	Retail should not be restricted to the plaza only.	Staff has developed additional concepts, which include alternate retail locations along the site frontages for inclusion in the Plan document. Additional guidance has been added to the Plan indicating that the appropriateness of these alternate locations will be determined as part of a future Site Plan community review process.	The Land Use Plan Map and Park & Ride site development discussion on pages 42-45 have been revised to not limit retail to the plaza area.
44	Cole	Should the General Land Use Plan designation for the Park & Ride site be changed from “Public” and “Government and Community Facilities” to “High-Medium Mixed Use”, rather than “Medium Office-Apartment-Hotel”?	Staff feels that the “Medium Office-Apartment-Hotel” designation (staff’s recommendation in the Plan) provides flexibility with respect to land uses, while limiting overall density on the site, to a greater degree than “High-Medium Mixed Use” category would.	None.
<b>Oil Company Site</b>				
45	Savela	Do the sites yield development consistent with the land use designations being recommended?	<p>In developing the recommendation that staff shared with the Task Force and incorporated in the Plan, massing models were developed to determine the level of development that could be supported on each site.</p> <p>In examining the massing models and the corresponding square footage of development that could be accommodated on each site, staff was able to determine the appropriate land use designation for each site and make the recommendations in the Plan.</p>	None.

#	Commissioner	Comment / Question	Staff Response	Changes to the Plan
46	Savela	Could small infill development occur on this site?	Small infill development on sites A/B and D, where multiple parcels are located could be achieved under the Plan, however, some of the larger goals, such as preservation/creation of open space, and developing coordinated streetscape and retail frontages may be compromised as a result.	
47	Harner	Is the ten-foot step back that is required between the 2 <sup>nd</sup> and 4 <sup>th</sup> floors along building frontages an appropriate design requirement?	The 10-foot step back along building frontages was developed in direct response to concerns raised in the Task Force discussions. The goal of this provision is to reduce the pedestrian's perception of taller (up to six story) buildings.	Staff has added language in the Design Guidelines section to make this requirement more flexible, in consideration of other design elements.
48	Savela / Cole	Add general language – view corridors should be considered or ten-foot step back should be descriptive rather than prescriptive.	Staff agrees that other building design elements should be considered when evaluating the potential impact of building mass on the pedestrian experience.	
49	Cole	The goal of full consolidation, along with the creation of open space and other benefits as outlined in the Plan should be achieved.	Staff feels that it is unlikely that the Oil Company site (Site A & B), which consist of four parcels, will be fully consolidated, since the Suburban Animal Hospital building, which is on the site, recently underwent substantial rehabilitation.  Staff recommends that additional guidance be incorporated in the Plan to address partial consolidation on this site.	Additional language has been incorporated into the Plan to provide guidance for proposals with partial consolidation of the site.
50	Nancy Iacomini (Historic Affairs and Landmarks Review Board; East Falls Church Planning Task Force)	Add a note on the Land Use Plan Map and language in the Concept Plan section to indicate that appropriate setbacks from the W&OD railroad siding is required.	Staff agrees.	The Land Use Map and Concept Plan sections have been revised to address this issue.

#	Commissioner	Comment / Question	Staff Response	Changes to the Plan
51	Cole	Remove the term “full-service” from the grocery store provision on p. 49 of the Plan.	Staff agrees that a large format (40,000 – 60,000 square foot), full-service grocery store may not be necessary or feasible in this location.	The language pertaining to the Oil Company site (Site A/B) has been revised to be less restrictive.
<b>Design Guidelines</b>				
52	Savela	The text on sustainable design on p. 52-53 should include discussion on stormwater retention and rain gardens.	Staff agrees.	The Design Guidelines and Implementation sections have been revised to address this issue.
53	Cole	Revise p 54. regarding the location of parking/garage entrances – garage access for Park & Ride site will likely be directly from an arterial street.	Staff agrees.	The Design Guidelines section has been revised to address this issue.
54	Monfort	Encourage more variety of building materials for mid-rise buildings.	Staff agrees.	The Design Guidelines section has been revised to address this issue.
55	Harner	Discourage sawtooth townhouse building siting along build-to line.	Staff agrees.	The Design Guidelines section has been revised to address this issue.
56	Karen Kumm-Morris	<ul style="list-style-type: none"> <li>• A different street tree could be designated for each street.</li> <li>• The Plan should require smaller caliper trees (3.5 inch) rather than the County standard (4-4.5 inch).</li> <li>• Tree grates should be</li> </ul>	Staff agrees that a different tree can be specified for each street in the Plan. However, tree size, at the time of planting, and the utilization of tree grates, is governed by the Street Tree Planting Standards Guidebook and Site Plan conditions, and therefore should not be addressed in an Area Plan.	None.

#	Commissioner	Comment / Question	Staff Response	Changes to the Plan
		discouraged.		
57	Cole	Staff should consider orienting the Plaza internally, as opposed to orienting it towards Washington Blvd.	Staff feels that orienting a plaza internally and not within view of the street creates an unsafe and undesirable space, and therefore does not recommend consideration of this as part of the Park and Ride site redevelopment.	None.
<b>Implementation</b>				
58	Monfort	Staff should add/discuss action steps related to the designation of the W&OD railroad siding on the Oil Company site.	Staff agrees.	The Implementation section has been revised to address this issue.
59	Cole / Monfort	Staff should add/discuss action steps related to implementing development on the Park & Ride site in coordination with WMATA.	Generally, staff does not proactively promote development on specific sites. The community's vision, as expressed in the Plan, can be acted upon by WMATA and the private development community.	None
60	Savelle	Staff should refine timing for all implementation items.	Since many of the public infrastructure-related implementation items involve funding which will likely come from the County's Capital Improvements Program or outside funding sources, it is exceedingly difficult to identify more exact funding and timing parameters for these items at this time.	Staff has provided discussion in the Implementation section of the Plan to indicate that more specific timing and cost related information for some implementation items is dependent on funding through the County's Capital Improvement Program (CIP).

**Attachment 7.**

**Arlington County Response to VDOT Comments**  
**(Regarding the East Falls Church Area Plan and the related Transportation Analysis)**



DEPARTMENT OF ENVIRONMENTAL SERVICES  
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February 8, 2011

Mr. Thomas Van Poole  
Commonwealth of Virginia  
Department of Transportation  
4975 Alliance Drive  
Fairfax, Virginia 22030

Re: East Falls Small Area Plan

Dear Mr. Van Poole:

Please see the attached responses to the comments and questions in your letter dated August 3, 2010 regarding the East Falls Church Small Area Plan for Arlington County.

Thanks for your time and consideration. If you have questions, please contact Richard Hartman at (703) 228-4019 or me at (703) 228-7511.

Sincerely,

A handwritten signature in black ink, appearing to read "Bridget Obikoya".

Bridget Obikoya  
Site Plan Engineer



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Arlington County Responses to the Commonwealth of Virginia Department of Transportation (VDOT) Comments Regarding the Proposed East Falls Church Small Area Plan submitted in compliance with Chapter 527 on May 4, 2010

**COMPREHENSIVE PLAN AMENDMENT TEXT:**

1. VDOT COMMENT:

See our April 28, 2010 comments on the February 18, 2010 draft of the East Falls Church Small Area Plan text, most of which continue to apply to the later drafts. A copy is enclosed for your convenience.

ARLINGTON COUNTY RESPONSE:

The comments have been noted.

2. VDOT COMMENT:

Also see the April 20, 2010 letter from Assistant District Administrator Ms. Jo Anne Sorenson to East Falls Church Planning Task Force Chairman Mr. Michael Nardolilli for specific comments on the land owned by the Commonwealth of Virginia adjacent to the METRO station. A copy is enclosed.

ARLINGTON COUNTY RESPONSE:

The comments have been noted.

3. VDOT COMMENT:

The traffic analysis numbers should be updated to reflect changes in the planned land use density in later drafts.

ARLINGTON COUNTY RESPONSE:

The analysis has been updated where appropriate.

**ACCURACY OF THE TRAFFIC IMPACT ANALYSIS:**

4. VDOT COMMENTS:

Following discrepancies and inconsistencies have been noted in Figure 2.1 (Page 12) and Synchro analysis:

- a. Intersection #3; the existing southbound approach has only one lane instead of two lanes shown in figure.
- b. Intersection #5; the existing southbound and northbound approaches have only one lane instead of two lanes.
- c. Intersections #6 & #11 in Figure 2.1 should show the same approach geometry used for Synchro analysis.
- d. Intersection #12, existing westbound approach in Figure 2.1 should have a shared right/through lane instead of a separate right turn lane. Also, there is a discrepancy between the geometry used in Synchro analysis and Figure 2.1 for the northbound and southbound approaches.
- e. Intersection #17 should be analyzed two separate T intersections as these are about 150' apart. Metro Parking and Washington Boulevard is a full movement intersection while apartment driveway and Washington Boulevard is a restricted right-in and right-out intersection. Also correct Figure 8.4 to show the proposed left turn lanes at this intersection.
- f. Raw traffic counts for intersections #2 and #3 should be included.

ARLINGTON COUNTY RESPONSE:

- a. Figure 2.1 has been updated to reflect the change.
- b. Figure 2.1 has been updated to reflect the change.
- c. Figure 2.1 shows the proper lane configuration. Synchro analysis has been updated to reflect the figure.
- d. Westbound North Sycamore Street has a dedicated right turn lane, two through lanes and a left turn lane as accurately depicted in Figure 2.1.
- e. The comment has been noted.
- f. Raw traffic counts for intersections #2 and #3 should be included.

5. VDOT COMMENT:

Correct the westbound through volumes at intersection #8 to 1170 from 117 in Figure 3.2.

ARLINGTON COUNTY RESPONSE:

Figure 3.2 has been updated.

6. VDOT COMMENT:

Correct the westbound lane geometry at intersection #7 in Synchro analysis to include a shared through/right lane instead of a through lane for AM traffic as shown in Figure 8.4.



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ARLINGTON COUNTY RESPONSE:

Figure 8.4 has been updated to include a shared through/right instead of a through lane.

7. VDOT COMMENT:

The eastbound left turn lane at the intersection #14 is about 250' instead of 195' used in Synchro analysis.

ARLINGTON COUNTY RESPONSE:

The comment has been noted.

**ADDITIONAL TRAFFIC COMMENTS:**

8. VDOT COMMENT:

Signal warrant studies will be needed for new signals recommended in the study. The warrant study should be provided to the proper administrative entity according to their procedures. However, VDOT requires study submission in a separate booklet (sealed and signed by Professional Engineer) and alternatives other than a traffic signal should be examined in the study.

ARLINGTON COUNTY RESPONSE:

Arlington County DOT recognizes that the recommended traffic signals may be subject to alternative measures, traffic signal warrant analysis and VDOT approval before implementation.

9. VDOT COMMENT:

The proposed signals will need to meet the signal spacing requirements according to the access management standards or would require exception to the regulations.

ARLINGTON COUNTY RESPONSE:

Arlington County DOT recognizes that the recommended traffic signals may be subject to proper spacing and VDOT approval before implementation.

**PLANNING COMMENTS:**

10. VDOT COMMENT:

Growth rate for traffic projections (page 37): The 0.34% annual growth rate assumed to develop 2030 traffic forecasts appears somewhat low; it was derived relying primarily on 8-year historic traffic data (including a period of very reduced economic activity) and the capacity-constrained output of MWCOC's regional travel demand model. An important element that was not considered was the land use growth anticipated for the zones within the study



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area "traffic shed". A 0.5% annual traffic growth rate was derived by VDOT, considering both MWCOC model output and land use growth rates. It is suggested to use this annual growth rate, which results in an overall traffic growth factor of 10.5% over the 20 year planning horizon (2010 to 2030).

ARLINGTON COUNTY RESPONSE:

Within the study area the plan anticipates some of the automobile-oriented uses to be replaced by transit-accessible residential uses, which will generate less peak=period traffic than currently exists.

11. VDOT COMMENT:

Site trip generation (page 49): The site trip generation uses the ITE Trip Generation report. The study considers the ITE report trips to be person trips, and makes adjustments "to account for mixed use development and urban conditions." It is suggested that average auto occupancy rates be used to convert ITE report vehicle trips to person trips. The study does not mention any auto occupancy rates used in the trip generation.

ARLINGTON COUNTY RESPONSE:

It was assumed, due to a lack of good published data relating to the ITE land use codes, that auto occupancy for the set of ITE land use codes used to generate trips was generally one person per vehicle. The land use codes used in the study were intentionally chosen due to the fact that the vast majority of data they rely on for their trip generation rates was developed through surveys of largely suburban and single-use developments. Ignoring this assumption and working from a different assumption, it is likely that for many of the ITE land use codes used in the study that could have auto occupancy rates higher than 1 person per vehicle, the additional people in the vehicles would not otherwise make auto trips (driving themselves) if they were identified separately. For retail and residential uses, it is likely that any additional persons in vehicles would be non-driving age children or elderly persons who would not drive themselves. The mode split data used from surveys is likely to capture the same group and largely ignore those that would not otherwise drive.

12. VDOT COMMENT:

Feasibility /location of "Future Metro Station Entrance" and access to Metro station platform: The "Recommended Transit Network" shown in Fig. 8.1 (following page 71) depicts a Bus Facility, Kiss-and-Ride and Future Metro Station Entrance at the intersection of the Washington Boulevard Bridge over the I-66 corridor. Shading for the "Station Entrance Plaza" is continued toward the existing Metro platform to the east, following the existing Metrorail track alignment. There are several factors that should be considered that may impact design and feasibility: elevation difference between the bridge above and the I-66 corridor below, possible need for a new bridge segment to support bus and vehicular traffic on the proposed bus and kiss-and-ride facilities, Metrorail tracks and ancillary facilities along the median of I-66 (to serve both existing and future Orange and Silver lines Metrorail service), need for safe pedestrian access to the proposed station entrance (such as along Washington Boulevard), overall cost and possible funding sources to implement the above improvements.

ARLINGTON COUNTY RESPONSE:

Several alternatives will be studied for a new Metro station entrance and the analysis will consider the factors listed here.

13. VDOT COMMENT:

Mode share and vehicle trip reduction assumptions:

a. Residential use mode split: Table 5.2 shows the mode split data used to convert the person trips to vehicle trips in the study area. As mentioned in the study the rates are based on the WMATA ridership survey based on distance. There appears to be an error in the metro rail mode shares used for sites within ¼ mile. For residential use within ¼ mile of the transit station the transit - metro rail mode share is taken as 48%. However based on the Table 11 of the WMATA ridership study the Metrorail mode share for sites within ¼ mile averages 43% (5% difference).

b. Bike/pedestrian mode share: Table 5.2 shows a pedestrian / bike mode share of 45% for specialty retail and 27% for retail. The WMATA ridership survey table 15 shows average rate of 27% for retail for walk and other trips. It is not clear how the higher share assumed for specialty retail was derived; it is suggested to use 27% mode share for pedestrian and bike trips for both the retail and specialty retail uses.

c. Walking distance to the Metrorail station along safe pedestrian access: Table 5.3 on page 52 shows the application of mode share percentages to the various sites based on the distance from the Metro rail station shown in Figure 5.1 to convert the person trips to the vehicle trips. Distance to the Metro station should include any additional walking distance along safe pedestrian facilities to arrive at the station platform. In Figure 5.1 the distance to the Metro station is shown from the two entrances to parcel M1, including the assumed future western entrance (comments on feasibility/ difficulties associated with that future western entrance and safe pedestrian access are noted above). If safe walking distance to the Metrorail platform or station entrance is considered, then it is possible that parcels A, B, C, D, E, F will be outside the ¼ mile distance and therefore will generate more trips than depicted in the study. Similarly, parcel I would fall outside the ½ mile safe walking distance, and generate more vehicle trips. The study may be assuming a larger influence area of the Metro station



and thus underestimate the total number of vehicle trips generated by the proposed land uses, which would present a more optimistic picture of the impacts to the road system.

ARLINGTON COUNTY RESPONSE:

- a. The metro rail mode share for sites within ¼ mile of the station is listed incorrectly in Table 5.2. The mode share should be 43%. The misprint does not affect any calculations or the results of the study.
- b. The pedestrian/bike mode share for specialty retail was adjusted from 27% to 45% based on local experience. The types of retail classified as specialty retail for the purposes of this study include service retail that is focused on transit customers such as dry cleaners that will generate a greater percentage of walking and biking trips. The WMATA ridership study surveyed destination retail sites such as the Ballston Commons Mall and the Silver Spring Neighborhood Center which are more likely to attract customers from a greater distance, many of whom would drive, rather than walk or bicycle.
- c. Distances to the Metro station were calculated based on recommended improvements including a new Metro station entrance.

**PARK & RIDE DEMAND AND FACILITIES:**

14. VDOT COMMENTS:

- a. Park & Ride demand: As discussed in the February 2, 2010 scoping meeting, the updated Scope of Work (appendix 7) identifies "Parking at the East Falls Church Metrorail station and residential permit" among the issues that need to be addressed in the study. The study, on page 70, recommends that "On-street Parking and curb space management should be consistent with the latest version of Arlington County's MTP." However, **the study does not contain an analysis of exiting commuter parking usage numbers, future parking demand numbers, other parking demand, and impact on adjacent neighborhoods.** As mentioned in the study, parcel M1 is currently used as a parking lot for the existing Metro rail station abutting the parcel. There are currently 422 long-term parking spaces for Metro riders in the existing lot. As observed in the study, the lot fills up by 7:30 AM which is indicative of the strong current need for the parking spaces for Metro rail riders. The proposed land use plan does not plan to replace the commuter parking spaces at the existing lot. The land use plan should provide replacement parking for the existing spaces and should also evaluate additional demand which may be generated due to:
  - b. Planned extension of the Metrorail to Loudoun County and the station serving as a future transfer station to the Silver line. This line will serve important job centers (in Tysons, Reston, other), regional retail centers, Dulles Airport, and residential uses.
  - c. Additional travel demand generated by both residential and commercial proposed land uses (Figures 7 and 8 in scope document, respectively, indicate that a substantial percentage of trip generation will not use transit, particularly for locations outside the ½ mile radius from the rail station).
  - d. **The study should factor in the future commuter parking demand to address the needs of the county and city residents living beyond the 0.5 mile walking**

**distance and the needs of the elderly and county citizens for weekend and evening use for events in Washington D.C. and provide for such parking.**

e. Transit network support facilities: Existing and proposed transit network support facilities are shown in Figure 8.1 of the study, and include: Park-and-Ride (future Garage) and Bus Facility at existing surface lot site and bus bays (parcel M1), existing Kiss-and-Ride facility on the south side of I-66, Future Bus Facility, Kiss-and-Ride and Station Entrance Plaza off of Washington Boulevard bridge. Figures 7 and 8 in the Scope document included in the report indicate the existing park and ride site (parcel M1) as having proposed residential and Specialty retail uses. This is inconsistent with the Garage use for the site denoted in Figure 8.1 of the study report. Use of this public property should be maintained for transit support/ Park & Ride needs, unless the increased demand for commuter parking space is fulfilled in another way.

f. Right of way and transportation infrastructure needs: The majority of parcel M1 is located within the limited access line for I-66 and the use of this parcel for any other use will require VDOT, FHWA and CTB approval. The right of way for I-66 may be needed for the future expansion of I-66 to provide additional tracks for metro rail, or transit service or for other improvements along I-66. The mixed land uses proposed, if built, would severely restrict the ability to accommodate transportation infrastructure needs; as such this parcel should be reserved for those current and future transportation needs.

ARLINGTON COUNTY RESPONSE:

The comments have been noted. WMATA's parking study, which is to be completed in Fall 2010, should address the concerns noted above. It is the intent of the East Falls Church Area Plan to change the character of the Metro station from a suburban station with commuter parking to a station more like others in Arlington. As a part of any development, some publicly-available parking is expected to be provided, but priced to discourage all-day commuter use. Also, the East Falls Church Area Task Force Plan describes the County's vision for future development of this parcel. The County recognizes that negotiations will have to be carried out with the property owners, WMATA and VDOT.

15. VDOT COMMENT:

NHS routes: Route 29 (Washington Street within the City of Falls Church and Lee Highway in Arlington County) is included in the National Highway System (NHS) and therefore improvements to this road will be required to meet the NHS standards for level of service and minimum design standards.

ARLINGTON COUNTY RESPONSE:

The comment has been noted.

16. VDOT COMMENT:

Analysis of closely spaced intersections: Intersection analysis includes AM and PM peak hour Level of Service (LOS) and seconds of delay. For a condition of closely spaced intersections, queuing analysis results are also needed, to evaluate whether identified deficiencies in storage length can be addressed, and consider how mainline operations and capacity would be affected. This analysis is not presented in the study.

ARLINGTON COUNTY RESPONSE:

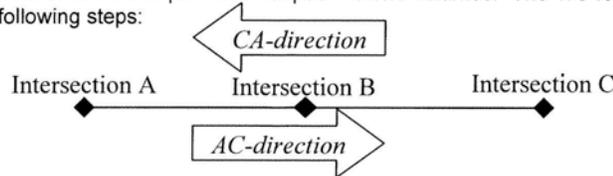
Queuing analyses would be conducted, if necessary, once the plan implementation occurs. It is not included as part of the small area plan.

17. VDOT COMMENT:

a. Volume/ capacity analysis: Table 3.4 (page 32) presents existing link V/C ratios. It is not clear which source or analysis worksheets from the Synchro outputs in Appendix C are used to derive the link V/C ratios. For example the V/C ratio for Route 29 Washington Street from Route 7 Broad Street to Arlington County is shown as 0.5. There are six intersections within this link. How was the traffic volume derived? Which intersection was used? What are the assumed lane capacities? Are V/Cs for the peak direction or both directions of travel? **The text needs to clarify how the link V/C ratios are developed.** This comment is applicable to all the link analysis tables for all the analysis scenarios.

ARLINGTON COUNTY RESPONSE:

The link V/C ratios are based on the capacities at the intersection nodes on the ends of the link. The V/C ratios that were computed were a weighted average of both directions of travel and an average of the AM and PM peak hour capacities and volumes. The V/C ratios were developed using the following steps:



- a) Calculate the link's AM peak hour AC-direction volume, capacity, and weighted average V/C ratio using the V/C ratio and lane group capacity for each lane group listed in the AM peak hour HCM report for intersection C
- b) Calculate the link's AM peak hour CA-direction volume, capacity, and weighted average V/C ratio using the V/C ratio and lane group capacity for each lane group listed in the AM peak hour HCM report for intersection A
- c) Calculate the link's overall weighted average AM peak hour V/C ratio using the directional capacities, volumes, and V/C ratios calculated in steps a and b
- d) Calculate the link's PM peak hour AC-direction volume, capacity, and weighted average V/C ratio using the V/C ratio and lane group capacity for each lane group listed in the PM peak hour HCM report for intersection C

18. VDOT COMMENT:

The intersection improvement recommendations include removal of right turn lanes and also through lanes at certain intersections. Yet the operational analysis with the proposed improvements shows improvements in traffic operations even with removal of turn lanes or through lanes. On checking the Synchro outputs it appeared to some of our reviewers that the right turn volumes are not added to the through volumes at the intersection where the right turn lanes are removed. As such both operational and capacity analyses depict optimistic results for the proposed conditions. This apparent discrepancy should be reviewed and corrected if necessary.



ARLINGTON COUNTY RESPONSE:

The comment has been noted.

19. VDOT COMMENT:

Given the close proximity to the East Falls Church Metro station and the existing level of bicycle and pedestrian mode share, it is reasonable for the "plan" to provide "significant recommendations to dramatically improve bicycle and pedestrian accommodation..." (pg. 51).

ARLINGTON COUNTY RESPONSE:

The intent of the plan is to significantly improve bicycle and pedestrian facilities with new and improved sidewalks and pedestrian pathways, new and improved bicycle lanes, cycle tracks and mixed use pathways.

20. VDOT COMMENT:

As part of improving bicycle and pedestrian mobility, there should be further encouragement to use alternative mode of transportation by providing on site accommodations (bike lockers/rack, shower, flexible work hours and etc) at the new development sites. Providing limited parking would also be additional incentive. These are similar to those described on pages 63 and 64.

ARLINGTON COUNTY RESPONSE:

Arlington County is dedicated to transportation demand management (TDM). During the site plan process, a TDM plan is created and implemented with large incentives to use other, non-vehicular modes of transportation, such as the installation of bicycle racks and shower facilities,

21. VDOT COMMENT:

The designations of parallel parking and on-road bike lane on a same road should be considered with great care to avoid open door zone. 10 foot parking lanes should be considered when bike lanes are also provided.

ARLINGTON COUNTY RESPONSE:

DOT will consider 7-8' parking lanes with 5-6' bike lanes.

22. VDOT COMMENT:

Providing bicycle lanes on Route 29 Lee Highway and Route 237 Washington Boulevard will improve the North access to the Metro station.

ARLINGTON COUNTY RESPONSE:

It is the intent of the plan to improve bicycle access to the station.

**CORRIDOR RECOMMENDATION COMMENTS:**

23. VDOT COMMENT:

The study recommendations on Page 67 list removal of only northbound and southbound through lanes along Sycamore Street at Lee Highway (Intersection # 12). However, removal of existing northbound and southbound right turn lanes according to Figure 8.4 and also Synchro analysis is not included in any recommendations. If this is true than it should be included in recommendations.

ARLINGTON COUNTY RESPONSE:

The comment has been noted.

24. VDOT COMMENT:

The recommendation for Intersections #17 should be revised based on the T intersection and not a full movement intersection. Or include the relocation of the apartment driveway if this intersection is intended to be a 4-legged intersection.

ARLINGTON COUNTY RESPONSE:

The comment has been noted.

25. VDOT COMMENT:

The proposed westbound left turn lane along Washington Boulevard at the Metro Parking/apartment driveway (Intersection #17) would require reducing the existing eastbound left turn lane at Sycamore Street. Also, the proposed eastbound left turn lane would need additional right of way. The eastbound left at Sycamore Street is not a heavily-used movement. The right-of-way would be provided by development of parcel M1.

ARLINGTON COUNTY RESPONSE:

The comment has been noted.

26. VDOT COMMENT:

Retiming of individual signals can be an option; however, the impact of such action should be analyzed for the entire corridor or network. It is possible that the recommended signal timing/optimization may not be functional solution due to network constraints.

ARLINGTON COUNTY RESPONSE:

The comment has been noted.

27. VDOT COMMENT:

The intersection #15 improvement "Reconfigured westbound (I-66 Off-Ramp) right-turn lane (remove free right-turn)" listed on Page 67 of the report is neither shown in Figure 8.4 nor analyzed using Synchro for their impact.



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ARLINGTON COUNTY RESPONSE:

The comment has been noted.

28. VDOT COMMENT:

Removal of dedicated right turn lanes just because the right turning volumes can be managed using through lanes is not an appropriate criterion. The existing right turn lanes recommended for removal should be checked with guidelines/standards (for example, AASHTO, HCM, and VDOT Road Design Manual) for right turn lane requirements.

ARLINGTON COUNTY RESPONSE:

Where lanes are not needed to accommodate traffic, it is Arlington's policy to use the available right of way for other uses, such as pedestrian or bicycle facilities.

29. VDOT COMMENT:

(Page 8) How does the study conclude that portions of Routes 29 and 237 will operate at improved levels of service in 2030, with traffic volume growth and no additional lanes?

ARLINGTON COUNTY RESPONSE:

The goal is to provide alternative modes of transportation and encourage travel habits and patterns such that peak hour vehicular travel remains relatively constant or decreases.

30. VDOT COMMENT:

(Page 10) The scope of work meeting was on February 2, 2010, not January 4.

ARLINGTON COUNTY RESPONSE:

The comment has been noted.

31. VDOT COMMENT:

(Page 13) The posted speed limit on Route 29 Lee Highway is 30 mph, not 25 mph.

ARLINGTON COUNTY RESPONSE:

The comment has been noted.

32. VDOT COMMENT:

Little Falls Road does not intersect Route 29 Washington Street in Falls Church; The 24,000 vpd segment cited is from Great Falls Street to the Arlington County line.

ARLINGTON COUNTY RESPONSE:

The street name has been changed.



33. VDOT COMMENT:

North Sycamore Street/Roosevelt Boulevard is not Route 237; the southerly extension of North Sycamore Street is North Roosevelt Street from 17<sup>th</sup> Street North to a half-block south of the Falls Church city limits, and then becomes Roosevelt Boulevard in Falls Church.

ARLINGTON COUNTY RESPONSE:

The comment has been noted.

34. VDOT COMMENT:

(Page 65) Parking lanes should be 8' wide on arterial streets. This is the minimum width recommended by AASHTO, and is consistent with an Arlington County survey of 100 locations that found the 85<sup>th</sup> percentile width occupied was 7' 9" from curb to mirror.

ARLINGTON COUNTY COMMENT:

Consistent with other parts of Arlington County, parking lanes will be installed at 7 – 8' within East Falls Church.

35. VDOT COMMENT:

Raised medians, if provided, should be sufficiently wide to provide both a standard-width left-turn lane and a 4' or wider pedestrian refuge.

ARLINGTON COUNTY RESPONSE:

The comment has been noted.

36. VDOT COMMENT:

(Page 66) Left turn lanes at the Metro driveway on Route 237 may not comply with the VDOT Access Management Design Standards per 24 VAC 30-72.

ARLINGTON COUNTY RESPONSE:

The comment has been noted.

37. VDOT COMMENT:

A bus layover lane and kiss-and-ride function may be detrimental to safety and traffic flow on the Route 237 bridge deck and approaches (also see page 69, comment 44).

ARLINGTON COUNTY RESPONSE:

Proper analysis and design of the bridge would take place to allow bus layover and kiss-and-ride functions to coexist safely.



38. VDOT COMMENT:

(Page 67) The southbound right turn lane at North Sycamore Street and 19<sup>th</sup> Street North is also the taxi stand area.

ARLINGTON COUNTY RESPONSE:

A taxi stand would be provided in the vicinity of the station. It could also remain in its current location with the turn lane replaced by a curb extension at the corner.

39. VDOT COMMENT:

Removal of the right turn channelization lane from the I-66 off-ramp at North Sycamore Street will require FHWA approval.

ARLINGTON COUNTY RESPONSE:

The comment has been noted.

40. VDOT COMMENT:

The Old Fairfax Drive intersection provides important access to sites located on Old Fairfax Drive. Limiting vehicular access to North Westmoreland Street will divert significant traffic through the residential neighborhoods south of those sites.

ARLINGTON COUNTY RESPONSE:

Fairfax Drive near North Westmoreland Street does not currently operate as a through street and, therefore, will not divert traffic to the residential neighborhood.

41. VDOT COMMENT:

The bicycle/pedestrian crossing serving the proposed Four Mile Run Trail would need to be located approximately 600' further southwest than the Lee Highway/Washington Boulevard/Fairfax Drive intersection.

ARLINGTON COUNTY RESPONSE:

The comment has been noted.

42. VDOT COMMENT:

(Page 68) The northbound Washington Boulevard left turn lane at 25<sup>th</sup> Street North removes vehicles from the I-66 queue. It should be neither deleted nor shortened.

ARLINGTON COUNTY RESPONSE:

The length of the left-turn lane does not appear to be needed for the traffic volumes making this movement. Further analysis would be done before shortening this lane. Furthermore, shortening the lane may help to reduce vehicular speeds and help lane channelization for the westbound on-ramp to Interstate 66.

43. VDOT COMMENT:

Realignment of the Washington Boulevard/North Westmoreland Street intersection may not be feasible due to grade constraints. The proposed left turn is unnecessary.

ARLINGTON COUNTY RESPONSE:

The realignment is intended to provide a safer pedestrian environment.

44. VDOT COMMENT:

(Page 69) Kiss-and-ride and bus drop-off facilities should not be located on the Route 237 bridge deck and approaches, where they may be detrimental to safety and traffic flow (also see page 66, comment 37).

ARLINGTON COUNTY RESPONSE:

Proper analysis and design of the bridge would take place to allow bus layover and kiss-and-ride functions to coexist safely.

**PLEASE NOTE:**

All of the VDOT Comments from the East Falls Church Draft Document dated April 28, 2010 were previously noted and used as input into the East Falls Church Area Task Force Plan.

The City of Falls Church may provide additional comments and/or responses to VDOT's comments above at a later date.