

East Falls Church (Land Use):

2050

Desired Housing Types:

- Duplexes (More duplexes instead of Mc Mansions)
- Mid-rise (under 10 stories)
- Mixed-use
- Duplexes, triplexes, quadplexes mixed with, but not replace s-family with required green space and trees
- More medium-density townhouses and duplexes to increase the density of housing near the metro and improve affordability. Recognize that having large single-family homes on large lots right next to a metro stop a few miles from DC is an unrealistic long-term plan that just benefits those who own the homes today, not the broader current and future Arlington population.
- Duplexes, triplexes, quadplexes! We need to offer smaller, more affordable housing choices for families without children. Encourage construction of off-street parking with permeable surfaces. Sidewalks should be mandatory on both sides of residential streets for ANY new construction and major remodeling.
- Accessory dwellings that allow more affordable housing for singles or empty nesters.
- Needs so much more density. Arlington got where it was with smart growth and this is the only Metro station (other than the Cemetery) where we didn't follow that. The entire EFC plan area should be 8-16 stories, transitioning down as you go east along Lee Highway
- More density in this area given the proximity to metro makes the most sense vs the majority of Lee Highway which is not very close to the metro.

Desired businesses, service and employment opportunities:

- Keep local business vibe
- Affordability for businesses
- Flex office space for tech businesses
- Job centers and employment locations for people who don't have cars
- Additional restaurants and small-scale retail and entertainment venues over existing EFC metro station
- Encourage multi-use building along major transportation routes so that it can accommodate increased populations
- Small retail along major roads like Sycamore, Washington Blvd, and Lee Highway. Prefer small local businesses that one might readily visit to buy something once a week on walk home from metro (such as restaurants, bakeries, sundries) rather than stores one might only visit once a year (appliances, furniture, auto supplies, insurance office)
- We STILL need a grocery store. We almost had one, but due to a lack of imagination (refusal to add density), we now have a CUBE SMART! If there can be planning crimes, that was one of them.
- Restaurants, small retail and small entertainment around metro

Areas that will include a mix of amenities, uses, services and businesses clustered:

- Westover
- Falls Church
- Harrison-Lee Hwy area
- Over and around EFC Metro station and parking lot
- I would like to add duplexes/triplexes/quadplexes throughout the area - the only way to increase density to accommodate the increased population while preserving/increasing the tree canopies and decreasing rain run-off.

PRIORITY ACTIONS

Land Use:

- Re-zoning for different housing types (don't price out the next generation) while retaining green space and green values

- More medium density townhouses and duplexes to increase density of housing near metro and improve affordability (having large s-family next to metro is an un-realistic long-term plan and does not benefit the broader current and future Arlington population)
- Redevelop the Metro Parking Lot within the parameters detailed in the EFC Area Plan. Build the second (and Main), west entrance to EFC Metro. Build over I-66 to create additional real estate for transit oriented development.
- EFC plan needs much more density.
- County tax incentive for those who make driveways permeable.
- Full sidewalks are needed along Van Buren Street 1900-1800 blocks. With the street used for both metro access car traffic and part of the bike path, it is not safe to walk without sidewalks, especially during am and pm rush hours.
- plant lots of trees to keep the neighborhoods green full canopy trees in the planting strips. not little poki trees but large oaks and poplars that will grow taller than the houses and shad yards and walk ways
- Pass zoning laws to accommodate duplexes/triplexes/quadplexes throughout the area.

Economic Vitality:

- Retain affordability for businesses and provide incentives to stay
- “We Work” spaces: adapt to new work model
- Local instead of chain businesses
- Need more places to eat (Go to Westover for restaurants/food trucks)
- Add multi-function/use buildings along major transportation routes.

Housing:

- Density around transportation corridors but with good design and beautification
- Accessory dwellings on single family home properties for singles, aged/disabled family member
- Should have garden style apartments just outside of the EFC Plan Area along both Lee Highway, Sycamore St., and Washington Boulevard. After that the rest of the single family should be rezoned for townhomes and triplexes.
- I would like to add duplexes/triplexes/quadplexes throughout the area to accommodate increased density as well as preserve tree canopies. Also have more pervious streets, walkways, and driveways.

Other Comments

- Vertical schools (4 stories) to accommodate more kids
- More pervious spaces
- Sustainable materials to reduce carbon footprint
- Green space and trees should be required for all new housing
- County should encourage consolidation of land for green space – require developers to fund acquisition of green space in a neighborhood in return for additional lot coverage
- Entire EFC plan should be 8-16 stories. I disagree with the suggested heights of 8-16 stories. The local roads and infrastructure can't support that density. Suggest 3-4 stories as a reasonable height for EFC plan.
- In the area within .25 mile to metro small townhouses (no more than two stories) and single family homes.

East Falls Church (Public Spaces, Transportation and Urban Design):

2050

Pleasant, safe and convenient to walk to:

- Improved metro access
- Westmoreland street businesses
- Coffee shops, restaurants, food establishments, recreational activities
- Across Lee Highway
- Restaurants, stores, Metro on either side of I-66 and Lee Highway: entails better crossing at the intersections of Lee Highway at Washington Blvd.
- Need complete sidewalks along 1800-1900 block of N Van Buren St to make it safely walkable.

Pleasant, safe and convenient to bike to:

- W&OD Trail
- Dedicated bike lanes for children to get to schools
- metro station from surrounding residential neighborhoods on new bike lanes that close gap in exiting network: crossing Sycamore St, along Washington Blvd between Sycamore St and Lee Hwy, and crossing I-66 on Lee Hwy. EFC will also be a pleasant stop for through travelers on a fully connected W&OD trail that no longer drops cyclists onto neighborhood roads

Transit will come conveniently from:

- Home to metro, food store, work, entertainment, shopping, airport
- North to south across Lee Highway
- EFC metro bus station, convenient if Western entrance added.

Neighbors will gather and interact in places like:

- Dog parks
- Libraries
- Farmers markets
- Lee Center
- Mini parks (open spaces with seating)
- Flexibility in public space use and age ranges
- new public space bridging I-66 and downtown amenities between west end of metro station and Lee Highway

PRIORITY ACTIONS

Walkability:

- Crossing Lee Highway because it is dangerous to cross the major roads
- Wider sidewalks and dedicated bike lanes on Lee Highway. More pedestrian cut-throughs to make the neighborhood street network walkable (such as connecting 23rd St. from Sycamore to Overlee Pool). Safer bike crossings on Lee Highway at Sycamore and at I-66.
- Replace the overpass (Lee Hwy over 66) with a pedestrian and bike-friendly crossing where automobile traffic is deliberately slowed. The same applies to Washington Blvd from Sycamore St. (by the metro parking lot) and Westmoreland St., with special attention to the traffic heading to Westbound 66 on ramp.
- Fill gaps to complete sidewalk in 1800-1900 blocks of N Van Buren. Not safely walkable as it is a bike and metro access car corridor.
- Improve pedestrian and bike safety on Lee Hwy between Tuckahoe Park and Overlee Pool. It is nearly impossible to cross Lee Highway as a pedestrian or cyclist in this area. Adding pedestrian walk signs to the middle of the road (as has been done on Washington Blvd) would increase safety.
- Improve pedestrian & bike safety on Lee Hwy bridge over I-66 to connect residence on north side to EFC downtown amenities and trail network on south side because sidewalks on Lee Hwy bridge narrow and in poor state of repair, with poorly timed pedestrian crossing signals that signal pedestrians to walk at same time as drivers seeking to enter I-66. It feels very dangerous to walk there in current state.

Bicycle Connections:

- Bike lanes and bikes sharing roadways: educate drivers/cyclists on what lines and colors mean
- Learn from other communities with successful bike traffic
- Because it reduces cars and increases physical activity
- Improve connection for the W&OD trail, avoiding the current crossing of busy Sycamore St and the prior route through the park that involved narrow trails. This is a major connection point of the trail and should be designed as such to promote bicycle traffic to the metro station, safely.
- Building protected bike lanes! Road diets for multi-lane roads
- Capital Bikeshare not practical for first mile/last mile commuting as dock only at metro station and a few locations in Falls Church City, nothing near housing on Arlington side

Transit Service:

- Extending metro hours
- Keeping it reasonably priced
- Adding places to park scooters
- Providing benches at stops
- Accountability for private services
- More affordable modes of travel – reduces cars, accidents and improves walkability
- Improve frequency of neighboring bus lines such as 15K so they are more dependable commuting options. 15K only runs ~once every 30 min and only in a limited time window, not late enough in evening to be an option for commute home, not early enough in AM for a commute in to work, stop locations themselves are great
- Providing first mile last mile options

Other Comments

- Reduce traffic by creating walkability
- Bridge over 66 (utilize air space of transportation corridors – get creative)
- N. Ohio Street Bridge with traffic – no striping (safety concerns)
- Access across I-66 to businesses and trail.
- Speed transition off I-66 (from traffic getting off I-66 merging with Fairfax Drive)
- Improve access to Walter Reed Elementary School for children
- Widen sidewalks and add trees to buffer sidewalks from cars along Lee Highway
- Improve crossings along Lee Highway (in particular at N. Quantico Street)
- Slow traffic along Lee Highway. Install speed control mechanisms on Lee Hwy so bicyclists and pedestrians can travel safely. Despite the 35 mph speed limits, cars and buses travel at speeds ranging from 40-55 mph routinely.
- Intersection of John Marshall and Lee Highway: This is a tough intersection and not safe for children or families to cross. Even with the police speed trap, people still travel at speeds greater than the limit and make crossing here very unsafe. Would a stop light allow for better crossing for pedestrians and bicycles as well as slow down cars on Lee Highway?
- Access to the East Falls Church Metro is poor for pedestrians from neighboring homes, unless you live along that eastern edge entrance. Trying to access the metro from Lee and Washington Blvd is putting your life in your own hands. At Lee and Fairfax Dr, I have repeated jumped on the hood of vehicles when walking home from the metro because they didn't realize there is a no turn on red sign (too dark to see it), they are looking left to turn right, and I am in the crosswalk walking home in the dark in the fall and winter. The multi-million dollar bridge being built won't help due to its significant design flaw - there are not stairs at the Lee and Fairfax intersection for someone to access the ramp if coming from Lee or from the Falls Station Condominiums. One will have to walk several hundred feet back in order to access the bridge, and with a slight walking disability, that additional walking is very hard for me. One must walk past the EFC metro if living west of it, then down steep stairs (and with a leg disability that is very hard), or walk even further around the wall to enter the station. A western

entrance is desperately needed. Otherwise, you force many Arlington residents into their cars instead of taking the metro. We need FEWER of us in cars, not more!

- The biggest "gap" separating parts of Arlington is the Lee Highway bridge over I-66. A wider right of way with bike and pedestrian friendly tree lined pathways that didn't feel exposed to a major thoroughfare and had crossings (at Wash Blvd & Fairfax Dr) that were elevated or at least didn't seem like a suicide mission would help. Wouldn't it be great for residents from the Northeast side to be able to walk 'safely' to and from a show at the State Theater or Chasin' Tails, Clare & Dons, etc?

East Falls Church (Neighborhood Identity and Building Form):

2050

Most distinctive things about neighborhood:

- Diversity (building types and people)
- Activity node will be more urban and vibrant
- Incredible green space at Tuckahoe Park and over I-66
- Farmers Markets
- Greens and single family homes
- Residential feel and parks, but with walkability to commercial centers on Lee Highway and at EFC metro

Learn or experience following things:

- Culture/art (Lee Center redone)
- Connections to nature/natural features
- Opportunities to share workspace

Learn or experience in the following ways:

- Walkability
- Shop at local businesses
- Network of green streets/pocket parks
- Safety for bicyclists
- Underground utilities (remove wires to better appreciate nature)

PRIORITY ACTIONS

- Address tree loss (plant trees); plant lots of full canopy trees that grow taller than the houses and shade yards and walkways
- Address Air B&Bs/teardowns
- Add more pervious roads/surfaces
- SG network for vehicle-to vehicle communication
- Change residential zoning
- Change zoning to incentivize redevelopment that is attractive and provides affordable housing and mixed use
- Good transit
- Address single plastic use
- Invest in Lee Center to become multi-use, multi-story, arts oriented (explore co-location of uses)
- Upzone, UGLUP, Uplift

Building height and mass transitions

Image 1

- Likes:
 - Trees, park, green space
 - Mix of old and new
 - Setback
 - Rapid transition to high-rise, high density buildings
- Dislikes:
 - High-rise
 - Monolithic color
 - Uniform façade
 - Height change from 4 to 10 stories is too abrupt
 - No outdoor furniture
 - Not enough park uses
 - Not enough variety in architectural design between buildings

- Soul-less: lack of personality and art (cookie cutter), not authentic to Arlington's roots
- This would not fit the character of the EFC neighborhood. The stepped transition height of the Crescent (Westmoreland st) does
- This brick look is all over Arlington and has a certain soullessness to it. We should connect back to Arlington's roots while also injecting some personality/art into buildings versus corporate design #54

Image 2

- Likes:
 - Architectural mix
 - Height transitions
 - Mature full canopy trees
 - Materials and colors; Varied building styles and materials – more attractive
 - Ample green/public space
 - Feels like s-family but higher density
 - Like the mix of townhouse, apartment/condo, and green space
 - If you had the density of Clarendon at EFC, this would be exactly what you would want to the east
- Dislike:
 - No outdoor furniture
 - Not enough vegetation
 - No rain garden

Image 3

- Likes:
 - Setback
 - Trees
 - Variation in height
 - Colors
- Dislike:
 - Looks too commercial (imposing)
 - Very corporate/soul-less
 - Hardscape and greenspace is not balanced, resulting in a gritty, uncomfortable feeling
 - Non permeable empty plaza is not what we want. complete waste of space that increases run-off

Ground floor uses

Image 1

- Likes:
 - Active uses
 - Wide (brick) sidewalks
 - Engaging streetscape, gets people outside to see each other, fun and funky buildings that add character
 - Outdoor seating for people watching and pet friendly
- Dislikes:
 - No bike stations
 - Outdoor seating space is too small
 - Not enough greenery and trees
 - Single uses (prefer mixed use)

Image 2

- Likes:
 - Flower boxes
 - Disguised parking garage above 1st floor
 - Adequate and attractive parking over the Orvis keeps spaces for the neighborhood.
- Dislike:

- No underground parking
- Soul-less

Image 3

- Likes:
 - Historic building
 - Brick sidewalks
 - Art
- Dislike:
 - Monotone, No beautification
 - No art
 - Chain retail