

1. Item\_0\_CACT\_Agenda\_2016\_14\_12

Documents:

[ITEM\\_0\\_CACT\\_AGENDA\\_2016\\_14\\_12.PDF](#)

2. Item\_5\_Vision\_Update\_Cover\_Memo

Documents:

[ITEM\\_5\\_VISION\\_UPDATE\\_COVER\\_MEMO.PDF](#)

3. Item\_5a\_Attachment\_1\_Chapter\_1\_Introduction\_And\_Vision V29

Documents:

[ITEM\\_5A\\_ATTACHMENT\\_1\\_CHAPTER\\_1\\_INTRODUCTION\\_AND\\_VISION V29.PDF](#)

4. Item\_5b\_Attachment\_2\_Public\_Engagement\_Reports

Documents:

[ITEM\\_5B\\_ATTACHMENT\\_2\\_PUBLIC\\_ENGAGEMENT\\_REPORTS.PDF](#)

5. Item\_6\_Annual\_Report\_1601

Documents:

[ITEM\\_6\\_ANNUAL\\_REPORT\\_1601.PDF](#)

6. Item\_7\_CACT\_2016\_Priorities\_Tracking\_Sheet

Documents:

[ITEM\\_7\\_CACT\\_2016\\_PRIORITIES\\_TRACKING\\_SHEET.PDF](#)

7. Item\_8\_NTC\_Next\_Project\_Selection

Documents:

[ITEM\\_8\\_NTC\\_NEXT\\_PROJECT\\_SELECTION.PDF](#)

8. Item\_8a\_NTC\_CASE\_SUMMARY\_SHEET

Documents:

[ITEM\\_8A\\_NTC\\_CASE\\_SUMMARY\\_SHEET.PDF](#)

9. Item\_10a\_Transportation\_Grant\_Application\_Schedule\_Memo

Documents:

[ITEM\\_10A\\_TRANSPORTATION\\_GRANT\\_APPLICATION\\_SCHEDULE\\_MEMO.PDF](#)

10. Item\_10b\_Transportation\_Grants\_Project\_Schedule

Documents:

[ITEM\\_10B\\_TRANSPORTATION\\_GRANTS\\_PROJECT\\_SCHEDULE.PDF](#)

11. Item\_10c\_TransportationCIPAndGrants\_2\_SlateOfGrantApplications

Documents:

[ITEM\\_10C\\_TRANSPORTATIONCIPANDGRANTS\\_2\\_SLATEOFGRANTAPPLICATIONS.PDF](#)

**AGENDA**  
**CITIZENS ADVISORY COMMITTEE ON TRANSPORTATION**  
**Wednesday, December 14, 2016**  
**7:00 pm**  
**City Hall, Dogwood Training Room**  
**300 Park Avenue, Falls Church, VA 22046**

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1. **Public Comment** (7:00-7:05)
2. **ACTION ITEM:** Approval of November 2016 Minutes (Minutes will be distributed at the meeting) (7:05-7:10)
3. **Committee Members Reports:** (7:10-7:30)
4. **Staff Report** (7:30-7:45)
5. **DISCUSSION ITEM:** Falls Church 2040 – Introduction and Vision Chapter of the City’s Comprehensive Plan (7:45-8:15)
6. **DISCUSSION ITEM:** CACT Annual Report to Council for 2016 (8:15-8:45)
7. **DISCUSSION ITEM:** CACT Priority Tracking sheet- Priorities for 2017 (8:45-8:50)
8. **ACTION ITEM: Neighborhood Traffic Calming**-Selection of Next NTC Project (8:50-9:15)
9. **INFORMATION ITEM: Walkability Survey**-Presentation of Preliminary Results (9:15-9:45)

**Correspondence:**

-Transportation Grant Application Information and Schedule



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**Please Do Not Remove**  
**Posted December 9, 2016**



# CITY OF FALLS CHURCH

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**DATE:** November 22, 2016

**TO:** Board and Commission Liaisons

**FROM:** Paul Stoddard, AICP, Principal Planner  
Shelley Mastran, Planning Consultant

**SUBJECT:** Visioning Update

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## Request

City staff is continuing to engage the public in a visioning process and to update the Vision Chapter of the City's Comprehensive Plan. At a work session on November 21, 2016, City staff received concurrence from Council to distribute the draft Vision Statement and Vision Chapter to Boards and Commissions for review and comment.

Please distribute the attached draft vision chapter to your Board or Commission members and schedule the item for review so that comments can be returned by January 23, 2017 (and sooner, if possible). Returning comments by that date will ensure that feedback can be incorporated into the draft chapter before the Planning Commission and Council take action.

## Feedback

Boards and Commissions are free to comment on any portion of the draft chapter. The following questions are provided to draw attention to particular aspects of the draft.

1. Do the draft Vision and Core Values (pp. 14-15) capture the interests of your group?
2. Can the draft Community Indicators (pp. 16-17) meaningfully track progress on the interests of your group?
3. What's missing in the draft materials?

## 1. Project Scope – What is Visioning?

Visioning is the process a community undergoes to discuss what it wants to be and look like in the next 20 to 25 years. Visioning engages the public in conversations about values and principles that will help shape the community in the future. Through visioning, a community states succinctly what it wants to be and articulates the values around which to structure its future.

The City is undertaking a visioning process at this time as part of the ongoing review and update of the City's Comprehensive Plan. Virginia law requires comprehensive plans to be reviewed and updated every five years. The City of Falls Church is working through the updates chapter by chapter. Most

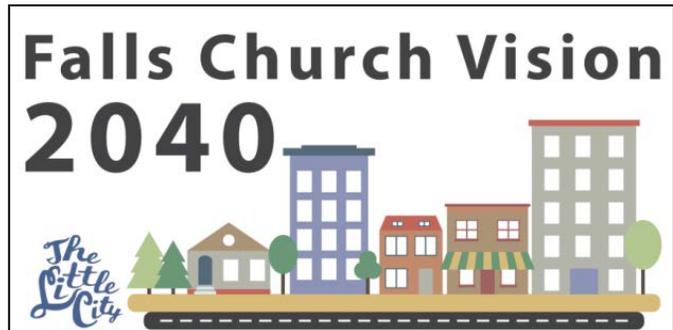
recently, the City adopted Mobility for all Modes (2014) and Parks for People (2015), updates replacements for the Transportation Chapter and Parks, Open Space, and Recreation Chapter, respectively.

The visioning process will help staff draft the revised Vision Chapter of the Comprehensive Plan. The visioning process and the updated Vision Chapter will provide an overarching set of principles to guide future planning efforts and provide a compass for identifying priority investments.

### **What makes a good vision statement?**

A good vision statement is a concise statement of what kind of place a community wants to be. Borrowing from Berke, et. al. in their classic *Urban Land Use Planning* text, a vision statement should include the following:

- Broadly held public values,
- Matters of concern that are widely agreed upon,
- Major assets of the community,
- Trends that can potentially impact the future of the community, and
- A vision of what the community wants to become.



## 2. Public Engagement – Building an Inclusive Vision

The Comprehensive Plan belongs to all members of the community. As such, City staff is committed to involving the public in updating the City’s Vision statement. To date, City staff has used numerous tools to involve the community. Through these tools, approximately 918 people have participated in the visioning effort (see table below).

Summary and detailed reports for all of the public engagement events are attached and available on the project webpage, [www.fallschurchva.gov/vision](http://www.fallschurchva.gov/vision).

Event	# of Participants	Date	Format
Community Meeting #1	80	June 18, 2016	Presentations, facilitated discussions, dot voting on vision principles and activity centers
School Town Hall	125	June 17, 2016 and 20, 2016	Presentations, speakers, and open facilitated discussion
4 Pop-Ups, Building the Vision	129	August 6, 17, 24, and 31, 2016	Dot voting on easels set up at locations throughout the City
Survey	472	August 1 through September 9, 2016	Eleven questions and collection of comments
Community Meeting #2	51	October 1, 2016	Presentations, discussions, dot voting, and post-it notes with comments
Pop-Up, Reviewing the Vision	61	November 5, 2016	Dot voting on easel set up at the Farmers Market
<b>Total</b>	<b>918</b>		

Table 1: Participation in visioning public engagement events

### Planning Context

Updating the City’s vision statement is not a “blank slate” exercise. Planning happens within the context of the City’s history as well as regional and national trends. That being the case, the vision process seeks to blend three streams of information – (1) public input, (2) existing City plans and policies, and (3) best practices.

### Balancing Inputs

Since planning involves multiple streams of information, selecting the right level of public engagement is important for balancing those inputs. Through this effort, staff is working directly with the public to (1) understand concerns and aspirations, (2) incorporate that information into the updated vision statement and principles, and (3) regularly report on how public feedback is being incorporated.

### 3. Reviewing the Draft Vision Chapter

The draft vision chapter (attached) provides a historical summary of planning and development in the City and lays out a vision for the future of the City. The chapter is broken down into the following components:

1. Legal Authority for Comprehensive Planning
2. Development History in the City
3. Geography of the City
4. Planning the City: Past, Present, and Future
5. The Planning Process
6. Vision Statement and Core Values
7. Community Indicators
8. How to Use this Plan

The key policy pieces of the draft chapter are the (1) vision statement, (2) principles, and (3) community indicators.

#### Vision Statement

The draft vision statement is a product of the public engagement process. Staff developed the statement by reviewing input from the public engagement process (see above) and mapping that input onto the framework of what makes a good vision statement (see above). The draft vision statement reads:

*In the year 2040, the City of Falls Church is a vibrant, walkable, safe, small city in Northern Virginia. Falls Church keeps pace with regional growth, while strengthening its identity as a special place. The City invests in its schools, neighborhoods, and natural environment. The City celebrates its history, community character, and cultural diversity. A growing population and economy and the continual rejuvenation of commercial areas support the City's high quality of life.*

#### Principles

The draft vision statement is supported by a set of principles. Whereas a vision statement describes what a community wants to be, the principles describe the supporting pieces that make that vision possible. The draft principles included in the plan are:

- Community Character/Urban Form
- Economic Sustainability
- Education
- Efficient Transportation
- Environmental Sustainability
- Housing/Diversity and Social Sustainability
- Public Health and Safety
- Good and Responsive Governance

## **Community Indicators**

Community Indicators track progress against adopted goals. Community Indicators are numerical measures that can be used to track progress. Regular Community Indicator reports allow the City to periodically revisit its adopted goals and assess progress against them. A handful of indicators for each principle could be identified to monitor progress. For example, monitoring the percentage of streetscape-matching adopted design guidelines, the jobs/housing balance, and the high school graduation rate can measure success against the principles of Community Character, Economic Sustainability, and Education respectively.

The draft chapter includes several draft indicators for each principle. City staff will prepare a brief report every 2 years to track the draft indicators. Staff will present the report to the City Council and the Planning Commission and post it on the City's website.

## **4. List of Attachments**

1. Draft Vision Chapter
2. Public Engagement Reports

# FALLS CHURCH 2040

## *Introduction and Vision Chapter of the City's Comprehensive Plan*

*Adopted xxx, xx, xxxx*

### **Falls Church Vision 2040**



## **The Comprehensive Plan**

A Comprehensive Plan is a policy mechanism that allows a community to guide growth and development in a coordinated manner that is consistent with the aspirations and visions of the community. The Plan aims to promote efficient growth and sustainable development. It is a long-range plan covering a period of 20 to 30 years; however, many of the strategies contained within this Plan may be targeted for implementation much sooner. In Falls Church, the Plan is also updated through the preparation of Small Area Plans.

A Comprehensive Plan considers a community's existing and future needs for dwellings, commerce, industry, public and semi-public facilities, environmental protection, energy efficiency, historic preservation, transportation, parks and recreation, and social and economic sustainability.

## **Legal Basis for Planning**

Section 15.2-2223 of the Virginia Code requires all localities to prepare a Comprehensive Plan. As outlined in Section 15.2-2230 of Virginia Code and pursuant to the Falls Church Charter, Chapter 17 Planning, Zoning and Subdivision, the Planning Commission is responsible for preparing and recommending the City's Comprehensive Plan.

## **Legal Impacts of Plan**

The Comprehensive Plan lays out a blueprint for future development and change. It informs land use, controls infrastructure, and guides public investment.

The Comprehensive Plan recommends future land use, assigning various uses (e.g., residential, commercial, mixed use) to particular areas of the City, which are reflected in a Future Land Use Map. The Zoning Ordinance codifies land development by providing requirements and constraints on different uses. The Zoning Ordinance should conform to the land use plan.

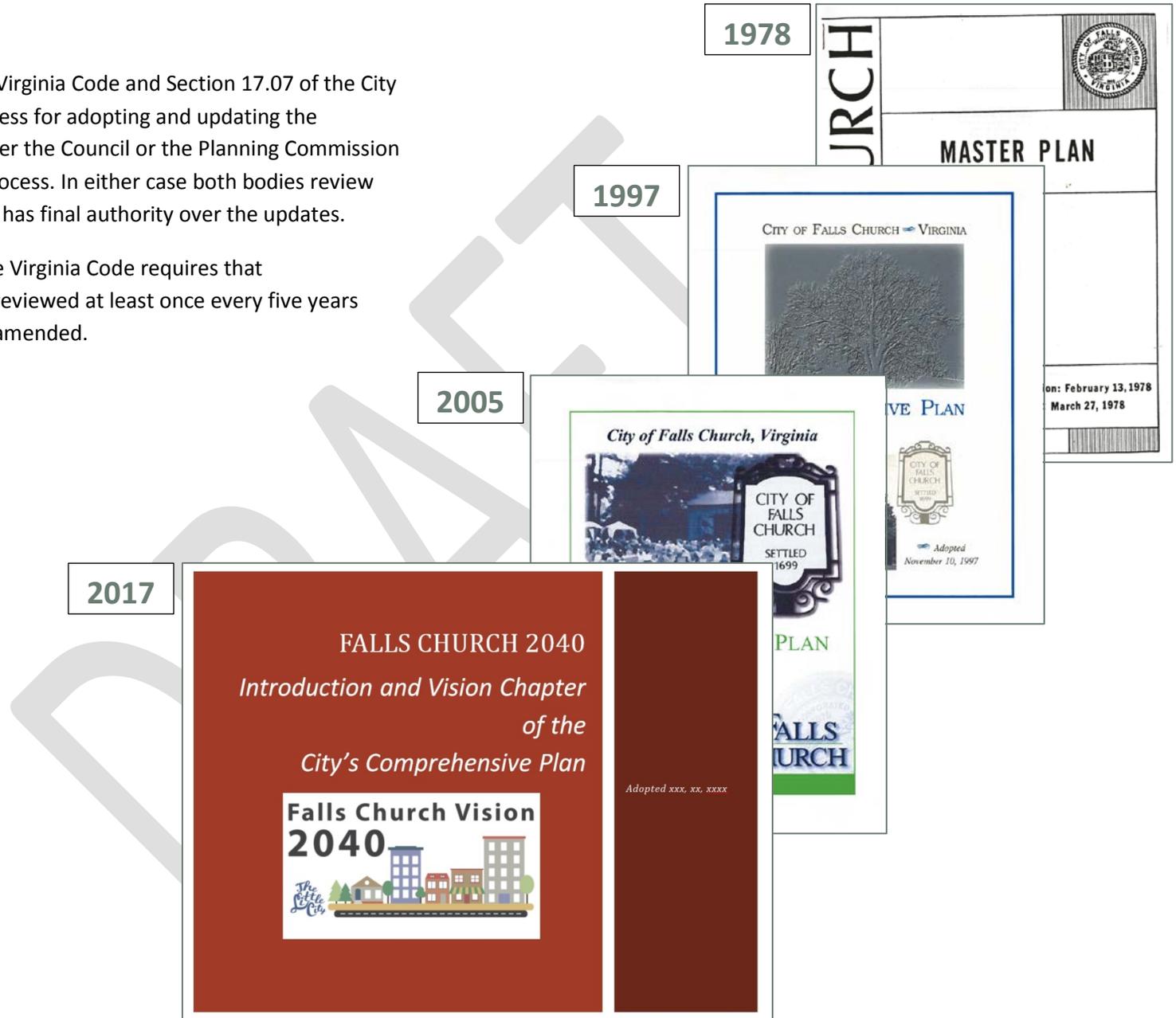
The Comprehensive Plan specifies and controls the location of public infrastructure. Section 2232 of the Virginia Code and Section 17.07 of the City Charter requires that after adoption of the Plan, no street or street extension, square, park or other public way, ground, open space, school, public building or structure, or public utility facility (except railroad facility or underground natural gas or electric distribution facility) shall be constructed or authorized unless and until the general location, character and extent thereof has been approved by the Planning Commission, as being in conformance with the Comprehensive Plan.

Because of these restrictions on infrastructure location and character, the Comprehensive Plan guides development of the City's five-year Capital Improvement Plan (CIP) and, thus, public investment.

## Updating the Plan

Section 15.2-2229 of the Virginia Code and Section 17.07 of the City Charter describe the process for adopting and updating the Comprehensive Plan. Either the Council or the Planning Commission can initiate the update process. In either case both bodies review the plans and the Council has final authority over the updates.

Section 15.2 – 2230 of the Virginia Code requires that comprehensive plans be reviewed at least once every five years and, where appropriate, amended.



## Development History

The City of Falls Church has gone through several distinct development eras, described below.

### 1699 – European Settlement

The City's roots go back to its settlement in 1699 when this area was an early colonial establishment shared with native Indians. The center of the community and its namesake was The Falls Church (Episcopal), attended by both President George Washington and Virginia statesman George Mason. It was built in 1734 and remains important in the City's landscape today.



Figure 1: An early photo of The Falls Church during the Civil War.

### 1800s – Population Growth

Growth in the township and the surrounding area occurred as the result of the community's strategic location just seven miles from the District of Columbia. The Leesburg Turnpike (today's Leesburg Pike/Route 7) was built to bring commerce from Leesburg to the port of Alexandria. In 1860 the Alexandria, Loudoun, and Hampshire

(later the Washington and Old Dominion) Railroad brought rail service to Falls Church, connecting it to Alexandria and Leesburg. After the Civil War, a direct rail link to Washington, D.C., attracted numerous new residents who found the tranquil village a welcome relief from the bustle of the nation's capital. Trolley services came to the town in the early twentieth century.



Figure 2: The West Falls Church train station ca. 1900.

### 1950s–1990s – Post-WWII Suburban Development

Falls Church became a city in 1948. In the years following World War II, Falls Church's cohesiveness and character were increasingly impacted by the Northern Virginia building boom and the advent of automobile-related commercial development. During the 1950s Northern Virginia experienced a dramatic increase in suburban growth, both residential and commercial. Commercial development also began to take shape in the form of "strip commercial", or

commercial development occurring in narrow bands along major roadways. Development in Falls Church followed these trends.

The area's highways were being constructed to provide convenient transportation within the region and especially to the District of Columbia, the region's largest employment center. During the 1970s and 1980s the City of Falls Church continued to experience small amounts of residential and commercial growth, but this growth was limited by the amount of available vacant land. This level of growth became even smaller during the 1990s as the number of vacant parcels declined.



Figure 3: Tyler Gardens, now Winter Hill, under construction along West Broad Street in the 1940's.



Figure 4: An aerial view of the commercial corridor, facing east along West Broad Street, in the 1970's.

### **2000s and Beyond - Mixed Use**

A substantial number of redevelopment projects have occurred in the City during the last 15 years. Falls Church has benefited from an unprecedented wave of new development and investment that has occurred along its primary commercial corridors (N. and S. Washington Street and W. Broad Street) over the past decade: primarily mixed use, with office, retail, and residential in the same development complex on underutilized infill sites.



Figure 5: 301 West Broad Street opened in 2016, the largest mixed-use project in the City at the time.

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## Geography of the City

Falls Church is an independent city located approximately seven miles west of the nation's capital. This proximity has been a major influence on its development. Falls Church is small in area (2.3 square miles) and population (approximately 13,900 as of the 2015 Census estimate); its center remains at the junction of Route 7 (Broad Street) and Route 29 (Washington Street/Lee Highway). The City is bounded by Arlington County and Fairfax County and is roughly equidistant from the major commercial centers of Ballston in Arlington County and Tysons in Fairfax County.

In January 2014, the City boundary with Fairfax County was adjusted to include the property yard and approximately 34.62 acres of land. The area included was the joint George Mason High School / Mary Ellen Henderson Middle School Campus. With this change, the City now owns and has legal jurisdiction over the entire site. By agreement with Fairfax County, up to 30 percent of the land can be used for new commercial development.

The City is serviced by several major transportation links, including I-66, the East and West Falls Church Metro Stations, and the W&OD Trail. I-66 connects the City to the Rosslyn-Ballston Corridor, Washington, D.C. and the Capital Beltway. The East and West Falls Church Metro Stations provide connections to the Metro Orange Line and Silver Line, which run through the Rosslyn-Ballston Corridor, Washington, D.C., Tysons, and Reston. The W&OD Trail is the spine of the region's bike network and provides connection to many surrounding communities.

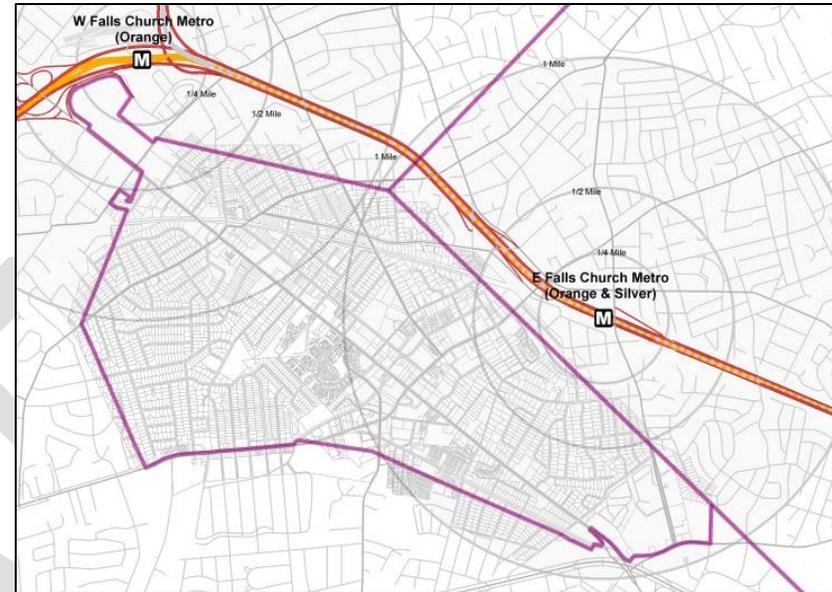


Figure 6: The City of Falls Church.

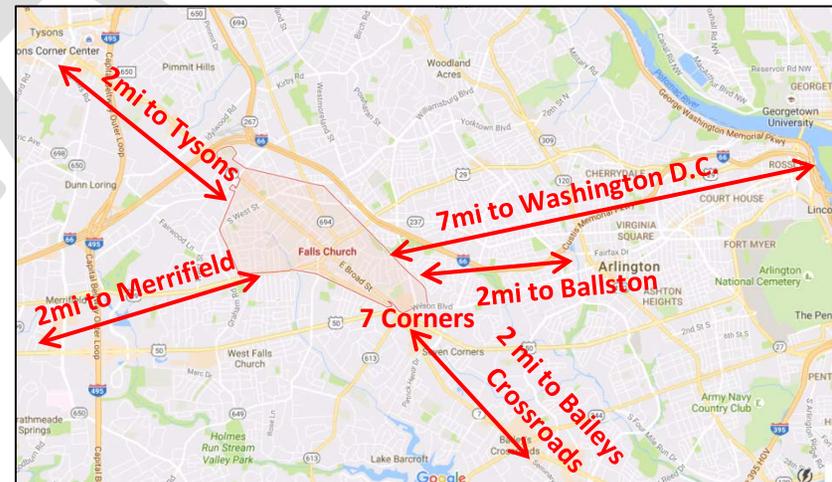


Figure 7: Regional map showing the City of Falls Church in relation to the region.

## Planning the City: Past, Present, and Future

### Planning Past

In 1934 Fairfax County, including a portion of what would become the City of Falls Church, adopted a zoning ordinance pursuant to the laws of the Commonwealth of Virginia. Master Plans were subsequently adopted by the City in 1947, 1959, 1978, 1988, 1997, and 2005. The 1947 and 1959 Master Plans were comprised of a series of maps with no text, whereas the 1978 and 1988 Plans contained limited text including primary and secondary policy objectives and brief descriptions of programs and activities to achieve those objectives. The 1997 and 2005 Comprehensive Plans went into much greater detail about existing conditions within the City. These plans were also the first to cover topic areas such as historic preservation and community character.

Prior to 2000, a number of planning-related studies have been completed by City staff and consultants.

#### 1980s

- Draft Master Plan Review: Land Uses in the City's Business Areas, October 1984 (Planning Department)
- North Washington Street Corridor Special Strategy Area Report, Phase I, January 1986 (Planning Department)
- East Falls Church Land Use Study, January, 1986 (Arlington County Department of Community Affairs, Housing and Community Development Division, Planning Section)
- The Arlington-Falls Church Ad-Hoc Planning Committee, Final Report, June 1987

- South Washington Street Corridor Special Strategy Area Report, Phase I, July 1987 (Planning Department)
- Central Business District Special Strategy Area Report, Phase I, October 1988 (Planning Department)

#### 1990s

- Fiscal Year 91-92 Master Plan Review: Status Report on Implementation of the Master Plan (Planning Department)
- Building the Vision: The Washington Street Corridor, January 1991 (Hyett-Palma, Inc.)
- The Future of the City: Genesis for Progress in Falls Church - North Washington Street, March 1993 (The Falls Church Village Preservation and Improvement Society)
- Redevelopment in Falls Church: Four Illustrative Opportunities, November, 1997 (David Holmes and Larry Keller)

### Planning Present and Recent Past

Comprehensive planning is an ongoing effort. This Comprehensive Plan builds on prior comprehensive plans prepared by the City as well as the Small Area Plans, Master Plans, and other planning documents that have been developed.

#### Ongoing Review and Update of the Comprehensive Plan

Planning in the City is constantly evolving with changing community preferences and regional conditions. To keep pace with these changes, the City is updating its Comprehensive Plan on an ongoing, chapter-by-chapter basis. Most recently, the following chapters have been updated

- Chapter 6, Transportation, “Mobility for All Modes” (adopted 2014)
- Chapter 7, Parks, Open Space, and Recreation, “Parks for People” (adopted 2015).

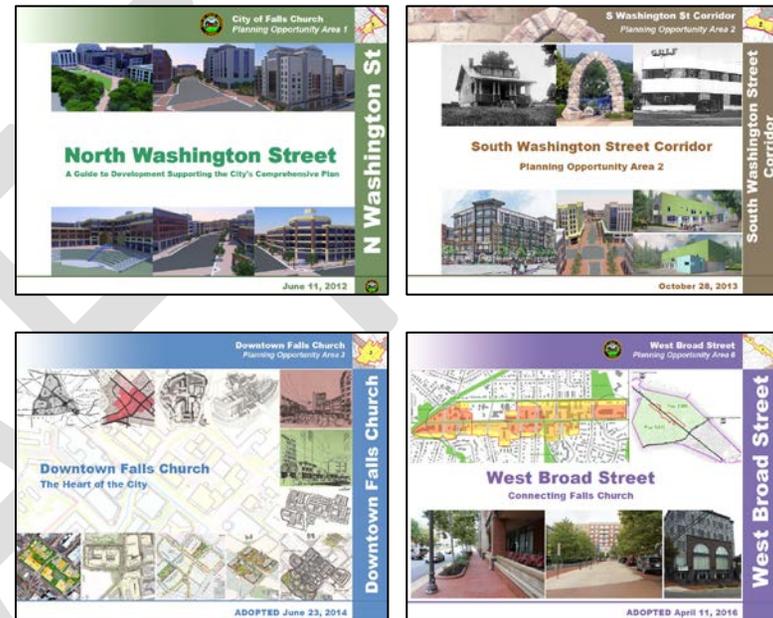


### Small Area Plans

The Comprehensive Plan defines several Planning Opportunity Areas (POAs) that are appropriate for additional development or redevelopment. Economic analysis has shown these areas to be critical to the City’s economic sustainability. Accordingly, Small Area Plans have been developed for several of the POAs.

Since 2012, the following Small Area Plans have been adopted:

- North Washington Street Small Area Plan – 2012
- South Washington Street Small Area Plan – 2013
- Downtown Opportunity Area Plan – 2014
- West Broad Street Small Area Plan – 2015

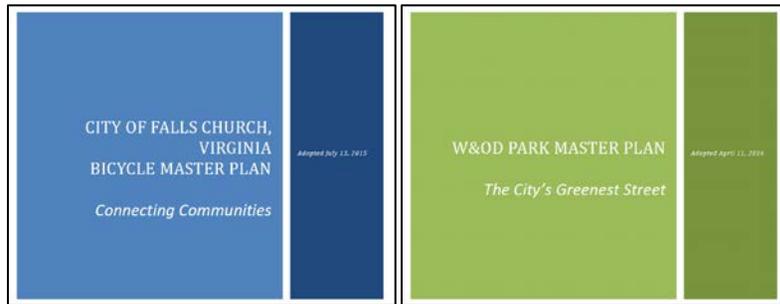
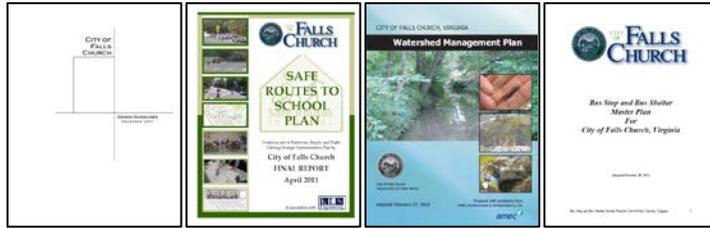


### Master Plans

In addition, the City has recently adopted a series of Master Plans. Master Plans focus on specific topic areas and are functional in nature. Like Small Area Plans, they supplement the Comprehensive Plan. A number of them have focused on issues of enhanced mobility. Recently adopted Master Plans include:

- Design Guidelines – 2001
- Safe Routes to School Plan – 2011
- City Council’s Strategic Plan – 2012
- Watershed Management Plan - 2012

- Bus Stop and Bus Shelter Master Plan – 2013
- Bicycle Master Plan: *Connecting Communities* – 2015
- W&OD Master Plan: *The City's Greenest Street* – 2016



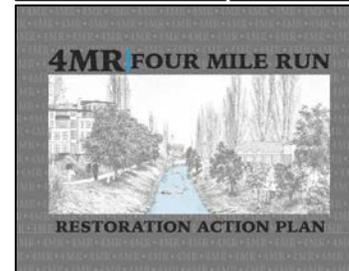
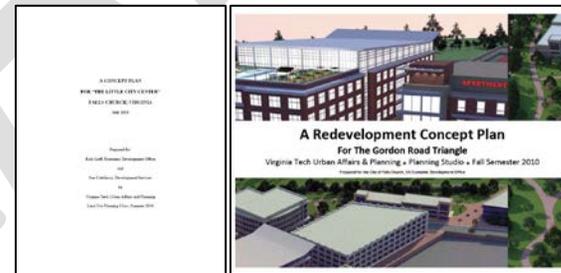
### Virginia Tech Partnership

The City has benefited tremendously from ongoing collaboration with Virginia Tech, specifically the Urban Affairs and Planning program satellite campus in Old Town Alexandria. Through class studio projects and individual student capstone projects, the City has been introduced to the latest developments in urban planning. Additionally, several students from that program have worked as interns for the City and/or been hired by the City as full time staff.

Student studies help the City benefit from the latest thinking in urban planning. The studies themselves are not adopted policies,

but they often inform City planning efforts. Recent studies and reports include the following:

- Eastern Gateway (2009)
- West Jefferson Street (2010)
- Little City Center (2010)
- Gordon Road Triangle (2010)
- Four Mile Run Action Plan (2015)



## Other Studies and Reports

The City benefits from special studies and reports performed by industry experts and in-house staff. Like the student studies, these efforts inform city planning efforts. Recent studies and reports include:

- Falls Church City Center Strategic Plan, February. 2002. Street-Works.
- Transit-Oriented Design within and Beyond the Quarter Mile. 2013. MWCOG Transportation and Land Use Connection (TLC).
- Park Avenue: A Civic Great Street. 2015. In-house staff.
- Development Analysis and Opportunities for Falls Church. 2015. Urban Land Institute Technical Assistance Panel (ULI TAP).



## Planning Future

City staff will continue to update the Comprehensive Plan through chapter revisions and Small Area Plans. This Vision chapter is a revision. As of this chapter's adoption, other chapters remaining to be updated include: Demographics; Community Character, Appearance, and Design; Land Use and Economic Development; Natural Resources and Environment; Community Facilities, Public Utilities, and Government Services; Historic Preservation; and Housing.

Small Area Plans remaining to be completed include: East End; West End; Gordon Road Triangle; and the School Property.

## The Planning Process

City Council, Planning Commission, and staff are committed to engaging the public in the planning process and developing plans and policies that serve the public interest.

For this Vision Chapter, the public involvement process included two public meetings, a public survey, and ad hoc “pop-up” events throughout the City. The draft chapter was circulated to City staff and City Boards and Commissions.

Development of Small Area Plans, Master Plans, and other planning documents involves substantial public involvement, including public meetings, meetings with City Boards and Commissions and City staff, and in some cases public surveys. All of these have helped to inform the City’s vision of the future as well as this Comprehensive Plan.

In addition to community feedback, the City’s vision is informed by an understanding of regional trends and best practices in planning.



Figure 8: Community Meeting on June 18, 2016



Figure 9: Community Meeting on October 1, 2016

## Gathering Input and Feedback

Through a variety of planning events and public engagement tools, City staff collected feedback from hundreds of people. The below chart summarizes the events held and the number of participants in each event.

Through the events, people provided feedback on what they value most, what they are concerned about, what changes they would like to see, and what aspects of the City they would like to see preserved. All of the feedback received was used to develop the City’s vision statement and core values. The pictures on this page summarize some of the inputs received.

Event	# of Participants	Date
Community Meeting #1	80	June 18, 2016
School Town Hall	125	June 17 and 20, 2016
4 Pop-Ups on Building the Vision	129	August 6, 17, 24, and 31, 2016
Survey	472	August 1 through September 9, 2016
Community Meeting #2	51	October 1, 2016
Pop-Up on Reviewing the Vision	61	November 5, 2016
<b>Total</b>	<b>918</b>	

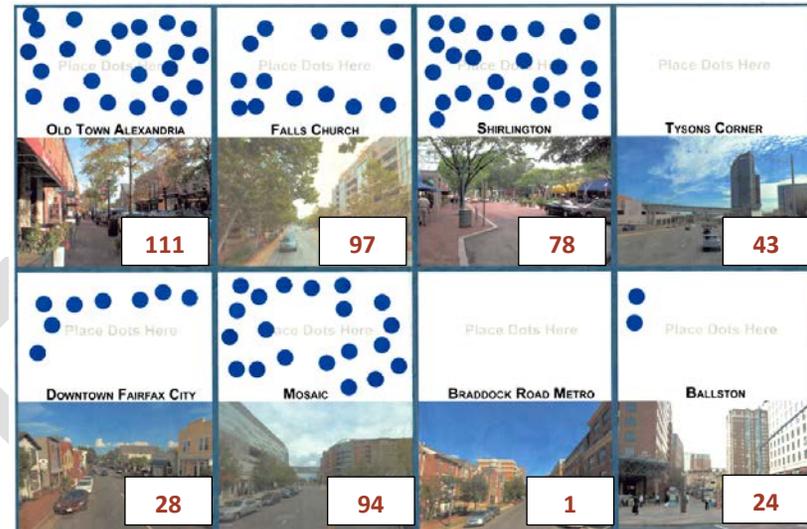


Figure 10: Dot-Voting Results from the June 18, 2016 Community Meeting. Numbers on photos represent total dots placed across all meetings. Each participant was asked to place 3 dots. Approximately 160 people participated.

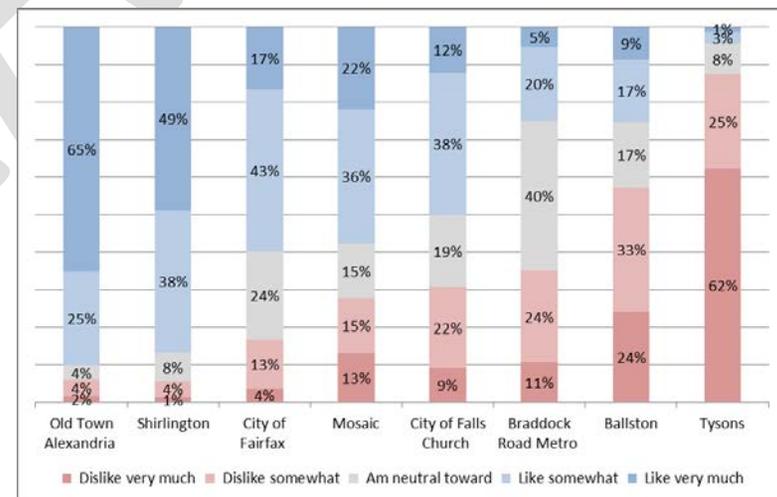


Figure 11: Results from the online survey. A total of 472 responses were received.

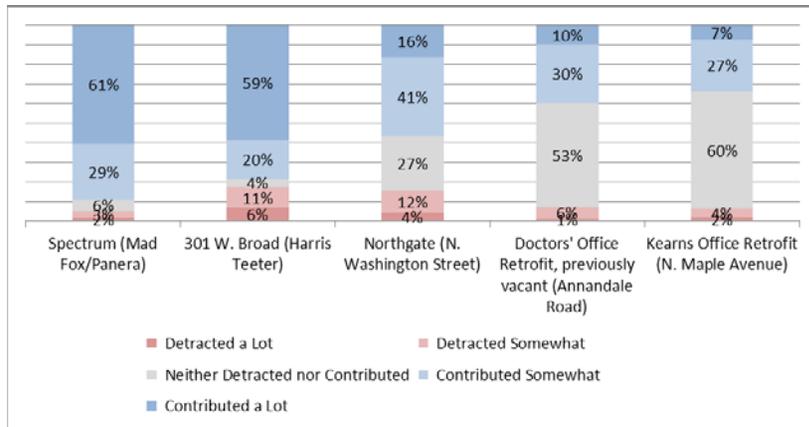


Figure 12: Results from the online survey showed strong support for recently completed projects. Text comments on the survey expressed concern for the future look and feel of the City.

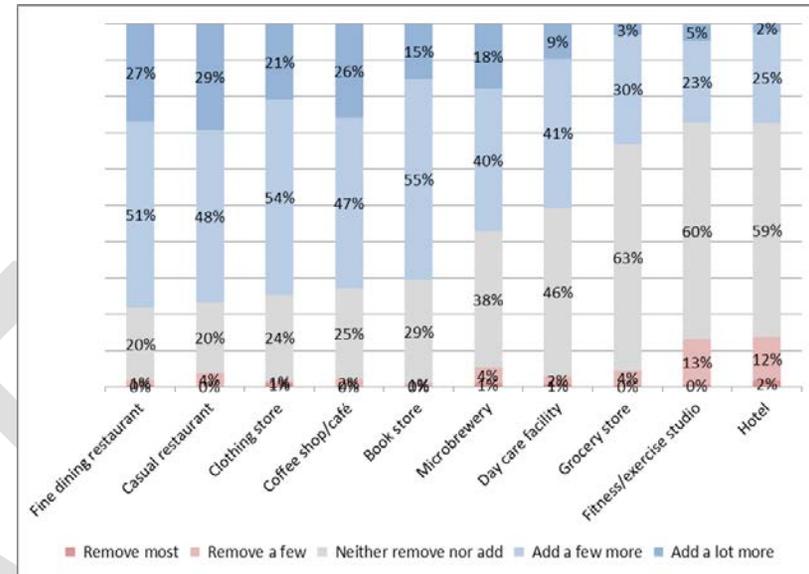


Figure 13: Results from the online survey revealed broad desire for more retail options.

## Vision and Core Values

The Vision Statement for the City Falls Church is as follows:

*In the year 2040, the City of Falls Church is a vibrant, walkable, safe, small city in Northern Virginia. Falls Church keeps pace with regional growth, while strengthening its identity as a special place. The City invests in its schools, neighborhoods, and natural environment. The City celebrates its history, community character, and cultural diversity. A growing population and economy and the continual rejuvenation of commercial areas support the City's high quality of life.*

Inherent in this Vision Statement is a set of core values that embody what the City of Falls Church is striving to achieve over the next 20 years. These values include:



### Community Character/Urban Form

- Vibrant and thriving place
- Community involvement and spirit
- Attractive balance of uses
- Cohesive architecture and urban design
- Historic preservation
- Revitalization districts as focal points
- Human scale and pedestrian orientation
- Mixed use through redevelopment
- Substantial investment in the arts



### Economic Sustainability

- Flourishing commercial base
- Regional attractions
- Office, shops, restaurants clustered
- Public-private collaboration
- Business development
- Skilled labor force
- Public gathering places for cultural events
- Tourism economy



### Education

- High quality public facilities
- Continued academic excellence
- Focus for social and cultural activities
- Higher education services and resources
- Drawing new ideas from the region
- City library an integral component



### Efficient Transportation

- High accessibility across City
- Public and private transportation alternatives
- Linkage via public transit, paths, and bikeways
- Improved air quality

- Regional cooperation and regional solutions



### **Environmental Sustainability**

- Protection, preservation, and restoration
- Trees as a valued resource
- Development that respects natural topography
- Stream restoration and improved water quality
- Network of trails and greenways
- Active recreation and sports planning
- Energy efficiency



### **Diversity/Housing and Social Sustainability**

- Wide range of family types, cultures and generations
- Ethnic and cultural diversity
- Diverse housing stock for all income levels
- New housing harmonious in scale to existing neighborhoods



### **Public Health and Safety**

- Ample opportunities for physical activity
- Access to fresh, local foods
- Low crime rates
- Responsive police force
- Access to quality health care



### **Good and Responsive Governance**

- Fiscal responsibility
- Accessible and responsive public servants
- Lots of volunteer opportunities
- Openness and transparency

## **Community Indicators**

Community Indicators track progress against adopted goals. Regular Community Indicators reports allow the City to periodically revisit its adopted goals and assess progress against them.

The following indicators will be used to track progress against the City's vision principles. City staff will prepare a report every 2 years. Staff will present the report to the City Council and the Planning Commission and post it on the City's website.

### **Community Character/Urban Form**

- Mixed use development (%)
- Dedicated City funding for the arts
- Attendance at arts/cultural events
- Historic buildings rehabilitated
- Percent of streetscape matching design guidelines

### **Economic Sustainability**

- Job/housing balance (ratio of jobs to people)
- Employment rate
- Commercial tax revenue
- Net number of companies moving to the City
- New businesses started (per capita)

### **Education**

- High school graduation rate
- Standardized test scores
- Performance of ESL/minority students
- Residents with undergraduate and graduate degrees (%)

### **Efficient Transportation**

- Transit ridership (Journey to Work or COG data)
- Percent of bicycle network completed
- Sidewalks (linear miles)
- Number of BikeShare stations

### **Environmental Sustainability**

- Parks and open space (acres or acres per capita)
- Water quality (e.g., fecal coliform counts)
- Tree canopy coverage
- Development within the 100-year floodplain
- GHG emissions
- Percent of houses using alternative energy
- Number of green buildings

### **Diversity/Housing and Social Sustainability**

- Median housing values
- Median rent
- Percent non-white
- Percent of households with children

### **Public Health and Safety**

- Percent of residents overweight or obese
- Acres of community garden plots
- Crime rate
- Homeless count

### **Good and Responsive Governance**

- Variance between budgeted and actual expenses
- Available debt capacity

- Number of Board and Commission seats vacant for more than six months

DRAFT

## **How to Use This Plan**

This Comprehensive Plan, along with other adopted policy documents, is meant to be used to achieve the overall vision for the City's future. It is the official policy guide for decisions related to public and private investment and is used to evaluate applications for development projects. It is a guide for decision makers to determine what is best for the City's physical and social fabric, including its economy, natural resources, public facilities, transportation network, historic resources, housing, and the use of land.

## **Plan Structure**

The Comprehensive Plan is organized by chapters, which pertain to different subject areas. These topics include community character, land use and economic development, transportation, parks, open space and recreation, historic preservation, and housing, among other important aspects of the City's development and redevelopment.

This vision chapter is the first chapter of the plan. This chapter lays out the overarching vision for the City over the next 20 to 25 years and puts forth the principal values behind that vision. The chapter is followed by a series of interrelated chapters that examine various topics. Goals, strategies, and objectives in subsequent chapters should reinforce and support the vision and principles defined in this chapter.

# Falls Church Vision 2040



## Public Engagement Report Updated November 16, 2016

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### The Process

To date, approximately 918 community members have participated in the following public engagement events:

- |  |                         |
|--|-------------------------|
| 1. Community Meeting #1, public kickoff                      | June 18, 2016           |
| 2. Town Hall meetings with George Mason High School students | June 17 & 20, 2016      |
| 3. Four Pop-up meetings to identify community values         | August, 2016            |
| 4. Community Survey  | August & September 2016 |
| 5. Community Meeting #2, reviewing the draft materials       | October 1, 2016         |
| 6. Pop-Up meeting to review draft vision statement           | November 5, 2016        |

Note that this figure may double count people that participated in multiple events. Most were Falls Church residents, but those who were visiting also have a stake in the City; they work, shop, dine, and/or do business here. Most participants were between the ages of 35 and 55, but high school students as well as the elderly weighed in. The demographics of the 472 survey respondents roughly parallel the demographics of the City as a whole, although disproportionately more women responded.

### The Takeaways

The major takeaways from the public engagement process are as follows:

#### **Community Character**

- Although individual comments speak negatively of recent development and larger buildings in the City, the overwhelming majority of participants think that the Spectrum and Harris Teeter have contributed positively to community character.
- Participants value the small-city character of Falls Church and want to enhance it. They prefer places like Old Town Alexandria and Shirlington, and do not like Tysons Corner and Ballston.
- Participants would like to see more activities, including:
  1. Restaurants – including fine dining, casual dining, and cafés
  2. Shops and specialties – including clothing, breweries, book stores
  3. Gathering places – including swimming pools, a museum, and an ice rink

#### **Investments and Values**

- The environment in general and parks in particular are deemed important assets. Recent City Park investments scored very well as did investments in the W&OD Trail

- Quality education is highly valued
- Participants want to see more investments in walkability, including pedestrian access, centralized parking, neighborhood traffic calming, and Safe Routes to School

## **The Draft Vision Statement and Draft Principles**

Staff continues to update the draft vision statement and principles as additional feedback is received.

The latest draft vision statement was presented at a Pop-Up Meeting on November 5<sup>th</sup> at the Farmers Market.

Approximately 50 percent of participants strongly agreed with the draft statement, and an additional 25 percent agreed.

## **Participation by Event**

The table below provides summary information for the events, including the number of participants, the date(s), and the format.

<b>Event</b>	<b># of Participants</b>	<b>Date</b>	<b>Format</b>
Community Meeting #1	80	June 18, 2016	Presentations, facilitated discussions, dot voting on vision principles and activity centers
School Town Hall	125	June 17, 2016 and 20, 2016	Presentations, speakers, and open facilitated discussion
4 Pop-Ups	129	August 6, 17, 24, and 31, 2016	Dot voting on easels set up at locations throughout the City
Survey	472	August 1 through September 9, 2016	Eleven questions and collection of comments
Community Meeting #2	51	October 1, 2016	Presentations, discussions, dot voting, and post-it notes with comments
Pop-Up on Draft Vision Statement	61	November 5, 2016	Dot voting on easel set up at Farmers Market
<b>Total</b>	<b>918</b>		

## **List of Attachments**

1. Community Meeting #1 Report
2. High School Visioning Report
3. Pop-Ups Report, Building the Vision
4. Community Survey Report
5. Community Meeting #2 Report
6. Pop-Up Report, Reviewing the Vision

# Falls Church Vision 2040



## Community Meeting #1, Kickoff June 18, 2016 Meeting Report

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### Overview

The first public visioning meeting took place from 9 a.m. to noon on Saturday, June 18, 2016. Approximately 80-90 people attended the meeting. The purpose was to educate the public about the Visioning process that will lead to updating and revising the Vision chapter of the Comprehensive Plan and to receive input on the City's vision and values.

Overall, City staff considered the Visioning Kickoff meeting a success. The guest speakers were provocative and spoke to important issues in the City. Many of the participants were new to planning meetings. The discussions, drawing exercise, and dot voting all yielded information that will contribute to the revision of the Vision chapter.

### Outcomes

The presentations were educational and very well received. Each covered a distinct aspect of important issues facing the City: community character and place making; commercial sustainability; and demographic changes.

The facilitated discussions provided an opportunity for participants to express their ideas on the four topic areas. The flip-chart notes from the discussions are captured in a separate report (Facilitated Discussion Notes).

The drawing exercises provided another opportunity to express opinions on what participants value in Falls Church and what they would like to see in the City's future. The ideas expressed are captured in a separate report (Drawing Exercise Takeaways).

One dot-voting exercise asked participants to select 3 of the principles currently in the Comprehensive Plan that they most want to see in the revised Vision Statement. The second exercise asked them to vote for 3 out of 8 pictured activity centers they liked the best. Among the principles, Community Character and Environment were deemed most important. Among the activity centers, the most preferred were Shirlington and Old Town Alexandria. The full results of the dot-voting exercises are captured in a separate report (Notes – Dot Voting).

## Schedule

The meeting schedule was as follows:

9:00 – 9:10 Welcome, Introductions, Meeting Format: Mayor Tartar and Vice Mayor Connelly

9:10 – 10:10 Presentations:

- Roger Lewis, Professor Emeritus of Architecture, University of Maryland: “Place Making”
- Ken Billingsley, Director of Demographics and Information, Northern Virginia Regional Commission: “Regional Demographic Trends”
- Erik Pelton, Vice Chairman, Economic Development Authority: “Development Trends in Falls Church”
- Bob Wulff, Director, George Mason University’s Center for Real Estate Entrepreneurship: “Real Estate Development Realities and the Scale of Development”

10:10 – 10:20 BREAK

10:20 – 11:25 Facilitated Discussions: Community Character, Commercial Redevelopment, Transportation, and Financial Stability

Exercise: Your Vision of “The Little City” : On the colored paper provided at the small-group tables, draw responses to the questions below. Answer individually throughout the presentations and discussions. Tape your drawings on the banners posted on the walls.

- Draw: What was your first memory of the City of Falls Church? (past view)
- Draw: What do you like now about the City and want to preserve? (present view)
- Draw: What do you want changed in the City’s future? (future view)

11:25 – 11:45 Principles of the 2005 Comprehensive Plan Vision Statement and Visual Preference Survey

11:45 – Noon Report Out and Wrap Up

## List of Attachments

1. Notes from Facilitated Discussions
2. Notes from Drawing Exercise
3. Notes from Dot Voting Exercise

# Falls Church Vision 2040



## Community Meeting #1, Kickoff June 18, 2016 Facilitated Discussions Notes

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### Introduction

During the Visioning Kickoff Meeting attendees participated in small-group discussions on four interrelated topics. The notes below summarize the important points made from all the groups.

### Community Character

Meeting participants wanted to see a vibrant, attractive downtown streetscape and residential neighborhoods with abundant trees and a small-town feel.

### DOWNTOWN

- Make downtown more vibrant, with wider sidewalks, pocket parks, sitting areas, dog parks
- Increase streetscape continuity along all of Broad Street; plant more trees
- Prevent new commercial development from “privatizing” the streetscape; have passages or archways and public space to break up facades
- Keep/increase flowers, hanging baskets, and banners along streets
- Ensure that new architecture complements historic architecture

### THE W&OD

- Create micro-parks along the W&OD
- Concentrate redevelopment where W&OD crosses Route 7 and N. Washington Street

### RESIDENTIAL NEIGHBORHOODS

- Limit size of new homes on small lots: change and/or enforce setbacks; keep residential areas green
- Keep Falls Church quirky, with a small-town feel
- Attract millennials, develop affordable senior housing, increase income diversity

## Commercial Redevelopment

Meeting participants expressed a desire to attract a diversity of new businesses that would contribute positively to the City's tax base.

### BUSINESSES NEEDED

- Seek out these businesses/type of development: clothing stores, small business condos, live/work space, day-care and other youth-driven and family-oriented businesses, an ice rink, museum, art galleries, tech companies, specialty medical facilities, microbrewery, quality restaurants, venues for outdoor musicians, more hotels, pop-up businesses, Trader Joe's or Whole Foods, entertainment businesses

### BUSINESSES NOT NEEDED

- Have fewer yoga studios, florists, and psychic readers

### OTHER

- Create wayfinding signage downtown
- Require open space or plazas (with water features) in new developments
- Market clusters of business within the City
- Develop the Gordon Road area into a town center

## Transportation

Meeting participants reinforced the importance of multi-modality in the City, with increased pedestrian, bicycle, and public transportation opportunities as well as consolidated parking.

### BICYCLES AND PEDESTRIANS

- Ensure a sense of safety for bicyclists and pedestrians along streets and crosswalks
- Make bicycling easier with better routes, more information on routes, more bike racks, more benches
- Make sidewalks wider and safer; install more crosswalks

### PARKING

- Have centralized parking for regional visitors
- Have more permit parking in residential neighborhoods

### MINIMIZING AUTO IMPACTS

- Develop more bus/shuttle options, car sharing, Uber
- Install traffic-calming measures, especially near schools

## Financial Stability

Meeting participants across multiple groups identified a desire to maintain a stable tax rate and to support development that has positive fiscal impacts.

### Revenue

- Find other sources of revenue
- Capture through traffic to increase business activity/revenue
- Increase the number of buildings with positive fiscal returns, like hotels

- Use land more efficiently, maximize building space while reducing surface parking
- encourage commercial development without residential
- Evaluate the amount of additional residential population needed to support new commercial development

## Expenditures

- Use public spaces and buildings more efficiently by building structures for multiple uses.
- Attract millennials while maintaining the boomer population
- determine a target percentage of households with children for fiscal sustainability

## Equity

- Redistribute the tax burden: raise more from large businesses, lower or stabilize tax on small businesses and homeowners, perhaps through a special business tax district

## Analysis

- Explore alternatives or adjustments to the fiscal impact model
- Analyze fiscal and economic implications of financing the new high school

# Falls Church Vision 2040



## Community Meeting #1, Kickoff June 18, 2016 Drawing Exercise Notes

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### Introduction

During the Visioning Kickoff meeting, we asked participants to draw their answers to three questions. Colored paper and markers were provided at each table, and participants could draw throughout the meeting. They posted their answers on the wall.

Below are summaries of the answers provided to each question, grouped according to general topic. Note: in a majority of cases, participants wrote their answers and did not draw.

### What was your first memory of the City of Falls Church?

#### Community Character

- Mix of housing stock; mix of old and new commercial uses
- Mixed community
- Quirky stores
- Adorable town down W. Broad, but where was City center?
- Historic small-town character
- Broad Street: right out of the '50s
- Green space, trees, residential neighborhoods
- Neighborhood streets

#### Mobility/Activity

- Walkability
- Being able to walk to restaurants, stores and music
- Walking and biking to bike path, West Broad
- Getting married, with everyone walking from church to the reception down the street
- Location between Seven Corners and Great Falls
- Kids playing football in neighborhood with ice cream truck
- Biking
- Marching band
- 4 Ps, music

#### Schools

- Bidding war for a house because of excellent schools
- Excellent schools

- George Mason High

## Specific Landmarks

- Farmers market, Cherry Hill Park
- Tinner Hill Arch
- Cherry Hill Park
- Red Lobster
- Oakwood Apartments
- Duck Pin Alley
- State Theater
- Corner of West Broad and Lee Highway (1958) with Falls Church Bank, Brown's, Robinson's 5 and 10, and dry cleaner's
- State Theater: \$1.00 movies

## What do you like now about the City and want to preserve?

### Community Character/Urban Form

- Heritage of the Colonial; The Falls Church
- History plus innovation and moving ahead
- Historic character providing a small-town character
- Mix of development with quirky stores and local flavor
- Mixed community of homes, townhomes, and apartments
- Neighborhoods
- Hometown feel, sense of community
- Beach shack
- Free parking
- Easy parking
- Small business community
- Small stores
- The Flower Building
- Restaurants and new streetscapes
- Charming architecture
- Small iconic residential buildings
- Outdoor cafes
- Farmers market (2)
- State Theater (2)
- Old houses and buildings
- New street furniture
- Tree-lined streets; tree-lined streets with holiday lights

### Mobility

- Walkability (7)
- Biking, bike paths (3)
- W&OD Trail (3) with connections
- Availability of public transportation

## Civic Institutions and Programs

- The school system (3)
- Educational excellence
- VPIS
- Availability of City Council
- Civic spirit, engaged people
- Responsive local government services
- DMV monthly visit
- Safety
- Concerts in the park (3)
- Small-town celebrations: Memorial Day parade, fireworks on 4<sup>th</sup>, Santa on firetruck, New Year's event

## Parks, Trees, and Green Space

- Trees (7)
- Our City parks (5)
- Amazing parks: Cherry Hill and neighborhood parks
- Howard Herman Park (2)
- Green spaces (2)
- Birds
- Wildlife

## Draw what you desire in the City's future

### Community Character/Streetscapes

- Improved common areas (2)
- Lots of gathering places: indoors, outdoors, commercial, public
- More benches, small tables and chairs, bike racks, free library stands, food/coffee trucks
- Outside art work, musicians, cafes, passages and arches in front of buildings
- Underground wires
- Improved streetscape on Washington Street commercial corridor
- Better architecture on new buildings
- Improvement on Lee Highway
- Bigger setbacks
- Consistency of façade design in new buildings
- Tree-lined streets (2)
- Continuity between Applebees to high school on W. Broad: signs, flags, flowers
- Improved areas around Metro

### Commercial Land Uses

- Outdoor restaurants (2)
- More stores and restaurants
- Performing arts stage and fountain with unique restaurants and shopping
- Fewer apartments; more office buildings
- Offices of the future: incubators, office sharing
- More high-end, destination restaurants; mix of restaurants (4)
- Mid-tier clothing stores
- J.C. Penney
- Stronger business community with quality jobs

- Not like Mosaic

## Mobility

- Walkability (2)
- Better bike and walking options (3)
- Improved crossings for pedestrians on Broad and 29
- Better routes for kids to walk/bike to school, especially the GM/MEH campus
- Large, wide sidewalks (3)
- Wider roads and pedestrian bridges
- Less traffic
- More reliable Metro to DC
- Smarter public transportation
- Jitney to Metro

## Parking

- More parking for visitors; more renters' parking
- Paid public parking
- Larger parking spaces in new buildings
- Residential permit parking

## Parks, Trees, and Green Space

- Parks and plazas
- Trees
- Peaceful parks, wider sidewalks, and more trees
- Improved parks (playground equipment, plantings)
- Culture and parks
- Wildlife
- More green open space
- Green; healthy
- More pocket parks
- Ice rink, pools, ball fields

## Schools

- Strong programs at schools with athletic fields and outdoor spaces
- Maintain brilliant school system (3)
- New Mt. Daniel School
- New George Mason High School (2)

## Fiscal Conditions

- Fiscal solvency
- Affordability for retirees
- Support for small, local businesses

## Energy

- Energy efficiency
- Net zero district energy loop
- Well-building standards
- Resiliency building codes

## Other

- Greater diversity (2)
- Stop naming things for George Mason, a slave owner
- Keep history at the forefront

# Falls Church Vision 2040



## Community Meeting #1, Kickoff June 18, 2016 Dot-Voting Notes

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### Introduction

During the Visioning Kickoff Meeting attendees participated in two dot-voting exercises. Participants were given 3 red dots with which to vote for the visions or principles in the Vision Statement of the current Comprehensive Plan that they feel are most important to include in a revised Vision Statement. They were given 3 blue dots with which to select the activity centers (out of 8 pictured) that they like the most. The notes below summarize the results of the dot voting.

### Values or Principles in the City's Current Vision Statement

Value /Principle	Number of Votes
Community Character	21
Environment	21
Education	15
Transportation	15
Commercial Development	13
Diversity/Housing	11

### Activity Centers Liked the Most

Activity Center	Number of Votes
Shirlington	25
Old Town Alexandria	24
Mosaic	20
Falls Church	14
Downtown Fairfax City	8
Ballston	2
Tysons Corner	0
Braddock Road Metro	0

# Falls Church Vision 2040



## High School Visioning Session June 17 and 20, 2016 Meeting Report

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### Overview

Five classes of 10<sup>th</sup> graders (approximately 125 students) at George Mason High School participated in a Town Hall Meeting in June. Each session featured a guest speaker from the City, followed by a PowerPoint presentation and discussion facilitated by Vice Mayor Marybeth Connelly.

Students were asked to discuss their first memories of Falls Church, positive and negative changes to the community, problems that they thought could be addressed.

As might be expected, the George Mason 10<sup>th</sup> graders seemed to be focused on (1) mobility (wanting the City to be easy to walk in and frustrated about obstacles to walkability) and (2) destination locations where they could meet friends and have good experiences.

The sections below summarize the student feedback on the specific discussion topics.

### Positive Changes in Falls Church

Students across the classes most often cited Harris Teeter, parks (Howard E. Herman, West End), the crosswalk at West Street near Lee, new shops and restaurants, and bicycle facilities as positive changes in the City.

### Negative Changes in Falls Church

Students across the classes most often cited construction, traffic, tall buildings, too many apartments, too many auto shops, bicyclists not obeying rules and going too fast, sense of crowding, and lack of entertainment as negative changes in the City.

### Specific Problems that could be Addressed

Students repeatedly brought up problems associated with walking around Falls Church: crosswalks needed (e.g., at Jackson and Parker and Jackson and Timber), too short signal or no signal for walkers (e.g., at Broad and Maple), sidewalks needing to be cleared after snow, and soap on the sidewalk at the car wash on W. Broad Street. Other addressable problems included flooding at Lincoln Park and a need for development near the Dunkin' Donuts.

# GMHS Tenth Grade Government Classes Town Hall Meeting

## June 17 & 20, 2016

### Block 1

#### Positive Changes in Falls Church

- Having 5th grade at TJ and really like the remodeled building.
- Howard Herman Park and bridge
- West End Park - much prettier, cute landscaping
- Movie theater\bringing in new businesses
- New development
- New bike facilities
- Reconstruction of West St. & addition of crosswalks.
- Lincoln Park renovations - always something going on there.
- More modern town. There is more to do.
- Harris Teeter
- Reconstruction of West St. - crosswalks
- Commitment to making city less car oriented.

#### Negative Changes in Falls Church

- Many bikers not obeying traffic rules, running through stop sign
- When you are driving, it is hard to tell what to do when the parking lane is also the bike lane.
- Bike crossing on Great Falls near near Cherry Hill park is understand for driver and biker.
- Bike lanes aren't good idea. It encourages bikers to be on street. Prefer them to stay on the bike path.
- Need communication with whole community on bikers needing to follow the law.
- Institute a bikers license.

#### **Development/Commercial**

- Auto body shops on route 7 ugly and bad feel
- Apartments will make public areas more crowded
- Big buildings near house makes it dark. They are too big and too tall and make it feel overcrowded.
- Harris Teeter - huge and spread out. Not attractive to look at, weirdly shaped. Prefers Flower Building -
- Mixed use because of schools and overcrowding. Mason used to be a special small elite public school, and it is getting too big.
- Big buildings are too big. Preferred lower
- Gun stores - makes me feel unsafe with all that is going on recently
- Small city feel going away with big buildings
- Parking minimums - make city really ugly - seeing gray parking lots along route 7 .  
Would be better to have parking underground or hidden in the back

# GMHS Tenth Grade Government Classes Town Hall Meeting

## June 17 & 20, 2016

### “Why is there a Starbucks at Harris Teeter when there’s one across the street?”

- Apartments are different demographic
- Buying coffee in grocery store is impulse
- Certain amount of coffee drinkers
- One close to school is very convenient -
- Some have better parking than others.
- We should not be going to either Starbucks, but should be supporting Cafe Kindred.

### What sort of things do we need in Falls Church?

- More opportunities to interact with kids your age who aren’t in your school system.
- More things for hs age group - summer camps that are more regional draw
- More sports stuff - get more kids involved at earlier age.
- Tech stuff/STEAM stuff
- Modeling after Mosaic developments - aimed at 20 year olds, movie theater, target & all other stuff
- Problem at mosaic - all apparel is women’s or - Leave mosaic to fairfax. Not practical
- Clothing shops - cool if we had some shops like tysons.
- Falls church is families and older people
- The more restaurants here the better.
- Wegmans
- We need a Chik-Fil-A
- We don’t need a Chik Fil A because we don’t support their anti LGBTQ policies.

### Specific problems that could be addressed

- Car wash on Broad St. Sidewalk gets soapy and makes it really slippery. When they are drying cars they block sidewalk from pedestrians and bikes.
- Harris Teeter parking lot - could be a cut-through creating dangerous traffic. How will city enforce the cut-through traffic?
- Sidewalks not shoveled after storms. Whose responsibility is it and how to we get them plowed. Could FC follow NVRC’s adopt-a-hydrant program. Kids said they would do hydrants but would never shovel bus stops because they want to be out of school longer, not shorter, time.

# GMHS Tenth Grade Government Classes Town Hall Meeting

## June 17 & 20, 2016

### Block 3

#### Positive Changes in Falls Church

- Places to go and hang out: shops, Chipotle, Starbucks Harris Teeter adds a lot - another major grocery store.
- Like that is central, near community center
- Plenty of places to park bikes.
- Sidewalk on West St. by Taco Bell and crosswalk makes it easier to cross street

#### Negative Changes in Falls Church

- Too many car dealerships along W. Broad.- not necessary, wasting space.
- Construction bothers people and is disruptive
- School construction will make things tightly compressed. How will be squeeze it all in?
- Don't like construction. Feels crowded.
- Become more crowded - good to bring in more people, but feels suffocating.
- Turning into Tysons corner.
- Need to balance small and big.
- Large buildings on smaller plots - makes traffic
- You have to go out of the city to do entertaining things other than eat.
- A lot of living places but not a lot of entertainment.
- Would like higher speed limit on Broad St.

#### What Sort of Things do We Need in Falls Church

- Ice rink
- Only things to do are eat and bowl Laser tag
- Stuff to do for kids
- Put laser tag on top of bowling alley
- Community gym if you live in area that
- Pool and exercise area.
- Would like a pool - indoor pool in . Rent it out to other people to use it, like Wakefield does.

#### Specific problems that could be addressed

- Try to not block off streets as much when doing construction
- Difficult to ID the new green bikes as bike racks. Make the fact that it is a bike rack more obvious.
- Light timing on Broad St needs to be fixed.
- Near Dunkin Donuts, there is nothing there. Need construction and development in that area of town.
- Add dividers in GMHS boys bathroom between urinals - to provide privacy.

# GMHS Tenth Grade Government Classes Town Hall Meeting

## June 17 & 20, 2016

### Block 4

#### First memory of Falls Church

- Library
- Community center to play pingpong
- Farmers market - visiting it when she lived in Fairfax, before moving to FC
- Bike trail
- Pre-k at Mt. Daniel
- Cherry hill Park
- Mike's Deli
- Parking lot under Pearson - scary lights blink are very yellow
- Jumping off playground equipment at Mt. Daniel

#### Positive Changes in Falls Church

- Street lamp outside house on Lincoln was out and now is fixed
- New parks benches & outdoor focus
- Old areas that have been redeveloped
- Street repaving and water problems fixed (lives on Villa Ridge)
- Harris Teeter - student will be able to walk to work
- Park & greenery, encourage walking and biking
- People in Falls Church are open to change
- Previously lived in a more from urban area. Likes the urbanization and growth of FC.
- Likes to run and bike ride especially in Howard Herman Park
- New parks and maintenance, particularly Berman Park stream revitalization
- Like new businesses but height of buildings feels too big.
- Crosswalk near Lee and West Broad is greatly appreciated - but blocking off sidewalks is not appreciated.
- Skate Park
- Stoplight at Pennsylvania & Broad/ Rees Place makes it easier to get out when traffic is busy.
- New shops and restaurants - a lot to choose from
- Little parks
- Like that school is small. Easy to transition into this school.
- Really cracked road near Cafe Kindred. Better paving made it better
- Renovated parks
- New businesses: Sushi & Lucky Thai
- Traffic light by City Hall and improved intersection at Park & Little Falls
- Cozy look of Jessie Thackrey
- Howard Herman Park
- New stores. Excited for Harris Teeter

# GMHS Tenth Grade Government Classes Town Hall Meeting

## June 17 & 20, 2016

- Having lived overseas, appreciate what the new buildings. There is more here similar to other places. Having lived in Toronto (too big) & Barbados (too small) Falls Church seems just right.

### **Negative Changes in Falls Church**

- Construction and commercialization
- A while ago it took 6-8 months to get a permit to build a garage and do renovation. (We assured him it was better now!)
- Grove Ave. resident is worried about Mason Row. Doesn't like that tall building will block sun.. Traffic on Grove is really bad right now. It will get worse with construction
- If we are rebuilding GMHS and Mason Row there will be a lot of construction at one time.
- Doesn't like bike lanes . Cars park in the lane
- Don't like Kensington because employees and visitors may park on street.
- Difficult to walk in Broadmont. No sidewalks and street lamps are too dark.
- Too many banks.
- High rises seem overwhelming and distracting. Too close to street.
- Feels like we are maxing out on tall buildings
- Construction is disruptive.
- Hard that new development is not connected. It is just like islands and there is lots of ugly/scary stuff in between.
- Concern that so many apartments built.
- Signs in the middle of the street crosswalk on West make it crowded in the morning when driving to school.

### **Specific problems that could be addressed**

- Add crosswalk at Jackson and Parker
- Add crosswalk at Jackson and Timber to cross Timber. Especially dangerous when TJ lets out, and there are cars, kids, bikes and buses.
- Parking on Jackson near condos at Washington St. is very tight, and used by some not in neighborhood.
- Near traffic light at Pennsylvania makes too many lights in a row. Need to recalibrate the traffic flow.
- Hard to cross Oak at Broad St. Maybe should move light from Lee & Broad to Oak & Broad.
- Better parking enforcement in neighborhoods.
- Long waits for light at West and Broad to cross Broad, and then there is barely time to cross the street.
- Walk signal light was broken at West & Broad, but is now fixed.
- No FCCPS bus service if you live within a mile, but some neighborhoods that are a mile on the map are longer than a mile to walk, and kind of dangerous - the cut through traffic is bad at Highland
- Paving of roads in Walnut/Lincoln neighborhood is inconsistent. After developers were done, they repaved roads, but they sunk and there are deep holes in the road.

# GMHS Tenth Grade Government Classes Town Hall Meeting

## June 17 & 20, 2016

- Traffic light next to Oakwood on Roosevelt. Hard to know when you can cross
- Rain garden may not be working properly at bottom of Buxton. Gets a little flooded when it rains.
- Stop sign by Rite Aid is tilted at angle. Touching ground.
- Abortion clinic protestors are very aggressive, and confront students when they are minding their own business and walking to 7-11.

### **Block 6**

#### **First Memory of Falls Church**

- Trees, across Virginia from the library (the ones that are gone now)
- McDonalds
- Taco Bell
- My house
- 4th of July celebration at GMHS (my first day in FCC)
- Giant
- TJ creek
- My apartment
- Baja Fresh
- The Red Lobster
- Camps at the Community Center

#### **Positive Changes in Falls Church**

- 24 hour grocery store coming
- 24-Hour Fitness
- Chipotle
- Lazy Sundae
- Fiber Optic internet
- W&OD Bike Trail
- How easy it is to walk everywhere
- Small town feel, little local shops
- Harris Teeter (they have free cookies)
- More trees
- More restaurants
- Crosswalk (and light) by Panera
- Rain gardens
- Community Center
- Crosswalks
- New buildings
- Walkability
- New creek near TJ
- More places to hangout
- More chains coming here

# GMHS Tenth Grade Government Classes Town Hall Meeting

## June 17 & 20, 2016

- The people

### **Negative Changes in Falls Church**

- Loss of trees across from Cherry Hill Park (now houses)
- Can we build a McDonald's in Falls Church? (to keep tax money here)
- Crime issues by Taco Bell
- Why are houses so expensive?
- Affordability
- Protesters at Abortion Clinic (interfere with my life)
- High rent
- Stop lights on Route 7
- Congestion
- Traffic
- Apartment buildings - more students - more than we have room to accommodate
- Loss of Mike Deli (it's walkable and affordable)
- Construction early in the morning and on weekends
- Fear that we will lose the small town businesses
- Hard to get out of FCC - Public transportation issues
- Boundaries aren't clear
- Roads are confusing (near Seven Corners)
- Historic and authentic places are going away (Anthony's, Mike's)
- Parking pass fee at high school
- Apartments in mixed use buildings lead to overcrowding in the schools
- Construction impedes sidewalk access
- All construction happening at the same time
- Big ugly houses
- Bikers don't stop, don't follow the rules
- No nature
- Tall buildings - makes the city look smaller
- Huge houses on tiny lots
- Safe, lots of walking, but back road street lights don't work (winter, walking home at 6:30 it's really dark)
- Broad Street could be prettier
- Slow speed limit
- Bike path is dark at night
- Too many stop lights all down Broad (faster to walk?)
- People who don't live on my street who park there making it difficult to pull out of driveways
- Too many cars parked on streets
- Smokers outside Giant
- Near TJ Elementary school - road closure at arrival and dismissal time.

# GMHS Tenth Grade Government Classes Town Hall Meeting

## June 17 & 20, 2016

### Specific problems that could be addressed

- Lincoln Park flooding - rain gardens haven't helped enough, still flooding but gardens interfere with park use
- Can we add traffic light at GMHS and Haycock?
- White streak of paint near Lincoln Ave by West where a builder left a mess.
- Pedestrian walk light by Doodlehopper (Broad & Maple) is 10 seconds - not long enough to cross safely.
- Walking to Berry Street - no cross walk - not enough crosswalks on East Broad
- GMHS bus is 31 minutes late on short Wednesday. So it really isn't short Wednesday!
- In 200 block of Poplar, there is giant hill with no signage that says dead end - unsafe for pedestrians, who almost get hit.
- Always people parking by my house (Little Falls) who don't live there
- Crosswalk without pedestrian walk signal (South Cherry crossing E. Broad toward Avalon)

# Falls Church Vision 2040



## Community Pop-Ups, Building the Vision August 2016 Pop-Ups Report

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### Summary

Four Pop-Up sessions were held in August 2016 in different areas of the City. Altogether, approximately 130 people participated in the dot-voting exercises, with about 80 participating at the Farmers Market.

Through the dot voting, participants expressed their preference for Environment and Education as the most important principles to include in the City's Vision for the future, and for Old Town Alexandria and Falls Church as activity centers they liked the best.

### Purpose of the Pop-Ups

The City is engaged in a visioning effort to review and update its vision and goals for the future. City staff is hosting pop-up meetings to add another layer to the public engagement process and to reach out to people who might not otherwise participate.

### What is a Pop-Up Meeting?

Pop-Up meetings are informal discussion opportunities. Each pop-up was staffed by a single staff member. Staff members engaged participants in a conversation about visioning and asked them to complete the same dot voting exercises that were used during the June 18, 2016 public kickoff meeting. In one exercise, participants voted for which of the principles in the City's 2005 Comprehensive Plan were most important for the City's future. In the other exercise, participants were asked to vote for which of eight places in Northern Virginia they liked best.

Pop-Up meetings are an exciting meeting format because they engage residents and visitors "on the street." As such, pop-up meetings can engage people that do not participate in more traditional meeting formats.

## Meeting Sites

The pop-up sessions took place in August 2016 at locations throughout the City, as shown in the table below. The sites were chosen to cover a wide geographic range and to capture a diverse and potentially large audience. All were conducted during the day.

Location	Date	Staff Member
Farmers Market	August 6	Shelley Mastran
The Spectrum (outside Panera)	August 17	Carly Aubrey
Eden Center	August 24	Akida Rouzi
Falls Plaza (outside Starbucks)	August 31	Shelley Mastran

## The Audience Engaged

Approximately 130 people participated in the pop-ups. Roughly 80 people participated in the Farmers Market pop-up. The others drew fewer people, with the Spectrum and Falls Plaza having 23 and 20 respectively. At Eden Center only six people participated, as language seemed to be a barrier for many. Most people who participated in the pop-ups were middle-aged adults; however, a handful of teens and elderly also voted. The majority of participants were Falls Church residents; visitors were typically from Arlington or Fairfax County.

Most pop-up participants were Falls Church residents. The pop-ups also captured input from non-residents. Note that non-residents also have a stake in the future of Falls Church. Whether they visit, work, shop, or dine in the City, they also contribute to the community.

## Results

Overall, of the six Comprehensive Plan principles, **Environment** was considered most important, followed by **Education**. The importance of Environment was consistent across all four pop-ups. Overall, the principles considered least important were Housing/Diversity and Commercial Development.

The places most preferred overall were **Old Town Alexandria** and downtown **Falls Church**, followed closely by **Mosaic**. Braddock Road Metro garnered almost no votes (many had never been there or even heard of it). Fairfax City and Ballston were also rated low. Somewhat surprisingly, Tysons Corner got 11 percent of the votes overall, as young people said they like to go to Tysons for restaurants, shopping, and movies.

The tables below summarize the percentages of votes for each principle and place. Note that each participant was asked to vote for three principles and three places, so the number of dots (votes) is approximately three times the number of participants.

## Dot-Voting, Principles

Location		Farmers Market	The Spectrum	Eden Center	Falls Plaza	Total
Principle and % of Votes	Environment	27	24	33	23	<b>26</b>
	Education	22	24	11	15	<b>21</b>
	Transportation	18	15	28	22	<b>18</b>
	Community Character	16	20	0	15	<b>16</b>
	Commercial Development	8	10	17	3	<b>10</b>
	Housing/Diversity	9	7	11	12	<b>9</b>
<b># Dots (Votes)</b>		<b>244</b>	<b>68</b>	<b>18</b>	<b>60</b>	<b>390</b>

## Dot-Voting, Activity Centers

Location		Farmers Market	The Spectrum	Eden Center	Falls Plaza	Total
Places and % of Votes	Old Town Alexandria	22	26	24	23	<b>23</b>
	Falls Church	23	14	24	23	<b>22</b>
	Mosaic	20	18	17	17	<b>19</b>
	Shirlington	12	26	6	12	<b>14</b>
	Tysons	13	5	29	8	<b>11</b>
	Fairfax City	4	9	0	5	<b>5</b>
	Braddock Road Metro	0	1	0	0	<b>0</b>
	Ballston	6	1	0	12	<b>6</b>
<b># Dots (Votes)</b>		<b>240</b>	<b>66</b>	<b>17</b>	<b>60</b>	<b>383</b>

# Falls Church Vision 2040



## Community Pop-Up #1, Farmers Market August 6, 2016 Pop-Up Notes

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### Process

A pop-up session was held at the Farmers Market on August 6 from 8:30 to 11:30 a.m., staffed by Shelley Mastran. Close to 80 people participated in the dot-voting exercises. These involved selecting 3 principles or values from the 6 in the current Vision Statement and choosing the favorite 3 of a possible 8 activity centers in Northern Virginia (as was done during Visioning Meeting #1 on June 18).

Approximately 1/3 of the participants were residents of the City of Falls Church; most of the others were from Fairfax County or Arlington County. At least half were a younger group than we typically see at public planning meetings; many had children with them. Participants enjoyed the exercise and residents in particular were interested in knowing about the Visioning process. Cards with the link to the Vision website and survey were passed out.

### Dot-Voting Results

The following tables present the number of dots placed on each board item.

### Values or Principles in the City's Current Vision Statement

Principle/Value	Number of Votes
Environment	66
Education	54
Transportation	43
Community Character/Urban Form	38
Diversity/Housing	23
Commercial Development	20

## Activity Centers Liked the Most

Activity Center	Number of Votes
Falls Church	56
Old Town Alexandria	52
Mosaic District	49
Tysons Corner	30
Shirlington	28
Ballston	14
Downtown Fairfax City	11
Braddock Road Metro	0

# Falls Church Vision 2040



## Community Pop-Up #2, Spectrum August 10, 2016 Pop-Up Notes

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### Process

A pop-up session was held at the Spectrum development on August 10 from 11:30 a.m. to 1:30 p.m., staffed by Carly Aubrey. Close to 23 people participated in the dot-voting exercises. These involved selecting 3 principles or values from the 6 in the current Vision Statement and choosing the favorite 3 of a possible 8 activity centers in Northern Virginia (as was done during Visioning Meeting #1 on June 18).

A majority of the participants were residents of the City of Falls Church; most of the others were from Fairfax County or Arlington County. The majority was middle to upper-middle aged; several had children with them. Many people (approx. 10-15) declined to participate. Participants enjoyed the exercise and residents in particular were interested in knowing about the Visioning process. Cards with the link to the Vision website and survey were passed out.

In the future, a late afternoon/early evening session may be better at Spectrum and similar locations since most people will be off work. Additionally, the lunch time session should be between 12:30 – 2:30 p.m. The period between 11:30 a.m. – 12:30 p.m. was really slow at the Spectrum location.

### Dot-Voting Results

The following tables present the number of dots placed on each board item.

#### Values or Principles in the City's Current Vision Statement

Principle/Value	Number of Votes
Environment	16
Education	16
Community Character/Urban Form	14
Transportation	10
Commercial Development	7
Diversity/Housing	5

## Activity Centers Liked the Most

Activity Center	Number of Votes
Old Town Alexandria	17
Shirlington	17
Mosaic District	12
Falls Church	9
Downtown Fairfax City	6
Tysons Corner	3
Ballston	1
Braddock Road Metro	1

# Falls Church Vision 2040



## Community Pop-Up #3, Eden Center August 24, 2016 Pop-Up Notes

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### Process

A pop-up session was held at the Eden Center from 10:40 a.m. to 12:40 p.m., staffed by Akida Rouzi. Six people participated in the dot-voting exercises. Staff visited three locations in the two hour period – the main mall entrance at the clock tower, the entrance to the Good Fortune grocery store, and a secondary mall entrance between the two locations in front of a restaurant that seemed to be attracting more visitors. The dot-voting exercises involved selecting 3 principles or values from the 6 in the current Vision Statement and choosing the favorite 3 of a possible 8 activity centers in Northern Virginia (as was done during Visioning Meeting #1 on June 18).

Only one of the six participants was a resident of the City of Falls Church; all of the others were from Fairfax County. Participants' ages ranged from young adult to upper-middle aged. Approximately 30-40 people were approached to participate and most of them stopped, but ultimately declined on the account of not being able speak or understand English. There seemed to be interest from most who stopped to listen and observe the boards, but the language barrier seemed to be the reason for not being able to participate. Cards with the link to the Vision website and survey were passed out.

In the future, an interpreter who speaks both Chinese and Vietnamese would have a positive impact on communicating with perspective participants.

### Dot-Voting Results

The following tables present the number of dots placed on each board item. One participant had only been to two of the activity centers and was not familiar with the rest of the places. She only placed two dots.

### Values or Principles in the City's Current Vision Statement

Principle/Value	Number of Votes
Environment	6
Education	2
Community Character/Urban Form	0
Transportation	5
Commercial Development	3
Diversity/Housing	2

## Activity Centers Liked the Most

Activity Center	Number of Votes
Old Town Alexandria	4
Shirlington	1
Mosaic District	3
Falls Church	4
Downtown Fairfax City	0
Tysons Corner	5
Ballston	0
Braddock Road Metro	0

# Falls Church Vision 2040



## Community Pop-Up #4, Falls Plaza August 31, 2016 Pop-Up Notes

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### Process

A pop-up session was held at the Falls Plaza shopping center 3:55 p.m. to 5:45 p.m., staffed by Shelley Mastran. Twenty people participated in the dot-voting exercises. The dot-voting exercises involved selecting 3 principles or values from the 6 in the current Vision Statement and choosing the favorite 3 of a possible 8 activity centers in Northern Virginia (as was done during Visioning Meeting #1 on June 18).

Most of the participants were residents of the City of Falls Church; all of the others were from nearby Fairfax or Arlington Counties. Participants' ages ranged from teenager (4) to upper-middle age. Well more than 50 people were invited to participate, but many declined. Typically, people were in a hurry and didn't want to take the time, even though they were told it would take only a few minutes. Cards with the link to the Vision website and survey were passed out to a selected few (who weren't streaming by).

### Dot-Voting Results

The following tables present the number of dots placed on each board item.

### Values or Principles in the City's Current Vision Statement

Principle/Value	Number of Votes
Environment	14
Transportation	13
Community Character/Urban Form	9
Education	9
Commercial Development	8
Diversity/Housing	7

## Activity Centers Liked the Most

Activity Center	Number of Votes
Falls Church	14
Old Town Alexandria	14
Mosaic District	10
Shirlington	7
Ballston	7
Tysons Corner	5
Downtown Fairfax City	3
Braddock Road Metro	0

# Falls Church Vision 2040



## Community Survey August 1 through September 9, 2016 Survey Report

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### Summary

City staff administered an online and paper survey to collect public input on the City's visioning effort. The survey was open from August 1, 2016 to September 9, 2016. A total of 472 responses were submitted. The survey asked questions about community character, desired uses, important public investments, and the most important principles for developing the City.

### Community Character

Respondent feedback on the issue of community character and urban form is mixed. Respondents generally favor the small-town charm of Falls Church and want to keep its sense of place. Many written comments called for no more large-scale development. However, respondents overwhelmingly think the Spectrum (86%) and Harris Teeter (77%) have contributed to the City's character.

When asked which kinds of places in the region they liked best, respondents selected Old Town Alexandria and Shirlington. Respondents liked Tysons Corner and Ballston least.

### Specific Uses

In regard to specific uses, respondents would like to see more of the following in the City:

- restaurants (casual, fine dining, and coffee shops/cafes),
- clothing stores,
- microbreweries,
- book stores,
- sporting goods stores,
- a swimming pool, and
- an ice rink.

### Public Investments and Transportation

Respondents regard the parks as very important and believe pedestrian accessibility is the most important transportation enhancement that contributes to community character.

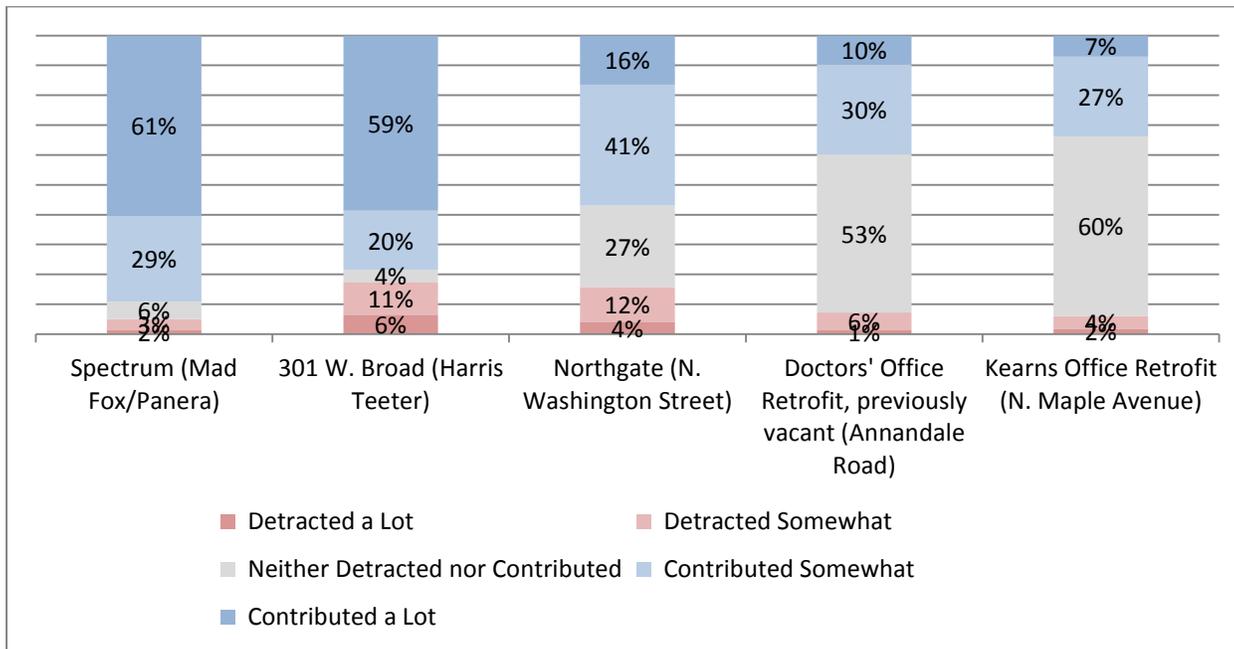
### Principles

Of the principles that should be included in the City's future vision, community character, the environment, and education were rated most important.

**Question 1: For each of the COMMERCIAL REDEVELOPMENT example projects below, mark whether you think the projects contributed to or detracted from Community Character within the City according to the scale provided.**

More than half of respondents think that the Spectrum and Harris Teeter developments contributed a lot to the community character of Falls Church, and nearly 90 percent and 80 percent respectively think Spectrum and Harris Teeter are positive additions to the City’s character. Yet nearly 17 percent of respondents think Harris Teeter detracts from the City’s character. Most respondents were indifferent toward the doctors’ office and Kearns office retrofits.

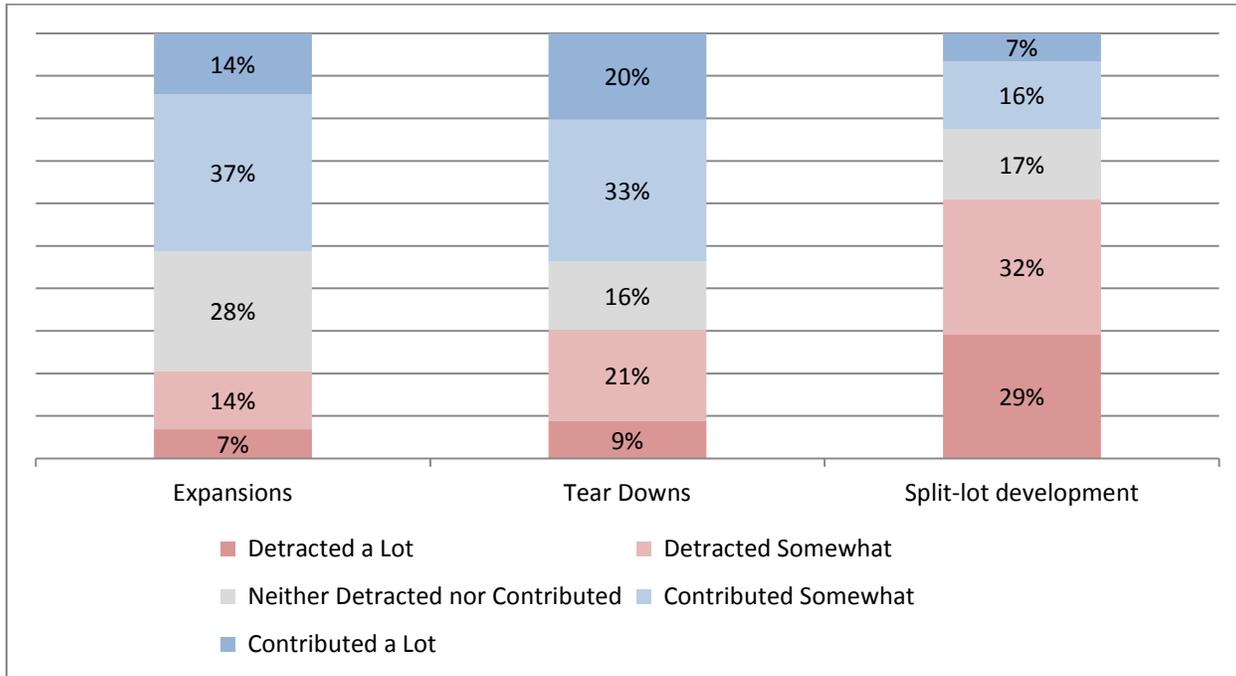
It is likely that respondents are unfamiliar with the two retrofit examples. The favorability of Spectrum may be attributable to the public space and openness of the development, as well as the uses there (Mad Fox, Panera). Harris Teeter seems to be a welcome addition to the City.



**Questions 2: For each of the RESIDENTIAL REDEVELOPMENT example projects below, mark whether you think the projects contributed to or detracted from Community Character within the City according to the scale provided.**

Approximately half of respondents thought that tear-downs and expansions contribute to the community character of Falls Church; whereas, about 60 percent of respondents regard split-lot development as detracting from community character.

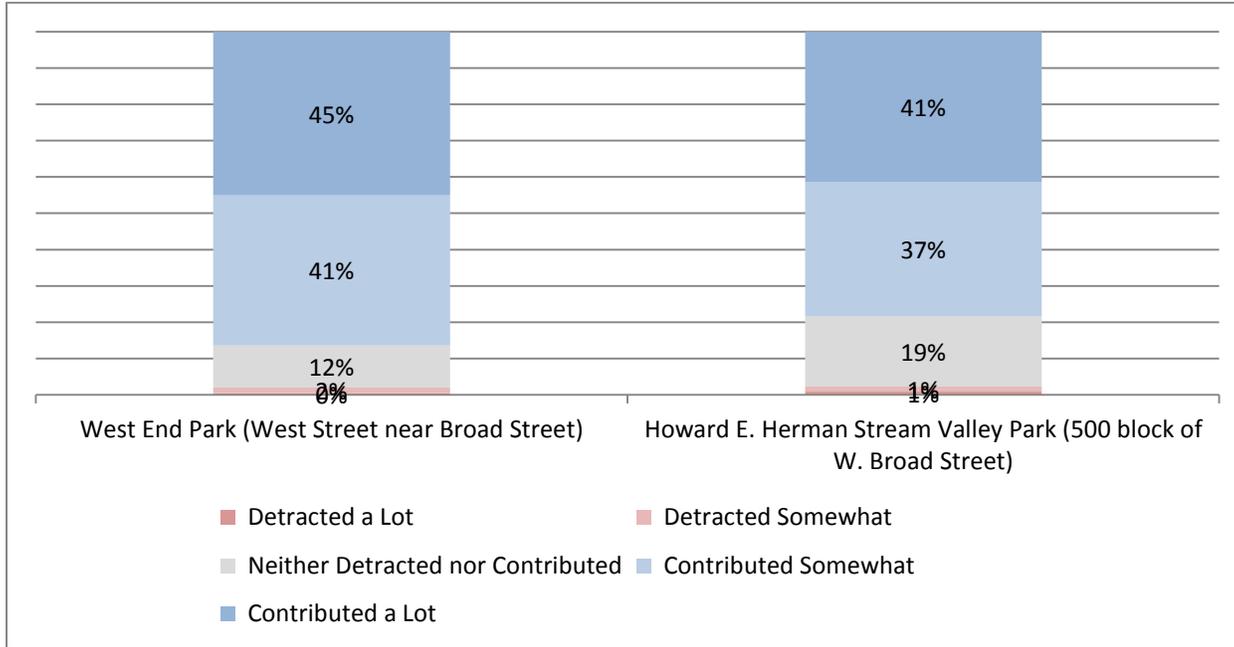
The fact that tear-downs and expansions are generally favored suggests that respondents like the look of new and larger homes in the City. What this suggests about number and type of household is unclear.



**Question 3: For each of the INVESTMENT IN PARKS AND OPEN SPACE example projects below, mark whether you think the projects contributed to or detracted from Community Character within the City according to the scale provided.**

Overwhelmingly, respondents think that West End Park and Howard E. Herman Stream Valley Park contribute positively to the community character of Falls Church.

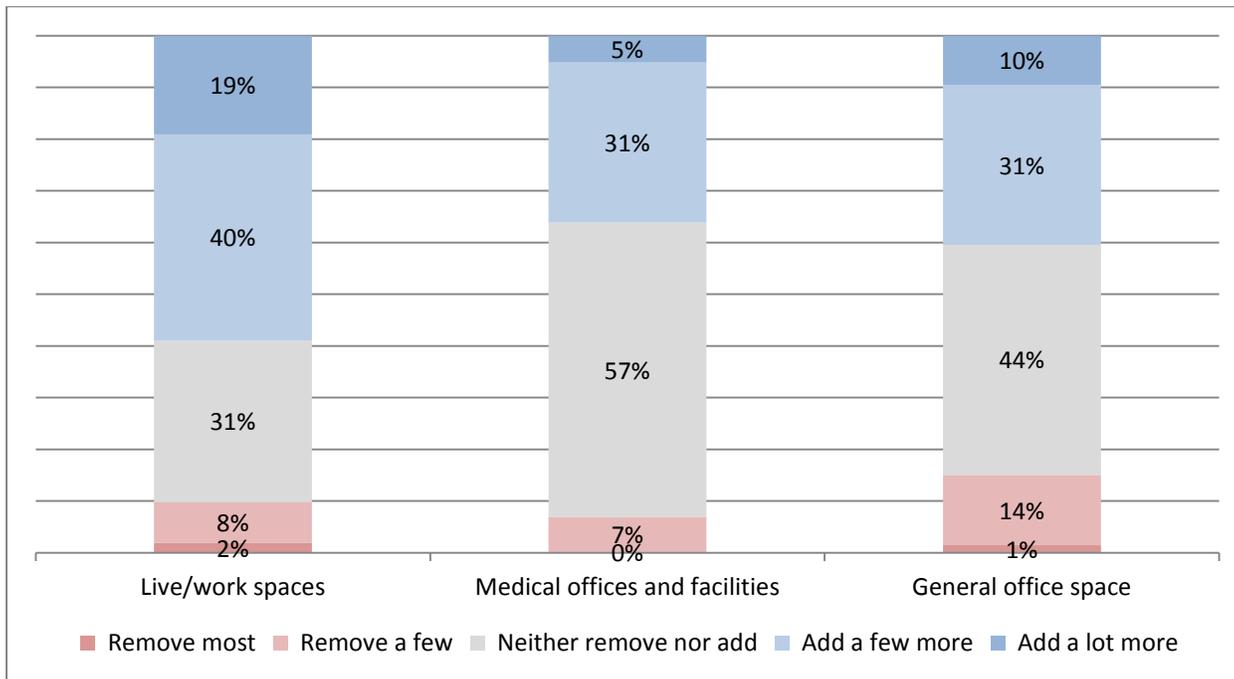
This result suggests that respondents would strongly favor further investment in City parks.



**Question 4: For each of the OFFICE examples below, select whether the City needs more or less of the identified uses according to the scale provided.**

More than a third of respondents think the City needs more medical offices and facilities, but more than half are indifferent about adding or removing some. More respondents (about 40 percent) favor adding general office space, but still some 44 percent are indifferent. Nearly 60 percent of respondents favor adding live/work space.

The fact that these office examples have broad support and little opposition suggests that the City might expand on office uses without opposition.

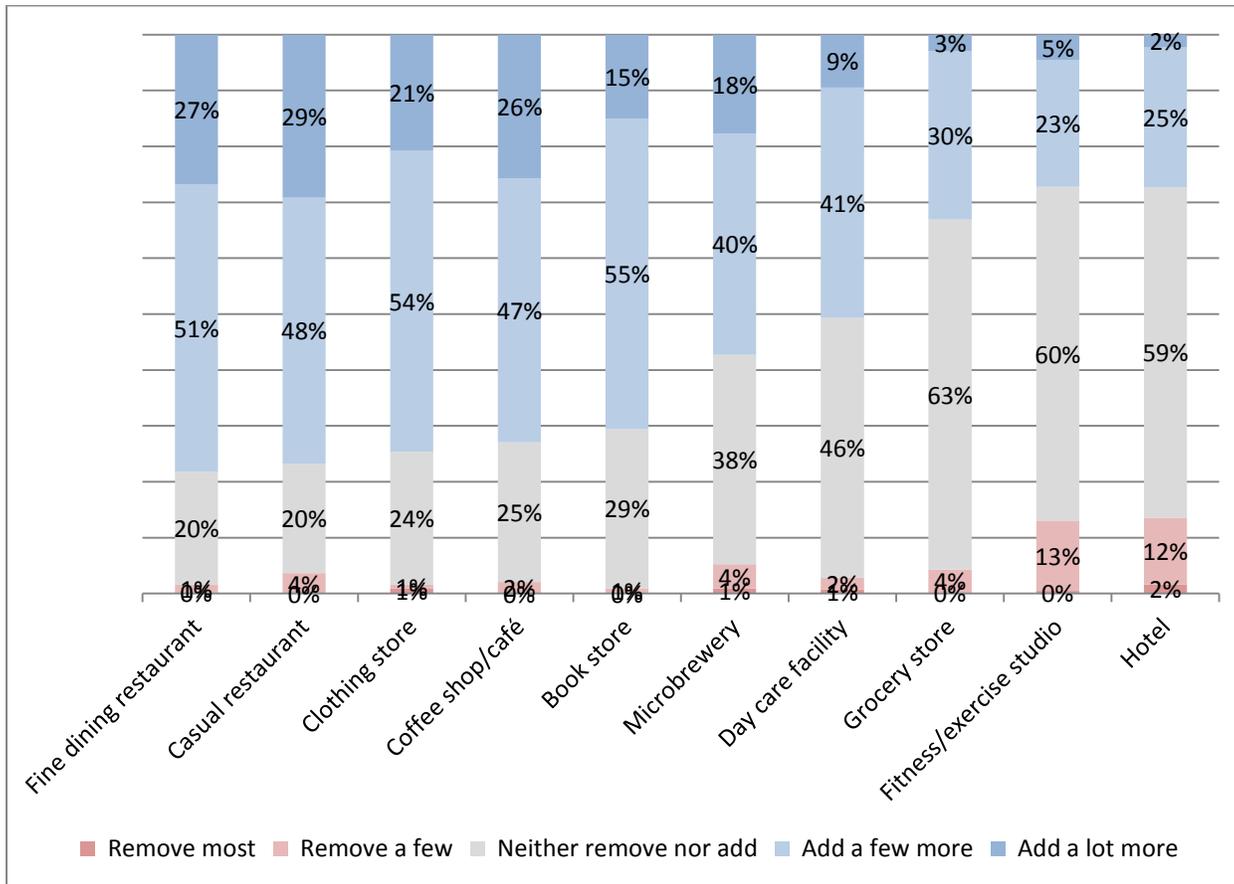


Below are selected comments in response to Other office examples:

- Add a “central square” area, a plaza of some sort where the community members gather that is clean and safe both during the day and night.
- The city should seek out law firms or other businesses that can bring in more revenue to help the city with taxes.
- The city is already overbuilt.
- A Container Store or IKEA, a specialty store that is a regional draw
- Book store, bakery, deli, Italian ice place, sporting goods

**Question 5: For each of the RETAIL examples below, select whether City needs more or less of the identified uses according to the scale provided.**

The retail uses that respondents would like to see a lot more of include: casual restaurant, fine dining restaurant, and coffee shop/café, with clothing store, microbrewery, and book store being favored as well. There was considerable indifference (about 50 percent) toward adding or removing hotel, grocery store, and fitness/exercise studio.



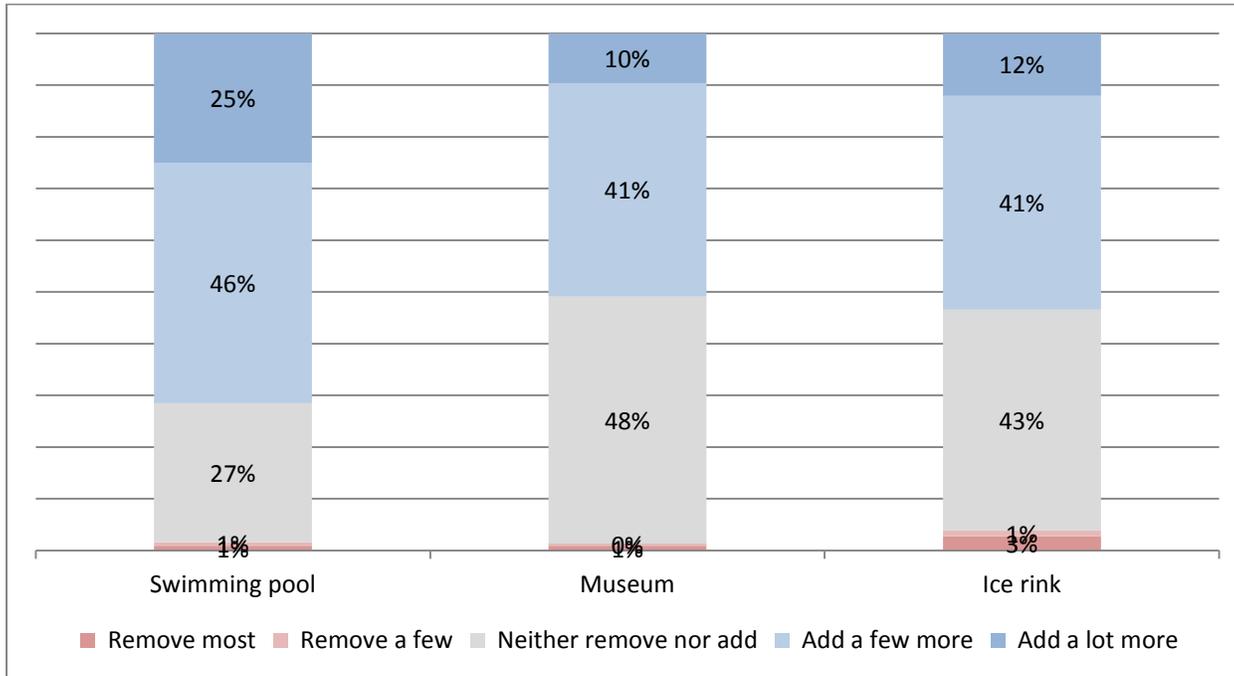
Below are selected comments in response to Other retail examples:

- Small stores should be able to share space and rent, like they do with incubator office space for startups.
- No more yogurt or pizza places, please.
- It is INSANE that you can't buy a dress shirt in the City.
- Book stores, shoe stores, unique women's clothing stores, gift stores, bakeries, delis, are all in short supply.
- Catering hall!
- Specialty shops like olive oil or small gifts
- Trader Joe's
- Pottery Barn, Apple Store, Wegmans tapas restaurant
- No more Starbucks
- Wine bar

**Question 6: For each of the CULTURAL AND CIVIC examples below, select whether the City needs more or less of the identified uses according to the scale provided.**

Of the three cultural and civic examples proposed, a swimming pool was regarded by a wide majority (more than 70 percent) as desired. A museum and an ice rink were also favored by about half of respondents.

It is notable that all of these examples had high levels of support and would be welcome in the City.



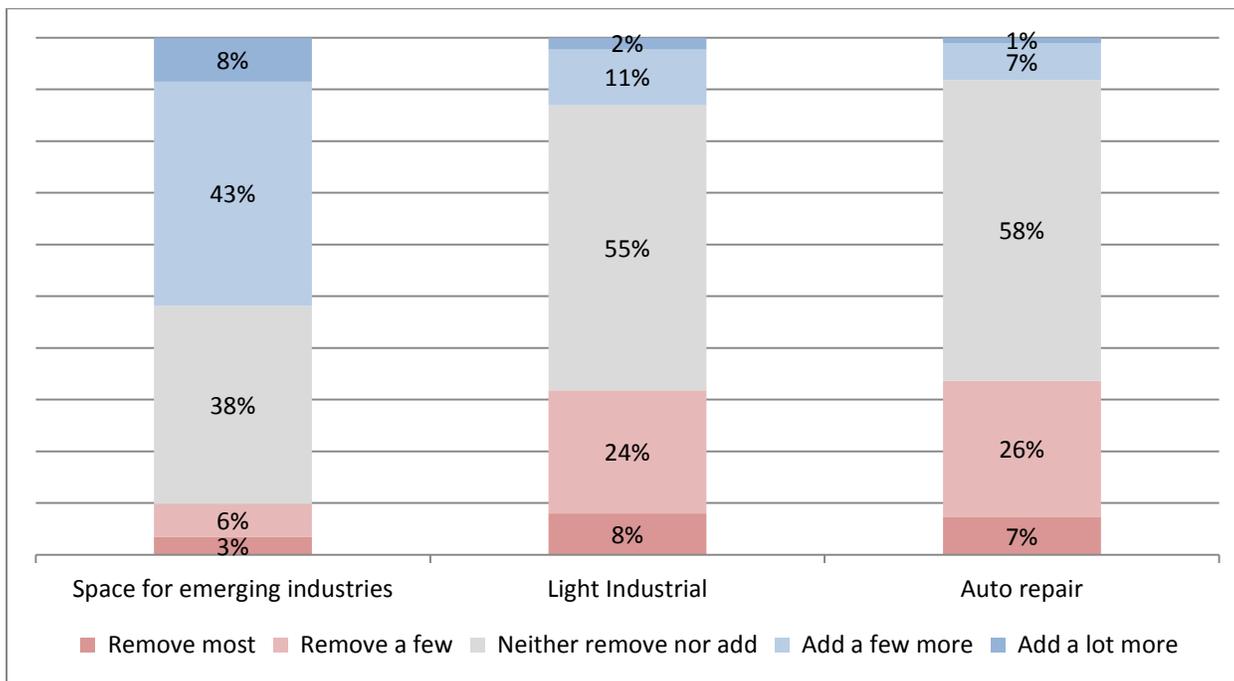
Below are selected comments in response to Other cultural and civic examples:

- Expansion of homeless shelter (FFCHS) to provide more assistance to the needy
- Convert the current library to a museum, incorporate a pool, ice rink, and expanded library into the new high school
- We need a public pool!
- Theaters – both movie and live stage
- Recreation (i.e., minigolf, arcade)
- Roller skating would be great
- Splash park, dog park

**Question 7: For each of the INDUSTRIAL examples below, select whether the City needs more or less of the identified uses according to the scale provided.**

There was considerable indifference about adding or removing auto repair and light industrial uses from Falls Church, and a substantial percent of respondents (33 and 41 respectively) thought these uses should be removed. More than half of respondents did favor adding space for emerging industries.

This is the only question where there is more support for removing uses than adding them, except for emerging industries, which suggests that the City’s industrial space needs to be repurposed.

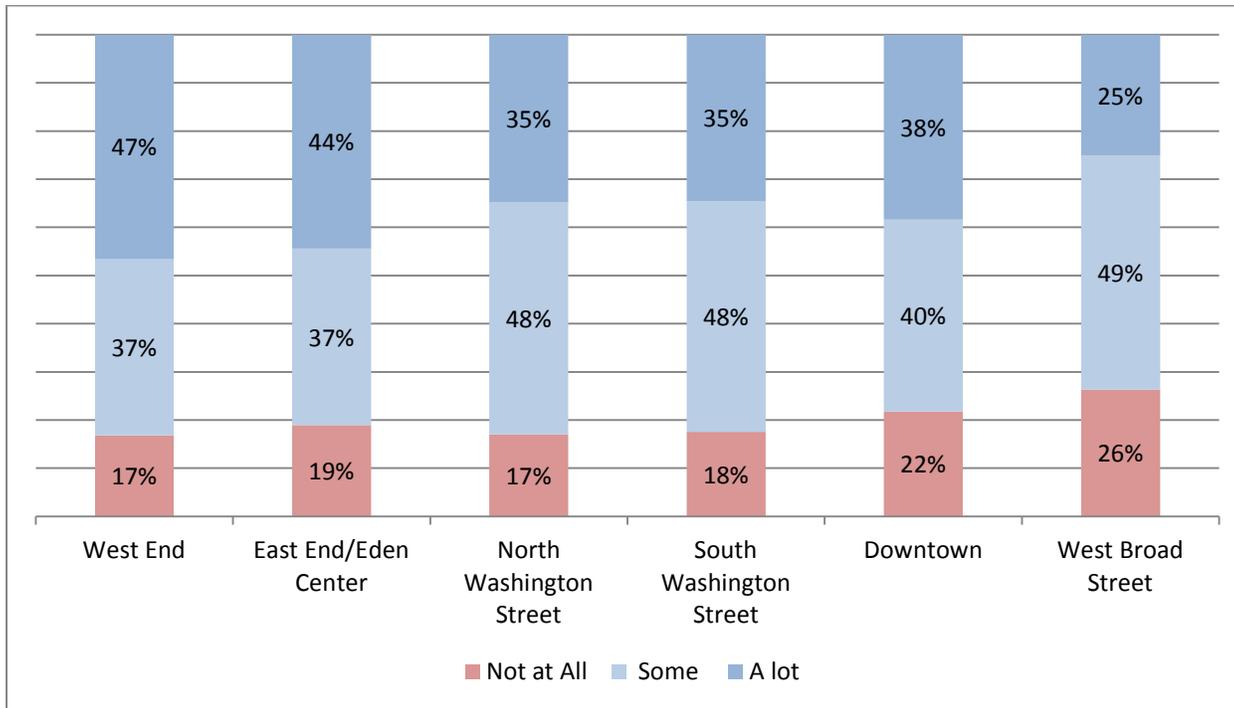


Below are selected comments in response to Other industrial examples:

- I love Dixie Sheet Metal, Sister’s Stone, and long standing businesses who give back to the community in so many ways
- Falls Church needs less light industrial like where the cement plant and repair places [are] on Gordon Road
- European Drive, Craftsman, and perfect auto detail are incredible. Please don’t take them away. However, it is strange that there are so many used car dealerships in such a small city.
- Remove the gun stores!

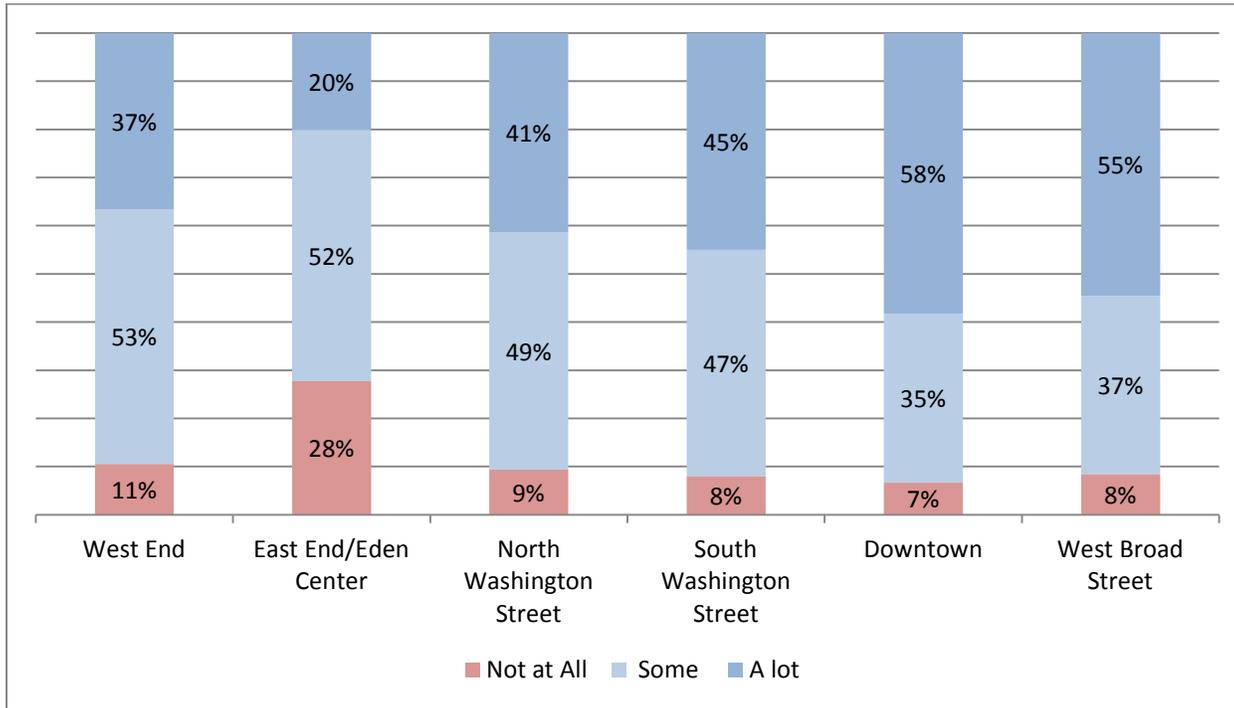
**Question 8: To what extent should REGIONAL DRAWS be located in the following areas (see map for locations)?**

There was only minor variation in how people responded to the question of where to locate regional draws. All six locations were considered suitable for some or all regional draws, but West End and East End outweighed the other locations as suitable; whereas, downtown and West Broad were considered least suitable. About 26 percent of respondents thought regional draws should not be located on West Broad Street.



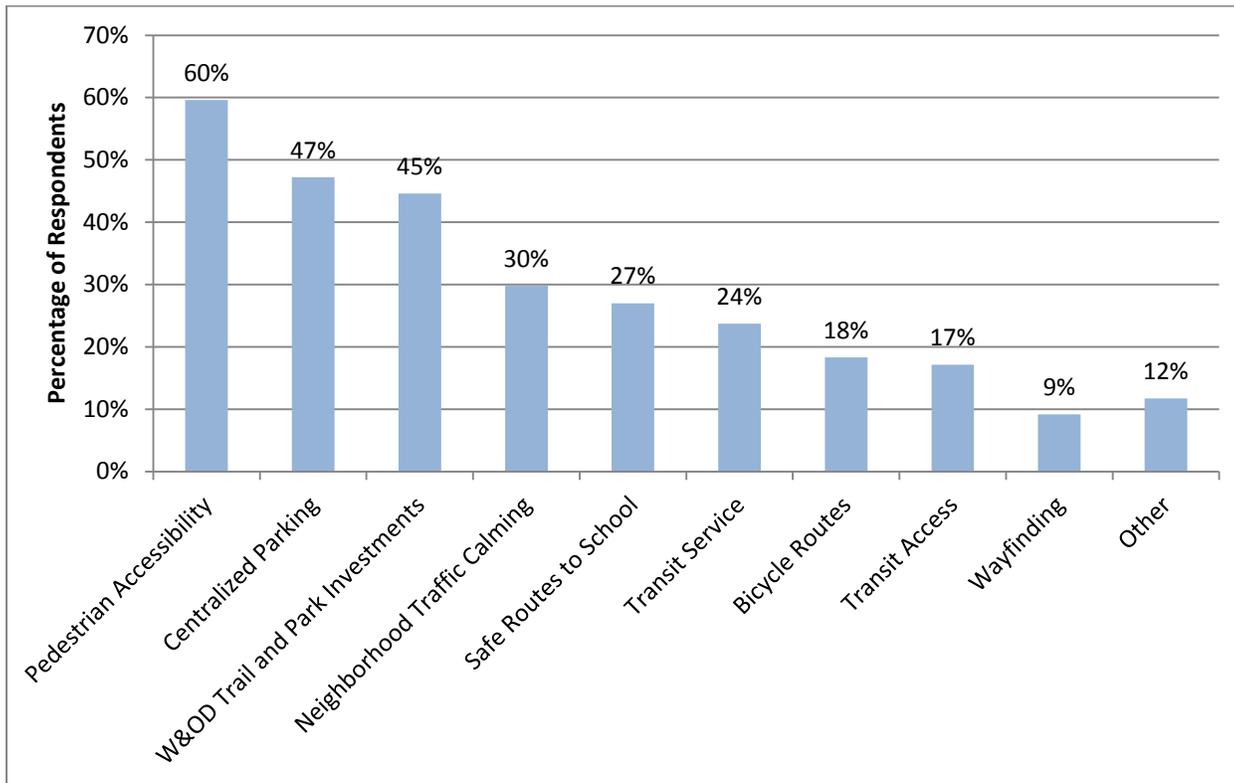
**Question 9: To what extent should NEIGHBORHOOD-SERVING DRAWS be located in the following areas (see map for locations)?**

Downtown and West Broad Street were considered most suitable for neighborhood-serving draws (as they were considered unsuitable for regional draws), while East End/Eden Center was considered least suitable.



**Question 10: Which three efforts would most contribute to sense of place in the City? Choose up to three.)**

Of the nine transportation-related initiatives, respondents thought pedestrian accessibility would contribute most to sense of place in Falls Church. Also rated high were centralized parking and W&OD Trail and park investment. Considered least contributory was wayfinding .

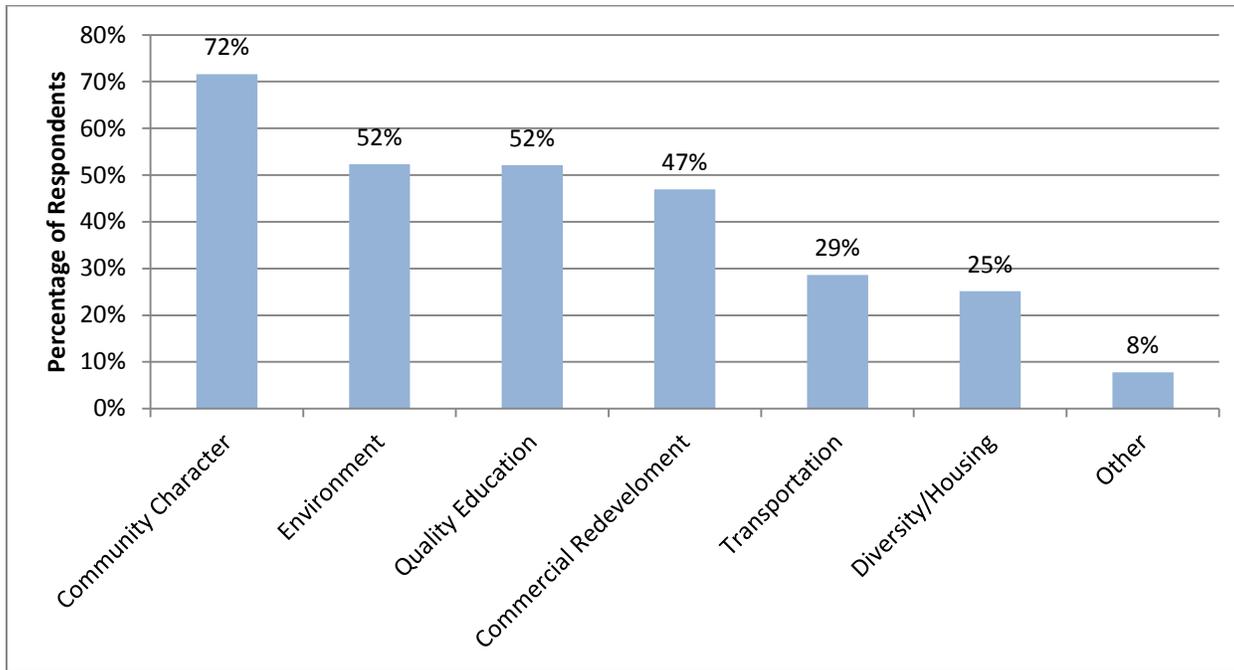


Below are selected comments in response to Other examples of transportation-related initiatives:

- No bike paths through our City parks!
- Sidewalks on both sides of residential streets
- Local bus service to connect local residential and commercial areas to Metro
- A study to change the lights on Broad Street to limit daily congestion
- Slow down traffic on all city streets to 20 mph
- In about 600 crossings of Great Falls Street, I have seen only 2 bicyclists stop

**Question 11: Which of these values do you think are most important to include in an updated Vision Statement?  
Choose up to three.**

Of the six principles or values in the 2005 Comprehensive Plan that respondents think should be included in an updated Vision Statement, the highest rated was Community Character. Environment and Education were also rated high. Rated lowest were Diversity/Housing and Transportation.



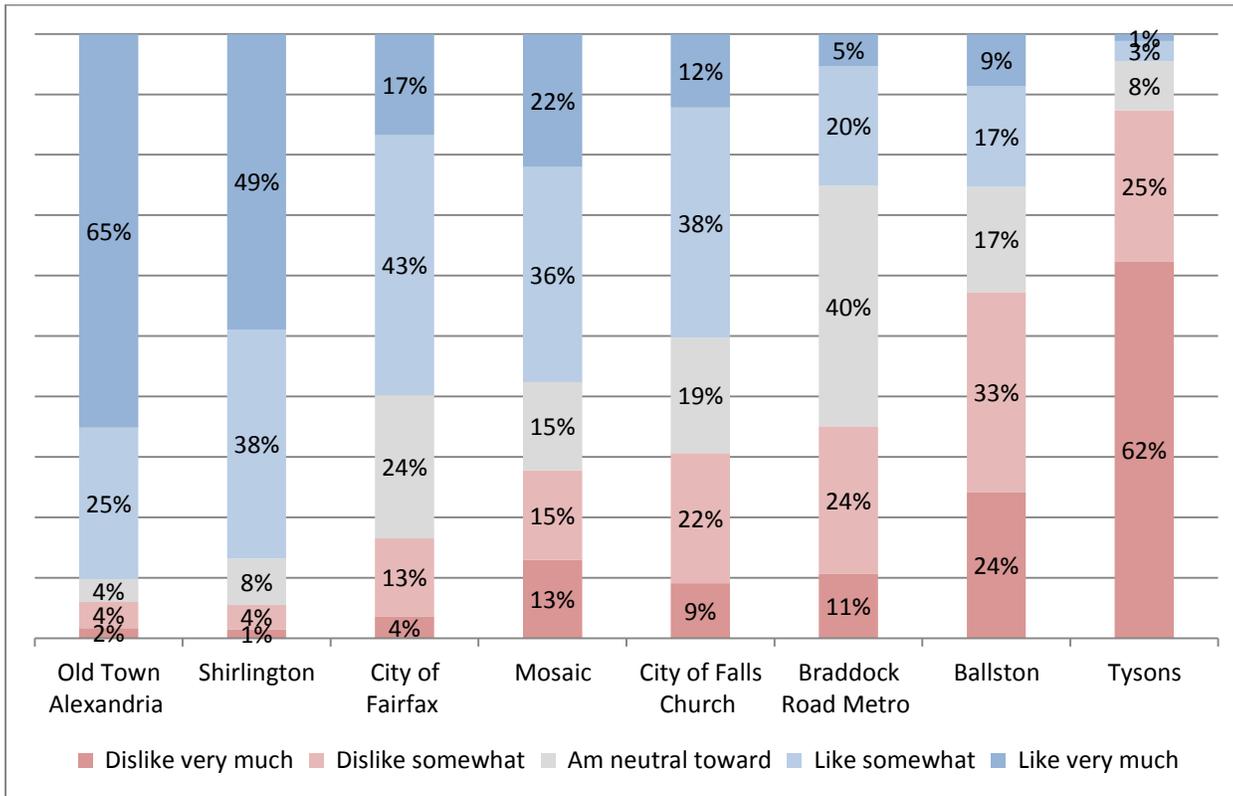
Below are selected comments in response to Other principles:

- We need more gathering spots close to a place you can get a cold soda and sit and read the paper or watch kids play in a fountain or draw on the concrete with chalk. We need more community engagement and interaction so people can learn about their city and the people in it.
- New housing harmonious in scale, allow all incomes to thrive here.
- Keep the quietness, the antique shops, the old feel of a historic community. We don't want urbanization.
- No more mixed use. We have yet to see it flourish!
- Regarding diversity of housing, there is an entire group that is not taken into account: the middle-income residents, particularly those who have lived here all their lives and want to stay here now that they are retired.

**Questions 12-19: Please rate these examples.**

Of the eight activity centers in Northern Virginia, respondents very much liked Old Town Alexandria (65 percent); in fact, only 6 percent disliked Old Town Alexandria somewhat or very much. Second most liked was Shirlington, with 49 percent liking it very much and 38 percent liking it somewhat. Other well-liked centers included the City of Fairfax, Mosaic, and Falls Church. Least favored are Tysons (87 percent disliking it somewhat or very much) and Ballston (57 percent disliking it somewhat or very much).

Overall, respondents appeared to favor small-scale areas—some historic, some infill—and to find large-scale developments like Tysons and Ballston quite unappealing.



## Written Comments and Suggestions

### Question 20: Please add any additional comments or suggestions here:

The comments below are generally representative of the hundreds that were submitted. Many comments addressed the overall character of Falls Church, with an emphasis on the need for good parks and walkable streets. A substantial number of comments argued against further commercial development.

#### Community Character

- It would be nice if it could be an updated small town – not overly cookie cutter, not overly built up but not seedy or industrial.
- More small parks with playgrounds. A splash park or fountain would be great!
- I would like to see our playgrounds upgraded.
- Falls Church is great! Adding parks and keep[ing] the small city charm is what will keep me wanting more! The large developments...do not add charm.
- Definitely stop the ridiculous lot division with super-ugly “craftsman” style narrow and long houses with giant garages right in front.
- No city can truly be considered a CITY without a proper outlet for arts. A performing arts center with space for rehearsal, performance and the development of local (and beyond) talent would make a huge impact.
- Falls Church City needs to capitalize on its history and utilize existing structures or build new structures to look historic and quaint. There is very little creativity in the new commercial architecture.
- I would really like to see more restaurants in the city and places for our kids to go and be active. Like movie theaters, roller rinks, trampoline parks.

#### Economic Sustainability

- NO MORE COMMERCIAL DEVELOPMENT. No more mixed use. No more apartments/condos. Enough is enough.
- I would like to see fewer high rise buildings – they are literally casting shadows on the city. More restaurants and coffee shops would be ideal. The schools, library, and open spaces (parks, playgrounds, W&OD Trail) are central to what makes FCC great.
- Gordon Road Triangle has been in a holding pattern way longer than anything else. It is time to either get it done or quit thinking of it.

#### Transportation

- Better pedestrian walkways with safer crosswalks would add a lot to this walkable city that has potentially perilous intersections.
- If we want to be a walkable, desirable community, we need to make sure that there are wide sidewalks, sufficient crosswalks, and speed bumps to ensure the safety of pedestrians.

#### Environment

- Please include energy efficiency and low carbon footprint for the city as a must in the Comprehensive Plan.
- People need more green space.

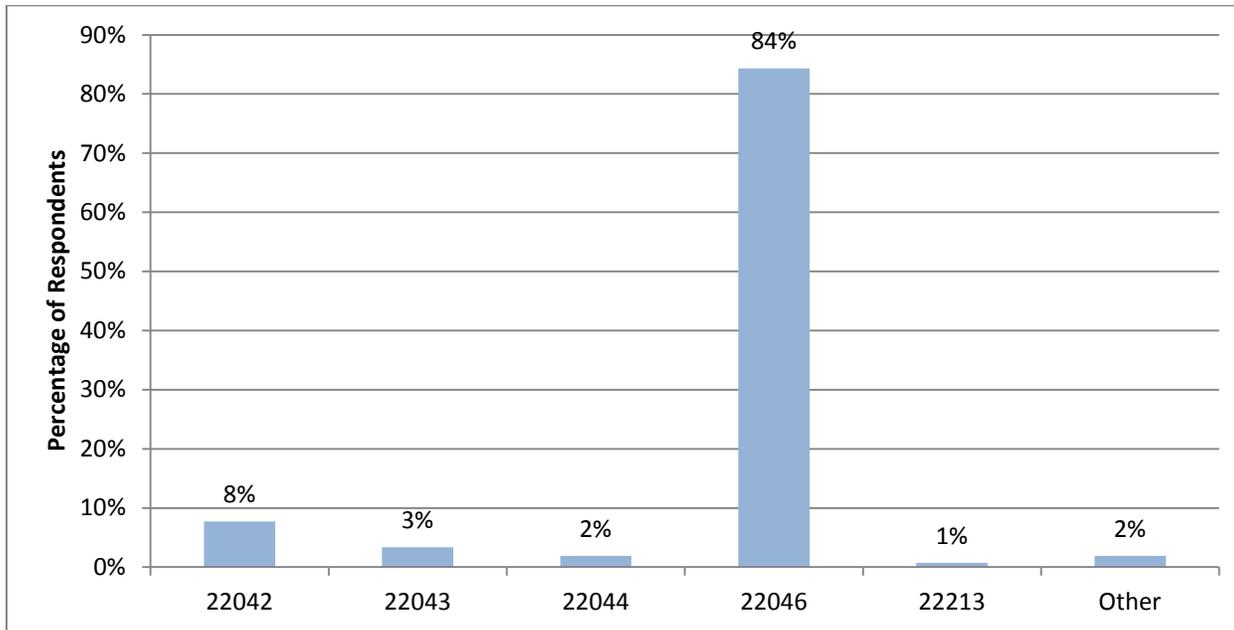
## Housing/Diversity

- Seniors and low income need not apply.
- It would be great to have a place where people of all backgrounds can commune to enjoy this great city. Also, affordable housing for working professionals is a must.

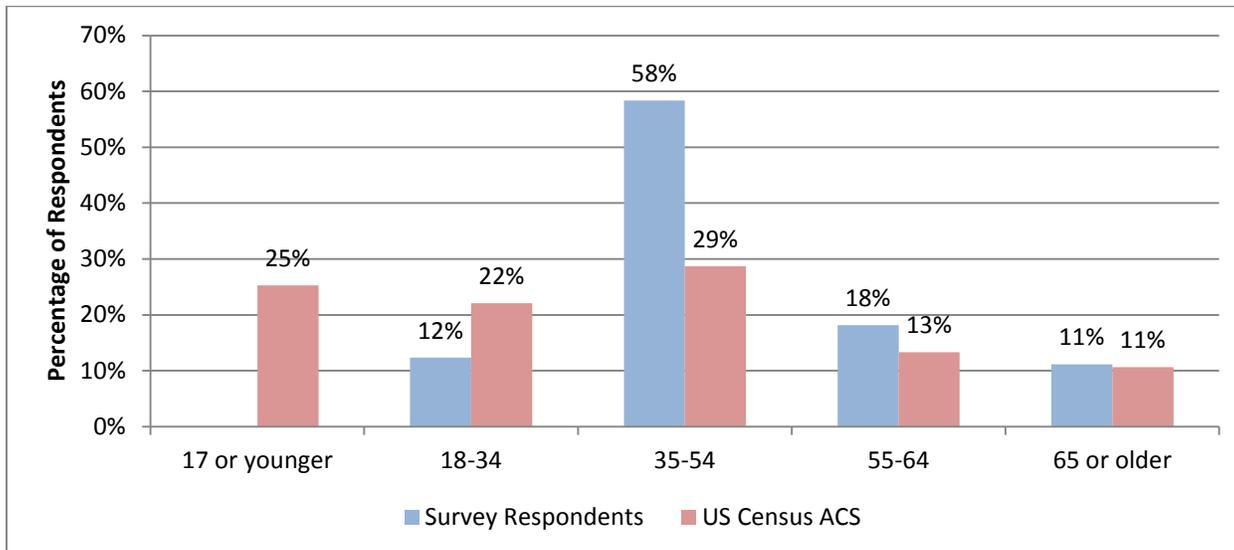
## Demographic Analysis

Survey respondents were primarily (84 percent) from the 22046 zip code. More than half (58 percent) were in the 35-54 age range. Nearly two-thirds (66 percent) were women. This generally conforms with the City's population as a whole, although the percentage of female respondents was substantially higher than the 51 percent of females in the City.

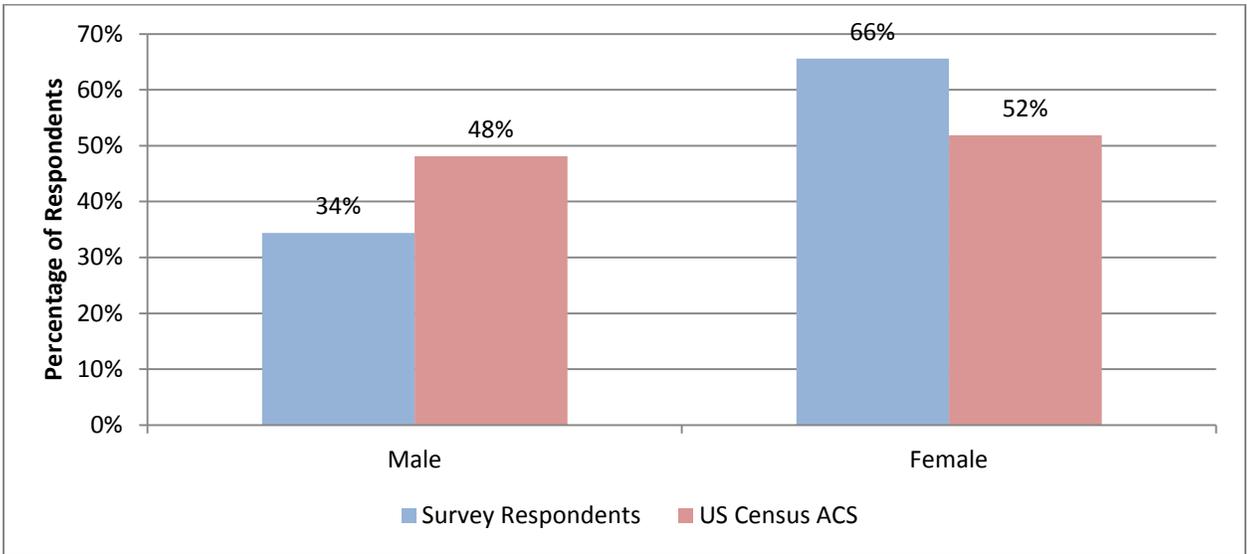
### Zip Code



### Age



**Male / Female**



# Falls Church Vision 2040



## Community Meeting #2, Reviewing the Draft October 1, 2016 Meeting Report

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### Overview

The second public visioning meeting took place from 9 a.m. to noon on Saturday, October 1, 2016. Approximately 50 people attended the meeting. The purposes of the meeting were to (1) inspire and inform the public about place-making and the Visioning process; (2) introduce the draft Vision Statement and draft Principles; and (3) obtain feedback on the draft materials.

Overall, City staff considered the Visioning meeting a success. The guest speakers were well received. Many of the participants were new to planning meetings. The discussions and dot voting yielded information that will contribute to the revision of the Vision chapter.

### Outcomes

The presentations were educational and well received. Alan Hansen's and Robert Atkinson's presentations focused on urban design and place making, with opportunities for Falls Church to brand itself. Anthony Chang focused on commercial sustainability and market conditions throughout the region as they relate to Falls Church. Jim Snyder provided an overview of recent planning efforts and short-term and long-term investment opportunities to increase that could increase quality of life in the City of Falls Church.

City staff reviewed the Visioning public engagement process that has included public meetings, Pop-up sessions, student Town Halls, and an on-line survey. Staff also presented the draft Vision Statement and Principles.

Due to the length of the meeting, many of the 50 attendees were unavailable to stay for the feedback portions of the meeting. Approximately 12 of the 50 attendees participated in the feedback exercises. Overall, participants agreed with both the draft vision and the draft principles. Regarding the draft vision statement, only one participant did not agree or strongly agree with the draft statement. Regarding the draft principles, most participants either agreed or strongly agreed with the draft principles. The only exception was with "housing/diversity and social sustainability", on which one participant did not agree. Detailed outcomes and transcribed notes are provided in the attached report.

## **Schedule**

The meeting schedule was as follows:

### **Part 1, Getting Participants in and Framing Meeting**

8:45 – 9:00: Open House

9:05 – 9:10: Welcome and Introductions

Mayor Tarter

9:10 – 9:15: Review of Visioning Process

Vice-Mayor Connelly

- What is visioning?
- What is a Comp Plan?
- What have we done and what are we doing now?

### **Part 2, Presentations on Visioning and Placemaking**

9:20 – 9:35: The Importance of Visioning and Placemaking

Alan Hansen

9:35 – 9:50: Changing Markets and Defining the City's Niche

Anthony Chang

9:50 – 10:05: Urban Placemaking: Great Buildings, Great Streets

Robert Atkinson

10:05 – 10:20: Acting Now for the Long-term Vision

Jim Snyder

10:20 – 10:30: Break

### **Part 3, Reporting Out – Public Engagement and Draft Chapter**

10:30 – 10:45: What Have We Heard?

Shelley Mastran

10:45 – 11:00: What's in the Draft Vision?

Paul Stoddard

### **Part 4, Feedback**

11:00 – 11:20: Staff were positioned at two stations to obtain participant feedback on the draft Vision Statement and draft Principles. Participants were encouraged to “vote” for whether they agreed or disagreed with the Vision and each principle along a Likert scale. They were also given post-it notes to make comments on how they thought the draft Vision and principles might be changed.

### **Part 5, Wrap-up and Thanks**

# Falls Church Vision 2040



## Community Pop-Up, Reviewing the Vision November 5, 2016 Pop-Up Report

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### Process

A pop-up session was held at the Farmers Market from 9:30 to 11:30 a.m. on Saturday, November 5th, staffed by Shelley Mastran. More than 60 people participated in the dot-voting exercise. In this case, the dot-voting exercise involved agreeing or not agreeing with the draft Vision Statement and providing feedback on it.

About one half of the participants were residents of the City of Falls Church; the others were from Arlington County and Fairfax County. Most were in the 30-60 age range. Well more than 100 people were invited to participate, but many declined. Typically, people were in a hurry and didn't want to take the time, even though they were told it would take only a few minutes.

### Dot-Voting Results

The following table presents the number of dots placed on each reaction to the Vision Statement.

#### Reactions to the Draft Vision Statement

	Number of Votes	Percentage of Votes
Strongly Agree	29	47.5%
Straddling Strongly Agree and Agree	2	3.3%
Agree	15	24.6%
Neither Agree nor Disagree	12	19.7%
Disagree	2	3.3%
Strongly Disagree	1	1.6%
<b>Total</b>	<b>61</b>	<b>100.0%</b>

Thus, nearly 50 percent of participants strongly agreed with the draft Vision Statement, and 75 percent either agreed or strongly agreed.

### Opportunities for Improvement

Of the approximately 25 percent of participants who did not agree or strongly agree, some made the following comments. The comments are from participants. The groupings/themes were identified by staff later.

### ***Statement is too vague (6 comments)***

- "Keeps pace with regional growth:" what does that mean? It's too general. (3 comments)
- It's too vague; what's not to like?
- Don't like "special place;" it sounds kind of cheesy.
- It's too weak; sounds like an ad slogan.

### ***Missing concepts (4 comments)***

- Add "safe and secure" to description of small city.
- Needs "environmental quality" (air, energy) somewhere.
- What about the term "smart growth?"
- There's no mention of transportation. The City needs to be easier to get around in.

### ***Distinguishing present from future (4 comments)***

- Don't like the last sentence; it's not true. (2 comments)
- The term "walkable" is ridiculous. Nothing is done to make FC more walkable. (2 comments)

### ***Too long (2 comments)***

- It's too wordy.
- It's too long; should be 20-25 words only. I like "vibrant."

# City of Falls Church

## Citizens Advisory Committee on Transportation

**DATE:** January xx, 2016

**TO:** Mayor Tarter and Members of the City Council

**FROM:** Citizens Advisory Committee on Transportation

**SUBJECT:** 2016 Annual Report of the Citizens Advisory Committee on Transportation

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### Introduction

This report summarizes the calendar year 2016 activities of the Citizens Advisory Committee on Transportation (CACT) and its priorities for 2017.

City Council established the CACT in 1976 to study and advise Council, the Planning Commission, and the City Manager on “matters related to the transportation of people.” In 2000, Council expanded the CACT’s responsibilities to include the Neighborhood Traffic Calming Program. This program authorizes the CACT to receive petitions from residents, conduct hearings, evaluate data, and recommend solutions to the City Manager to improve safety on residential streets.

Council appoints seven voting members and a non-voting youth representative to the CACT. The voting members are: Paul Baldino, Chair; Hal Morgan, Vice-Chair; Bill Ackerman; Andrea Caumont; Doug Devereaux; Addison Heard; and Stephen Knight. Bhaskar Singhvi is the youth representative. The Committee’s Council Liaison is Karen Oliver.

The CACT is supported by and works together with a City Interdisciplinary Team appointed by the City Manager. The members are Jeff Sikes, Development Services; Stephanie Rogers, Public Works; and Major Richard Campbell, Police.

### Recommendations to Council

#### 1. Neighborhood Traffic Calming

Fund a recurring Capital Improvement Program (CIP) line item of \$xxx,xxx for Neighborhood Traffic Calming (NTC) and increase staffing from xxxxx to xxxxx positions to address the backlog of citizen petitions.

- The FY2017-2021 Adopted CIP included annual funding of \$200,000 for NTC, but no funds were appropriated in the FY17 Adopted Budget. However, at its November 28, 2016 meeting, Council allocated \$200,000 of unexpended FY16 budgeted funds to traffic calming, including the NTC Program.

- Staff projects the expenditure of \$xxx,xxx on traffic calming projects in FY17. This will be a mix of xx. Spending per project is expected to be:
 

Parker Ave./Kent St.	<u>\$xxx,xxx</u>
Pennsylvania Ave.	<u>\$xxx,xxx</u>
North Maple Ave.	<u>\$xxx,xxx</u>
<b>Total:</b>	<b><u>\$xxx,xxx</u></b>
- One full time staff position is assigned to NTC. This position has other transportation-related duties as well. Because each case requires extensive public engagement and coordination of contractors for traffic counts, design, and construction, this position manages two active NTC cases at a time.
- Currently (December 2016), there are xxxxxxxx pending NTC cases, so it would take xxxx years to eliminate the backlog even if no additional traffic calming petitions are submitted. If xxx full time positions were assigned to the traffic calming program, the existing backlog could be eliminated in xxxx years.

## 2. Bicycle Education Campaign

Develop a bicycle education program to prepare residents for increasing bicycle use on City streets and sidewalks.

- The City has demonstrated its commitment to bicycling as a transportation mode through its investment in sharrows, bike lanes, an intersection bike box, bike racks, and soon, Capital Bike Share stations. This will add to the already noticeable increase in bicycling on Falls Church’s streets, sidewalks, and the W&OD Trail.
- To encourage cycling, assure the safety of cyclists, and minimize conflicts with drivers and pedestrians, the City should develop an education campaign to include press releases, brochures, web pages, and possibly videos. The campaign might have two parts:
  - For drivers, pedestrians, and cyclists: Clear explanations of traffic laws and the principles of sharing streets and sidewalks.
  - For cyclists: Information on helmets, equipment safety checks, bicycling in traffic, positioning in traffic lanes and intersections, signaling, hazard avoidance maneuvers, and riding at night.

## 2016 Highlights

### 1. Resource Commitment

After the decision not to fund NTC in the FY17 Adopted Budget, the CACT appreciates Council’s action in November to fund traffic calming at the full amount requested for the fiscal year. **(Any staffing or other resource changes in 2016 worth mentioning?)**

### 2. Application of the Revised Neighborhood Traffic Calming Program

FY16 was the first application of the revised Neighborhood Traffic Calming (NTC) Program. The new program provides for:

- Greater neighborhood engagement in identifying problems and solutions
- Consideration of traffic volume, roadway design deficiencies, and proximity to pedestrian generators in addition to traffic speed
- Prioritization of requests based on estimated risk

- Identification of solutions, such as traffic signals and signs, that can be implemented by the Department of Public Works without community engagement
- Options to implement light solutions (e.g., narrowing travel lanes with pavement marking or installing speed feedback signs) that are less expensive and can be implemented relatively quickly instead of heavy solutions (e.g., speed tables and curb extensions) that require greater community engagement and more time to design and install

North Maple Avenue and ***(Name of street if decision made at the Dec 2016 CACT meeting)*** were the first cases selected under the revised program.

### 3. Administration of the Neighborhood Traffic Calming Program

#### a. Parker Avenue & Kent Street Intersection

This project was completed in October 2015 with the construction of curb extensions and painting of crosswalks.

Staff plans an after-action report to assess the effectiveness of the actions taken in 2014 (pedestrian crossing signs, striping, and painted crosswalks) and the subsequent construction of curb extensions to compare the effectiveness of light solutions versus heavy solutions. The report will review the process and identify improvement opportunities for future projects.

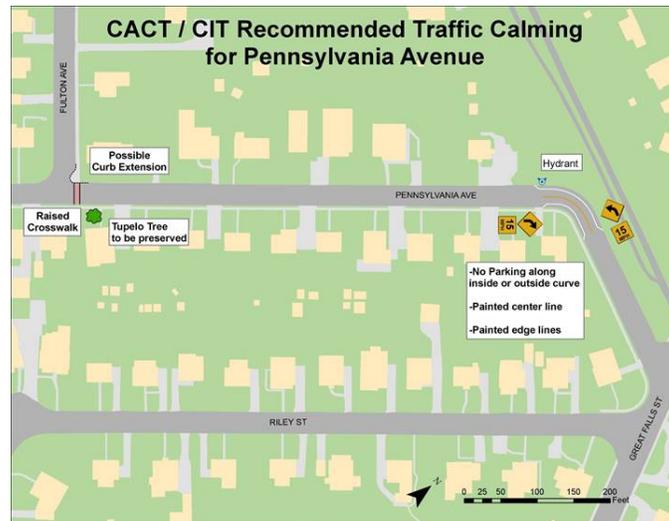


Parker Ave. & Kent St.

#### b. Pennsylvania Avenue

This project was completed in November 2016. It includes the painting of centerline and edge lines, advisory speed limit signs, a curb extension and raised crosswalk at the Fulton Avenue intersection, plantings, and the elimination of parking on the curve leading to Great Falls Street.

***(Is a photo or better graphic available?)***



Pennsylvania Ave.

### c. North Maple Avenue

In September 2016, crosswalks were painted across North Maple at West Columbia Street, at the Columbia Baptist Church parking lot, and across James Thurber Court and Garden Court. Curb extensions and crosswalks were painted at the Great Falls Street intersection and parking lanes were painted along both sides of North Maple.

In Spring 2017, physical curb extensions will be constructed across North Maple at the West Columbia Street intersection and a speed table will be installed mid-block.

***(Insert N. Maple photo or graphic)***

### d. Pending Cases

**XXXXXXXXXX** petitions are pending: North Cherry Street, Little Falls Street, South West Street, Great Falls Street, South Spring Street, Grove Avenue, South Spring Street, West Marshall Street, North Virginia Avenue, and Jackson Street. Data collection has been completed for North Cherry, Little Falls, South West, Great Falls, and Grove. ***(List to be updated after Dec CACT meeting.)***

## 4. Project Accomplishments

### a. Play Streets



With enthusiastic support from the Departments of Public Works and Recreation and Parks, the Play Street program began in 2016. This is the temporary closing of a neighborhood street to traffic so kids can have a safe place to play ball, ride bikes, skate, dance, and enjoy other informal play activities.

There have already been four Play Street events:

- May 14 North Virginia Avenue and Riley Street
- June 24 Pine Street
- August 19 Fulton Avenue
- September 29 Fulton Avenue

Staff has developed a simple set of rules and a no-cost permit process for Play Street events, adding a fun, safe, and community-building recreational opportunity for the City’s children and adults.



#### b. Neighborhood Pace Car Program



Under this program, volunteers sign a pledge to drive within the speed limit, stop for pedestrians, drive courteously, and display a Pace Car sticker on their vehicles, thereby “setting the pace” and acting as mobile speed bumps.

Staff learned that the District of Columbia has implemented the Pace Car program in partnership with the Washington Area Bicyclists Association. The District has granted permission to modify

its program brochure and sticker for use by Falls Church, and Development Services is funding the printing of these materials. A copy of the District’s program brochure is provided as Attachment 1.

A CACT member has met with the Falls Church Elementary PTA and received support for the program and agreement to assist in the distribution of stickers and brochures when they are printed.

### c. Residential Zone Parking Permits



The Residential Zone Parking Permit Program was established in 2016. Residents of the designated zone with vehicles registered with the Commissioner of Revenue are eligible for a zone parking permit and visitor passes. The first zone parking area is the Winter Hill neighborhood.

Planning staff led many community meetings to develop zone boundaries, procedures, hours of restricted parking, and fines for violations. Staff procured vehicle decals, developed decal distribution procedures, and ordered and coordinated the installation of parking signs.

Residents of other neighborhoods interested in modifying or creating parking restrictions may submit a request under the new program.

### d. Walkability Survey

The CACT developed a survey for use by residents to assess and score the walkability of the commercial areas of Broad and Washington Streets on factors such as room to walk, condition of sidewalks, ease of crossing streets, and comfort and appeal of the walking experience.

With considerable staff support, the survey was conducted on the City website and in paper form from October 17 through November 20, 2016. A copy of the print survey is provided as Attachment 2.

**(Awaiting survey results.)**

A similar survey was proposed in January 2016 to assess the bikeability of the City’s sharrow-marked streets (then limited to Park Avenue, Maple Avenue, and West Street) and the W&OD

Trail. During 2016 the City significantly increased bike routes and lanes, and committed to the installation of Bike Share stations. The CACT decided to defer the bikeability survey until after the new infrastructure is in place.

#### e. W&OD Trail Projects

The Mason Row developer will rebuild two street crossings – Park Avenue and Grove Avenue. The Park Avenue intersection will connect to a new traffic signal. The Grove Avenue intersection will be realigned and the roadway narrowed.

The City is actively seeking grant funds to implement pilot projects, such as the Walter Mess/Oak Street Plaza, in support of the W&OD Trail Master Plan.

*(Insert graphic)*

#### f. Bike-to-Work Day

Three hundred and twenty-three cyclists registered for the May 20<sup>th</sup> Falls Church Pit Stop at the Little Falls Street crossing of the W&OD Trail. Registrations in the last few days before the event are not included in this number. Cyclists were rewarded with t-shirts, food, games, and prizes. Local merchants and others participated, including Bikekinetic, Local Market, 24-hour Fitness, and even a church offering a Blessing of the Bikes.

Arlington County's electromagnetic pedestrian/bike counter on the trail near the fire station provides a more complete count and shows the volume of bike and pedestrian traffic on the trail. On Friday, May 20<sup>th</sup>:

- Inbound & outbound: 6:00am - 9:30am
  - Bikes = 926
  - Bikes + pedestrians = 1057
- Inbound & outbound: 12:00am – 11:59pm
  - Bikes = 2571
  - Bikes + pedestrians = 3089



### **g. Broadened Perspective**

Attempting to better understand the context of City transportation issues, CACT members have increased interaction with other boards, authorities, and commissions, and participated in Citywide taskforces and regional transportation meetings. In 2016, this included:

- Joint meeting with the Economic Development Authority
- Membership in the Streetscape Taskforce
- City Council Retreat
- Community Vision Workshops
- Public Hearings on the Budget and CIP
- VDOT's Transform I-66 Public Hearings
- Route 7 Corridor Transit Study
- Falls Church Elementary PTA
- Northern Virginia Regional Park Authority Board of Directors
- VPIS Meetings

## **2017 Action Items**

### **1. Refine the Neighborhood Traffic Calming Program**

With the recent completion of the first project under the revised NTC program (North Maple Avenue) and the forthcoming staff report on the effectiveness of light solutions versus heavy solutions at the Parker/Kent intersection, the CACT plans a thorough review of the NTC process and examination of alternatives to improve the program administration and expedite the delivery of effective and cost-efficient solutions.

### **2. Parklets**

The CACT plans to study and report to Council on the suitability of Parklets for Falls Church. Parklets convert one or more on-street parking spaces into public open space. They can preserve walking space while providing sidewalk cafés, seating space near businesses, recreational amenities, and public art. Parklets are privately funded and maintained by a hosting business or organization but provide public space accessible to all.

The City may find parklets to be well-suited to secondary streets adjacent to the commercial corridors.



Cities around the world, including Seattle, San Francisco, Los Angeles, Philadelphia, Minneapolis, Chicago, London, São Paulo, Montreal, and Vancouver have installed parklets and report that they encourage walking and biking and create more inviting commercial districts.

## **Conclusion**

CACT members appreciate the opportunity to serve our City by improving the safety and effectiveness of the transportation network. We look forward to assisting Council, the Planning Commission, and the City Manager in creatively addressing the challenges of increasing population and travel demand.

### Attachments:

1. Neighborhood Pace Car Program Brochure
2. Walkability Survey Form

DRAFT

## Status of 2016 CACT Action Items

**Updated: October 12, 2016**

<b>Action Item</b>	<b>Responsibility</b>	<b>Status</b>
<b>Refine the Neighborhood Traffic Calming (NTC) Program:</b> The CACT plans to work closely with petitioners and staff and to modify the administration of the program as needed to assure it fulfills the goal of improving safety on residential streets as efficiently and cost effective as possible.	Staff CACT	
<b>W&amp;OD Trail Projects</b> (1) construct at least one plaza (2) replace welcome signs at eastern and western entrances	Doug Paul B	CIP Funding proposed by Planning Commission CIP Funding not included in adopted budget Staff working on a master plan to develop a vision for the W&OD and provide policy guidance for grant applications  August 3, 2015 Planning Commission work session September 9, 2015 CACT-comments provided November 2, 2015-City council work session February 2, 2016, CACT recommend approval to Council February 2016, Planning Commission-action and recommendation March 2016 –City Council-work session and adoption VPIS approved funding for welcome signs in 2015. This would involve installation of previously constructed, smaller versions of the City’s roadway signs. On April 11, Council adopted the W&OD Master Plan with the stipulation that signs must say “Welcome to Falls Church”. The VPIS signs do not say “Welcome”.. October 2016-W&OD Trail projects are up to date for the moment
<b>Neighborhood Pace Car Program:</b> develop proposal	Staff	April 2015: Andrea coordinating with WABA August 2015-staff to coordinate with WABA September 2015- Staff spoke with WABA about the program. Was referred to DDOT to inquire about their Pace Car Program Nov. 5 <sup>th</sup> CACT meeting-staff update April 2016-staff requesting quote to print decal May 2016-staff waiting for printing price quote June 2016-staff received printing quote (500 decals for \$360)- Need to find funding October 2016-Funding is available for the Neighborhood Pace Car Program from DPW
<b>Play Streets:</b> seek feedback from	Andrea/Stephanie	September 9, CACT to take action on memo to

boards and commissions		Boards and Planning Commission seeking work session. Andrea to present proposal to the Planning Commission on November 16th and the Recreation and Parks Advisory Board on November 4. May 2016-Guidelines for Play Street applications developed by DPW; Play Street Pilot on May 14 <sup>th</sup> on N. Virginia Ave. and Riley Street. June 2016: Play Street on Pine Street on June 24 <sup>th</sup> October 2016: The Play Streets events have been well attended. The Play Streets program could use text messages or News Flashes on the website to advertise upcoming events.
<b>Development Plan Review-</b> The CACT plans to intensify committee review of development plans seeking more comprehensive TDM management strategies and coordination with the city-wide transportation network and facilities.	CACT	
<b>Bikeability Survey</b> Survey the City's sharrow marked streets (Park Ave., Maple Ave. and West Street) and the segment of the W&OD trail within the City limits and assess bikeability through factors affecting the safety, comfort and appeal of cycling. Summarize findings and recommendations in a report to Council, boards, committees and staff.	Paul B.	October 2016: The Bikeability survey will be revisited at a later time.
<b>Walkability Survey</b> Survey the commercial areas of Broad and Washington Streets and assess walkability through factors affecting the safety, comfort and appeal of the streets and sidewalks. Summarize findings and recommendations in a report to Council, boards, committees and staff.	Paul B. Steve	April 2016: First draft of the survey and instructions discussed. Revisions underway. Steve volunteered to convert the survey to an automated form. May 2016-CACT reviews and comments on Walkability Survey- CACT members to "survey" a block of Broad street and report results by end of May for discussion at June meeting. June 2016-CACT continued to refine Survey Instrument October 2016: The CACT made revisions to the online and paper versions of the Walkability Survey in September. The Walkability survey will be open late in the week of October 9 <sup>th</sup> . New data will become available soon through VDOT from Apple phones that will help identify heaviest travelled pedestrian routes. December 2016-Results of survey
<b>Joint Meeting with EDA to discuss options for increasing transit in the City.</b>	CACT	Met with the EDA on February 2 to discuss areas of common interest and opportunities for cooperation Complete!



# CITY OF FALLS CHURCH

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**DATE:** December 7, 2016

**TO:** Citizens Advisory Committee on Transportation (CACT)

**FROM:** Jeffrey Sikes, Planner

**SUBJECT:** Selection of Next Neighborhood Traffic Calming Project

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**Background:** With the completion of the Pennsylvania Ave project and with the N Maple Ave project being the design phase, the CACT has an opportunity to select the next NCT project from the list of eligible cases.

There are five cases which have become eligible for traffic calming assistance currently on the priority list. They are:

- Great Falls Street between N Maple Ave and Little Falls Street
- Little Falls Street between Great Falls Street and W Columbia Street
- N Cherry Street between E Broad Street and E Columbia Street
- S West Street between Ellison Street and Parker Ave
- Grove Ave between N West Street and Spruce Street.

A summary sheet showing comparisons of the important data for each case is also enclosed.

**Staff Recommendation:** Based upon the traffic data and the case prioritization calculations, staff recommends that the CACT select Little Falls Street and Great Falls Street as the next NTC Project(s).

There are some logical reasons to select both streets at one time.

- The streets intersect at a busy yet poorly designed intersection near the Community Center and City Hall.
- N Maple Ave is currently under design and the intersection of N Maple with Great Falls is included in that project.
- The segment of Great Falls Street includes only one short block. Economies of scale can be achieved by adding the Great Falls street block. This would create three connected streets with traffic calming measures.



## NTC CASE SUMMARY SHEET

<b>STREET NAME</b>	<b>GREAT FALLS</b>	<b>LITTLE FALLS</b>	<b>NORTH CHERRY</b>	<b>SOUTH WEST</b>	<b>GROVE</b>
LOCATION	N. Maple to Little Falls	Great Falls to W. Columbia	E. Broad to E. Columbia	Ellison to Parker	N. West to Spruce
DAILY TRAFFIC VOLUME	5,000 vpd	2,680 vpd	1,937 vpd	7,744 vpd	1,855 vpd
POSTED SPEED	25 mph	25 mph	25 mph	25 mph	25 mph
AVERAGE SPEED	22.4 mph	21 mph	21 mph	21.4 mph	22.3 mph
85% SPEED	26.6 mph	26.6 mph	25.3 mph	24.5 mph	26.4 mph
STUDY AREA LENGTH	0.10 mile	0.34 mi	0.47 mi	0.20 mi	0.27 MI
DESIGN DEFICIENCIES	Yes	Yes	Yes	Yes	Yes
PEDESTRIAN GENERATOR	Yes	Yes	Yes	Yes	Yes
PRIORITY BIN	Medium	Medium	Medium	Medium	Low
ESTIMATED DAILY RISK OF SEVERE PEDESTRIAN INJURY	0.00002	0.00004	0.00004	0.00007	0.00001
% CHANCE OF SEVERE PEDESTRIAN INJURY FROM CRASH	20.3%	18.9%	17.8%	18.8%	20.2%



# CITY OF FALLS CHURCH

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**DATE:** September 19, 2016

**TO:** Mayor Tarter and Members of City Council

**FROM:** Paul Stoddard, AICP Principal Planner **PS 09-15-16**  
Jina S. Freiberg, CIP Grants Administrator and Data Analyst **JSF 09-15-16**  
James Mak, Capital Improvement Projects Engineer/Manager **JM 09-15-16**

**THROUGH:** Wyatt Shields, City Manager *WS*

**SUBJECT:** FY 2018-2023 Transportation Grant Applications

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## Purpose

This memo provides the following information:

1. An update on the engineering and construction schedule for transportation projects in the approved FY 2017-2021 Capital Improvement Program (CIP); and
2. The slate of grant applications City staff is preparing to fund transportation projects in the approved CIP.

No formal Council action is required at this time. Council actions will be sought later, as part of the normal budgeting and CIP process, for recognition of grant revenue and budgeting of funds.

## Schedule of Transportation CIP Projects

Beginning with the Fiscal Year (FY) 2015-2019 Capital Improvement Program (CIP), City staff began preparing a combined delivery schedule and funding schedule for transportation projects. This joint schedule helps City staff ensure that adequate funding and staffing resources are available to advance priority projects.

A draft delivery schedule is prepared as part of the CIP process. The schedule is then updated to reflect the adopted CIP. Attachment 1 is the current delivery schedule. It reflects the adopted FY 2017-2021 CIP. The schedule also notes project funding gaps and which projects are ahead of, on, and behind schedule. Lastly, the last page of the schedule identifies projects that are not included in the City's 2017-2021 CIP, but may be appropriate for consideration in the 2018-2022 CIP.

## **Slate of Grant Applications**

City staff uses the combined delivery schedule to prepare a schedule of grant applications for the upcoming fiscal years. The application schedule helps the City take maximum advantage of available grant programs. The schedule is developed with the following methodology:

1. For projects with stable funding programs, such as Revenue Sharing, Primary Extension Paving, and State of Good Repair, apply for funding so that it is available the year design begins. Applying just-in-time avoids having to commit local funds before they are needed and is consistent with grant requirements to spend funds quickly following award.
2. For projects with competitive funding programs, such as SmartScale and Recreational Trails Program (RTP), apply as early as possible and note in the application the expected start date.

The attached application schedule (attachment 2) includes 13 applications for this year. The applications break down as follows:

- 7 applications to close funding gaps in CIP projects
- 3 applications to maintain a state of good repair
- 1 application to support Neighborhood Traffic Calming projects
- 1 application to advance Transportation Demand Management (TDM) consistent with Mobility for all Modes
- 1 application for advance planning

## **Efficient Use of Local Funds**

In preparing the slate of applications, City staff worked to maximize the use of local funds by looking for grant programs with no or limited local match requirements.

The proposed grant application schedule for this year requires additional commitments of \$1,372,000 in local funds. The proposed grant application schedule could return as much as \$9,903,000 in additional revenue from outside sources.

## **List of Attachments**

1. Schedule of Transportation CIP Projects
2. Slate of Grant Applications

FY 2018-21 Application Needs

Commercial Area Investments

Program	Project	Cost	Delivery Schedule from FY17-21 CIP					Status	Funding Gap	Grant Program*	Local Match %
			FY 2017	FY 2018	FY 2019	FY 2020	FY 2021				
South Washington Street Planning Opportunity Area	S Washington St Intermodal Plaza	\$ 6,243,558	Des and Con	Con				Delayed 1 Year	\$ 2,000,000	SYIP transfer from existing awards	0%
	S Washington St Multimodal (Access to Transit)		Des and Con	Con				Delayed 1 Year			
	Maple Av & South Washington St Intersection	\$ 1,400,000	Des	Con				On Schedule	\$ -	NA	NA
	Annandale Rd & S Washington St Intersection	\$ 1,000,000		Des	Des	Con		Delayed 1 Year	\$ 1,000,000	Revenue Sharing	50%
Downtown Planning Opportunity Area	Park Av Great Street (Virginia Ave to Wash Street)	\$ 2,000,000	Des	Des	Des and Con	Des and Con		Delayed 1 Year	\$ 2,000,000	SmartScale	0%
	Streetscape Rehabilitation, Pedestrian Access and Safety at Little Falls St and N Maple Av	\$ 800,000		Des	Des	Des and Con		On Schedule	\$ -	NA	NA
West Broad Street Planning Opportunity Area	Park Connectivity	\$ 60,000				Des and Con		On Schedule	\$60,000	TBD	TBD
	Broad St Streetscape and Utility Undergrounding	\$ 3,000,000				Des	Des and Con	On Schedule	\$ 3,000,000	SmartScale	0%

## Infrastructure Maintenance and Investments

Program	Project	Cost	Delivery Schedule from FY17-21 CIP					Status	Funding Gap	Grant Program*	Local Match %
			FY 2017	FY 2018	FY 2019	FY 2020	FY 2021				
Bridges	N Van Buren St	\$ 1,000,000	Con					Delayed TBD	TBD	NA or State of Good Repair	NA or 0%
	Oak St	\$ 700,000	Des	Con				On Schedule	TBD	State of Good Repair or RSTP	0%
Street Paving and Reconstruction	Roosevelt Blvd	\$ 1,200,000	Con					On Schedule	\$ -	NA	NA
	South Maple			Des	Des	Con		On Schedule	\$ 1,200,000	Revenue Sharing	50%
	Roadbed Reconstruction Street TBD	\$ 1,200,000			Des	Des	Con	On Schedule	\$ 1,200,000	Revenue Sharing	50%
Traffic Signals	Broad St & Cherry St	\$ 600,000	Des	Con				On Schedule	\$ -	NA	NA
	Washington St & Columbia St	\$ 600,000	Des	Con				On Schedule	\$ -	NA	NA
	West St & Lincoln Ave	\$ 600,000	Des	Con				Delayed 1 Year	\$ -	NA	NA
	West St & Great Falls St	\$ 600,000	Des	Des	Con			Advanced 1 Year	\$ -	NA	NA
	S Maple Av & Annandale Rd	\$ 600,000				Des	Con	On Schedule	\$ 600,000	Revenue Sharing	50%
	Great Falls St & Lincoln Av	\$ 600,000					Des	On Schedule	\$ 600,000	Revenue Sharing	50%
Pedestrian Accessibility and Safety	Pedestrian Crossings along Broad St at Oak St, Fairfax St, and Berry St	\$ 1,000,000		Des	Des and Con			On Schedule	\$ -	NA	NA
Bicycle	Bike Share	\$ 2,000,000	Des and Install	Des and Install				On Schedule	\$ -	NA	NA
Transit	2014 and 2015 Priority Bus Shelters	\$ 720,800	Con					On Schedule	\$ -	NA	NA

## Non-Commercial Area Investments

Program	Project	Cost	Delivery Schedule from FY17-21 CIP					Status	Funding Gap	Grant Program*	Local Match %
			FY 2017	FY 2018	FY 2019	FY 2020	FY 2021				
Washington and Old Dominion Trail	W&OD Trail Plazas (cost updated since CIP to reflect adopted Master Plan)	\$ 3,576,000	Des and Con	Des and Con	Des and Con	Des and Con		Delayed 1 Year	\$ 3,536,000	Recreational Trails Program	20%
										Transportation Alternatives Program	20%
Neighborhood Traffic Calming	North Maple Avenue	\$ 100,000	Des and Con					On Schedule	\$ -	NA	NA
	Other Cases, TBD	\$ 1,000,000	Des and Con	Des and Con	Des and Con	Des and Con	Des and Con	On Schedule	\$ 1,000,000	HSIP (use in 3-year blocks of 500k), 0.5 cent tax increase	0%
Non-Commercial	Roosevelt Street	\$ 1,635,647	Con					On Schedule	\$ -	NA	NA
	Mount Daniel Elementary SRTS	TBD			Des	Con		On Schedule	TBD	TBD	TBD
<b>Total</b>											

Project Ideas for FY 18-22 CIP, not included in this grant cycle

Program	Project	Cost	Project Motivation	Status	Funding Gap	Potential Grant Program	Local Match %
South Washington Street Planning Opportunity Area	Sidewalk to Tinner Hill	\$ 100,000	Increase neighborhood access in the Tinner Hill area and to the Tinner Hill Historic Site	No Schedule	\$ 100,000	NVTA 30%	0%
Downtown Planning Opportunity Area	Centralized Parking Structure	\$ 5,000,000	Support "park once and walk" in the Downtown area. Support smaller scale infill development.	No Schedule	\$ 5,000,000	NVTA 70%	0%
	Kaiser Garage Elevator	\$ 500,000		No Schedule	\$ 500,000	TBD	TBD
Pedestrian Accessibility and Safety	Neighborhood Sidewalks	\$1,000,000 per mile	Complete missing links in the City's sidewalk network	No Schedule	\$1,000,000 per mile	TBD	TBD
Transit	15-minute all day service along Washington Street and Broad Street	TBD	Increase transit reliability and functionality	No Schedule	TBD	TBD	TBD
	East Falls Church Metro 2nd Entrance	\$ 96,100,000	Increase access to the East Falls Church Metro. Arlington County draft CIP provides cost estimate and scheduled construction in FY 24-26	No Schedule	\$ 96,100,000	TBD	TBD
	Seven Corners Transit/Ped/Bike Bridge	TBD	Support redevelopment of Seven Corners and the Eden Center	No Schedule	TBD	TBD	TBD

\* Most projects utilize grant programs. To highlight programs with grant funding needs, grant programs are only shown for projects with funding gaps.

**LEGEND**

Des	Project in Design Phase
Des and Con	Project in Design and Construction Phase
Des and Install	Project in Design and Installation Phase
Con	Project in Construction Phase
	Project completed or expected to be completed

## Fiscal Year 2018-2023 Application Schedule

Application Due Date	Grant Program	Local Match Requirement	Program	Project	Application Amount	Local Share	Grant Share	Application Year	Funding Available
July 22	Recreational Trails Program	20%	W&OD Park	Crossings	\$360 K	\$72 K	\$288 K	<u>FY 2017</u>	FY 2018
August 1, draft ideas November 1, application	HSIP	0%	Neighborhood Traffic Calming	TBD	\$600 K	\$0	\$600 K	<u>FY 2017</u>	FY 2020
August 15, notice of intent to apply September 30, application	Smart Scale (formerly HB2)	0%	W Broad POA	Broad St Streetscape and Utility Undergrounding	\$3 M	\$0	\$3 M	<u>FY 2017</u>	FY 2020
			W Broad POA	Park Ave Streetscape and Utility Undergrounding	\$2 M	\$0	\$2 M	<u>FY 2017</u>	FY 2020
August 31	UDA Planning Grant	0%	Schools Area Planning	Urban Design	\$65 K	\$0	\$65 K	<u>FY 2017</u>	FY 2018
October	VDOT, Revenue Sharing	50%	S Washington POA	S Maple Ave Redesign and Reconstruction	\$1.2 M	\$600 K	\$600 K	<u>FY 2017</u>	FY 2018
			S Washington POA	S Washington St & Annandale Rd Intersection	\$300 K	\$150 K	\$150 K	FY 2018	FY 2019
			Street Paving and Reconstruction	Roadbed Reconstruction	\$1.2 M	\$600 K	\$600 K	FY 2018	FY 2019
			Traffic Signals	S Maple Avenue & Annandale Road	\$600 K	\$300 K	\$300 K	FY 2019	FY 2020
			Traffic Signals	Great Falls Street & Lincoln Avenue	\$600 K	\$300 K	\$300 K	FY 2020	FY 2021

Application Due Date	Grant Program	Local Match Requirement	Program	Project	Application Amount	Local Share	Grant Share	Application Year	Funding Available
November	TAP	20%	W&OD Park	Two Trails, Lighting, Plazas	\$3.5 M	\$0.7M	\$2.8 M	<u>FY 2017</u>	FY 2018 through FY 2020
December	RSTP	0%	Varies	Pedestrian Bicycle, Bridge, and Traffic Calming Improvements	\$550 K	\$0	\$550 K	<u>FY 2017</u>	FY 2023
January	DRPT, special programs	20%	Pedestrian Accessibility and Safety	TDM and Ped/Bike Project Manager	1 FTE			<u>FY 2017</u>	FY 2018
March	VDOT, Primary Extension Paving	0%	Street Paving and Reconstruction	Primary Extension Paving	TBD	\$0	TBD	<u>FY 2017</u>	FY 2018
March	VDOT, State of Good Repair	0%	Bridges	Oak Street Bridge	TBD	\$0	TBD	<u>FY 2017</u>	FY 2018
			Bridges	N Van Buren	TBD	\$0	TBD	<u>FY 2017</u>	FY 2018
May	COG, TLC	0%	Advance Planning	TBD	TBD	\$0	TBD	<u>FY 2017</u>	FY 2018