

WEST END SMALL AREA PLAN RESTART COMMUNITY MEETING, OCTOBER 26, 2019

FLIP-CHART NOTES

LAND USE AND DENSITY

Light Industrial

Questions about what light industrial means

Re-envisioning Gordon Triangle's light industrial—breweries? Co-working spaces

Alternative industrial use (ice cream, breweries, etc.) Example: Scotts Addition in Richmond. Do we keep our industrial use here? If not, then where?

Pop-up shops/food along the trail area (Bikes & Brew?)

How important are businesses like car repair and U-Haul to our tax base? (Perhaps we just say that we don't provide this)

We need to keep the City Property Yard uses; we keep pushing them off the school site and shrinking their space. How do we expect Public Works to operate?

Mixed Use

Office space (less apartments and condos), more commercial; customers to support business

How do we fill retail space when retail is threatened by on-line shopping, etc.? (Sustainability question)

Commercial: better view when entering City

Permeability into commercial area

Variety in development; want distinct design unique to Falls Church (we don't want all development to look the same, cookie-cutter)

Zoning heights should be no more than 4 stories next to neighborhoods

Protect single-family neighborhoods—high heights do encroach significantly. Step downs are needed

Change in what new generation wants from housing (downsize)

Balanced mixed use (coordination)

Mixed use and its ties to the environment and promotion of sustainability

Mixed use upon entering the City is a positive

Transition buffers with high density space

Extension of revitalization district

Localized density with visible transition (steps)

Strong frontage upon entering City to distinguish us from Fairfax side, more suburban

Mosaic comparison

Height limitations? (Clarendon vs. Ballston)

Flexibility within development to account for market changes

Question about sustainability of development—how will this look throughout the years

W&OD Interface

Sense of place along Trail

Whole Foods and caboose in Vienna towards W&OD: example of good shopping area and destination

Pedestrian bridges along W&OD

Make Falls Church more a destination when traveling on W&OD Trail

Parks and Open Space

Park space sprinkled throughout

Open space more accessible to public and visible

Pocket parks – stormwater management with park space

More trees and wider sidewalks; school-age population to be walking through

Other

New development should not block view of the City from the hill, rather it should enhance it

Connection with cottages

Tree lights to create a sense of place

Question about area near Taco Bell being included (is this part of another small area plan?)

Entryway towards concrete plant – beautification?

Concerns about transportation safety with increased development/unsafe for cyclists and pedestrians (want more safety now)

Authenticity

MOBILITY

Pedestrian/Bike Paths

Formalize pedestrian/bike path behind Giant with connections to West End Park

Short-term pedestrian/bike path behind Giant

Connections behind Giant

Pedestrian-bike trail behind Giant connecting new development to West End Park

Need for pedestrian and bike safety

Attractive design makes walking easier

Improve pedestrian connections along Shreve

Metro connection for pedestrians

More attractive walking to Metro

Wider sidewalks

Broad Street promenade

Street Grid, Auto Traffic, Mobility

Aligning street between Giant and Gordon T

Can street support more than 2 modes?

Transportation follows grid across jurisdictions

Support/separate commuting and local traffic

Trade off: street grid v. cut through

Discourage through traffic on streets in POA

Increasing street grid to reduce auto connection and increase biking

Allow auto traffic

Will grids make pedestrianism easier?

Replacing concrete along center of Broad

More trees planted in medians

Lots of through traffic on Route 7

Better safety along Haycock and Broad (school traffic)

20-mile speed limit

Widen Shreve and Haycock

More safe crossings across Route 7 and Haycock

Off-street truck loading

Trucks unloading on Broad Street is crazy, should be illegal. There is no enforcement to blocking traffic, even during rush hour.

Reduce driveways (conflicts)

More median plantings

Accommodate ADA

Parking

Shared parking

Maintain parking in near term

Sharing parking across owners

Shared parking or not?

Transit

Accommodate future transit

Express bus?

Shuttle: autonomous

Coordinate with BRT?

Shuttles? Buses too infrequent

URBAN DESIGN

Architecture and Use

New buildings but should have feel of an established area; tie into the City's history

Consistency – you’re walking in the same area (like downtown Charlottesville)

Lower 4-5 stories: say we want X – build Y

Welcoming in style and feel; sacrifice for density bonus

Development will be spread over years at different times; how can we create a cohesive vision/design?
Form-based code?

Everyday retail and restaurants; cautious to overextend

Expanding revitalization district

Transitional design (stepping heights) on FR

Replace FR parking – new development, larger heights

Keep services in Gordon Triangle

Gateway

Gateway at Route 7 and Haycock (start earlier near fields)

Where does gateway begin? Intersection of 7 and Haycock

Variety of street trees at gateway

Flexibility of GF use to respond to market—more pedestrian friendly

Directional signage: “You’ve entered”—Welcome!

Unattractive big parking when “arriving in Falls Church,” street tree lights, more trees and green space, public art

Little City Commons: closed to City, wants open and inviting to street

Place Making

Use topography as an advantage

Interior active streets/parkway in Gordon Triangle

“Meet you at the ___”: iconic art

Keep special elements of the City

“West End” identity

Streetscape as a priority in site plans and considerations; sidewalks more than 6 feet, café seating

Attention to detail, sense of arrival – street trees and ornamental lighting

Maintenance of streetscape

Green Space and Trees

Preserving existing trees

Benefits of connected green space

W&OD railroad history—incorporate into park design

Increase open/public space to create resilient developments; quality greater than quantity

South side of Gordon into park

Distinguish between parks and places

Howard E. Herman “lost in nature”

Daylighting

Cars vs. People

Median strips/fill in curb cuts

Barrier between road and people [wide sidewalks/plantings]

Pedestrian path behind Fed Realty – West End Park to Haycock

Improved wayfinding [distinction for people, not cars]

Amenities and spaces for all ages and accessibilities

Safer crossing of Haycock to promote connectivity

Shared public parking [enforcements?/incentives]

ENVIRONMENT AND OPEN SPACE

Parks

Type of park spaces:

- Define 15% open space on each new mixed use development (allowing tradeoffs to meet); then define public and green space
- Emphasize connectivity between parks with walkways
- Capitalize on W&OD and permeable access to it by building at green space
- Second park space to mirror West End Park

- Daylight the stream as a green space and stormwater opportunity

Define open vs. green space; public vs. open space

Dog park opportunities for residents, associated with new residential buildings

W&OD Trail

Development along trail, interact with it

Emphasize City entrance/exits of W&OD, make them clear to pedestrians

Potential pocket park hubs along W&OD

Permeable W&OD trail entrances

Lighting on W&OD to make it more accessible (as well as other greenways)

Make W&OD permeable, add park space along it

Use greenways to build connections over W&OD, visual transitions

Greenways/Pedestrian Paths

Separate bike and pedestrian lanes for safety

Build pedestrian and bike green space parallel to Route 7, not accessible to cars, a greenway for kids to walk to school

Wide sidewalks with landscaping

Like the bike/ped lanes identified on the map for kids' safety

Make transitions from development to development green and inviting

Use green space to create access points

More greenways for non-vehicular traffic

Hubs on both sides of Broad Street

Expand greenway of Broad Street to widen sidewalk

Pedestrian greenway from Haycock to Birch for safety

Pedestrian greenways (no vehicles) make sites more permeable

Better sidewalk along Shreve

Green space to connect trail through POA 7

Gaps: easement for public access on private property

Other

Combine stormwater treatment and green space in future development/Use Fairfax County's "Ecological Spine" as a reference

Choose correct species of trees

Increase landscaped median on West Broad to replace turn lanes

Make green space required in special exception site plans

Stop cutting down mature trees

Make parking lots safer

Greener, safer gateway at City entrance on Broad

Wider setbacks

Reduce driveways into Broad