

**East Falls Church Planning Study Task Force
Meeting Agenda
October 28, 2009**

1. Welcome
2. Chairman's Comments: Process and Timeline
3. Approve 7/22/09 Meeting Minutes
4. Presentation: Revised P& R Lot Development Options
5. Presentation: Transportation Analysis
6. New Business
7. Adjournment

East Falls Church Planning Study Task Force
July 22, 2009 Draft Meeting Minutes
Fire Station #6 (Lee Hwy @ Gresham Place)
7:00-9:00pm

Task Force Attendees:

Mike Nardolilli (Chair)	Mark Moran
Rosemary Ciotti	Varun Nikore
Steve Cole	Valerie Pardo
Suzanne Fauber	Scott Peterson
Jamie Gardner	Thanna Schemmel
Franz Gimmler	Terry Serie
Anthony Jones	John Wilson
Jon Kinney	

Citizens:

Jerry Auten
Suzanne Kray-Idziak
R.A. McCann
Bob Moore
Helen Richards
R.Y Richards
Edwin Robinson
Joan Williamson

Staff:

Richard Hartman
Bridget Obikoya
Elizabeth Perry (Falls Church)
Diane Probus
Cyrus Salehi (Falls Church)
Richard Tucker

Other:

Charles Smith – PB Placemaking (Consultant)

The Task Force Chairman, Mike Nardolilli, started the meeting, at approximately 7:10 pm,

The Task Force then reviewed the Meeting Minutes for the 6/24/09 meeting and approved the minutes with the following changes:

- Adding comments by Jerry Auten to the minutes

- Acknowledging comments made at the meeting by Bob Moore and Suzanne Kray-Idziak
- Revising the notes regarding the Task Force’s request to examine a revised development scheme for the Park & Ride lot to “...4 stories tall or 55 feet from the average site elevation along the Washington Blvd/Sycamore St. frontages, tapering up to 12 stories at the center and rear of the site...”
- Franz Gimmler also noted that he supports more than one open space for the area and is not wed to the location of the open space shown on the Park & Ride lot.

Staff gave a Powerpoint presentation that showed a revised redevelopment concept for the Park & Ride Lot that was in response to the Task Force’s request to see a scheme that had heights that ranged from 4 stories (along the frontage) to 12 stories. The presentation included several perspective views of the site from different vantage points. The Task Force had also previously asked how a proposed extension of the East Falls Church Metro station platform might be accessed from the Park & Ride lot, so staff included depictions of how this could be done. Also, within the same presentation, staff presented a summary of the massing studies that have been discussed for all of the other targeted sites that have been identified for the study, which range from townhouse to mid-rise development.

Some citizens who were in attendance asked if the Park & Ride lot massing plan shown in the presentation was, in fact, a concept that had been endorsed by the Task Force. The Chairman clarified, with the help of others, that the Task Force asked to examine the revised scheme, and that no formal action had been taken regarding accepting or endorsing the massing plan. Subsequently, some Task Force members expressed concerns about the 12 story heights shown in the presentation. Staff was asked to revise the massing plan to show lower heights – at 6 and 9 stories – as alternative to the 12 story plan. As part of the discussion, it was noted by one of the Task Force members that although the height of building(s) can be altered, staff had previously indicated that there is a minimum amount of development to be achieved on the site from the standpoint of feasibility, so lowering the building heights does not reduce the amount of development; the square footage in the current plan would be redistributed throughout the site. (This point was confirmed with staff.) After some discussion, staff was asked to produce revised plans (with maximum heights of 6 and 9 stories) for the September meeting for review by the Task Force.

Franz Gimmler, a Task Force member, shared his thoughts on how the open space currently being constructed in conjunction with the Tax Analyst/Easton/Crescent property (on Westmoreland Street) along the vacated Fairfax Drive ROW could be connected to open space proposed at the Park & Ride lot by an expanded version of the Multi-modal Deck proposed along the Washington Blvd flyover. This expanded concept would cover more of the I-66 ROW and create a coordinated open space that enhances the pedestrian connection over the highway.

Staff also mentioned that community benefits and some of the major transportation improvements being discussed for the area (i.e. the western entrance to the EFC Metro

station and Washington Blvd mitigation) will need to be supported by contributions from the potential developments being discussed, and there may be a need to prioritize the community benefits being sought. Task Force members indicated that from a transportation improvement standpoint, the highest priority should be providing enhance pedestrian connectivity.

In closing the meeting, the Chairman stated that his goal is to have a draft plan available for review by the Task Force in the Fall, with the idea of “introducing a Bill” that could be amended through discussion with the Task Force and the larger community. The meeting adjourned at approximately 9:05 pm.