

1. Item_0_CACT_Agenda_2016_09_03

Documents: [ITEM_0_CACT_AGENDA_2016_09_03.PDF](#)

1.1. Item_2a_CACT_Draft_Minutes_2016_02_02

Documents: [ITEM_2A_CACT_DRAFT_MINUTES_2016_02_02.PDF](#)

1.1.i. Item_2b_EDA_Minutes_020216

Documents: [ITEM_2B_EDA_MINUTES_020216.PDF](#)

1.1.ii. Item_6a_CACT_2015_Priorities_Tracking_Sheet

Documents: [ITEM_6A_CACT_2015_PRIORITIES_TRACKING_SHEET.PDF](#)

1.1.iii. Item_6b_CACT_2016_Priorities_Tracking_Sheet

Documents: [ITEM_6B_CACT_2016_PRIORITIES_TRACKING_SHEET.PDF](#)

1.1.iv. Item_7a_Winter_Hill_Residential_Parking

Documents: [ITEM_7A_WINTER_HILL_RESIDENTIAL_PARKING.PDF](#)

1.1.v. Item_7b_Winter_Hill_Residential_Parking_Program_Memo_Attachment_2

Documents: [ITEM_7B_WINTER_HILL_RESIDENTIAL_PARKING_PROGRAM_MEMO_ATTACHMENT_2.PDF](#)

1.1.vi. Item_7c_Parking_Winter_Hill_Map_V2

Documents: [ITEM_7C_PARKING_WINTER_HILL_MAP_V2.PDF](#)

1.1.vii. Item_11_EDA_And_CACT_Street_Furniture_Resolution_020216

Documents: [ITEM_11_EDA_AND_CACT_STREET_FURNITURE_RESOLUTION_020216.PDF](#)

AGENDA
CITIZENS ADVISORY COMMITTEE ON TRANSPORTATION
Wednesday, March 9, 2016
7:00 pm
City Hall, Dogwood Training Room
300 Park Avenue, Falls Church, VA 22046

+++++

1. Public Comment (7:00-7:05)
2. **ACTION ITEM:** Approval of January and February 2016 minutes; EDA Minutes of Joint EDA/CATC Meeting (7:05-7:15)
3. Committee Members Reports: (7:15-7:40)
4. Staff Report (7:40-7:50)
5. **ACTION ITEM:** Election of CACT Officers for 2016 (7:50-8:00)
6. **DISCUSSION ITEM:** CACT 2016 Priorities-Tracking Sheet (8:00-8:20)
7. **DISCUSSION ITEM:** Winter Hill Permit Parking Pilot Program (8:20-8:45)
8. **DISCUSSION ITEM:** Regional Liaisons (8:45-9:00)
9. **INFORMATION ITEM:** Status of NTC Projects (9:00-9:30)
10.
 - a. Pennsylvania Ave.
 - b. N. Maple Ave..
 - c. Status of other cases
11. **INFORMATION ITEM:** EDA and CACT Street Furniture Resolution



The City of Falls Church is committed to the letter and spirit of the Americans with Disabilities Act. To request a reasonable accommodation for any type of disability, call 703-248-5027 (TTY 711). For more information call 703-248-5178.

Please Do Not Remove
Posted March 4, 2016

Citizens Advisory Committee on Transportation

Joint Meeting with the Economic Development Authority

February 2, 2016- 7:00 pm-10:45 pm

Meeting Minutes

Attendance

CACT Members

Member	Present
Paul Baldino (Chair)	Yes
Hal Morgan (Vice-Chair)	Yes
Bill Ackerman	Yes
Andrea Caumont	Yes
Doug Devereaux	Yes
Addison Heard	No
Steve Knight	No

City Staff

1. Stephanie Rogers
2. Paul Stoddard
3. Jeff Sikes

Liaisons

Liaison	Present
Karen Oliver (City Council)	Yes
Russ Wodiska (Planning Commission)	No
(Youth Representative)	No

Agenda

On February 2, 2016, the CACT and EDA held a Joint meeting to discuss issues of mutual interest. The agenda and minutes of that meeting have been provided by EDA staff and are attached.

At the conclusion of the joint meeting, the CACT met separately to hear a report from staff and to develop a recommendation to the Council for the adoption of the "W&OD Park Master Plan-The City's Greenest Street".

ACTION ITEM: “W&OD Park Master Plan-The City’s Greenest Street”.

Paul Stoddard presented some historical background and indicated what a great opportunity the City has to make the W&OD truly the City’s greenest street. The Washington and Old Dominion Regional Park runs from Shirlington to Purcellville in Loudoun County, a distance of 45 miles. The park has a typical width of 100 feet and contains more than 530 acres. The portion of the park in the City contains 16 acres and is the second largest park space in the City behind the playing fields at GMHS and MEHMS.

The Park stretches across the City connecting residential neighborhoods and commercial areas. The plan includes trailside plazas, provisions for separate biking and walking trails. These elements help realize the goal of making the W&OD a Great Street. The plan addresses the trail and not the larger regional park.

The draft plan envisions a more complete park design. The master plan envisions the space being used for a wider range of uses, such as gathering spaces, community gardens and historic preservation. The plan calls for upgrading landscaping in the park, including the removal of invasive plants.

Total capital costs for the project are estimated at \$4.4 million. Staff expects to use grant money for 80 percent of the project resulting in the city cost to be about \$900,000.

The CACT provided the following comments: with the plazas, consider features that want to make people stop and visit. Also, consider a water feature at Walter Mess Plaza, and consider whether the American Legion is willing to sponsor and maintain Walter Mess Plaza.

The CACT approved the following motion by a vote of 5-0:

WHEREAS: The Washington & Old Dominion Railroad Regional Park (W&OD) is one of the largest park spaces in the City and offers tremendous opportunities for enhancing quality of life within the City of Falls Church: and

WHEREAS: The W&OD Park Master Plan: The City’s Greenest Street incorporates and advances policy and design goals identified in the City’s Comprehensive Plan and other Master Plans, like increasing transportation mode choice, better connecting the City’s park system, and treating the W&O Das one of the City’s Great Streets ;and

WHEREAS: The W&OD Park Master Plan identifies grant funding sources that can dramatically reduce the cost of developing the City’s portion of the W&OD;

NOW THEREFORE, I MOVE that the CACT of the City of Falls Church, Virginia recommend City Council to adopt the W&OD Park Master Plan: The City’s Greenest Street as a vision and guide for developing the City’s portion of the W&OD.

I FURTHER MOVE that the City seek strategic land acquisition opportunities contiguous to the W&OD Regional Park that can provide additional recreational and cultural amenities or natural areas easily accessed by the public.

City of Falls Church
JOINT MEETING
Economic Development Authority and Citizens Advisory Committee on Transportation
Meeting Minutes - DRAFT
Tuesday, February 2, 2016 – 7 p.m.
Falls Church City Hall – Dogwood Room
300 Park Avenue, Falls Church, VA 22046

I. Call to Order – The EDA meeting was called to order at 7:02 p.m. by Chairman Novotny. Chairman Baldino of the CACT deferred a call to order as members continued to arrive.

EDA Board Members Present: Mike Novotny, Barry Buschow, Bob Young, Erik Pelton, Brian Williams, and Ed Saltzberg.

EDA Members Excused: John Sandoz.

EDA Youth Representatives Absent or Excused: Tyler Gogal and Kiran Menon.

EDO Staff: Rick Goff and Ingrid Racine.

CACT Members Present: Paul Baldino, Hal Morgan, Andrea Caumont, Bill Ackerman, and Doug Devereaux

City Staff Present: Paul Stoddard, Mike Collins, Stephanie Rogers, and Jeff Sikes.

Public Attendees: City Council Members Letty Hardi, Marybeth Connelly, Phil Duncan and Karen Oliver; Planning Commissioner Lindy Hockenberry; Steve Yaffe and Kieran Sharpe.

II. Approval of January 5, 2016 Minutes

Mr. Buschow moved approval of the minutes, seconded by Mr. Young, and approved unanimously.

III. Petitions from the Public: Ms. Hockenberry spoke about the great success of Watch Night 2015 in downtown Falls Church. She noted that the event has increased in popularity every year and may expand physically along Broad Street next year. She said that Watch Night organizer Barb Cram wishes to present a report to the EDA board and to underscore the importance of EDA funding support for the annual event.

IV. Presentation on Arlington Rapid Transit

In advance of the presentation, EDA Chairman Novotny led introductions of members of the two boards and City staff. He explained the EDA's interest in transportation and related issues, and said the EDA shares many interests in common with the CACT. He highlighted some of the EDA's investments in transportation and traffic improvements, including sharrows for bicycle routes and signs for public parking. Mr. Novotny said

he welcomed the evening's dialogue with the CACT, noting it marked the first time the boards were meeting jointly.

Mr. Baldino explained the role of the CACT in advising the city manager, City Council, and Planning Commission on traffic and traffic calming issues in Falls Church.

Mr. Stoddard introduced featured speaker Steve Yaffe, operations manager for Arlington Rapid Transit (ART). Mr. Yaffe noted his familiarity with Falls Church and its former transit service, GEORGE, the buses for which ART received under the terms of a service contract with the City when Falls Church ceased to operate GEORGE on its own. He then described the process and work involved in updating Arlington County's Transit Development Plan. He pointed out that many of the steps required to update Arlington's plan are steps that Falls Church will need to consider in creating its own transit plan or one that connects with its neighbors.

Mr. Yaffe said that market analysis is a fundamental first step in building a transit system. Population and employment projections, transit use propensity, identification of service gaps, and strategies to address those gaps are important data to gather. This information then informs an evaluation of alternative service strategies. Arlington undertakes a robust public engagement process, he said. Mr. Yaffe described how ART isolates "cost drivers" in its operations to minimize budget risks and to separate pricing for different services that it has under contract. He also explained ART's use of performance standards to evaluate its efficiency and effectiveness, as well as to shape its service program.

Mr. Yaffe responded to questions from the EDA and CACT. There was a discussion of potential shuttle services in Falls Church. Mr. Yaffe said ART provides some targeted, free shuttles for County residents on a contractual basis. The prospect of extending ART services to and from the East and West Falls Church Metro stations was also discussed. Mr. Yaffe said ART would need to add buses if the City seeks to contract for new routes. He said a benchmark of at least 12 passenger boardings per hour on a bus route is needed to achieve cost effectiveness, adding that routes which include stops at affordable housing are important to target.

Mr. Baldino asked Mr. Yaffe what information the City should seek in a shuttle feasibility study. He responded that the City should gather demographic data on population densities, residents with disabilities, low-income individuals, and households with no cars. This basic information will identify where connection routes will be needed to close service gaps and feed primary routes. It will show how many vehicles will be needed, and then help determine the costs of a shuttle program. He noted that the drop-off area at the East Falls Church station already has become congested with the operation of multiple private shuttles.

In response to a question, Mr. Yaffe said that the cost of ART's Transportation Development Plan update is about \$800,000, including funding support from the Virginia Department of Rail and Public Transportation. He estimated that a similar product for Falls Church that emphasizes a shuttle transportation solution would cost about \$200,000 and take about six months to complete.

Mr. Williams said the City should be building a transit system to attract carless tenants in new development projects. Waiting to put a system in place after these projects are occupied will mean they are filled by new residents with cars, he said.

Mr. Yaffe was asked if zip cars, taxis and Uber are harmful to ART's business model. He responded that they actually help by saving costs to extend the ART system to hard-to-serve, low-volume locations. In response to another question, Mr. Stoddard said that Arlington County is expected to extend BikeShare to the East Falls Church Metro station by 2017 or 2018. He added that state transportation grant funds are now available on a competitive basis and the City has applied for \$2 million to purchase and install 16 BikeShare stations. The state is expected to make its grant award announcements in May 2016.

V. Items for Discussion

a. Shuttle Service

In addition to the preceding discussion, the EDA requested an estimate of the cost of a shuttle feasibility study from Mr. Stoddard relative to similar transportation studies by other jurisdictions. The EDA also discussed the possibility of a "shuttle summit" involving existing shuttle service providers in the City. Mr. Pelton said he would follow-up with staff on this item.

b. BikeShare

Mr. Stoddard elaborated on his earlier comments about grant funds for BikeShare in the City. He said that the grant request also includes funding for a feasibility study to determine the best locations for stations. He added that grant funds will not cover BikeShare system operating costs, estimated at about \$160,000 per year. There was a discussion about ways to cover costs, such as developer proffers and corporate sponsorships.

Mr. Baldino cautioned that the City's infrastructure for bike routes is very limited at this time, as pointed out by Charlie Denney of Alta Planning and Design, the managers of Capital BikeShare, when he spoke at an EDA forum several years ago. Mr. Baldino said that City Council has set aside \$25,000 for building a first phase of a basic infrastructure for bikes.

c. Improving Parking

Mr. Novotny summarized a list of parking related items identified by the EDA at its summer retreat. Mr. Goff responded to a question about the status of the Kaiser Permanente parking deck for public use. There was discussion of the merits of metered parking in heavily used retail areas of the City. Several CACT members cautioned that there would be negative public reaction to metered parking. Mr. Collins said that metered parking may lead to unintended consequences such as a shift of parking demand to residential neighborhoods.

Mr. Stoddard described a recently completed study that determined there is a substantial surplus of parking spaces available in private lots in the library and City Hall area. The study was conducted to assess alternative solutions to a \$3 million parking deck to serve library and other public uses. The study concluded that strong opportunities exist to strike agreements with owners of private lots for leased public spaces at a fraction of the cost of building a parking deck. Mr. Pelton said shared-parking agreements between owners of private lots to provide more convenience to customers and visitors is another potential solution and alternative to City capital expenditures for parking decks.

d. Increasing Demand for Traffic Calming

Mr. Baldino reported on the volume of traffic calming requests received by the CACT in recent years. He said the that CACT studied best practices by other jurisdictions and implemented new policy that requires applicants to assume more of the burden for making a case for traffic calming measures and infrastructure. He observed that new development projects will increase demand in the City for traffic calming and he noted, anecdotally, that there are more young children in residential neighborhoods now than during the past several decades that he has resided in the City. He said that City funding in the CIP for additional traffic calming is available only through the next fiscal year.

e. Play Streets

Ms. Caumont described a concept she has researched that would permit neighbors to close a section of street so that children can play together, similar to street closures for adult mixers or block parties, but perhaps on a regular basis. She said that play streets are popular in Provo, Utah and other cities. She added that these events raise awareness of traffic safety in neighborhoods with young children and build a sense of community. Play streets can provide a recreation alternative especially where park facilities may not be readily accessible, she said.

Ms. Rogers said she is working with City departments, including police and fire officials, to allow for play street demonstration events, and to establish a process and rules for programming of this kind. Ms. Caumont reported that the Planning Commission and Parks and Recreation Advisory Board are also interested in the play streets concept. EDA members expressed their support for the concept, as well.

f. Pace Car Program

Mr. Baldino described Washington, DC's "pace car" program that requires new, school-aged drivers to take a pledge to observe traffic rules, including speed limits, and involves messaging through the use of bumper stickers. He said the CACT is working with Falls Church City Public Schools to adapt the program here for young drivers getting their operators' permits. Mr. Stoddard noted that he makes a point of never exceeding the speed limit and often drives slower than 25 miles per hour in the City.

g. Walkability and Bikeability Surveys

Mr. Baldino said that the CACT is using proven templates to devise an instrument for Falls Church to survey residents who walk and bike in the City. Feedback will be gathered about pedestrian and bike amenities, impediments, safety perceptions, and other data. The focus will be on commercial streets and streets with sharrows. A report will be produced later this year.

h. Streetscape Amenities for Pedestrian Transportation

Mr. Young explained the origin of the initiative to fund and install benches, bike racks, trash and recycle cans along W. Broad Street. He said Mayor Tarter expressed concern that no bike racks exist in front of the Hilton Garden Inn. This initiated a broader review of pedestrian and bike amenities along the commercial corridor from N. Washington Street to the hotel. Mr. Young said he worked closely with City staff to walk the corridor and assess the best locations for the amenities. The cost of the project is estimated at \$35,000 and, if ordered now, the amenities can be installed in spring 2016.

Mr. Goff said the city manager advises that funds should be available to pay the cost of the project from unspent downtown improvement dollars. However, if basic funds are not available or costs exceed \$35,000, Mr. Shields welcomes EDA funding assistance. Mr. Goff added that a resolution prepared for EDA and CACT consideration contains a provision that the EDA “pledges up to \$35,000, if necessary, to support the project and its timely completion.”

Questions were asked about potential locational conflicts with bus shelters and the installation of the amenities. Those considerations were made and conflicts avoided, according to Mr. Young. A suggestion was made to work with businesses on the corridor to place benches so that they can be easily moved to best accommodate business activity and also assure adequate sidewalk clearance. Mr. Young said he would speak with store owners impacted by the amenities. A suggestion was made and accepted to purchase benches equipped with an additional, central seat arm.

VI. New Business: Benches, Bike Racks, Trash and Recycle Cans on W. Broad Street

a. Discussion

The boards decided to take action separately on a pre-drafted resolution in support of the project and distributed to each member. A CACT member suggested that a reference in the resolution to a “lack” of existing street furniture be changed to “scarcity.” There was a consensus of both boards to make the change.

b. EDA and CACT Recommendation and Contingent Funding Commitment

A motion was made, seconded, and approved unanimously by the CACT in support of the resolution. Mr. Young made a motion, seconded by Mr. Pelton, and approved unanimously by the EDA Board, also in support of the resolution.

Mr. Young commented that street art will be a next step to improve aesthetics along W. Broad Street after functional improvements are completed.

Mr. Baldino said that the joint meeting had been very beneficial and extended an open invitation to the EDA to meet again together. He said that each group should assist the other on initiatives and projects where mutual interests exist. He invited Mr. Novotny to present the Downtown Plaza proposal to the CACT at an upcoming meeting to obtain its formal support.

VII. Other Business: None.

VIII. Adjournment

A motion was made to adjourn, which was seconded, and carried unanimously. The joint meeting adjourned at 10:22 p.m.

IX. Post Adjournment

At approximately 10:30 p.m., the EDA reconvened in the Dogwood Room to continue its discussion of commercial development at the George Mason High School site and to discuss other business. Mr. Saltzberg had excused himself at 10 p.m. during the joint meeting and did not attend this portion of the EDA meeting.

a. Downtown Plaza

Mr. Goff reported on the status of the project as a proposed element in the City's FY17 Capital Improvement Program (CIP). He said the Planning Commission received a staff presentation on February 1 and a number of questions were raised about the project. There is a second Planning Commission meeting, public hearing and work session on the CIP scheduled for February 16. Mr. Goff suggested that the EDA Board send speakers to the meeting to join staff in addressing questions about the project. Mr. Pelton and Mr. Young volunteered to attend.

b. George Mason High School Site and Redevelopment Process

Mr. Pelton introduced a draft of a letter addressed to City Council, the School Board and the city manager expressing concern about the process underway for redevelopment of the school site. The letter urged that the process be revised to include provisions for involvement of the EDA, Planning Commission, and perhaps other members of community groups such as the PTA and Chamber of Commerce. There followed an extended discussion about a lack of transparency in the current redevelopment process, lack of communication from City Council and the School Board about the status of the process, and an expression of doubt that a referendum in November 2016 to fund the school projects could be approved given the current public perception of the process.

Mr. Sharpe stated his support for the letter and restated a case for the creation of an independent citizens group to evaluate the campus redevelopment project. He first brought this concept to the EDA Board at their January 5, 2016 meeting. Mr. Young

raised questions and issues about this approach and said he did not support it. There followed a discussion of the proposal but the board chose, by consensus, not to take action to endorse it.

Mr. Pelton made a motion, seconded by Mr. Young, and approved unanimously to endorse and forward the letter as written to City Council, the School Board and city manager. The 'post' meeting adjourned at 11:08 p.m.

Status of 2015 CACT Action Items

Updated: December 1, 2015

Action Item	Responsibility	Status
Neighborhood Traffic Calming (NTC) Program: complete program update	Staff CACT	Complete! Adopted by Council February 23, 2015 www.fallschurchva.gov/NTC
W&OD Trail Projects (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 2016, CACT action and recommendation February 2016, Planning Commission-action and recommendation March 2016 –City Council-work session and adoption
Transportation Demand Management (TDM) Template: create one for new projects	Staff	Examples: Kensington approved TDM 400 N Washington identifying key concepts
City-wide Bicycle Facilities Plan: create and adopt	Staff	Complete! Adopted by Council July 13, 2015 www.fallschurchva.gov/BicycleMasterPlan
Paper Streets: develop recommendations for those that can be used for pedestrian and bicycle travel	Hal Doug	Staff working on updates to the Future Land Use Plan to clarify expected use of Paper Streets August 3, 2015 Planning Commission work session September 9, 2015 CACT-review and comment. City staff exploring ways to expand the existing “adopt a spot” program. December 9, 2015-CACT review and comment on memo to Council
Neighborhood Pace Car Program: develop proposal	Andrea 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 th CACT meeting-staff update. Dec. 9 th -Staff update
Play Streets: seek feedback from boards and commissions	Andrea	September 9, CACT to take action on memo to Boards and Planning Commission seeking work session. Andrea to present proposal to the Planning Commission on December 7th and the Recreation and Parks Advisory Board on November 4
Walk Friendly Community -	Steve K	March 11, 2015 memo on required next steps.

develop action plan	Paul B	November 5, 2015- staff to deliver literature review of and planning principles for future pedestrian-friendly design standards September 2015- memo sent to Mayor Tarter indicating that the City should not pursue Walk Friendly designation at this time, but use staff resources to develop pedestrian friendly design standards and to implement pedestrian improvements before applying for Walk Friendly Designation.
---------------------	--------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Status of 2016 CACT Action Items

Updated: January 13, 2016

Action Item	Responsibility	Status
Refine the Neighborhood Traffic Calming (NTC) Program:	Staff CACT	www.fallschurchva.gov/NTC
W&OD Trail Projects (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
Transportation Demand Management (TDM) Template: create one for new projects	Staff	Examples: Kensington approved TDM 400 N Washington identifying key concepts
City-wide Bicycle Facilities Plan: create and adopt	Staff	Complete! Adopted by Council July 13, 2015 www.fallschurchva.gov/BicycleMasterPlan
Paper Streets: develop recommendations for those that can be used for pedestrian and bicycle travel	Hal Doug	Staff working on updates to the Future Land Use Plan to clarify expected use of Paper Streets August 3, 2015 Planning Commission work session September 9, 2015 CACT-review and comment. City staff exploring ways to expand the existing “adopt a spot” program. December 9, 2015-CACT review and comment on memo to Council
Neighborhood Pace Car Program: develop proposal	Andrea 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 th CACT meeting-staff update
Play Streets: seek feedback from boards and commissions	Andrea	September 9, CACT to take action on memo to 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

<p>Walk Friendly Community - develop action plan</p>	<p>Steve K Paul B</p>	<p>March 11, 2015 memo on required next steps. November 5, 2015- staff to deliver literature review of and planning principles for future pedestrian-friendly design standards September 2015- memo sent to Mayor Tarter indicating that the City should not pursue Walk Friendly designation at this time, but use staff resources to develop pedestrian friendly design standards and to implement pedestrian improvements before applying for Walk Friendly Designation.</p>
<p>Development Plan Review</p>		
<p>Bikeability Survey</p>		
<p>Walkability Survey</p>		
<p>Joint Meeting with EDA</p>	<p>CACT</p>	<p>Met with the EDA on February 2</p>



CITY OF FALLS CHURCH

DATE: March 7, 2016

TO: Mayor Tarter and Members of City Council

FROM: Jeff Sikes, Transportation Planner

THROUGH: Wyatt Shields, City Manager

SUBJECT: Winter Hill Residential Parking Program

Introduction

The Winter Hill community has expressed the desire to preserve the available on-street parking on public streets in the neighborhood. New mixed use development will soon become occupied along West Broad Street and competition from these new apartment residents for on-street free spaces will increase. To reduce the spillover parking from the apartments that are now being occupied, Council has asked staff to act proactively to address the spillover parking issue by developing and implementing a residential permit parking program for Winter Hill.

The Winter Hill community consists of two home owners associations (HOA's) and a rental apartment complex. Staff has met with the HOA's and contacted the rental apartment management to discuss developing and implementing a residential permit parking program to preserve on-street parking for residents and visitors to Winter Hill. Winter Hill was constructed to a prior standard with insufficient parking to meet current needs. Staff conducted parking studies that determined on weekends and weeknights on-street parking is essentially full with resident parking.

Defining the Geography

The proposed Winter Hill Residential Permit Parking Zone would include the Winter Hill Condo Association (200 units), the Winter Hill Community Association (194 units) and the Winter Hill Apartments (83 units). Winter Hill currently experiences a shortage on on-site parking. Each of the condos and the apartments provide one parking space per unit. Since most condo owners have more than one vehicle and on-street parking is currently in high demand. The zone will include only the residential areas and will leave the commercial area parking open for commercial uses.

A map of the Winter Hill Residential Permit Parking Zone is attached.

Draft Program

The Rushmark project will contain 288 rental apartment units into which tenants are currently moving. Although parking is available in the garage, tenant parking has been “unbundled” from the base rent, meaning that there is a monthly charge to park in the garage. Unbundled parking is good for the tenants since it allows them to rent as much parking as they need. It is good for the City since it will likely result in fewer automobile trips. However, it is fair to assume that some renters will seek free on-street parking on adjacent residential streets.

The Draft Residential Permit Parking Program will preserve on-street parking spaces for residents living in the Winter Hill Zone. Residents with vehicles registered with the Commissioner of Revenue can apply for and receive a free permit parking decal to be placed in the lower left side of the windshield. This will allow these vehicles to park at any time in the zone. Vehicles without parking decals or visitor passes will not be allowed to park on-street from **6 PM to 6 AM**, seven days per week, and are subject to a \$50 fine. The times of the parking restrictions were selected to prohibit apartment residents from legally parking overnight on Winter Hill streets, thus preserving on street spaces for Winter Hill residents.

Residents of the Winter Hill Permit Parking Zone can receive visitor passes for guests, caregivers and service vehicles. A book of Short-term (3 day maximum) visitor passes will be issued when residents apply for the zone parking decal. A longer-term (60 day maximum) Flex parking pass can be applied for separately and is intended for longer term guests and visitors. Residents not owning a motor vehicle will be eligible for visitor passes. Property owners with sufficient off-street parking are not required to participate.

The program will be administered by the Treasurer’s Office, which will issue the permit parking decal and visitor passes to qualified residents. The street locations where the permit parking is in effect will be indicated by the installation of signs clearly stating the times the restrictions are in effect.

A copy of the Draft Winter Hill Residential Permit Parking Program is attached.

Public Engagement

Staff has actively engaged the presidents of the Winter Hill Condo Association, the Winter Hill Community Association and the management of the Winter Hill Apartments.

- On January 12th, staff met with the Winter Hill Condo Association to explain the program and answer questions. Staff will attend the March 8th meeting to explain changes to the program since January 12th.
- On January 20th, staff met with the Winter Hill community association to explain the proposal and answer questions.
- Staff has also been in contact with the management of the Winter Hill Apartments concerning this proposal.

Some of the issues which have come up with our discussions with the community include:

- The time when the restrictions go into effect should be earlier to allow Winter Hill residents to find parking when coming home from work (the original proposal had the hours starting at midnight)
- How will visitor passes be handled when there are large social events, parties, etc.? Residents wanted to have short-term passes for social occasions and a longer-term parking pass for long-term guests or caregivers.

Next Steps and Schedule

As indicated earlier, staff is scheduled to meet with the Winter Hill Condo Association on March 8th to explain changes to the program since meeting with them on January 12th.

City Code Update: Sec. 26-44 of the City Code needs to be amended to allow the proposed Residential Permit Parking Program to be implemented. The current code states that properly registered city vehicles displaying the current city registration decal are exempt from residential permit parking regulations. Amending the code to allow enforcement of the restrictions is required. The first reading of the Residential Parking Restriction Ordinance is scheduled to be heard by Council on March 14th with the second reading on March 28th.

Implementation of the program is expected to begin in early May 2016.

List of Attachments

1. Map of proposed Winter Hill Residential Permit Parking zone
2. Draft Winter Hill Residential Permit Parking program.

Draft Residential Permit Parking Program for Winter Hill

Background

- The Winter Hill neighborhood, consisting of two homeowners associations (HOA's) and rental apartments is directly adjacent to a mid-rise development on Broad Street, the Rushmark, into which tenants are currently moving.
- Many residents in this neighborhood, which is zoned R-M, need to park on-street in their single family and low-rise multi-family neighborhood.
- New mid-rise development with residential mixed-uses that are now being occupied are expected to increase competition for on-street parking in the adjacent neighborhood, as parking within their building will have a cost. A study determined that at night and on weekends on-street parking spaces are essentially full with resident parking.
- The City Council has requested that staff act proactively in responding to and addressing the potential issue of spillover-parking into the Winter Hill neighborhood.
- Winter Hill was constructed to a prior standard with insufficient parking to meet current needs.
- Rushmark provided a traffic study and proposed parking that it believed would be adequate to serve their development, which is also a substantially higher density than the adjacent rental neighborhood

Goals

- To protect the residential nature of the Winter Hill neighborhood from traffic safety and crowding issues that may result from on-street parking by Winter Hill residents by limiting the potential for spillover parking from the Rushmark Development
- Allow visitor and service vehicles to continue parking in the Winter Hill neighborhood for the purpose of serving residents of the neighborhood

Proposal for a Residential Permit Parking Program in Winter Hill

- All residents of the Winter Hill neighborhood, as shown on the Zone map can apply for and receive a Residential Permit Parking Program (RPPP) sticker/decal for each vehicle registered at their address with the Commissioner of Revenue. Current taxes on the vehicle must be paid prior to the issuance of the decal/sticker. The RPPP decal/sticker does not need to be renewed once issued. Property owners with sufficient off-street parking are not required to participate.
- Application for the RPPP decal/sticker can be made on-line, by mail or in person at the Treasurer's Office at Room 103E at City Hall.
- Visitor Passes : When residents receive their RPPP decal/sticker, they will also receive:
 - Flex Pass: The Flex Pass parking permit may be issued for longer-term temporary parking requests such as for longer-term guests or over-night caregivers. Once issued, it is valid for 60 days and can be renewed. Renewal would be approved upon demonstration of a continuing need. A separate application is required for the Flex Pass.

-Short-term Visitor Passes: Residents will also receive a book of short-term (three day maximum) visitor passes. Residents fill in the dates the passes are valid, the assigned address and display the pass from the rear-view mirror of the visiting vehicle. The Short-term passes can be used for visitors for up to three days, or for when residents host parties or events requiring additional parking.

-Residents not owning a vehicle: Winter Hill residents not owning a vehicle are also eligible to receive a Flex Pass and Short-term Visitor passes.

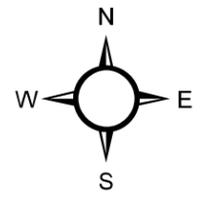
- The decal/sticker must be placed on the vehicle at the prescribed location (lower corner of the driver's side windshield)
- On-street parking will be restricted from **6:00 PM to 6:00 AM**, seven days per week, in the Winter Hill neighborhood to vehicles with decals/stickers displayed to prevent spillover parking from the apartments.
 - Motorcycles and scooters are not required to display a RPPP decal/sticker.
 - On-street parking will not be restricted otherwise to allow visitors and service vehicles.
- The fine for parking without a RPPP decal/sticker, Flex Pass or Short-term Visitor pass during the times the restrictions are in effect will be \$50.
- A Flex Pass or Short-term visitor pass may not be sold or transferred to a person not visiting the assigned address. In the event a property owner is found to have done so, they would forfeit their right to a pass for a period of time in the future.

Process and Schedule for Implementation

- The HOA's and apartment management will take on the primary role of engaging residents and serve as liaison with the City staff and the neighborhood
- December 15, 2015-Staff delivers proposal to HOA's and Apartments within the designated neighborhood
- December 16 to January 31- HOAs solicit and compile feedback from residents
- January 31, 2016-HOAs and apartment owner return feedback to staff on the program
- February 29, 2016-City staff decides upon RPPP based upon resident feedback, staff reserves final decision-making authority in order to ensure equity and resource balance,
- April 15, 2016- Staff implements the program, depending on availability of staff to install signs and to distribute decals/stickers to those residents who have applied.

Winter Hill

Residential Permit Parking Zone



0 25 50 100 150 200 Feet

City of Falls Church Planning Division

Roads

Parcel

Other Buildings

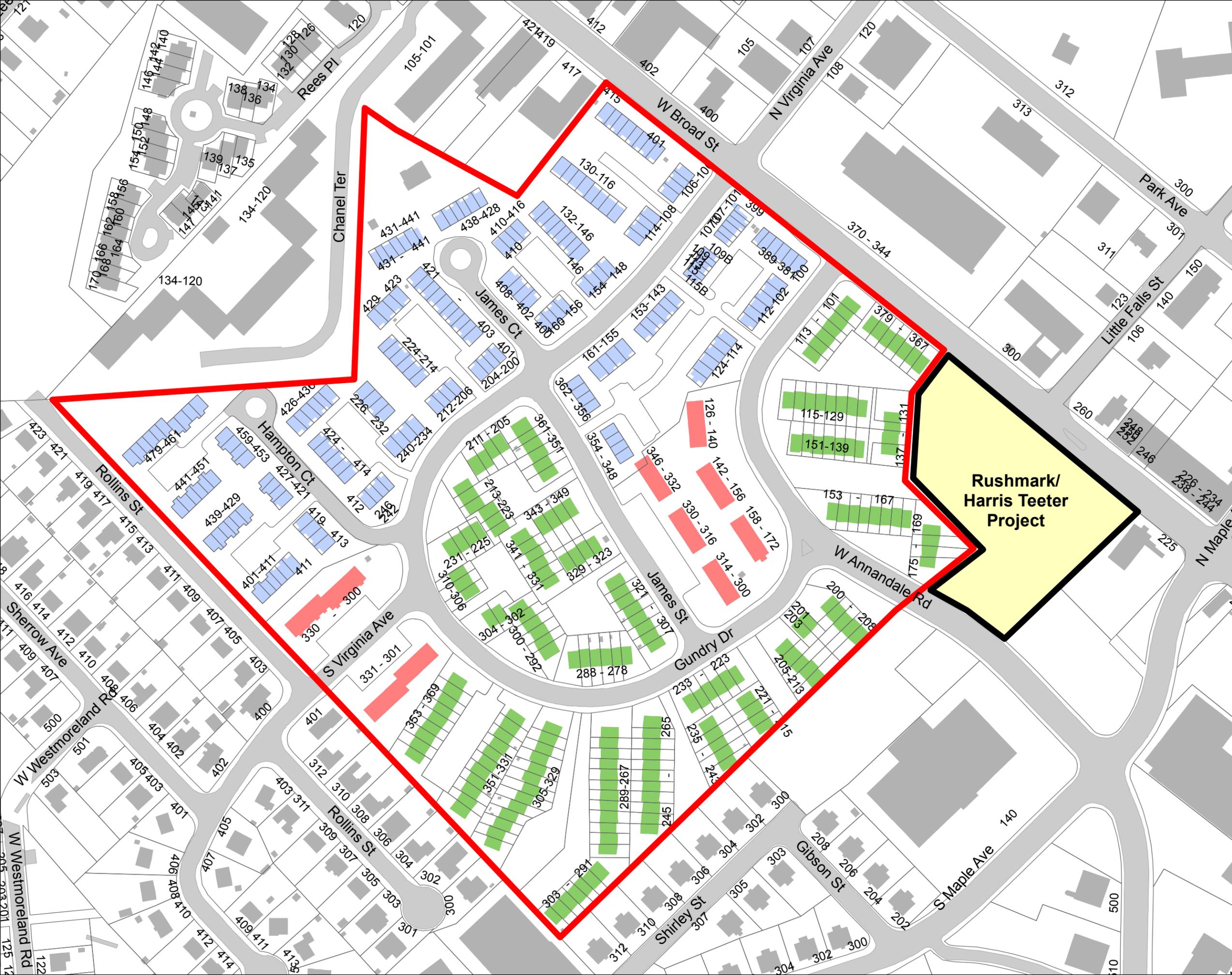
Winter Hill

Residential Permit Parking Zone

Winter Hill Apartments

Winter Hill Condo Association

Winter Hill Community Association



**Rushmark/
Harris Teeter
Project**

EDA and CACT Joint Resolution in Support of Street Furniture and Other Amenities along W. Broad Street

WHEREAS, City of Falls Church plans and policies call for creating a more walkable and bikeable, vibrant atmosphere in the City's commercial areas; and

WHEREAS, these policies align with a growing demand generally for more walkable, bikeable places; and

WHEREAS, walkability today is inhibited by a scarcity of street furniture, including benches, trash cans and recycle cans; and

WHEREAS, biking is limited by a lack of available bike parking that is visible and easy to use; and

WHEREAS, a relatively low-cost investment in street furniture and other amenities can demonstrate the benefits of investment in public spaces and can serve as a catalyst for future public and private investment.

NOW, THEREFORE, BE IT RESOLVED that the EDA Board of Directors and Citizens Advisory Committee on Transportation endorses investment by the City to execute and fund the project, detailed in a collaborative planning effort by EDA and City staff, as shown in Attachment "A."

BE IT FURTHER RESOLVED that the EDA pledges up to \$35,000 of its funds, if necessary, to support the project and its timely completion.

Approved in separate actions by the EDA Board of Directors (unanimous vote) and Citizens Advisory Committee on Transportation (unanimous vote), February 2, 2016.