

1. Item_0a_CACT_Agenda_2018_07_19

Documents:

[ITEM_0A_CACT_AGENDA_2018_07_19.PDF](#)

2. Item_0b_071918_HSAC_Agenda

Documents:

[ITEM_0B_071918_HSAC_AGENDA.PDF](#)

3. Item_0c_CACT-HSAC_Joint_Meeting_List

Documents:

[ITEM_0C_CACT-HSAC_JOINT_MEETING_LIST.PDF](#)

4. Item_3_Action_Items_Tracking_180509

Documents:

[ITEM_3_ACTION_ITEMS_TRACKING_180509.PDF](#)

5. Item_4_DRAFT_CACT_Comments_Founders_Row

Documents:

[ITEM_4_DRAFT_CACT_COMMENTS_FOUNDERS_ROW.PDF](#)

6. Item_5_Park_Avenue_Sidewalk_Letter

Documents:

[ITEM_5_PARK_AVENUE_SIDEWALK_LETTER.PDF](#)

NOTE MEETING DATE AND LOCATION

AGENDA

CITIZENS ADVISORY COMMITTEE ON TRANSPORTATION

Thursday, July 19, 2018- 7:00 pm

Teen Center-Falls Church Community Center

223 Little Falls Street, Falls Church, VA 22046

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The CACT will meet jointly with the Human Services Advisory Council (HSAC) for a discussion of “accessibility” in the City Falls Church at 7:00 PM (see attached HSAC agenda). At the conclusion of the discussion, the CACT will meet separately on the following items:

1. **Committee Members Reports:**
2. **Staff Reports:**
3. **Information Item:** CACT 2017 Priority Tracking Sheet
4. **Action Item:** CACT Comments on the Special Exception Application for the Founder’s Row (formerly Mason Row) Mixed-Use Project
5. **Action Item:** Letter to City Council on Park Ave Crosswalk Request
6. **Discussion Item:** Parking Day 2018 (September 21, 2018)



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 July 13, 2018**



PUBLIC MEETING NOTICE

JOINT MEETING
HUMAN SERVICES ADVISORY COUNCIL
and
CITIZENS' ADVISORY COMMITTEE ON TRANSPORTATION

NOTE NEW MEETING LOCATION

Thursday, July 19, 2018

7:00 p.m.

Community Center, Teen Center
223 Little Falls Street, Falls Church, VA 22046

AGENDA

1. Call to Order and Adoption of Agenda
2. Petitions
3. New Business
 - **Long –Term Goals and Objectives:**
 - Walkability- Is the City of Falls Church a Walkable community?
 - Shuttle service- Is shuttle service viable in the City? Other options?
 - Inconvenient sidewalks creating hazards. Any specific locations?
 - Busy streets.
 - Wheel chair access.
 - Accessibility for visually impaired.
 - Hard to get around crosswalks.
 - Areas that require improvement.
 - **Short-Term Goals and Objectives:**
 - Accessibility of lights
 - Triage of critical intersections-which ones?
 - Inability to see all walk signals
 - Audible traffic signals
 - Lights too short at Washington and Broad (pedestrian crossing)
 - **Other Questions:**
 - How are these issues factored into deliberations?
 - What are available transportation programs?
 - Founders Row development proposal
4. Old Business
 - Affordable Housing Policy revision
 - Miller House Ground Breaking
 - Other
5. Approval of minutes
6. Staff Report
7. Adjourn

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
703-248-5005, (TTY 711). (Posted 7/11 /18)

CACT/HSAC Joint Meeting Topics

The list of topics presented to staff having to do with “accessibility” been categorized as short-term goals and objectives or long-term goals and objectives.

Long –Term Goals and Objectives:

- Walkability- Is the City of Falls Church a Walkable community?
- Shuttle service- Is shuttle service viable in the City? Other options?
- Inconvenient sidewalks creating hazards. Any specific locations?
- Busy streets.
- Wheel chair access.
- Accessibility for visually impaired.
- Hard to get around crosswalks.
- Areas that require improvement. (both a short –term and long term goal)

Short-Term Goals and Objectives:

- Accessibility of lights
- Triage of critical intersections-which ones?
- Inability to see all walk signals
- Audible traffic signals
- Lights too short at Washington and Broad (pedestrian crossing)

Other Questions:

1. How are these issues factored into deliberations?
2. What are available transportation programs?

Status of 2018 CACT Action Items

Updated: May 9, 2018

Action Item	Responsibility	Status
<p>Refine the Neighborhood Traffic Calming Program: Continue review of the NTC Program and examination of alternatives to speed the delivery of effective and cost-efficient solutions.</p> <p>Source: Continuing</p>	<p>Staff All CACT</p>	<p>2017 Jan – CACT agreed to assign member as liaison to each neighborhood working group. Member will attend working group meetings and serve as liaison between group and committee. Mar - Bill is liaison to Great Falls/Little Falls group.</p> <p>2018 Jan – Jeff to lead review and discussion of potential improvements to the NTC program. Deferred until Spring.</p>
<p>Neighborhood Pace Car Program</p> <p>Source: 2014 Annual Report</p>	<p>Staff Steve Andrea</p>	<p>2016 Jun – Staff received printing quote (500 decals for \$360) Oct – DPW agreed to fund printing</p> <p>2017 Feb – Staff advised that decal image received from WABA is not sufficiently sharp for printing - Goal is to start program in Fall 2017 with beginning of the school year. - Steve is coordinating contest to develop Falls Church-specific decal image and revise WABA brochure. - Stephanie is coordinating contest announcement. - Steve to coordinate implementation with GMHS and Andrea with FCEPTA. Apr 4 - Design-a-Decal contest announced. Closed Jun 1. Jul 12 - CACT reviewed alternative designs. Chose one and recommended modifications. Oct 11 – Steve presented final design of decal and accompanying flyer. Nov 8 – CACT discussed and approved flyer. Andrea, Dave & Paul to identify typos and forward to Steve to modify flyer. Steve to provide final to Jeff. Jeff to advise CACT on printing options. Nov 13 – Steve sent revised flyer to Jeff. Dec 13 – Jeff said staff is exploring options for printing.</p> <p>2018 Jan 10 -Jeff said funding available through TDM grant. Image can be reproduced on decal and/or magnet. Spring rollout planned. Mar 14 – Steve resent design of decal and flyer to Jeff for pricing. May 9 – Jeff reported that TDM grant cannot be used to fund decal. Staff is seeking another funding source. - Melissa suggested applying for a VPIS grant.</p>

Action Item	Responsibility	Status
<p>Family Cycling Event: Host an event like the Kidical Mass Rides.</p> <p>Source: 2016 Annual Report</p>	<p>Andrea Bill</p>	<p>2017 May 10 – Andrea discussed possible participation of FABB with Sonja Breehey, FABB VP.</p> <p>2018 Jan 10 – Bill volunteered to join project Mar 14 – Andrea reached out to Sonja for possible FABB participation.</p>
<p>Participation in HS Campus Project: CACT should be involved in planning to assure walk and bike accessibility</p> <p>Source: Council request (Duncan) Feb 27, 2017</p>	<p>Steve Bill</p>	<p>Continuing</p>
<p>Walk or Bike to School Day (May 9, 2018): Collaborate with FCCPS Health & Wellness Committee to encourage kids to walk or bike to school.</p> <p>Source: 2017 Annual Report Council request (Tarter) Feb 26, 2018</p>	<p>Andrea Steve Bill</p>	<p>2018 Feb 26 – Mayor Tarter asked that Sep Walk or Bike to School Day also be included. Mar 14 – Andrea in contact with FCPS Health & Wellness Committee for joint planning of event. Council Member Connelly volunteered to assist. Plan to coordinate with Police. May 9 – Steve reported that May 9 event had high level of participation at GMHS and MEHS. Suggested a mid-point pit stop for Sep event to build enthusiasm.</p>
<p>Park(ing) Day (3rd Friday in September): Working with staff, recommend parklet locations and programming</p> <p>Source: 2017 Annual Report</p>	<p>Doug Dave</p>	<p>2018 Feb 14 – Jeff said staff member, Kerri Oddenino, has been assigned and would welcome help. Funds may be available from TDM grant. Mar 14 – Paul S and Kerri will confer with other jurisdictions that have Park(ing) Days and return to CACT for input/assistance.</p>
<p>Bike Rodeo/TOPS Event: Contingent on assignment of new DPW representative to CACT</p> <p>Source: 2017 Annual Report</p>	<p>Dave Steve</p>	<p>Mar 14 – Paul S will contact DPW re possible staff support for event.</p>
<p>Play Streets: Increase publicity and encourage program use.</p> <p>Source: 2017 Annual Report Council request (Sze) Feb 26, 2018</p>	<p>Andrea</p>	<p>Mar 14 – Andrea has discussed with VPIS and FCPS Health & Wellness Committee.</p>
<p>Street Lighting: Analyze street lighting types in City. Review literature on effects of lighting on safety and walkability. Prepare report to Council with recommendations.</p> <p>Source: Doug’s Mar 7, 2018 email</p>	<p>Doug Dave</p>	<p>Mar 14 – Adopted as project by CACT. - Paul S will request GIS street lighting map of City from staff. Apr 19 – Doug has received map. Its utility is limited because it does not show lighting types. May 9 – Doug plans to attend Arlington lighting tour and demonstrations.</p>

City of Falls Church
Citizens Advisory Committee on Transportation

DATE: July 19, 2018
TO: Mayor Tarter and Members of City Council
FROM: Citizens Advisory Committee on Transportation (CACT)
SUBJECT: Requested Amendment to Proposed Founders Row Project at Broad and West Streets

Dear Mayor Tarter, Members of Council and City Manager:

On June 11, 2018, City Council made a formal referral on Resolution TR18-32 (the requested Amendment to the Special Exception for Founders Row [formerly Mason Row]).

After discussing at our July 19, 2018 meeting, CACT members provide the following comments and recommendations with respect to the use change from hotel to age-restricted multifamily housing and general comments about this development. Many of our comments remain consistent with our committee's October 30, 2015 memo to Council. These comments are informed by the policy guidance found in the City's ***Comprehensive Plan (specifically **Mobility for all Modes, Chapter 7**)***.

This memo is intended to help the City Council in its ongoing evaluation of the proposed project.

General Comments

The CACT believes that transit-oriented development is critical to the future of the City of Falls Church. As both local and regional populations grow, encouraging the use of other modes of transit will become ever more important. The proposed Founders Row development is well-positioned to make use of alternate transit modes thanks to its proximity to the West Falls Church (WFC) Metro and W&OD trail and its location on the 28A/28X and (future rush-only) 3T bus routes. In addition, the developer's commitment to provide a shuttle for residents during peak hours on weekdays to WFC and a Capital Bikeshare station will enhance accessibility at the site. When the planned Route 7 BRT becomes a reality, this site will be even better connected.

The Founders Row project includes many mobility enhancements that will benefit the public, including a realignment of the W&OD trail, raised trail crossings at West and Grove, undergrounding of utilities and streetscape improvements in the vicinity, a new bus shelter, ample secure and public bicycle storage, improved connectivity

for pedestrians and cyclists via two new signalized intersections at Park/West and at the eastern end of the project on Broad, and an increased number of EV charging stations (10 up from 5). Additionally, the planned sprayground and market square will enhance public enjoyment of Founders Row and act as another draw for visitors, especially ones with children.

In addition to these general comments, the CACT also provides the following comments:

Parking and Vehicle Access

- The CACT supports the developer's request for a 20% reduction in residential parking which would result in a 3% overall parking reduction due to commercial parking meeting or exceeding City minimums. A 2016 study of parking usage at a variety of recently built mixed-use projects in Falls Church found parking for these developments was, on average, 60% occupied. The highest parking occupancy was 81% at Pearson Square, a rental community with large units that is home to many families, who are more likely to own multiple vehicles. Considering the transit options available to residents, and the planned mix of residences at Founders Row (in large part either age-restricted or studio or 1-bedroom units), this development is less likely to be attractive to families with multiple vehicles.
- The CACT supports the developer's intentions as outlined in the Parking Management Plan to unbundle parking from the residential units, establish vehicle ownership limitations, limit the parking supply and provide shuttle service for residents. The CACT also appreciates that the developer has drawn up a detailed TDM plan, including the promotion of real-time transit info and the designation of a transportation program manager.
- The developer stated in a Town Hall on June 27th that they are planning to use smart parking technology in the garage. Smart parking will increase convenience for patrons looking for spaces by indicating where parking vacancies can be found in the garage. The system will also offer the developer better data with which to manage the garage. The developer's verbal commitment to install such a system should be formalized.
- There appear to be two potential areas on Founders Lane for taxi and ride-hailing app pickups and drop-offs. A similar space for ride-hailing pickups could be considered within the garage at grade as well.
- During construction, the developer will need to enforce that all subcontractors and workers do not park on residential streets. After completion, full- and part-time employees of the proposed development

should be encouraged to use Falls Church's public transit options as much as possible and avoid parking on residential streets.

Pedestrian Access

- The City should maximize the amount of clear walkway space for pedestrians. Too many commercial properties in the downtown area do not have adequate walkway space, or have obstructions such as signs, planters and patio seating. The CACT agrees with the ESC and EDA that a 6-foot clear walkway will provide enough space to create a pedestrian-friendly streetscape, and recommends 10-foot clear for sidewalks in accordance with the new streetscape standards. Adequate walkway is especially important for the benefit of pedestrians who use mobility devices such as scooters and wheelchairs and for parents with strollers. If 10-foot clear is not adopted, wider passing areas should be added at regular intervals around and within the proposed complex.
- At up to 85 feet in height, the proposed development is significantly taller than the majority of commercial buildings in the City. A wider sidewalk may be necessary to offset the feeling of buildings towering above.

Cyclist Access

- The City should consider installing "sharrows" or other bicycle facilities along Grove Avenue, which would serve as a direct connection to the West Falls Church metro for cyclists. The addition of bicycle facilities on this street may also have the added benefit of calming traffic.
- The CACT is pleased to see the developer has committed to funding the Capital Bikeshare station for the life of the project.
- The developer is providing ample secure and public bicycle storage. City staff should ensure this bicycle storage is well situated within the project.

Local Traffic Impacts

- While projected traffic associated with the project has decreased somewhat with the change from a hotel to active adult units, daily trips are still projected to be well above current uses (4,878 daily trips vs. 1,200 daily trips). The developer's plans to provide a long left turn lane into the garage for eastbound traffic on Broad and to consolidate curb cuts at the site will help facilitate traffic flows.

- The CACT is pleased that Rowell Court on the south side of Broad will be included in the new traffic signal at the eastern edge of the project, improving pedestrian, cyclist and vehicular access to these businesses.

Impacts on Local Residents

- Residents of Park, Grove and West Streets can expect to see an increase in traffic volume. Traffic-calming measures should be offered to residents of these streets.
- Overflow parking may occur on Park, West and Grove Streets. The City should offer residents the option to implement a residential parking program (e.g., permit parking). Such a program was recently successfully implemented in the Winter Hill neighborhood abutting the 301 West Broad development.
- The City should employ striping or other measures to ensure that queuing of southbound traffic on West Street does not block egress from Steeples Court.
- Residents of Ellison Street are sometimes unable to turn left onto West to travel north because traffic queues up at the light at Broad and West blocking the intersection of West and Ellison. Northbound traffic on West Street can be expected to increase as a result of this development. The configuration of the northbound lanes on West Street should be reviewed for any possibility to improve northbound traffic flows on West Street.

Bus and Rail Access

- As of June 21, 2018, WMATA is reportedly re-establishing the 3T bus line at rush [Source: <https://fcnp.com/2018/06/21/66-tolls-3t-bus-service-will-restored-downtown-f-c/>] connecting the East and West Falls Church Metro stations by way of downtown Falls Church, starting in January 2019 for at least two years. This additional service will improve access to the EFC Metro station and downtown Falls Church during rush hours.
- The developer plans to provide a shuttle for residents during peak hours on weekdays. The CACT recommends employees and customers of businesses at Founders Row be permitted to use the shuttle as well.

City of Falls Church
Citizens Advisory Committee on Transportation

DATE: July 19, 2018
TO: Mayor Tarter and Members of City Council
FROM: Citizens Advisory Committee on Transportation (CACT)
SUBJECT: Sidewalk Connections to Cherry Hill on Park Avenue

Dear Mayor Tarter, Members of Council and City Manager:

The Citizens Advisory Committee on Transportation (CACT) supports the City's goal of completing and enhancing sidewalk connections within the City. There are numerous places throughout the City where sidewalks are either sorely needed or abruptly end. One place, in particular, has both of these issues: the north side of Park Avenue between Cherry Hill Park and the townhouses in the 400 block of Park Avenue. Pedestrians often walk to the end of the brick sidewalk fronting the Park Avenue townhouses, only to be stranded at a dead end and forced to cross Park Avenue mid-block with no crosswalk.

The CACT would like to make two suggestions to address this situation:

1. City staff should study the installation of a mid-block crosswalk on Park Avenue, and install a crosswalk at this location if it is safe to do so.
2. City staff should work with the property owner and/or developer of 322 Park Avenue, which is currently for sale, in order to begin to complete the sidewalk on the north side of Park Avenue.

Cherry Hill Park is a much beloved destination for many local families. Let's make it a little easier for them to reach the park safely.

Thank you for your consideration.

Sincerely,

Andrea Caumont, Chair, on behalf of the CACT

(Attachment)

