

## West Broad Street Small Area Plan – Second Community Meeting Community and Culture Comments

Widen sidewalks on Park Avenue

Create pocket parks on Park Avenue

Create retail uses on Park Avenue

Resolve parking issues

Give preference to bikers at street crossings

Give preference to vehicles at W&OD Trail crossings

Bikers/Pedestrians should have responsibilities at intersections

Provide better wayfinding from the W&OD Trail to commercial districts

Provide more bike racks

Increase clarity of vehicle flow at W&OD/Traffic crossings

Don't over develop the West End

Don't create obstructions on sidewalks

- Planters should have grates
- Retain visibility for walkers

Bethesda has some good examples

Use pervious surfaced sidewalks

Trees planted on West Broad Street have grown leaning away from the wind rather than vertically

Don't reduce the amount of on-street parking on Park Avenue

Sharrows are well received (majority of attendees)

Park Avenue should be a high priority for the installation of lighting, streetscape, and utility undergrounding

Safer pedestrian and bicycle crossings are needed

Replication of the train station is a great idea

Create a focal point on the east end of Park Avenue (where surface parking exists across Park Avenue from the Kaiser garage)

The Comprehensive Plan would need to be amended to address moving the Library to West and Broad Streets

Create a "living wall" of plantings to climb the portion of the Hilton Garden Inn that faces Park Avenue (rear elevation)

Corner bulbouts for pedestrians are supported (large majority)

Planting of flowers and landscaping should be extended at Cherry Hill (Farmhouse and Park)

Prune trees on Park Avenue

Providing outdoor dining opportunities is important

Consider designating the Christian Science Reading Room building (facing Little Falls Street) as a protected/historic property in the City of Falls Church

Delay developing/redeveloping Little Falls Street until a decision has been made considering designating the Christian Science Reading Room

A “Complete Street” is a better concept than a “Great Street”

W&OD Trail crossing at North West Street is dangerous

West End Park should be neighborhood oriented, not a “City-wide” or regional park (lots of public safety concerns)

Support stop signs for vehicles at W&OD crossings

Train station plans should be proffered with Mason Row

Counter view that train station is not necessary and the bathroom would be a maintenance cost and public safety issue

Preserve Cherry Hill trees versus new park sign and hardscape park entrance plans

## West Broad Street Small Area Plan – Second Community Meeting Land Use, Height, and Density

### General

- Provide retail on ground floor
- Meet people's needs – diversity
- Retail generate all day patrons
- Adjacent residential area(s) impacted by new development/redevelopment
- Overflow parking impacts Grove Avenue
- Park Avenue has great impacts
- Minimize traffic on Grove Avenue
- Better define (?)
- 0.5 FAR to ? FAR
- Objective (of developer?) may not be right for Falls Church
- Vision is for Falls Church, not Ballston
- Stanton and Charleston are good examples of appropriate scale of development in the City of Falls Church
- Not overwhelmed
- Little City feel is preference
- Balance development vs Little City feel
- (Number of) persons per square mile
- Plan proposes calculate increase in population
- Traffic impact
- (Give) notices (of planned development/redevelopment) to adjacent neighbors, not just to Park Avenue and Grove Avenue
- Small City decisions on large impacts
- Need a balance
- Current market is driven for residential

### Density

- Height and scale impacts surrounding areas
- Current density will become too dense – is this the objective?
- Current density will become too dense – is this the objective?
- Current density will become too dense – is this the objective?
- Density of Grove Avenue and adjacent neighborhoods
- Focus on West Broad Street/Downtown for density, but consider impact(s) and a balance of development
- Create an avenue for appropriate density for the City's future

## Density (Continued)

- Higher density/balance
- Future urban development
- Retail component
- Residential component
- Office (uses) follow
- Current trend – mixed use concept
- Include public space
- Balance density with development
- Development puts more pressure on City services
- Create public connectivity between nodes of development/redevelopment
- Use Comprehensive Plan to consolidate parcels
- Each commercial (project) has a higher zone

## Height

- Height and scale impacts surrounding areas
- Radio waves: spectrum impacts TV/radio reception
- Digital reception airwaves
- Satellite dish reception
- Booster signal like Police Department
- Limit heights
- Back down/Step down heights to transition with existing neighborhood(s)
- Don't allow excess height above 55 (feet)
- Ensure that Park (Avenue? Or West End?) adequate with height
- What is balance for building height? Broad Street (buildings) should have the same height
- Plan target nodes for higher density; define nodes
- Permit greater building heights on West Broad Street, but transition to lower height (like Park Avenue)
- Why have 75' height on one side vs. 55' on the other side?
- Land use currently closer to 55' height

## Land Use

- Consolidate parcels for added height consistency
- Not a goal
- True mixed use redevelopment (What do you want for true redevelopment?)
- Goals (What are true goals?)
- Larger scale retail (define)

## Land Use (Continued)

- Consolidate parcels for added height to be considered; not a goal
- Live/Work concept reduces traffic
- South side of West Broad Street (800-1000 blocks) need a “re-do”; currently sites are under utilized and need to be redeveloped; small lots left over in surrounding redevelopment; embrace ways to consolidate these properties for future development(s)
- Consolidation (of parcels) is the goal
- Look for techniques to increase consolidation
- Redevelopment concepts: 85’ height; more height on West Broad Street; differences between Harris Teeter and Mason Row; a uniform height; and maximize potential
- Provide small scale retail on Park Avenue

## Public Space

- Brick Sidewalks vs Concrete Sidewalks
- Good public space adds value
- Sidewalks/Streetscapes in front of buildings
- Planters
- Outdoor dining encroaches on sidewalks
- Uniform streetscape
- Raised vs. flat planters
- Types of trees planted at Hilton Garden Inn are too small
- Permit food trucks on Park Avenue to service offices

## Walkability

- Outdoor dining encroaches on sidewalks
- Need standard for pedestrian free
- Sidewalk width
- No enforcement
- Objective should be 10 foot+ clearance
- Bikeability adds to walkability concept

## **West Broad Street Small Area Plan – Second Community Meeting Parks and Open Space Comments**

### Access and Safety

- Need defined entrance to announce public spaces
- Provide lighting into and through the parks
- The lighting should be directional and without light pollution to adjacent properties
- Connectivity
- Look at Pullen Park in Raleigh, NC
- Include better lighting in parks
- Mixed feelings about public safety
- Better define/Sign public spaces so that people know they are welcome there
- Places need to be “announced”
- Public spaces need to be visible from the street
- Include wayfinding at park entrances to let people know what they can get to via a park

### PARKS

#### Cherry Hill Park

- Create better entrances
- Define entry points
- Provide walking paths with good topography
- Existing retaining wall on Park Avenue is a barrier
- Preserve (existing) trees while improving pedestrian access to Park

#### W&OD Trail

- Clarify who has the right-of-way (multiple comments)
  - Install raised crossings (for automobiles, bikes, pedestrians) to identify which user has the right-of-way
  - Install flashing lights for pedestrian/bike crossings
  - Need extra overhead lighting at crossings
  - If the train station is recreated, use the East Falls Church model instead of replicating the West Falls Church station
  - Consider design of W&OD Trail south of West Broad Street
  - Design traffic (vehicular and bicycle) barriers/signs to require all users of intersection to stop
- (Continued)

### W&OD Trail (Continued)

- Consider the following uses: community gardens; gravel trail for trail bikes; compatible with Mason Row; as an attraction; coordinate pocket park locations with density.

### West End Park

- Controversial to replicate West Falls Church Train Station
- Too much at park entrance
- Public restrooms (who cleans them, how often, may attract “undesirables”, are a public safety hazard)
- Don’t overdevelop the park
- No dog park here
- Maintain Sylvan feel
- Allow adjustments
- Buffer different uses
- Include a landscaping plan

### Other Parks

- Consider Northern Virginia Parks
- George Mason Square pocket park under utilized
- Better define/sign parks/open spaces so people know that they are welcome
- Include wayfinding at park

### Uses within Parks

- Dog park
- Spray (?) park
- Install street trees
- Install sidewalks to reach the Park
- Dog park creates proximity problems
- No dog park at West End Park; Parks is a neighborhood buffer from more modern uses
- No more active uses there
- School uses

### Park Avenue

- Parks of Park Avenue have not sidewalk; should be complete on both sides
- Install better lighting along Park Avenue for pedestrian safety

## Train Station

- YES! Connection with history, connects developments
- NO! Buffer from neighborhood, reduce noise from park
- Trolley history could be referenced, not just the train. Look at the National Capital Trolley Museum
- Train Station has value; connect it to Mason Row
- A good connection to community

## West Broad Street Small Area Plan

- Draft document covers comments okay
- Note VPIS/President's Garden on map
- Increase use of street trees; fill in gaps in existing streetscape

## West Broad Street Small Area Plan – Second Community Meeting Transportation Comments

### General

- Slow traffic and retailers will be seen
- Retail vibrancy = better retailers!
- How to do it? Can we do it? (VDOT)
- Discourage cut-throughs
- Encourage more vehicles on Broad Street
- Balance traffic on Broad Street and Park Avenue
- There is a towing problem; parking coordination is needed
- Crossing West Broad Street at Oak Street – can the intersection be straightened?
- Problems with vehicle speeds
- Discourage cut through traffic in neighborhoods
- Add language to West Broad Street Small Area Plan in support of the proposed parking deck adjacent to the Library; will justify this action in the future
- Prepare inventory of current facilities NOW!
- Need adequate parking for residential uses too
- Need better management/balance of parking. Less convenient parking discourages cars vs. lots of parking spaces invites cars
- Plant more street trees; benefits for pedestrians, especially desired on Park Avenue
- Drivers and vehicles operate to the existing environment
- Larger vehicles will go another route if travel lanes are narrow
- Drivers pay more attention when traveling on narrow lanes
- Concerns exist if trucks must travel on narrow lanes
- Need a balance – do you want customers for your business or do you want potential customers to avoid the City altogether?
- Parking garages are needed
- Will municipal garages be provided?
- Is there sufficient parking now, but might be public vs. private spaces
- Better identify public parking spaces
- Create a circulator vehicle, like GEORGE, for trips on West Broad Street
- A circulator vehicle could run between the East Falls Church Metro Station and the West Falls Church Metro Station, but NOT in neighborhoods

## West Broad Street

- East/West access on the south side of West Broad Street is an issue
- Use methods on West Broad Street to reduce lane width, install parking for off-peak use, and provide pedestrian activated (street crossing) signals
- Do not slow speed limits on Broad; will encourage more use of Park Avenue
- Better streetscape for pedestrians
- Underground utilities; expensive approximately \$1M per 500 ft/block
- Disagree with parking on West Broad Street; less safe for pedestrians; parked vehicles could be hit by other vehicles; cars could be broken into; all of which raise insurance rates
- Parking on West Broad Street will slow traffic, but can be annoying (parallel parking)

## Grove Avenue

- Concerns about parking, speed of vehicles

## Park Avenue

- No center line is marked – confusing
- Would Park Avenue be safer with striping and speed controls?
- Center line makes drivers pay attention
- Mark parking spaces on Park Avenue instead of marking a parking lane
- Great Street is not about traffic volume or speeds on Park Avenue; must discourage more traffic using Park Avenue
- Crosswalks needed
- Provide brighter (street) lights on Park Avenue
- Provide warning signs of intersections on Park Avenue
- Stop signs (will) help slow (vehicular traffic) on Park Avenue
- Consider sidewalks on both sides of Park Avenue; cost? Priority (yes)? Encourages pedestrians
- Install curb nubs, more stop signs, and stripe parking spaces
- Against stop signs at every corner on Park Avenue
- Plant more trees to separate pedestrians from vehicles

## Parking

- Provide metered parking on West Broad Street at curb lane
- Safer/Barrier for pedestrians
- Change some (sidewalk) pedestrian width for on street parking
- Convert 11-foot wide lanes to parking spaces – only during off peak hours

### Parking (Continued)

- Mark parking spaces on Park Avenue instead of marking a parking lane
- Install parking meters that would help define parking spaces?
- More parking = more customers = more revenue
- Park once versus being required to move to different spaces
- Provide better public parking signage; list hours/days parking available

### Pedestrians

- Create raised crossings on Broad Street and Park Avenue
- Provide more greenscape close to the street to mark pedestrian areas
- Current sidewalks are narrow and do not encourage pedestrians

### Traffic Calming

- Bumpouts define parking spaces
- Bumpouts slow vehicle speed

### Wayfinding

- Important
- Promote
- W&OD Trail