

Submitted By:

FCGP DEVELOPMENT, LLC
4800 Hampden Lane, Suite 300
Bethesda, MD 20814
(301) 812-4785

Master Planner:

TORTI GALLAS + PARTNERS
1300 Spring Street, Suite 400
Silver Spring MD
(3010-588-4800

Landscape Design:

LANDDESIGN
200 South Peyton St
Alexandria Virginia
(703)-549-7784

Civil Engineer:

WALTER PHILLIPS, INC.
207 Park Avenue
Falls Church, Virginia 22046
(703) 532-6163



WEST FALLS CHURCH ECONOMIC DEVELOPMENT PROJECT

SPECIAL EXCEPTION SITE PLAN APPLICATION

CITY OF FALLS CHURCH, VIRGINIA

JUNE 10TH, 2020 | SUBMISSION 01

FCGP DEVELOPMENT, LLC



**SEE Amendment / Phase I SESP Submission
First Submission June 10, 2020
Table of Contents**

- SEE Amendment Application/Phase I SESP Application
 - SEE Application form
 - SESP Application form
 - Identification of Applicant
 - Parcel Map
 - Disclosure Statement
 - Statement of Justification
 - Amended SEE Voluntary Concessions

- SEE Amendment Plan Sheets

a.	Annotated Illustrative Site Plan	Illustrative changes and adjustment to above-grade parking locations	Revised Illustrative plan provided for SEE Amendment
b.	Phasing Plan and Program Summary	To be discussed with staff	See SESP for compliance with SEE approval
c.	Massing Diagrams	No amendment requested	See SESP for compliance with SEE approval
d.	Building Height Diagrams	No amendment requested	See SESP for compliance with SEE approval
e.	Site Shadow Studies	No amendment requested	See SESP for compliance with SEE approval
f.	Parking Ratios and Locations	No amendment requested for ratios, locations shown in SESP	See SESP for compliance with SEE approval
g.	Typical Street Sections (As Applicable)	Amendment proposed	Revised sections provided for SEE Amendment
h.	Open Space and Recreation Diagrams	Amendment proposed	Revised diagrams provided for SEE Amendment
i.	Canopy Cover	No amendment requested	See SESP for compliance with SEE approval
j.	Sheets C-0303 – C-0406	Amend to reflect SESP design	Revisions to these sheets have been included.

- Phase I SESP Submission Items

- SESP Supplemental Packet (11x17)
- SESP Civil Sheets
- SESP Landscape Sheets
- SESP Architecture Sheets
- Ownership responses to final SEE Comments (June 2019)
- Draft Comprehensive Signage Plan and Retail Design Guidelines
- Draft Revised Placemaking and Amenities Plan
- Draft Transportation Demand Management Plan
- Draft Fiscal Impact Analysis
 - Excel file provided
- Affordable Housing Plan
 - To be provided at a later date and discussed with staff
- SESP VCs
 - To be provided at a later date and discussed with staff



Department of Development Services
 Planning Division
 300 Park Avenue
 Falls Church, VA 22046-3332
 Phone: 703.248.5040
 Fax: 703.248.5225

**PLANNING DIVISION
 APPLICATION FORM**

PROJECT NAME:
 West Falls Economic Development Project

Submit one form for each type:

- | | | |
|--|--|---|
| <input type="checkbox"/> Site Plan | <input type="checkbox"/> Special Exception | <input type="checkbox"/> Rezoning |
| <input type="checkbox"/> Site Plan Amendment / Major | <input type="checkbox"/> Comp Plan Amendment | <input type="checkbox"/> Interpretation / Planning Director |
| <input type="checkbox"/> Site Plan Amendment / Minor | <input type="checkbox"/> Subdivision, Consolidation or Lot Line Adjustment | <input type="checkbox"/> Zoning Ordinance Text Amendment |
| | | <input checked="" type="checkbox"/> Special Exception Entitlement Amendment |

PROJECT DESCRIPTION:

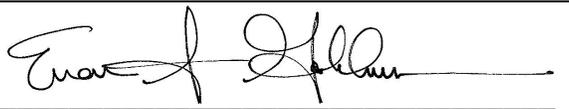
Street Address: 7124 Leesburg Pike, Falls Church VA 22046
 RPC #: 51-221-006, -007 Owner of Record: City of Falls Church,
 City of Falls Church School Board

APPLICANT INFORMATION:

Applicant: Owner Contract Owner Agent
 Name: FCGP Development LLC by Evan Goldman, EVP
 Address: 4800 Hampden Ln, Suite 300 Business Phone: 301-634-8600
 Bethesda, MD 20814 Cell Phone: 301-634-8629
 E-mail: egoldman@eya.com Fax: 301-634-8729

PROJECT AND PROPERTY INFORMATION:

SITE PLAN	SUBDIVISION, CONSOLIDATION OR LOT LINE ADJUSTMENT	COMP PLAN/REZONING OR SPECIAL EXCEPTION
Current Zoning: <input type="checkbox"/> Present Development <input type="checkbox"/> Proposed Development # of New Dwelling Units: _____ Commercial: _____ SF <input checked="" type="checkbox"/> Mixed Use Development <input type="checkbox"/> # Site Plan Waiver(s): <input type="checkbox"/> Site Plan Resubmission <input type="checkbox"/> Site Plan Amendment	Current Zoning: <input type="checkbox"/> Present Development <input type="checkbox"/> Proposed Development <input type="checkbox"/> Subdivision: <input type="checkbox"/> SFH <input type="checkbox"/> Commercial <input type="checkbox"/> Consolidation <input type="checkbox"/> Lot Line Adjustment <input type="checkbox"/> Preliminary Plat <input type="checkbox"/> Final Plat	Current Zoning: Proposed Zoning: Present Future Land Map Designation: <small>X Special Revitalization Dist. for Education & Econ. Dev.</small> <input type="checkbox"/> Present Development <input type="checkbox"/> Proposed Development <input type="checkbox"/> Conditional Rezoning <input type="checkbox"/> Other Rezoning
TOTAL SITE AREA:	SF	9.4 ACRES

APPLICANT SIGNATURE: 
 (over)

Applications must be accompanied by corresponding Checklists and materials as required.

FEES: Fees are established by Ordinance of the Falls Church City Council and are due at the time of filing. Refer to current Fee Schedule for specific application fees; make checks payable to: City of Falls Church.

<i>Status of real estate and personal property taxes, liens, business license and fees:</i>			
TREASURER:	<input type="checkbox"/> Current	<input type="checkbox"/> Outstanding (please describe): _____	Initials: _____
COMM. REV:	<input type="checkbox"/> Current	<input type="checkbox"/> Outstanding (please describe): _____	Initials: _____

TOTAL FEE for this application: \$ _____

NOTE: Return Check Fee is \$50.00.

Accepted by: _____ MUNIS # _____

Planning Division Staff





Department of Development Services
 Planning Division
 300 Park Avenue
 Falls Church, VA 22046-3332
 Phone: 703.248.5040
 Fax: 703.248.5225

**PLANNING DIVISION
 APPLICATION FORM**

PROJECT NAME: West Falls Economic Development Project

Submit one form for each type:

- Site Plan
- Site Plan Amendment / Major
- Site Plan Amendment / Minor

- Special Exception
- Comp Plan Amendment
- Subdivision, Consolidation or Lot Line Adjustment
- Rezoning
- Interpretation / Planning Director
- Zoning Ordinance Text Amendment

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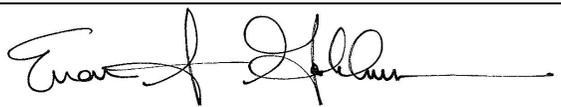
Street Address: 7124 Leesburg Pike, Falls Church VA 22046	
RPC #: 51-221-006, -007	Owner of Record: City of Falls Church, City of Falls Church School Board

APPLICANT INFORMATION:

Applicant: <input type="checkbox"/> Owner <input type="checkbox"/> Contract Owner <input type="checkbox"/> Agent	
Name: FCGP Development LLC by Evan Goldman, EVP	
Address: 4800 Hampden Ln, Suite 300 Bethesda, MD 20814	Business Phone: 301-634-8600
	Cell Phone: 301-634-8629
E-mail: egoldman@eya.com	Fax: 301-634-8729

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COMM. REV:	<input type="checkbox"/> Current	<input type="checkbox"/> Outstanding (please describe): _____	Initials: _____

TOTAL FEE for this application: \$ _____

NOTE: Return Check Fee is \$50.00.

Accepted by: _____ MUNIS # _____

Planning Division Staff





Application Number _____

CITY OF FALLS CHURCH, VIRGINIA
DEVELOPMENT SERVICES DEPARTMENT
PLANNING DIVISION
Disclosure Statement

Type or Print in Ink. Complete the following:

1. Description of the real estate affected. List the addresses of all property that is affected by the application. Provide the lot, block, section, and subdivision of all parcels only if the properties have not been subdivided.

Address(es) 7124 Leesburg Pike, Falls Church VA 22046

Lot(s) _____ Block(s) _____

Section(s) _____ Subdivision _____

2. Is the owner of said real estate, a corporation whose stock is traded on a national or local stock exchange and having more than five hundred (500) shareholders?

No Yes

If "Yes", give the name of the corporation and skip to Item 4.

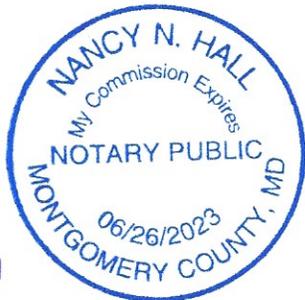
3. List the names, addresses, and nature of interest of **ALL** persons having equitable ownership of the real estate to be affected, including, in the case of corporate ownership, the names of stockholders, officers, and directors; and of **ALL** real parties of interest.

PARCEL ADDRESS	NAME	ADDRESS	NATURE OF INTEREST
See attached			

4. I hereby certify that this is a true and accurate disclosure of all persons having equitable ownership real estate to be affected and of all the parties in interest.

Ernest J. Hall

Applicant's Signature
 FCGP Development LLC
 4800 Hampden Lane, Suite 300
 Bethesda, MD 20814
 Applicant's Address



State of Maryland
 County of Montgomery

Subscribed and sworn before me this 12 day of May, 2020.

Notary Public *Nancy N. Hall*

My Commission Expires 06/26/2023

ATTACHMENT

City of Falls Church Disclosure Statement Attachment

The Property that comprises the Site for development will be an area of about 9.45 acres which is comprised of parcels or portions of parcels identified in the City's Land Records as:

7124 Leesburg Pike, Falls Church, VA 22046

PARCEL C – 51-221-006

PARCEL D – 51-221-007

and shown on the attached Plat.

Parcel D is owned in Fee by the City of Falls Church. The Property is leased to the Applicant FCGP Development LLC, such lease allowing the submission of this Special Exception Entitlement (SEE) Amendment and Special Exception Site Plan (SESP). The City of Falls Church is a legal entity created by the Charter of the City of Falls Church and the City possesses all of the powers provided by Charter and the General laws of the Commonwealth of Virginia.

The current elected members of the City of Falls Church are:

David Tarter, Mayor

Marybeth Connelly, Vice Mayor

Phil Duncan, Council Member

Letty Hardi, Council Member

Ross Litkenhous, Council Member

David F. Snyder, Council Member

Dan Sze, Council Member

The City Manager is Wyatt Shields.

The City Clerk is Celeste Heath, CMC.

Parcel C is owned in fee by the City of Falls Church School Board. The School Board is a legal entity created by the Charter of the City of Falls Church and possesses all of the powers provided by Charter and the General laws of the Commonwealth of Virginia.

The current elected members of the School Board are:

Greg Anderson, Chair

Shawna Russell, Vice-Chair

Susan Dimock, Member

Laura Downs, Member

Shannon Litton, Member

Phil Reitingger, Member
Lawrence Webb, Member
Niharika Singhvi, Student Representative

The Superintendent of Schools is Dr. Peter Noonan

Identification of Applicant FCGP Development LLC

The Applicant is “FCGP Development LLC”. Please see attached organizational chart.

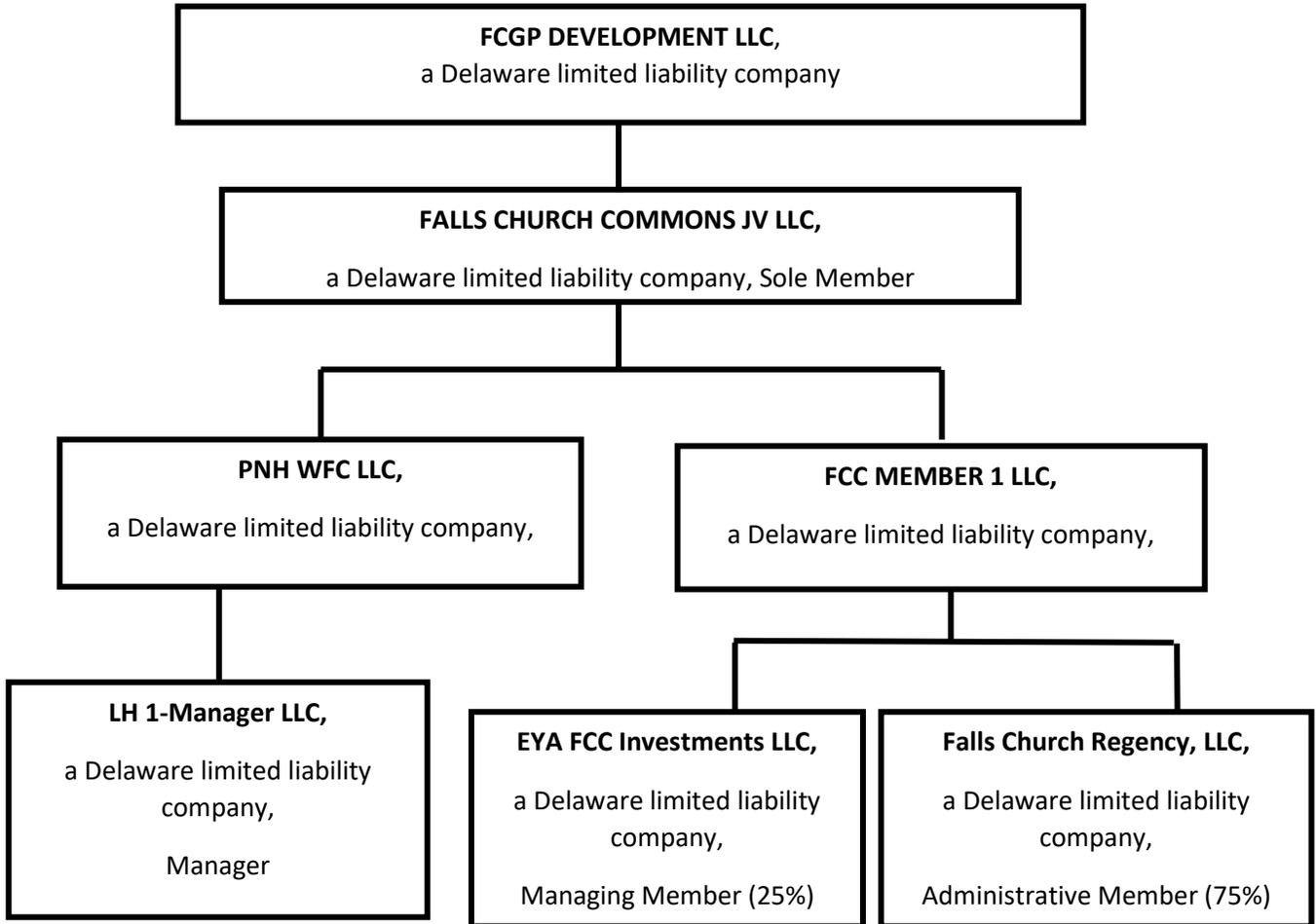
Authorized Representative of Applicant:

The lead person and authorized representative of FCGP Development LLC is Evan Goldman, Executive Vice President of EYA.

The land use attorney for this application is:

David R. Lasso, Partner in the Firm of Baskin, Jackson & Lasso, PC,
301 Park Avenue
Falls Church Virginia 22046
david.lasso@baskinjackson.com,
Office (703) 534-3610
Fax (703) 534-7315
Cell (703) 801-1608

ORGANIZATIONAL CHART FALLS CHURCH COMMONS JV LLC



OWNER'S CERTIFICATE

THE PLATTING OR DEDICATION OF THE PROPERTY SHOWN ON THIS PLAT IS WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRE OF THE UNDERSIGNED OWNERS, PROPRIETORS, AND TRUSTEES, IF ANY. IT IS FURTHER AGREED THAT IRON PIPE WILL BE SET AT ALL PROPERTY CORNERS AS REQUIRED BY STATE AND LOCAL ORDINANCES AND REGULATIONS UNDER THE SUPERVISION OF A VIRGINIA LAND SURVEYOR.

BY: SCHOOL BOARD OF THE CITY OF FALLS CHURCH, VIRGINIA
(DBA THE FALLS CHURCH CITY SCHOOL BOARD)

NAME: Peter Noonan DATE: 07/03/19
TITLE: Superintendent

COMMONWEALTH OF VIRGINIA
CITY OF FALLS CHURCH

I, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR THE COMMONWEALTH AND CITY SHOWN ABOVE, DO HEREBY CERTIFY THAT THE ABOVE NAMED OWNER(S) DID PERSONALLY APPEAR BEFORE ME AND ACKNOWLEDGE THE ABOVE STATEMENT TO BE THE ACT AND DEED OF SAME.

GIVEN UNDER MY HAND THIS 3 DAY OF July 2019



NOTARY PUBLIC: Martha A Gaddell MY COMMISSION EXPIRES: 9-30-2022

BY: THE CITY OF FALLS CHURCH, VIRGINIA

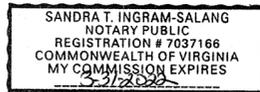
NAME: Wyatt Shields DATE: July 3, 2019
TITLE: City Manager

COMMONWEALTH OF VIRGINIA
CITY OF FALLS CHURCH

I, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR THE COMMONWEALTH AND CITY SHOWN ABOVE, DO HEREBY CERTIFY THAT THE ABOVE NAMED OWNER(S) DID PERSONALLY APPEAR BEFORE ME AND ACKNOWLEDGE THE ABOVE STATEMENT TO BE THE ACT AND DEED OF SAME.

GIVEN UNDER MY HAND THIS 3rd DAY OF July 2019

NOTARY PUBLIC: Sandra J. Ingram-Salang MY COMMISSION EXPIRES: 3-31-2022



OWNERSHIP INFORMATION

SCHOOL BOARD OF THE CITY OF FALLS CHURCH, VIRGINIA
(DBA THE FALLS CHURCH CITY SCHOOL BOARD)
150 S. WASHINGTON STREET, SUITE 400
FALLS CHURCH, VIRGINIA 22046

CITY OF FALLS CHURCH, VIRGINIA
300 PARK AVENUE
FALLS CHURCH, VIRGINIA 22046

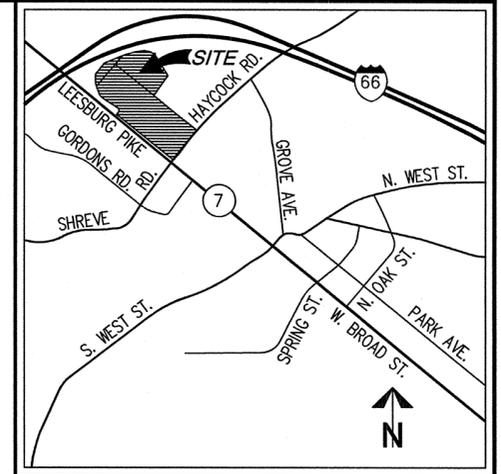
CITY OF FALLS CHURCH, VIRGINIA

APPROVED BY PLANNING COMMISSION
DATE June 3, 2019

[Signature] VICE-CHAIRMAN
DATE July 8, 2019

NOTES:

1. THE PROPERTIES SHOWN HEREON ARE DESIGNATED BY THE CITY OF FALLS CHURCH, VIRGINIA, AS REAL PROPERTY CODE (RPC) NUMBERS: 51-221-001, 51-221-002, AND 51-221-003, ALL ZONED B-2.
2. THE OWNERS AND SUBDIVIDER OF THESE PROPERTIES ARE: SCHOOL BOARD OF THE CITY OF FALLS CHURCH, VIRGINIA (DBA THE FALLS CHURCH CITY SCHOOL BOARD); AND THE CITY OF FALLS CHURCH, VIRGINIA.
3. THIS PROPERTY IS SUBJECT TO ALL DEDICATIONS, EASEMENTS, COVENANTS AND RESTRICTIONS EXISTING IN THE CHAIN OF TITLE.
4. THIS PLAT IS BASED ON THE BOUNDARY SURVEY PERFORMED BY THIS FIRM IN MARCH, 2018.
5. THE SITE SHOWN HEREON IS REFERENCED TO THE VIRGINIA COORDINATE SYSTEM OF 1983, [NAD 83(2011) (EPOCH:2010.0000)] AS COMPUTED FROM A FIELD RUN BOUNDARY AND HORIZONTAL CONTROL SURVEY THAT TIES THIS BOUNDARY TO NOAA/NGS MONUMENT PID NUMBER DF9217; ZDC1 DC WAAS 1 CORS ARP. THE COMBINED SCALE FACTOR APPLIED TO THE FIELD DISTANCES TO DERIVE THE REFERENCED COORDINATES IS 0.99994706. THE FOOT DEFINITION USED FOR CONVERSION OF THE MONUMENT COORDINATES AND IN THE PERFORMANCE OF THIS SURVEY IS THE U.S. SURVEY FOOT.



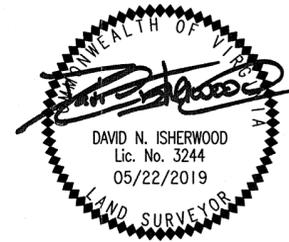
VICINITY MAP SCALE: 1"=2000'

SURVEYOR'S CERTIFICATE

I, DAVID N. ISHERWOOD, A DULY LICENSED LAND SURVEYOR IN THE COMMONWEALTH OF VIRGINIA, DO HEREBY CERTIFY THAT, TO THE BEST OF MY KNOWLEDGE AND BELIEF, THE LAND SHOWN HEREON IS NOW IN THE NAME OF THE SCHOOL BOARD OF THE CITY OF FALLS CHURCH, VIRGINIA (DBA THE FALLS CHURCH CITY SCHOOL BOARD) AS RECORDED IN DEED BOOK 733 AT PAGE 330 AND THE CITY OF FALLS CHURCH, VIRGINIA AS RECORDED IN DEED BOOK 1506 AT PAGE 350 AND IN DEED BOOK 2635 AT PAGE 342 AMONG THE LAND RECORDS OF FAIRFAX COUNTY, VIRGINIA.

I FURTHER CERTIFY THAT THE BEARINGS SHOWN REFER TO THE VIRGINIA COORDINATE SYSTEM: VCS 1983 - NORTH ZONE.

GIVEN UNDER MY HAND THIS 22ND DAY OF MAY, 2019.



AREA TABULATION

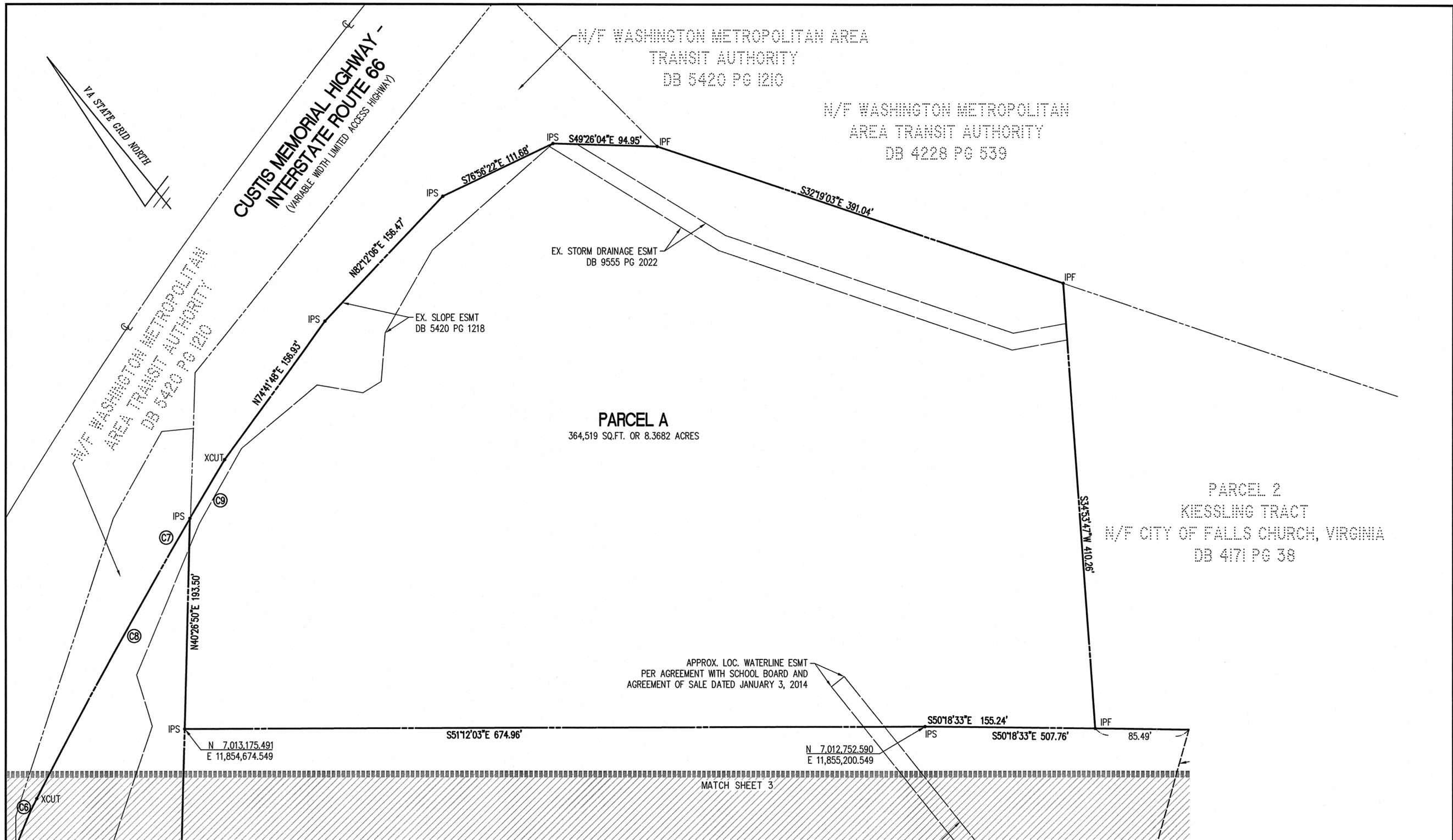
PARCEL A	364,519 SQ.FT.	OR	8.3682 ACRES
PARCEL B	69,688 SQ.FT.	OR	1.5998 ACRES
PARCEL C	663,593 SQ.FT.	OR	15.2340 ACRES
PARCEL D	411,671 SQ.FT.	OR	9.4507 ACRES
TOTAL	1,509,471 SQ.FT.	OR	34.6527 ACRES

PLAT SHOWING
BARRETT'S HILL SUBDIVISION
BEING A CONSOLIDATION AND RESUBDIVISION OF THE PROPERTIES OF
SCHOOL BOARD OF THE CITY OF FALLS CHURCH, VIRGINIA
(DBA THE FALLS CHURCH CITY SCHOOL BOARD)
AND
THE CITY OF FALLS CHURCH, VIRGINIA
CITY OF FALLS CHURCH, VIRGINIA

WALTER L. PHILLIPS INCORPORATED ESTABLISHED 1945

Engineers • Surveyors • Planners
Landscape Architects • Arborists
207 PARK AVENUE
FALLS CHURCH, VIRGINIA 22046
(703) 532-6163 Fax (703) 533-1301
www.WLPINC.com

SCALE: 1"= 60' DATE: MAY 22, 2019 SHEET: 1 OF: 4



CURVE TABLE

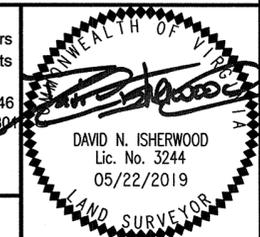
NO.	RADIUS	LENGTH	DELTA	TANGENT	CHORD	CHORD BEARING
C1	25.00'	27.36'	62°42'16"	15.23'	26.01'	N75°29'08"W
C2	61.47'	102.47'	95°30'57"	67.69'	91.01'	N09°06'27"W
C3	347.65'	55.99'	09°13'38"	28.05'	55.93'	N52°15'06"W
C4	522.96'	124.97'	13°41'31"	62.78'	124.67'	N04°30'15"W
C5	359.26'	55.38'	08°49'53"	27.74'	55.32'	N06°45'27"E
C6	347.65'	48.98'	08°04'21"	24.53'	48.94'	N62°03'10"E
C7	5,670.71'	354.51'	03°34'55"	177.31'	354.46'	N67°52'48"E
C8	5,670.71'	292.22'	02°57'09"	146.14'	292.19'	N67°33'55"E
C9	5,670.71'	62.29'	00°37'46"	31.15'	62.29'	N69°21'23"E
C10	50.00'	79.83'	91°28'44"	51.31'	71.62'	S82°54'40"W
C11	156.50'	14.73'	05°23'29"	7.37'	14.72'	N50°19'45"W
C12	2,885.42'	8.52'	00°10'09"	4.26'	8.53'	N53°06'41"W

LEGEND

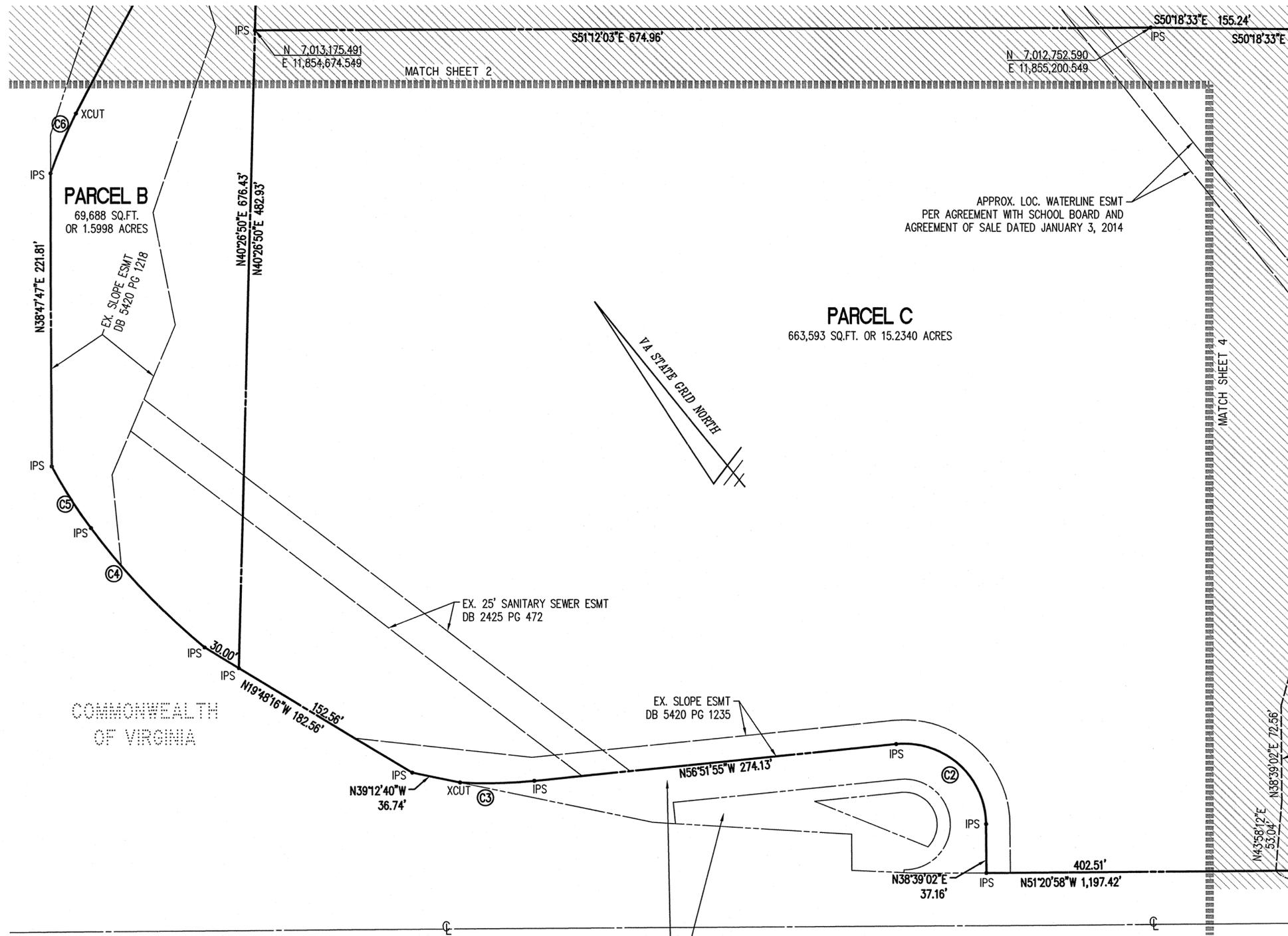
- IPF..... IRON PIN FOUND
- IPS..... IRON PIN SET
- NS..... NAIL SET
- XCUT..... CHISELED "X" SET

PLAT SHOWING
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SCALE: 1" = 60' DATE: MAY 22, 2019 SHEET: 2 OF: 4



LEGEND

IPF..... IRON PIN FOUND
 IPS..... IRON PIN SET
 NS..... NAIL SET
 XCUT..... CHISELED "X" SET

APPROX. LOC. WATERLINE ESMT
 PER AGREEMENT WITH SCHOOL BOARD AND
 AGREEMENT OF SALE DATED JANUARY 3, 2014

COMMONWEALTH
 OF VIRGINIA

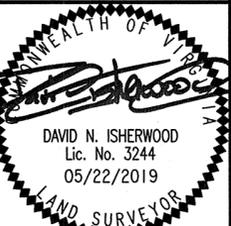
LEESBURG PIKE - ROUTE 7
 (VARIABLE WIDTH PUBLIC RIGHT-OF-WAY)

N/F WASHINGTON METROPOLITAN AREA TRANSIT
 AUTHORITY
 DB 5420 PG 1226

PLAT SHOWING
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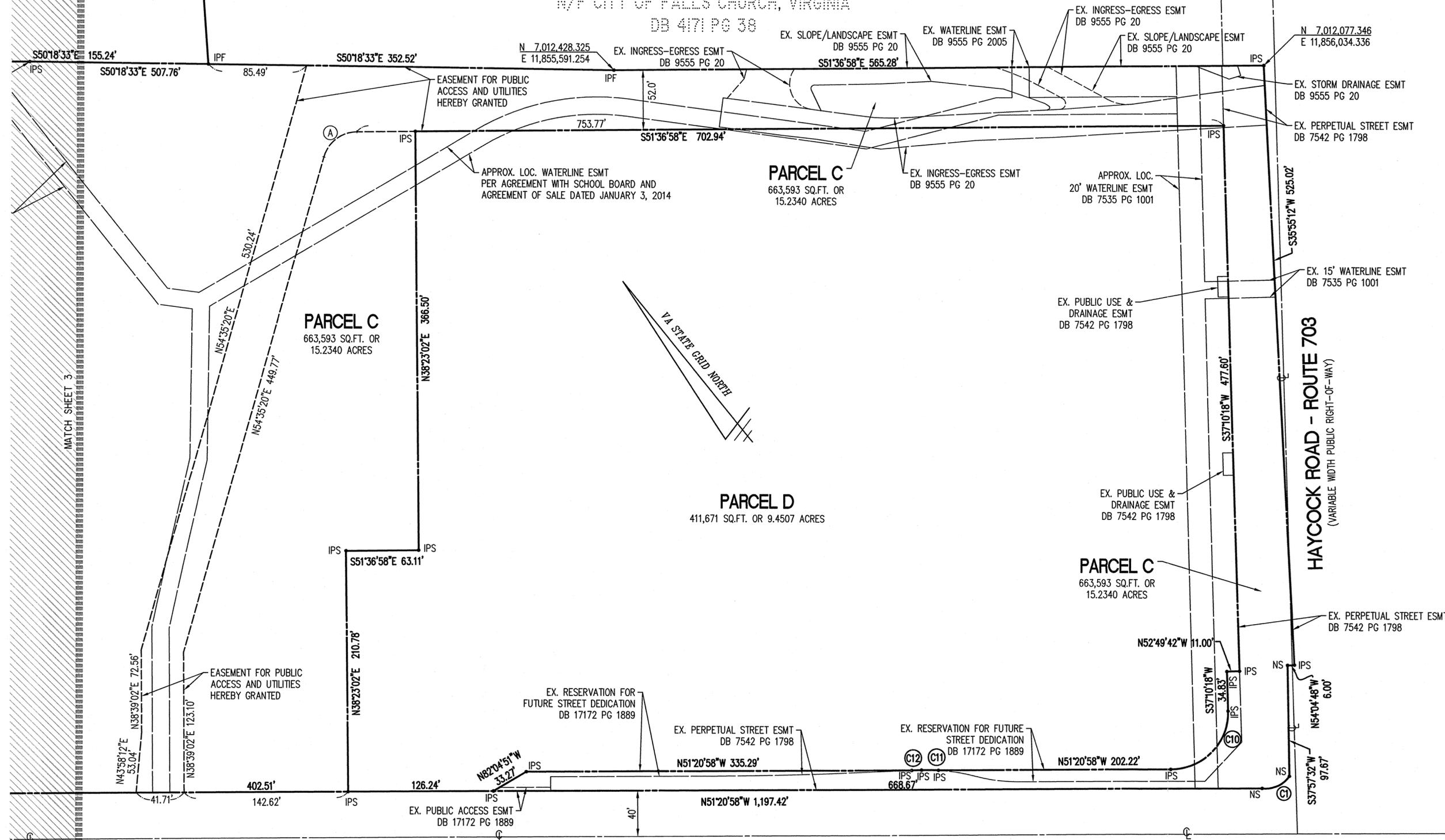
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SCALE: 1" = 60' DATE: MAY 22, 2019 SHEET: 3 OF: 4

PARCEL 2, KIESSLING TRACT
N/F CITY OF FALLS CHURCH, VIRGINIA
DB 4171 PG 38



LEESBURG PIKE - ROUTE 7
(VARIABLE WIDTH PUBLIC RIGHT-OF-WAY)

PLAT SHOWING
BARRETT'S HILL SUBDIVISION
BEING A CONSOLIDATION AND RESUBDIVISION OF THE PROPERTIES OF
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(DBA THE FALLS CHURCH CITY SCHOOL BOARD)
AND
THE CITY OF FALLS CHURCH, VIRGINIA
CITY OF FALLS CHURCH, VIRGINIA

CURVE TABLE						
NO.	RADIUS	LENGTH	DELTA	TANGENT	CHORD	CHORD BEARING
A	30.00'	38.64'	73°47'42"	22.52'	36.02'	S88°30'49"E

- LEGEND**
- IPF..... IRON PIN FOUND
 - IPS..... IRON PIN SET
 - NS..... NAIL SET
 - XCUT..... CHISELED "X" SET

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SCALE: 1" = 60' DATE: MAY 22, 2019 SHEET: 4 OF: 4

June 10, 2020

Carly Aubrey, Principal Planner and West Falls Church Project Mgr.
Department of Planning and Zoning, City of Falls Church
City Hall
300 Park Avenue
Falls Church, VA 22046

FIRST SUBMISSION

Re: Statement of Justification For the “West Falls Project” Special Exception Entitlement (“SEE”) Amendment Application and Special Exception Site Plan Application (“SESP”) including:

SEE Amendment Requirements:

- Proposed Amendments to Voluntary Concessions, Community Benefits, Terms and Conditions
- Amended SEE Plan Documents
- Narrative of changes

SESP Requirements:

- Conformance with the City’s Adopted Comprehensive Plan and Design Guidelines (Checklist Item #14).
- Statement Regarding Existing Community Facilities, Including Transportation, Schools, and Water and Sewer Systems (Checklist #13).
- Statement Explaining How the Application Meets the Primary and Secondary Criteria Described in Zoning Code Section 48-90 (d) (Checklist #16).

Additional Submitted Documents:

- Placemaking and Amenity Plan
- Transportation Demand Management Plan
- Comprehensive Signage Plan & Retail Design Guidelines
- Draft fiscal impact analysis data

Items in progress:

- Draft SESP Voluntary Concessions, Community Benefits, Terms and Conditions
- Affordable Housing Plan

Dear Carly:

Introduction

These applications, including the Special Exception Entitlement (“SEE”) Amendment and the Special Exception Site Plan (“SESP”) Application (together, the “Subject Applications”), are hereby submitted to the City of Falls Church by FCGP Development, LLC (“FCGP” or “The

Applicant”), a partnership between EYA Development, LLC (“EYA”), Hoffman & Associates (“Hoffman”), and Regency Centers (“Regency”). FCGP proposes to develop the roughly 9.45 acre site often referred to as the West Falls Church Project, previously referred to as “The Little City Commons,” and referred to in this Statement as the “West Falls Project” (or the “Site”).

Since the SEE was approved last July, and even since we began to put the finishing touches on our SESP package this past winter, the state of the world has changed dramatically. We are facing unprecedented events including a global pandemic, massive unemployment rates, and civil unrest which have created the greatest economic uncertainty this country has experienced in decades. This extraordinary disruption and uncertainty presents many challenges. The City of Falls Church selected FCGP as a partner because we are creative, hard-working, and honest. In these turbulent times we are committed to working transparently as good partners with the City to realize a financeable project that will deliver the uses, public benefits, tax revenues and most of all the sense of place the City desires.

We do not know where the economy and the investment market will be next year and will continue to monitor as we move forward with this SESP submission. Even before the force majeure event of Covid-19, our plan faced challenges that required the proposed modest adjustments to the Comprehensive Agreement (“CA”) between the City and FCGP listed below.

- Site design-related modifications:
 - Phase I Parcel Boundary:
 - Even before the global events of early 2020, when the economy was at its peak, FCGP had redesigned the site in response to significant construction cost escalations that made the design proposed in the approved SEE infeasible. These changes, which allowed FCGP to replace a majority of the below-grade parking with above-grade structured parking and combine the two rental residential buildings, necessitate an adjustment to the western Phase I parcel boundary. Concurrently with the proposed modification to the CA, we are proposing an amendment to the SEE for the new design and parcel boundary, which remains in general conformance with (but not limited to) the uses, heights, massing and setbacks/stepbacks of the approved SEE.
- Modifications to the civic space requirements:
 - Maintaining the CA-required 20,000 square feet, but reconfiguring the location and type of spaces into:
 - Indoor conference room space in the Phase I office building;
 - Outdoor event space in the Commons; and
 - Education/arts space in the Phase I Residential Condo building.
 - Over the past year, FCGP has further explored the music venue concept, but has since determined it will not be feasible for this location. Therefore, the above alternative is proposed.

- Modification to the timing of delivery of the additional 100,000 square feet of residential rental use:
 - As part of the economic analysis of the project, FCGP determined that combining the previously separate “micro” and traditional residential rental buildings into one building is the only financially-viable solution. Therefore, we are requesting a revision to the timing of the release of permits for the 100,000 square feet of additional residential so that the building, which contains the grocer, can be delivered on-time.
- Modification of the timing of the senior housing building delivery:
 - In order to accommodate the needs of our senior housing development partner, we have requested that the senior housing parcel be bifurcated from the remainder of the Phase I SESP. The senior housing SESP submission and building delivery will then trail the Phase I SESP by a few months.
- Addition of commercial uses, including daycare:
 - We are requesting the addition of several commercial uses that were not explicitly permitted under the SEE approvals to clarify the entitlements for the future. This request is to ensure flexibility to our retail partner that they will be able to create the vibrant retail environment the City expects at West Falls.
 - At the same time, we are requesting the addition of daycare use because we know there is significant need for conveniently-located daycare throughout the region, but in particular for Falls Church residents. Our latest site design has created additional retail space above and beyond the required 100,000 square feet per the approved SEE that would be ideal for a daycare. FCGP is confident that a daycare use will contribute to the 16-18 hour active environment that we and the City envision for the site.

The above list represents those items that we know of today. Given the current climate the only thing we are certain of is that there will likely be some additional modifications necessary. FCGP is committed to our partnership with the City and will diligently pursue solutions to create the best possible project that remains financially feasible despite the hardships we all face.

Background

The Site is currently occupied by the George Mason High School; on July 8, 2019, the City Council approved an SEE for the Site. The SEE was approved because the proposed West Falls project was consistent with the CA, and with the City’s planning studies, Small Area Plan, and Comprehensive Plan for the Site. Most importantly, the West Falls Project, in its concept, was fully consistent with the guidelines established by the City in the Special Revitalization District for Education and Economic Development approved in 2018.

Since the SEE approval, FCGP has furthered the design of the West Falls Project in preparation of the attached SESP application. The configuration of the detailed design, while consistent with

the foundational elements of the approved SEE such as density, uses, and building heights, has evolved, and therefore necessitates some minor modifications to the SEE, as described later in this Statement of Justification.

In addition, FCGP has continued to coordinate with the design and planning of the two adjacent Fairfax County sites – the Virginia Tech graduate campus (“Virginia Tech Campus”) and the West Falls Church Metro Station redevelopment project (“Metro project”). The three sites are connected not only by design, but also by their respective development teams. EYA and Hoffman, in partnership with the developer Rushmark, were selected to develop the Metro project. At the same time, Rushmark was selected by Virginia Tech to develop the Virginia Tech Campus site. All three development teams have been working closely to ensure that the entire 40-acres are designed and developed in a coordinated fashion in order to create a unified neighborhood, despite the jurisdictional boundaries.

Finally, construction of the new George Mason High School is anticipated to be completed on schedule in late 2020. Pending approval of the Subject Applications, FCGP anticipates construction of the West Falls Project to begin in 2021.

Summary of Approved SEE

The SEE, approved on July 8, 2019 by City Council Resolution #2019-20, is a conceptual plan for the development of the Site that serves to identify basic plan elements such as density, uses, building heights, and massing. Our SESP submission is in compliance with the approved SEE except as outlined below in our description of our proposed SEE amendments. The approved SEE contained the following major elements:

- A mixed use development of approximately 1,482,000 gross square feet of building floor area;
- Building heights up to 195’ and 15 stories, with variation in height responding to the adjacent uses, including the High School;
- A variety of residential uses, including approximately 420 multifamily rental apartments, 289 residential condominium units delivered in two phases, and 225 senior housing units;
- A hotel with approximately 150 hotel rooms;
- Approximately 330,000 gross square feet of office delivered in two phases;
- Approximately 20,000 square feet of civic space; and
- Approximately 123,000 square feet of retail uses including a potential 40,000 square foot grocer.

The SEE Conceptual layout provided for parallel parking on the new streets, as well as above-grade structured and below-grade garage parking.

The site design considered a wide range of non-auto transit options. Residents, employees, hotel guests and retail shoppers can easily access the West Falls Church Metro Station to the north

along Haycock Road in the short-term before the adjacent Virginia Tech and WMATA sites are developed. In the future, the continuation of Commons Drive through the Virginia Tech and WMATA parcels will provide a direct path for Metro users to the site. We proposed a robust pedestrian and bicycle network across the site, including shared use paths, sharrows, and dedicated bike lanes, which will also connect to the future development on the Virginia Tech and WMATA parcels. At the request of the City and Fairfax County, we identified a location for a future Bus Rapid Transit station along Leesburg Pike. Finally, considerations for ridesharing and scooters were incorporated into the urban design framework of the site.

The SEE approval included a preliminary Placemaking and Amenity Plan, which outlined the general placemaking principles to be followed during design. As part of the SESP, the Placemaking and Amenity Plan has been updated with new branding concepts and details regarding the Applicant's design intent. We are also submitting a Comprehensive Signage Plan that further illustrates the richly layered visual environment the Applicant intends to create at the West Falls Project.

Proposed SEE Amendments

We provided commitments to the City to implement the site's development in the CA, as well as the Voluntary Concessions, Community Benefits, Terms and Conditions dated July 8, 2019 (or "VCs") and associated with the SEE approval. Since the SEE Approval, we have made some design changes as is typical during the design development phase of a project. The proposed SEE amendments also provide some technical clarifications to the adopted language, such as permitted retail uses, to better document the intent and ensure flexibility to create a successful development at the West Falls Project. As required by the City, the SESP submission must meet the terms of the SEE approved on July 8, 2019 and be consistent with the VCs incorporated into the SEE Approval Resolution. Therefore, we are proposing some technical amendments to the approved SEE to be reviewed and approved concurrently with the SESP to ensure the SESP's consistency and compliance with the SEE.

Design

We have made several changes to the design of the site which respond to comments we received from staff and the community and reflect our continued coordination with our grocer, hotel, and senior housing partners.

One of the key changes was to our parking configuration: we brought some of the parking back above-grade and split it more evenly across the eastern and western sides of the Commons to make it more easily accessible, convenient and inviting for retail customers.

The second key change we made was to recombine the apartment buildings on Block A, in keeping with the original proposal we submitted prior to the SEE approval. This allowed us to shield the loading/service uses of the grocery, retail, and residential building within an enclosed alley, and allowed us to add additional retail and active uses along the Haycock frontage.

The West Falls team has been working collaboratively with the City of Falls Church, Fairfax County and VDOT to determine the appropriate design for the intersection of Route 7 and Commons. We will continue to discuss as the process moves forward.

Civic Uses

The Civic Uses remain a key element of the proposed SEE and have evolved and been refined over the past twelve months. The project still includes a total of 20,000 square feet of Civic Uses with a bifurcation of the event space and outdoor terrace space into two separate and distinct spaces. The event space have been moved to the ground floor of the office building and thus a rooftop terrace is no longer possible. The outdoor event space will be incorporated into the Commons and allow the project to have flexibility over time for having both indoor and outdoor events on the same evenings. The outdoor event space has grown slightly from 4,000 GSF to approximately 4,000 to 6,000 GSF. The indoor Civic Use space has decreased in size slightly from 16,000 GSF to a range of 13,000 GSF to 16,000 GSF.

Retail/Commercial Uses

The retail/commercial uses outlined in the approved VCs are provided in an “exclusive” manner – allowing all uses in the underlying B-2 zoning but explicitly excluding specific uses undesirable for this development. In the proposed amendment to the VCs, we would like to explicitly include uses that are desirable, but not necessarily contemplated in existing B-2 zoning section or the VCs as approved. These uses include:

- Daycare
- Bowling
- Pet services such as a veterinarian with temporary boarding for medical purposes
- Brewery/winery/distillery
- Fitness
- Spa/medspa
- Hair salon
- Music/dance school
- Institutions for Human Care / Assisted Living (for Senior Living use)
- Radio station (e.g., a podcasting studio or the radio station in the lobby of the Line Hotel in D.C.)
- Mobile food service (food trucks and commissary/ghost kitchens)

SESP Submission

The SESP submission for the first phase of the West Falls Project includes the following building program:

- A variety of residential uses, including approximately 399 multifamily rental apartments (both traditional and “micro” per the SEE approval) and approximately 127 residential condominium units;
 - Note: the details of the senior housing building will be provided at a later date;
- A hotel with approximately 146 hotel rooms;
- Approximately 125,000 gross square feet of office;
- A minimum of 17,000 gross square feet of programmable civic space which includes approximately 5,000 to 6,000 square feet of event space/conference center, 4,000 gross square feet of outdoor space in the Commons that can be used for music/entertainment, and an additional 6,000 to 14,000 gross square feet occupied by performing arts/education studio or school use; and
- Approximately 123,000 square feet of retail uses including a potential 40,000 square foot grocer.

The following are responses to the SESP Checklist requirements.

Compliance Narratives

SESP CHECKLIST COMPLIANCE NARRATIVE

The SESP furthers the objectives of the Comprehensive Plan as follows (Checklist #14):

1. Encourage development and redevelopment that is consistent with the Comprehensive Plan and its Future Land Use Map.

The Future Land Use Map included in Chapter 4 of the Comprehensive Plan shows the entirety of the approximately 34-acre schools site, of which the roughly 9.45 acre Site is a part, as a “Special Revitalization District for Education & Economic Development.” The West Falls Project SESP proposed by the Applicant is consistent with this recommendation because its proposed uses will spark economic development in the west end of the City of Falls Church, in addition to the continuation of FCCPS’s educational uses in the remainder of the area. From an economic development perspective, the development includes all of the types of development required by the Revitalization District.

2. Encourage sustainable development within the City (Ch 4). Guide land use and development such that it will not harm water quality and will not increase storm water management concerns (Ch 4). Ensure the adequacy of the City’s present and future stormwater management and drainage systems, while emphasizing the need to protect water quality (Ch 5).

The project has been designed with attention to environmentally-sustainable design techniques, sufficient open space for onsite stormwater management techniques, and efficient planning dimensions that best-in-class developments demand. Environmental sustainability commitments have been made in the VCs in a manner that meets the City’s goals.

3. Adopt a land use pattern and development plans that increase transportation efficiency and transit use, and decrease single occupancy automobile dependency (Ch 4). Provide “Great Streets” (Ch 7). Make the community walkable and bike friendly (Ch 7).

The site design considers a wide range of transportation options that can decrease single-occupancy automobile dependency. Residents, employees, hotel guests and retail visitors can easily access the West Falls Church Metro Station to the north along Haycock Road in the short-term before the adjacent Virginia Tech and WMATA sites are developed. In the future, the continuation of Commons Drive through the Virginia Tech and WMATA parcels will provide a direct path for Metro users to the site. We have proposed a robust pedestrian and bicycle network across the site, including shared use paths, sharrows, and dedicated bike lanes, which will also connect to the future development on the Virginia Tech and WMATA parcels. At the request of the City and Fairfax County, we have identified a location for a future Bus Rapid Transit station along Leesburg Pike. Finally, and considerations for ridesharing and scooters have been incorporated into the urban design framework of the site.

The pedestrian-oriented streets and architecture provide safe, enjoyable spaces for residents, employees, and customers to walk, bike, and scooter. The grid street design includes a shared-

use path along Route 7 and Haycock and along Mustang Alley and bike lanes along Commons Drive. The Applicant is also proposing new traffic signals at the intersections of Mustang Alley/Haycock, Street A/Haycock, and Chestnut/Route 7. The streets within the development site have been designed for 15 to 20 MPH speeds with pedestrians in mind – specialty pavers in key locations, narrow lane widths, and active retail/amenity uses will discourage speeding and increase pedestrian and bicyclist safety.

4. Provide the appropriate level of commercial uses within the City that meets the needs of residents and supports the economic vitality of the City (Ch 4). Provide for mixed-use development areas composed of retail, office, and residential uses (Ch 4).

The first phase of the West Falls project, subject to this SESP application, is compliant with the requirements of the approved SEE and includes office, hotel, senior housing, condominiums, rental apartments, retail, civic/entertainment uses, and a large central open space, consistent with the requirements of the CA. We have carefully designed the project to allow us to deliver a complete mixed-use experience at once, rather than over time. The diversity of uses will create an environment with exciting 16 to 18-hours-a-day activity that will become a regional destination for live-work-play. The project could not have been successfully designed without also incorporating careful consideration of the adjacent uses, including Mary Ellen Henderson Middle School and the new George Mason High School. The intent for the second phase is to provide for additional retail, office, and residential development that is responsive to the marketplace of the future while respecting the goals of the City.

By delivering the majority of the total development in the first phase, the FCGP team has maximized the up-front land value for the City with a plan that generates tax revenue for the City as quickly as possible. More importantly, the proposed phasing plan allows for the delivery of the site infrastructure, public open space and parks, the civic uses and the majority of the retail uses in the first phase of development. This front-loaded first phase generates the critical mass necessary to attract the quality retailers, hotel operators, and Class-A office tenants the City desires and essential to establish this new neighborhood as a regional destination.

5. Ensure that parking solutions enhance the character and efficiency of commercial areas. (Ch 4)

Parking will be provided across the Site in both above and below grade configurations, which will allow multiple points of access for all tenants and visitors of the Site. The parking garages are accessible from multiple points, even during events where portions of the Commons may be closed to vehicular traffic. We have right-sized the parking provided on site to help future-proof the development, and encourage residents, employees, and tenants to use alternative forms of transportation. The parking ratios and shared parking chart are provided in the SESP submission.

6. Provide “Parks for People” (Ch 6)

The Commons is a carefully designed series of open programmable spaces in the center median of the main retail street of the project. The Commons is envisioned to be an active park space

with a regular rhythm of events from movie nights to yoga in the park and will be programmed in coordination with retail tenants, FCCPS, the City of Falls Church and Falls Church community. During normal operations, the Commons spaces are approximately 0.5 acres and accommodates passive recreation, dining, and play. For larger events, the Commons can be closed to auto traffic in several configurations. At its maximum configuration, the Commons is approximately 1.4 acres and can host a variety of activities and events. The Commons includes a 4,000 sf to 6,000 sf area that will be designed with events in mind so that outdoor events can be hosted in fulfillment of our civic use commitment in the VCs. The Commons will be enriched with placemaking elements, public art, seating, and lush landscaping and will become a focal point for the greater Falls Church community. The proposed design of the public spaces has been outlined in the Draft Placemaking and Amenity Plan which was submitted to the City during the SEE Process. The Placemaking and Amenity Plan has been updated with the SESP submission with additional design and programming details.

The SESP furthers the objectives of the Urban Design Guidelines for School Related Parcels Planning Opportunity Area 8 as follows (checklist #14):

1. Development should strive to achieve the highest and best use of the site to ensure economic development that helps offset the cost of constructing a new high school.

The development plan in this Application is consistent with the approved SEE and was designed to create a balanced mix of uses in response to the Site's key constraints, maximize up-front land value, and ensure success by delivering a critical mass of vertical uses, retail, and public space in the first phase of the project. The project is subject to the Comprehensive Agreement, which sets forth the financial contributions of the project to the City.

2. A connected street grid would be established to provide multiple routes through the site and to enhance connections to the West Falls Church Metro station. Two vehicular access points into the site would be provided along Route 7. Two vehicular access points would be provided along Haycock Road.

The Applicant's design creates a connected street grid with multiple routes through the site and incorporates the recommended number of vehicular access points on Route 7 and Haycock Road. The Applicant continues to coordinate with the Virginia Tech site to ensure the grid's connectivity to the Metro after redevelopment.

3. Development on the site would incorporate green space and/ or plazas to serve both the community and schools.

See response #6 above.

4. Development on the site will promote transportation modes other than single-occupant automobiles by maximizing access to transit and by ensuring pedestrian- and bicycle-friendly design.

The site design incorporates a robust street grid that accommodates a variety of transportation modes. The pedestrian-oriented streets and architecture provide safe, enjoyable spaces for residents, employees, and customers to walk, bike, and scooter. The grid design includes a shared-use path along Route 7, Haycock and Mustang Alley and bike lanes along Commons Drive. The Applicant is also proposing new traffic signals at the intersections of Mustang Alley/Haycock, Street A/Haycock, and Chestnut/Route 7. The streets within the development site have been designed with pedestrians in mind – specialty pavers in key locations, narrow lane widths, and active retail/amenity uses will discourage speeding and increase pedestrian and bicyclist safety.

5. Development would accommodate parking needs, while striving to reduce parking requirements to the maximum extent feasible, due to proximity to transit.

Parking will be provided across the Site in both above and below grade configurations, which will allow multiple points of access for all tenants and visitors of the Site. The parking ratios proposed contemplate significant utilization of shared parking techniques and parking reductions across all uses. The parking ratios and management will encourage employees and residents to take advantage of the West Falls Church Metro Station and other non-auto methods of transportation. A TDM plan has been provided with this submission. Shared parking, parking reductions, and TDM methodologies are all included as part of this transit-oriented development and will be further developed through the SESP review process.

The City’s 2001 Design Guidelines.

The design of West Falls incorporated the principles of urban design set forth in the City’s “Design Guidelines” approved in December 2001. Those standards include many desired features for all developments (streetscapes, community character, lighting for example) and some specifically for “Commercial and Office Buildings”, as discussed throughout this Statement.

The Project Satisfies the Primary and Second Criteria for Special Exceptions for Mixed Use as Described in Zoning Code Section 48-90 (d) (1) and (2).

The City reviews applications for Special Exceptions using the Criteria set out in the City Zoning Code. The following is an overview of the Criteria; please also consider the comments above concerning the project and its positive impact on the community.

1. **Primary Criteria (Section 48-90 (d) (1):**
 - a. **The resulting development conforms to the City’s adopted Comprehensive Plan and Design Guidelines.**

The SESP fully complies the Concept Plan approved in the SEE, as proposed to be amended, as well as with the CA and the SEE VCs. The SEE was approved because it conformed to the Comprehensive Plan and Design Guidelines. This is discussed more thoroughly above.

b. The resulting development provides for significant net new commercial square footage and allows for a mix of commercial and residential uses.

Currently, the site is occupied by a public school. The complete development project will provide:

- A mixed-use development of approximately 1,482,000 gross square feet of building floor area;
- Building heights up to 195' and 15 stories, with variation in height responding to the adjacent uses, including the High School;
- A variety of residential uses, including approximately 399 multifamily residential units, approximately 127 Phase I residential condominium units and 120-130 Phase II residential condominium units, and 225 senior housing units;
- A hotel with approximately 150 hotel rooms;
- Approximately 125,000 gross square feet of Phase I office and 125,000 gross square feet of Phase II office;
- Approximately 20,000 square feet of indoor and outdoor civic use space; and
- Approximately 123,000 square feet of retail uses, including 40,000 gross square feet of grocery use.

c. The resulting development produces substantial positive net new commercial and residential revenue to the City.

The current use provide zero taxes to the City. The projected net annual fiscal revenue from the West Falls project as of the SEE approval was \$5,101,955 for Phase I and \$1,839,466 for Phase 2, for a total of \$6,941,421.

2. Secondary Criteria (Section 48-90 (d) (2):

a. The development is not disproportionate to surrounding land uses and planned land uses in size, bulk or scale.

During the SEE review process, the building heights and massing were carefully designed to respect the surrounding existing and planned land uses in size, bulk and scale. The buildings proposed in the SESP are consistent with the approved building massing and heights in the SEE. Therefore, the development meets this criteria.

- b. The resulting development does not overburden the existing community facilities, including the school, transportation and water and sewer systems; also addressing impacts on existing community facilities, including transportation, schools, and water and sewer systems (checklist #13):**

Transportation

A traffic study was conducted by Gorove/Slade during the SEE process that evaluated the anticipated traffic impacts of the application and provides specific recommendations to mitigate those impacts. The application envisions a vibrant mixed-use development that will be sensitive to the transportation concerns of the City. By providing a variety of complementary uses on the same site, the proposed development will encourage self-contained, pedestrian trips. Additionally, due to its location proximate Metro, to several bus routes including a future bus transit stop and with implementation of Transportation Demand Management (“TDM”) measures, included in the TDM Plan submitted with the SESP, a percentage of the trips generated by the residential and commercial components of the proposed development are anticipated to utilize non-auto modes of transportation. TDM measures proposed include design elements such as bike and pedestrian infrastructure, transit promotion, education and incentives, and monitoring/enforcement. Furthermore, the developer proposes to make major intersection improvements to Rt. 7 and Haycock and provide new intersections near Chestnut street and at Mustang Alley. Finally, we will work with staff during the SESP process to create a Parking Management Plan, as outlined in the TDM Plan, that will provide:

- The numbers and locations of parking spaces allocated for, or shared between, the various uses in the building;
- The numbers and locations of reserved parking spaces in the garages, including accessible spaces and short-term reserved pick-up/drop-off areas;
- The hours of operation of the parking garages dedicated for the various uses in the building; and
- The operation and management of the spaces, including access and revenue control equipment, employee parking, towing enforcement, and hours of operation.

Water & Sewer

The City’s utility engineer has confirmed that the water and sewer service is adequate. As there are virtually no storm water management measures on the site today, the project’s compliance with current storm water regulations will greatly improve storm water management on approximately 9.45 acres of land.

Specifically, our stormwater management plan includes a variety of treatment and detention measures. Our plan includes treating roof areas with runoff reduction measures

including green roof and bioretention with additional treatment provided with filtration facilities, treating the Commons open space with bioretention, permeable pavement, and filtration facilities, and sufficient detention provided across the site to decrease runoff for one-year and ten-year storms. Overall, the treatment and detention provided exceeds minimum Virginia requirements and meet the intent of the goals set forth in the VCs.

Schools

It is projected that 72 additional students will be generated by the residential uses at West Falls. The project's net new tax income and other payments are anticipated to cover the costs of these additional students. The new tax income and other payments from the development will also help cover the cost of the new George Mason High School itself.

- c. The resulting development provides community benefits such as affordable housing, as it is described in the City Code.**

Consistent with City policy and the approved SEE and VCs, the Applicant is proposing on-site Affordable Dwelling Units. The specific mix of the affordable housing proposal will be reviewed by staff and the Housing Commission.

A bus shelter is provided.

A location for a bus rapid transit station.

Payment of \$100,000 worth of public art for the site.

Bike Share and Bike parking and storage facilities.

Requested transportation improvements.

Environmental sustainability elements as provided in the VCs

Shared use by the public of the Commons area as provided for in use agreement.

- d. The resulting development contributes to a vibrant, pedestrian-oriented environment both on site and in relation to adjoining properties, with street level activity throughout the day and evening.**

The site was designed with the goal of creating such an environment in mind. It incorporates a robust street grid that accommodates a variety of transportation modes and supports the anticipated mix of uses. The pedestrian-oriented streets and architecture provide safe, enjoyable spaces for residents, employees, and customers to walk, bike, and scooter. The streets within the development site have been designed with pedestrians in mind – specialty pavers in key locations, narrow lane widths, and active retail/amenity uses will discourage speeding and increase pedestrian and bicyclist safety. The streets are generally lined with active uses or placemaking elements, which will contribute “eyes on the street” throughout the day as well as visually-interesting, or playful, elements, which will help create the vibrant environment desired.

- e. **The resulting development offers creative use of landscaping, open space and/or parks, public plazas or and walkways connecting to adjoining properties.**

See response #6 above for information about the Commons. The project has prioritized pedestrians throughout the project with a robust street network with ample sidewalks and pedestrian routes.

- f. **The resulting development provides a variety of commercial services and uses that are attractive to and meet the needs of all city residents for entertainment, art, recreation, dining retail and an array of consumable goods.**

As stated above, the proposed development will contain a variety of commercial uses, including restaurants, a grocery store, mercantile shops, office, hotel, and residential uses, as well as comprehensive placemaking elements and public art.

- g. **The resulting development encourages local or independent businesses.**

The merchandizing plan for the project contemplates including a mix of local, independent, and regional businesses for its retail and restaurant spaces. In general, the quality and impact of the development will help the City of Falls Church attract and cultivate local and independent businesses throughout the City.

- h. **The resulting development provides for a reduction of single use parking requirements through shared parking.**

The project includes a robust shared parking proposal. The developer will explore with the City any potential additional parking reductions based on the characteristics of the property and the availability of alternative forms of transit. The shared parking ratios anticipate employees, residents, and visitors will utilize Metro or other multi-modal forms of transit to get to and from the site and the submitted TDM includes recommendations to further encourage non-single-occupancy-vehicle usage.

- i. **The resulting development encourages multi-modal transportation through design and other techniques to reduce the reliance on single occupancy vehicles, and utilizes sheltered stops for mass transit whenever feasible.**

The site design incorporates a street grid that accommodates a variety of transportation modes. The pedestrian-oriented streets and architecture provide safe, enjoyable spaces for residents, employees, and customers to walk, bike, and scooter. The future location of the Envision Route 7 BRT stop has been identified and is generally located on the southern streetscape of the Phase One office building. The grid design includes a shared-use path along Route 7, Haycock and Mustang Alley and bike lanes along Commons Drive. The Applicant is also proposing new traffic signals at the intersections of Mustang Alley/Haycock, Street A/Haycock, and Chestnut/Route 7. The streets within the development site have been designed with pedestrians in mind – specialty pavers in key locations, narrow lane widths, and active retail/amenity uses will discourage speeding and increase pedestrian and bicyclist safety.

j. The resulting development utilizes LEED criteria in the design of the project.

As agreed to in the SEE’s approved Voluntary Concessions, the project will meet the LEED requirements as outlined in the table below:

Site/Building Type	Required Certification Level	Notes
Entire Site	LEED-ND Gold v4 or equivalent	
Office	LEED-BD+C Core and Shell Gold v4 or equivalent	
Residential	LEED-NC v4 Gold, LEED-Multifamily Mid-Rise v4 or equivalent	Secured by bond or letter of credit, not to exceed \$50,000 per building, which can be used by City if the Owner is only able to achieve LEED Silver
Senior Housing	LEED-NC v4 Gold, LEED-Multifamily Mid-Rise v4 or equivalent	Secured by bond or letter of credit, not to exceed \$50,000 per building, which can be used by City if the Owner is only able to achieve LEED Silver
Hotel	LEED-NC Silver v4 or equivalent	

Conclusion

We appreciate all the hard work that you, the City, FCCPS, and the community have provided over the past year-and-a-half on this historic project. We are excited to submit our application for SESP approval and we look forward to working with you throughout the process.

Sincerely,



Evan Goldman

FCGP Development, LLC

VOLUNTARY CONCESSIONS, COMMUNITY BENEFITS, TERMS AND CONDITIONS

West Falls Church Economic Development Project ~~currently referred to as~~
~~“The Little City Commons”~~

~~Falls Church Commons JVFCGP Development~~ LLC

Originally Approved: July 8, 2019

As Amended: Month, Day, 2020

The following Concessions, Community Benefits, Terms and Conditions (“Voluntary Concessions”) are voluntarily proffered by the Owner for the benefit of the community and for the City of Falls Church, Virginia. These Voluntary Concessions are proffered in association with the City’s approval of the Special Exception Entitlement (“SEE”) Application filed with the City of Falls Church on June 7, 2019, for the phased development of a 9.45 acre area ~~which is the eastern portion located on portions of the parcel~~ RPC #51-221-~~001006 and -007~~ located at 7124 Leesburg Pike in the City of Falls Church (also called the “Subject Property”). as amended on (DATE). The Subject Property is more specifically shown on the attached Exhibit A. As used herein “Owner” shall refer to the applicant, any contract owner, the property owner, and any successors or assignees:

The Owner agrees that these Voluntary Proffered Concessions will apply to and be binding upon all future owners, and upon all heirs, successors and assigns of any owner of any portion of the Subject Property, and the Owner further agrees that it will provide a copy of these Voluntary Proffered Conditions to any such future owner, heir, successor and assign prior to transferring any interest in any part of the Subject Property to any such person, firm, corporation, or other entity.

The owner acknowledges that through the SEE approval it has been granted additional height, and certain bonuses and other benefits in return for its agreements, as set forth in these voluntary concessions. The City’s approval of the SEE is based upon the final drawings and documentation submitted as part of that SEE application on June 7th, 2019- and as amended on (DATE). The Owner understands and agrees that the SEE approval will govern the general location of the buildings, the maximum height of buildings; the general location, type, and amount of individual uses on the site, the infrastructure and transportation on the site, the public facilities and utilities, and other aspects of the future approvals and development on the Subject Property. To the extent not specifically bound by the SEE, the location of specific uses and heights of buildings may be amended or refined during the Special Exception Site Plan (“SESP”) application. The Owner may modify those items specifically bound by the SEE through a SEE amendment that may be submitted concurrently with a SESP application or independently. The Owner further agrees that, under the City Zoning the SEE does not permit the Owner to obtain building permits or to begin construction or implementation of any of the buildings or uses approved through the SEE. Such further construction or implementation may be pursued only after approval of a SESP

Application(s) which will govern more specific features, design elements, uses, services, or amenities voluntarily offered by the Owner. These features may include but will not be limited to, site design, public improvements, environmentally sustainable and energy-efficient building design, affordable housing creation, and other contributions as part of the development. All development on the Subject Property, and all SESP applications for development thereon, will be done in a manner that conforms to the general terms of the SEE approval as it may be amended, through City Council approval, from time-to-time if not in accordance with SEE approval.

1. Conformance with SEE Application:

The Owner agrees to submit one or more SESP Application(s) to develop the Subject Property in substantial conformance with the final drawings and documentation of SEE Application approved per Section 48-488(B)(1) and (2) on July 8th, 2019, as amended on (Month, Date, Year).

2. Uses:

Uses shall be as shown in the “Binding Development Plan Program” chart on sheet 8 of the SEE Application. The binding elements of the use table are as follows:

- Phase 1:
 - A minimum of 125,000 GSF of office use.
 - A limited or full-service hotel with a minimum of 80,000 GSF and maximum of 200,000 GSF, ~~of which at least 3,000 GSF is meeting/conference space.~~
 - A minimum of ~~2017,000~~ 2017,000 GSF of programmable civic space that will be managed by the Owner and which includes an approximately ~~85,000~~ 85,000 to ~~126,000~~ 126,000 GSF event space ~~including/conference center,~~ a 4,000 GSF outdoor ~~rooftop terrace. Event space to be occupied by in the Commons that can be used for music/entertainment venue. Additional 4, and an additional 6,000 to~~ ~~814,000~~ 14,000 GSF occupied by performing arts/education studio or school use.
 - Approximately 25,000-45,000 GSF for a grocery tenant (provided that, if a grocer is less than 40,000 GSF, a total of at least 40,000 GSF will be leased to a grocer or other retailer(s) (but not service) with an equivalent to or better fiscal impact than a 40,000 GSF grocery tenant (i.e., generating aggregate taxes to the City equivalent to a grocery occupying 40,000 GSF with average gross revenue of \$400/GSF).
 - A minimum of 100,000 GSF of retail including the grocery use and general retail, but exclusive of the civic uses. Included in the CA is a target merchandising plan approved by the City that indicates suggested square footages of types of retail uses, such as for the grocer, restaurants, retail, and retail services. Said merchandising plan may vary from the ultimate square footage of uses as the market dictates.
 - A maximum of 550,000 GSF of residential (exclusive of senior housing), of which the maximum non-micro multifamily apartment use is 275,000 GSF (with an average size for all of the residential units in the building of no more than 900 net rentable square feet) and the maximum condominium use is 275,000 GSF.
 - A maximum of 100,000 GSF of the condominium use described above can be converted to micro-apartment rental units with an average size of no more than 675 net rentable square feet for one-bedroom units (with no dens

included) and an average size of no more than 500 net rentable square feet for studio apartments. ~~Owner will not receive permits for construction of the last 100,000 GSF until above ground construction has started on each of the office and hotel components of Phase 1 of the project.~~

- A maximum of 225,000 GSF of senior housing.
- Phase 2:
 - A minimum of 150,000 GSF office building.
 - A maximum of 154,000 GSF of condominium use.

For the purposes of this Binding Development Plan Program, Gross Floor Area (GSF) shall be calculated as follows:

GSF may vary from the minimums/maximums outlined above by +/- 2% to account for physical/design constraints.

As permitted by the international standards set forth by BOMA (Building Owners and Managers Association), office GSF shall include office uses per floor and service/loading areas.

Residential* GSF shall include residential GSF per floor (including amenities above the ground floor) plus any dedicated residential amenity or lobby spaces at the ground level.

Retail GSF shall include Gross Leasable Area (including dedicated retail elevator lobbies).

Hotel GSF shall include hotel GSF per floor (including amenities above the ground floor) plus any shared spaces, dedicated hotel amenity or lobby spaces at the ground level.

*Residential includes senior housing, residential rental and for-sale units.

3. Commercial Space:

Permitted Uses:

The Owner intends to create vibrant retail environment on the Subject Property that meets the economic development and placemaking objectives of the City. In furtherance of this goal, the Owner anticipates providing a variety of different types of retail tenants. The Owner proposes to include as permitted uses the following uses that are not explicitly listed in the B-2 zoning district but otherwise reasonable for this development:

- Daycare
- Bowling
- Pet services such as a veterinarian with temporary boarding for medical purposes
- Brewery/winery/distillery
- Fitness
- Spa/medspa
- Hair salon
- Music/dance school

- Radio station
- Mobile food service (food trucks and commissary/ghost kitchens)

Commented [A1]: Owner comment: (e.g., a podcasting studio or the radio station in the lobby of the Line Hotel in D.C.)

The Senior Housing use on Block D requires the following uses from the Zoning Ordinance to be permitted on the Subject Property:

- Institutions for Human Care / Assisted Living

The Owner agrees that the following commercial uses that may otherwise be allowed in the B-2 zoning district shall not be permitted on the Subject Property without the agreement of the City Manager or on an appeal of said City Manager's decision to City Council.

Prohibited Uses:

- Gun stores or firearm dealers, or shooting ranges, or other weapons dealers
- Roller rink
- Pornographic book store, pornographic theatre or amusement facility, or any other facility selling or displaying pornographic materials or having such displays
- Second hand store, except upscale consignment
- Auction house
- Flea market
- Blood bank
- Funeral home
- Industrial uses, except for small-scale production use which may also sell items to the public
- Car wash, except for mobile car wash uses within the parking garages
- Carnival, amusement park or circus
- Bingo hall
- Church, temple, synagogue, mosque, or other house of worship
- Facility for the sale of paraphernalia for use with illicit drugs
- Vape stores or other tobacco uses or related dealers

Design Requirements:

The Owner agrees that the following design standards shall be met for all retail space identified as part of the SEE Application:

- Restaurants that require ventilation through a grease shaft for a grill hood, shall have access to a ventilation shaft through the roof with roof curb, or space for a scrubber within the retail space or elsewhere in the building, which meets all City Building Code requirements for restaurant use, prior to issuance for a certificate of occupancy for tenant occupancy for such spaces.
- The Owner agrees that the ground floor retail or other ground floor space wall shall have either an average 70% transparency or architectural placemaking elements for the area of any wall facing the Commons, State Route 7, Haycock, and Mustang Alley, and Street A that is between three (3) feet and eight (8) feet above grade with the exception of loading areas, back of house, garages, garage entrances, and alleys. In areas with steep grade, the

measuring point for the (3) feet and eight (8) feet may be modified. This provision is not intended to prohibit merchandise displays that are viewed from the street within the transparency area or restaurants that utilize blinds or curtains to intermittently shade customers from unwelcomed sunlight.

- Façade and other design enhancements will be submitted as part of an SESP application for any development on the Subject Property.
- ~~Owner agrees to coordinate in good faith with the School Board to accommodate stepping the building height above 35' back for a portion of the building immediately adjacent to the school plaza. The Block C building footprint location has been adjusted since the SEE submission. The proposed building on Block C maintains the building setbacks as outlined in the SEE.~~
- ~~Owner reserves the right to revise the streetscape around building D-1 and amend the amenities in the Commons via an administratively approved addendum to the SESP so long as the design is in general conformance with the original SESP approval.~~

3.4. Senior Housing Residential Building Condition:

The Owner agrees to include in the SESP a Senior Housing residential building as shown on the approved SEE that will be managed and operated with the intent to provide housing for those persons fifty-five (55) years of age or older in accordance with the State and Federal Fair Housing Acts and the Federal Housing for Older Persons Act of 1995 (Pub. L. 104-76, 109 Stat. 787, approved December 28, 1995), as amended, and as implemented by HUD regulations at 24 CFR part 100. The Senior Housing building shown in the SEE shall have a maximum of 225,000 GSF, and at least 60% of units will be independent living and/or active adult. The Owner further agrees that the Senior Housing building will at all times be managed and operated so that it meets all of the requirements of the applicable Federal and Virginia laws. The Owner agrees to promulgate a set of written management standards for the operators of the Senior Housing building that requires the lease for each apartment unit to include a prohibition as legally provided, on individuals eighteen (18) years of age or younger from residing in the building, and the Owner and any designated operator agrees to enforce such lease restriction. The rules and regulations in the leases will be shown to the City Attorney or City Manager for approval as being consistent with this condition before any Certificates of Occupancy are issued for the age restricted housing. The rules and regulations will be in place as governing the management of the age restricted housing before any Certificates of Occupancy for a dwelling unit are issued. This rule prohibiting persons eighteen (18) and under from residing in the building shall not be changed without review and approval by the City Council through a SEE or SESP amendment.

4.5. Affordable Housing Contribution:

The Owner agrees to include in its SESP affordable housing on the following terms:

- (a) As the Owner and the City agree is consistent with the City of Falls Church Affordable Housing Policy, the Owner will provide affordable dwelling units (“ADUs”) in the project equal to six (6) percent of the total number of dwelling units to be included on the Subject

Commented [A2]: Owner to propose language for the specific affordable housing plan in the SESP VCs.

Property, including the independent living units associated with the Senior Housing (rounded up to the nearest whole number) unless the City Manager and the Owner agree to a different percentage of affordable units as a means to either increase the number of larger affordable units or provide units at a lower AMI, and such revised affordable housing plan is included in the Voluntary Concessions when the SESP is approved for the respective multifamily residences. In the event the Senior Housing Building includes assisted living units, the City shall have the right to receive from the Owner, in lieu of the value of all or some of the affordable independent living residences, an annual accounting subsidy acceptable to both the City and the Owner, adjusted annually, for eligible low or moderate-income residents with incomes at or below 80% of the AMI. The proportion of ADUs for studio, one bedroom, and two bedroom units will follow the same proportionate mix for the market rate units in the project unless the City Manager and the Owner agree to a different unit mix and such mix is included in the Voluntary Concessions when the SESP is approved for the respective multifamily residences. For each unit type, the ADU's shall be equivalent in size to other market rate units of the same type. All ADUs will be dispersed throughout the project with the exception of the top floor of each residential building. Parking shall be provided for ADUs at the same rate as for the market rate units. If a parking fee is imposed upon market rate tenants, the same parking fee shall apply to ADU tenants. The Owner shall have the right to require the payment of security deposits and other deposits or fees for ADU units that are also charged to market rate units, excluding amenity fees.

- (b) The Owner shall have the right but not the obligation to provide ADUs generated from the residential condominium buildings within the rental apartment buildings on the site. If Phase 2 includes a residential condominium building and no rental apartment building, as is currently envisioned, the Owner shall have the right to convert market rate apartment units within the Phase 1 apartment building to ADU's in lieu of providing the ADU's within the Phase 2 condominium building.
- (c) The Owner agrees to record Restrictive Covenants among the land records of the Clerk of the Circuit Court of Arlington County, which shall define terms and conditions of the ADUs as such terms and conditions are agreed to in these Voluntary Concessions regarding issues including, but not limited to, price control periods and owner/renter occupancy and the matters agreed to in these Voluntary Concessions. These Covenants shall run with the land and be an encumbrance on the ADUs. The Covenants shall be recorded with the City's land records in Arlington County, and evidence of such recordation will be provided to the Zoning Administrator before a Certificate of Occupancy is issued for any dwelling unit in the project.
- (d) The Owner will rent the ADUs directly or through its designated agent to qualified tenants, as determined by the City. The City will regulate and establish ADU qualification priorities and evaluate compliance with program terms in accordance with the Affordable Unit Program official administrative procedures and regulations.
- (e) The monthly rent for the ADUs will be set by the Housing Commission with reference to the U.S. Department of Housing and Urban Development ("HUD") Washington Primary Metropolitan Statistical Area ("PMSA") area median household income ("AMI"). The

ADU's that are included in the six (6) percent of total units shall be offered for rents that are affordable to households whose income is no more than 60% of HUD PMSA AMI. Alternatively, the City and the Owner may agree to the provision of an equivalent number of ADUs based upon the qualification for residents with incomes in the range of 40% to 80% of HUD PMSA AMI; such terms shall be set out in the Voluntary Concessions agreed to in the SESP governing such multifamily housing. Conceptually, to the extent ADU's are provided at a reduced income threshold of 40%, other units shall be provided at 80% resulting in an average of 60% AMI for all ADU's provided. Such rents, subject to changes permitted by this Voluntary Concession will be in effect for the life of the Project. ADU monthly rent shall include an additional amount as calculated by the percentage increase in AMI, but not less than the original ADU monthly rents listed above.

- (f) ADU tenants will have the same duties, rights and privileges as all other tenants in the project, including access to amenity spaces, except as such ADU duties, rights and privileges are expressly altered by these Voluntary Concessions.
- (g) A minimum of one of the ADU units shall be accessible as defined by federal law. Additionally, as provided by federal law, all ADU and market rate units shall be ADA adaptable.
- (h) The Owner will comply with all applicable fair housing laws.
- (i) Upon the issuance of the first residential certificate of occupancy for the project, and subsequently upon the annual anniversary of the issuance of the first residential certificate of occupancy, and upon the written agreement of the City, the Owner may make a cash contribution to the City's Housing Trust Fund in lieu of providing some or all of the ADUs otherwise required because of this Voluntary Concession in an amount equivalent to the value of the units and acceptable to both the Owner and the City. The formula for determining the cash payment will be determined prior to SESP approval and is intended to be economically-neutral to the Owner when compared to providing affordable units. If the City and the Owner cannot mutually agree upon a contribution amount, then the Owner will provide ADUs in conformance with this Voluntary Concession.

Commented [A3]: Owner to discuss/clarify this requirement further with staff during the SEE Amendment process.

Commented [A4]: To be agreed upon during SEE Amendment/SESP Process

5.6. Pedestrian Oriented Design Elements:

Streetscape: The Owner agrees that, in order to create a more pedestrian-oriented environment and to help preserve and protect the character of the new neighborhood, streetscape improvements will be substantially consistent with the City Streetscape Standards within the public rights-of-ways on Leesburg Pike and Haycock Road. The Owner has provided options for enhanced streetscape and creative seating options in this corridor in the submitted draft Placemaking and Amenity Plan to be refined in the SESP. In the event the Developer and the City Manager agree that deviation from such established City Streetscape Standards would be desirable for the City, then the City Manager may approve such deviation. In order to enhance the pedestrian experience along these corridors, Owner agrees to ensure that street frontages are active and will pursue retail to the extent feasible. Portions of ground floor amenity space may be able to be developed in a method that would allow conversion to retail should FRIT's neighboring property develop in the future.

Commented [A5]: Per current design, active uses and retail space are provided in Block A along Haycock.

The Owner further agrees that a building setback of at least 20 feet from the face of curb will be maintained on all street frontages on Leesburg Pike and Haycock Road. The owner agrees there will be a 10 foot clear area for pedestrian travel (“Clear Sidewalk”) within that setback along the entire streets on Leesburg Pike and Haycock Road; however, in areas designated on the SEE for possible outdoor dining, and where obstructions such as tree pits prevent the required Clear Sidewalk, modifications to the streetscape or a decrease in the required Clear Sidewalk may be reduced to no less than 6 feet shall be permitted to allow a restaurant tenant a commercially reasonable amount of space for outdoor dining. Setback and sidewalk width referenced above assumes no future taking by VDOT to expand the Leesburg Pike ROW.

The Owner agrees to maintain the streetscape improvements (including street trees but excluding the maintenance of and cost of electricity for City standard streetlights) constructed as part of this project as long as the project remains. The terms of such maintenance responsibilities will be set forth in a Streetscape Maintenance Agreement to be negotiated between the Owner and the City, which agreement will be finalized, approved by the City Manager, and executed by the Owner prior to issuance of a Certificate of Occupancy for any occupiable space in the project.

The Owner agrees to the following criteria for streetlight power sources, recognizing that exact location is to be determined by the City and Owner at the SESP and/or construction phase:

- Power meters shall not be located in the clear sidewalk. They should be out of the walkway and discrete.
- Power disconnects/shutoffs for streetlights shall not be located inside a building. They need to be accessible from the outside.
- Owner agrees to provide electric in street tree pits and coordinate with the City on a tree lighting program and will provide tree lighting along Commons Drive

The Owner agrees to provide two, 2” empty conduits for use by the City, to run under State Road 7 (West Broad Street/Leesburg Pike) and Haycock Road sidewalks and crosswalks constructed by the Owner. Conduits shall also include VDOT standard pull junction boxes/hand-hole vaults at ends of right of way property boundary and every 600’ maximum along the conduit path.

Accessibility: The Owner agrees that the development will meet the ADA Standards for Accessible Design.

Signage: The Owner intends to complete a Comprehensive Signage Plan that will address temporary signage, wayfinding, retail signage, and general branding/building signage. The Owner understands that the EDA will soon have developed wayfinding and signage standards for the City, and will incorporate these City standards where appropriate.

The Commons: Unless otherwise provided for in a Commercial Development Authority agreement with approval by the City Council, the Owner agrees to construct and maintain

the surface level plaza and public space in The Commons, with the proposed features and amenities to be defined as part of SESP Design. The Owner agrees to coordinate with Recreation and Parks Departments as well as the Arts and Humanities Board at SESP regarding Commons design and programming, as well as the design of other publicly accessible places within the project.

Undergrounding of Utilities: The Owner agrees to include in its SESP a plan to place all on-site utilities underground except for switchgear equipment and transformers. The Owner agrees that any switchgear equipment or transformers placed above ground will have vegetative or other decorative screening sufficient that the switchgear equipment and transformers cannot be seen from the right of way.

As part of the Northern Virginia Transportation Authority TransAction ID #66 & #334 grant work, FCGP Public Infrastructure LLC, on behalf of the Owner, agrees to enter into a contract with the City to underground the aerial utilities as provided for in the grant and as shown in the plat sheet C-0402 in the SEE Application materials. This undergrounding design and construction work associated with the NVTA grant will occur prior to the issuance of a Certificate of Occupancy for the Subject Property. The Owner agrees to work in concert with the City Manager and the City Manager’s staff to design, submit, and approve an NVTA Grant Transportation Improvements Plan for the NVTA grant scope prior to or in conjunction with the SESP.

6.7. Environmental Improvements:

Green Building Criteria: The Owner agrees that any SESP for development of the Subject Property will include third-party certification within eighteen (18) months of the completion of the building and for “ND” certification, within eighteen (18) months of project completion and the following commitment for Environmental Improvements, as they may be applicable to such SESP:

Site/Building Type	Required Certification Level	Notes
Entire Site	LEED-ND Gold v4 or equivalent	
Office	LEED-BD+C Core and Shell Gold v4 or equivalent	
Residential	LEED-NC v4 Gold, LEED-Multifamily Mid-Rise v4 or equivalent	Secured by bond or letter of credit, not to exceed \$50,000 per building, which can be used by City if the Owner is only able to achieve LEED Silver
Senior Housing	LEED-NC v4 Gold, LEED-Multifamily Mid-Rise v4 or equivalent	Secured by bond or letter of credit, not to exceed \$50,000 per building, which can be used by City if the Owner is only able to achieve LEED Silver
Hotel	LEED-NC Silver v4 or equivalent	

The bonds or letters of credit as noted in the above chart relate to the use-specific buildings in total as defined by the LEED application, and not to individual buildings as may be defined from a permitting or code perspective. For example, the multi-phase multi-family residential apartment building in Phase One is considered, for LEED purposes, to be one building and thus bound by one \$50,000 bond or letter of credit.

Future Solar Panels: The Owner agrees to include in each SESP application elements that will aggregate rooftop mechanical systems to the best extent possible without having to change the intended mechanical system for the building, and to take into consideration the possibility that in the future an opportunity may arise for installation of rooftop solar panels

to capture solar energy to be sold to the grid, including the installation of conduit to allow for future solar panels, as well as space in the Main Electrical Room for future equipment as needed to process the solar panels. In such future event the Owner agrees to a good faith evaluation of the feasibility of allowing the installation of solar panels for providing solar energy to the grid; provided however, the Owner reserves the right to the future installation of solar panels to provide solar energy to be consumed exclusively by the project.

Electric Vehicle Charging Station: The Owner agrees that a minimum of ten (10) charging stations for electric vehicles will be provided in the project parking garage, as well as a minimum of one (1) additional publicly accessible fast-charge station at a location to be determined at SESP within the project. The Owner further agrees to provide conduit for the future installation of thirty (30) additional charging stations for electrical vehicles. The location of the charging station will be determined at SESP Approval, but will include stations and conduit in both the residential and commercial portions of the project.

Storm Drainage and Runoff: The Owner will manage stormwater on the site in a way that integrates green infrastructure, low-impact and sustainable landscape designs, and tree canopy coverage. The Owner agrees that the development will meet the following water quantity and quality criteria:

- A good faith effort to reasonably maximize the use of green roof on concrete construction building with a target of 20% of total roof area of concrete construction buildings.
- All water quality requirements will be met on the Subject Property. No offsite credits will be purchased.
- Owner will aspire to achieve a 10% reduction in peak run-off for a 10-year storm.

Removal of Contaminated Soil: During any work on the Subject Property, the Owner agrees to remove contaminated soils if required from the site and transport the same to a site authorized and able to handle such contaminated soils in accordance with applicable environmental state and federal regulations. The Owner agrees to provide documentation of compliance with this requirement to the City before issuance of any permit for above-grade construction.

7-8. Installation of Vegetation:

The Owner agrees that the vegetation installed for the project will consist in general of native and regionally adapted species. Final sizes, species and placement will be determined at SESP Approval. Plant materials shall be at least the following sizes at installation:

- Evergreen trees (8 to 10 feet in height at planting)
- Shade trees (minimum 2.5" to 3" inch caliper, 16 feet in height at planting on Leesburg Pike and Haycock Road and minimum 2.5 inch caliper otherwise)
- Shrubs (minimum spread 24 inches)

In the event a substitution of approved native plants is required to enable the Owner to meet LEED criteria, the City Manager or his designee may approve a substitute plant or procedure for one called for in these Voluntary Concessions to meet the requirements for LEED certification, if he finds the substitute plant has similar visual characteristics, size and growth habitat, and could perform in a similar fashion for the specific location in which the plant is envisioned. The timing of installation of vegetation shall be determined during the SESP Approval. The City Arborist may allow modification to the timing of installation based on the planting season, availability of plant materials, or weather, which may not permit installation of plant materials and/or street trees by the required timing.

9.9. Lighting:

The Owner agrees that all exterior lighting and lighting within perimeter parking garages for the Subject Property shall comply with City Ordinances with respect to spill over to residential neighborhood adjacent to the project, and exterior lighting shall be shielded and directed away from any adjacent residential property. Any building mounted signs which face the residential neighborhoods shall not be internally illuminated with translucent panels. The lighting plan for exterior lighting that is visible by residential neighborhoods will incorporate dark sky lighting principles in accordance with the standards of the International DarkSky Association.

9.10. Transportation Improvements:

The Owner agrees to provide an updated Transportation Impact Analysis and the criteria for such analysis will be provided by the City. The Owner agrees to provide the Transportation Improvements shown on the SEE, subject to further design work. The Owner agrees to work collaboratively with the City to determine the precise nature of the Transportation Improvements that it will provide, and that such improvements may be different from what is shown on the SEE provided both the Owner and the City mutually agree to any material changes from the SEE proposed Transportation Improvements that impact street sections and/or building footprints. The owner further agrees that all changes to the Transportation Improvements described below and in the SEE will be subject to approval of the City Manager, and ultimately to the approval of the City Council through the SESP process.

Traffic Signals: The Owner agrees to include in its SESP and the NVTA Transportation Improvement Plan traffic signals as shown on the SEE as may be warranted and/or approved by the City and VDOT where applicable. Except when acting as executioner of the aforementioned NVTA grant, the Owner will be responsible for the design, Traffic Impact Assessment, warrant study, easement/right-of-way acquisition, and installation of these traffic signals. Any signals or HAWK beacons within the City limits will match the specifications that the City provides. The City shall work with the Owner to ensure that all necessary easement for construction of the Traffic Signals are able to be acquired when needed. The Owner shall be found to have fulfilled this condition upon approval of the traffic signal as fully operational by the City Manager. The Owner shall provide a phasing plan for the installation and operations of the Traffic Signals which shall be approved at SESP. With the exception of buildings identified in the Phasing Plan and which are expected to be open prior to installation of the Traffic Signals, the Owner agrees to obtain the City Manager's approval of the traffic signals as fully operational before issuance of the first certificates of

occupancy for any buildings for which a certificate of occupancy is issued, provided the City review process is reasonably diligent and not delayed by VDOT review. In the event there is any delay due to VDOT review, the City Manager shall permit issuance of such certificate of occupancy if the Owner provides reasonable assurances that it will diligently pursue construction of the traffic signals called for in this Voluntary Concession as approved by the City.

Street Capacity and Safety Improvements: The Owner agrees to include in any SESP for development on property adjacent to the road listed below, and the NVTA Transportation Improvement Plan, whichever is completed first the following improvements, subject to change based on results of the Transportation Impact Analysis and mutually agreed to by both the Owner and the City:

- Leesburg Pike (subject to VDOT approval)
 - Median modifications at intersection of The Commons and Chestnut Street to provide at least a left turn lane into the Commons and to provide a right-other movements in-right- and out configuration at of Chestnut if requested and Commons as agreed upon by VDOT and in coordination with Fairfax County.
 - Traffic Signal at The Commons and Leesburg Pike including at least a left turn into the project from Leesburg Pike with VDOT approval and other movements in and out of Chestnut and Commons as agreed upon by VDOT in coordination with Fairfax County. Any transportation improvements made at this intersection will protect against left turn movements in or out of Chestnut Street.
 - Accessible curb ramps and crosswalk on eastern side of signalized intersection.
 - Right or shared right turn lane into The Commons
 - Right or shared right turn lane into School Road
 - Accessible curb ramps and crosswalks at all corners of Leesburg Pike and Haycock intersection
 - Project shall be designed to allow for the location of a potential curbside future BRT station along Route 7.
- Haycock Road
 - Median modifications to provide a left turn lane into Street A
 - Traffic Signal at Street A
 - Accessible Curb Ramps and crosswalk on southern side of Street A traffic signal
 - ~~Hawk signal~~ Signal at Street B Mustang Alley
 - Accessible Curb Ramps and Crosswalk on southern side of ~~Hawk~~ Signal
- The Commons
 - Owner agrees to post a speed limit on The Commons of no more than 20 MPH
- The Owner also agrees to replace and reconstruct sidewalk sections that are damaged by project construction at the end of the construction phase of the portion of the project that is included in an SESP, per specifications provided by the City Public Works Department. Any existing or proposed mid-block crossings shall have striping and curb ramps meeting current regulations.
- The Owner agrees to continue coordinating with FCCPS, WMATA, and Virginia Tech on ensuring appropriate transportation improvements compatible with anticipated future

development on these sites.

10-11. Parking Garage:

The Owner agrees that any parking garage spandrel panels that are visible from, and across a street from, a single family home or school, shall be at least 4236 inches high, so as to block headlights of vehicles parking in the garage from shining across the street, or as otherwise approved by the City Council at SESP. The Owner further agrees to work to ensure that lighting is designed based on best practices and is sensitive to visibility from neighboring buildings.

The Owner agrees to provide detail regarding the facades of any and all above grade garages in the project at SESP. To the extent the Owner determines that some amount of the currently designed above grade parking is no longer needed, the Owner can request to amend the SEE to seek permission from the City to convert it to another use.

11-12. Transportation Demand Management (TDM) and Parking Management Plan:

The Owner agrees to submit with each SESP application a TDM program as conceptually referenced in the Transportation Management Plan that was submitted with the SEE application. Said TDM Plan shall then be refined during the SESP process for the part of the project to be constructed, and in coordination with previously approved SESP. The Owner agrees to obtain the City Manager's approval of the TDM program as meeting the standards of this Voluntary Concession and as likely to achieve the goals outlined in the TDM Draft included in the SEE, before SESP approval. In addition, the Owner will develop and implement a Parking Management Plan, which the Owner agrees to finalize and obtain approval for as part of SESP approval. The Owner further agrees that the Parking Management Plan will meet all City parking standards in effect at the time of SESP approval or as modified by the parking minimum and maximums outlined in the SEE application.

Access to Property for Monitoring of Parking Utilization and Monitoring of TDM and Parking Management Plans: The Owner agrees that City of Falls Church staff upon prior written notice to the Owner's designated representative will have access to the garage(s) on the Subject Property at all times to conduct parking utilization counts and to monitor compliance with the TDM and Parking Management Plans.

12-13. Bicycle Parking, Storage and BikeShare:

Bike Parking and Storage: The Owner agrees to provide in the SESP Class 3 visitor bike racks as shown on the SEE and Class 1 bike storage consistent with the City of Falls Church bicycle parking standards and requirements, finalized and approved as part of SESP approval.

Bike Share: The Owner agrees to grant an easement to the City for installation and operation of a bike share facility, (size to be determined at SESP), at the Owner's own cost, at a location to be determined at SESP.

Commented [A6]: Owner question: is there a bike share station going in at the high school?

13-14. Public Art:

The Owner agrees to include in the SESP a requirement to include a minimum of \$100,000 worth of public art on site. The Owner agrees to provide evidence of such

investment having been made prior to issuance of the first residential certificate of occupancy for the Project. The Owner also agrees to work in concert with the City's various departments, including the Arts and Humanities Council, City of Arts Theater, Culture and History (C.A.T.C.H), to accommodate special events on The Commons. The Owner also agrees to engage with the Arts and Humanities Council, Recreation and Parks, Historical Commission, and HARB on furthering the details initially laid out in the draft Placemaking and Amenity Plan related to public art, public space design, festivals, events including farmers' markets, and City history.

14-15. Construction Management:

The Owner agrees that each SESP shall include, by way of illustration and not limitation, the following commitment to a Construction Management Plan developed in coordination with the City and Falls Church City Public Schools:

Construction Parking and Staging Plan: Prior to issuance of any demolition and/or building permits the Owner agrees to prepare, submit, and obtain the City Manager's approval of a demolition and staging plan for the project, which shall not be unreasonably withheld. All demolition and construction of the project shall be done in conformance with the approved demolition and staging plan. Once a contractor has been selected for the project, the Owner will prepare a Construction Parking Plan and a Construction Traffic and Staging Plan to be enforced by the Owner for the entire the construction phase of the project, and to obtain the City Manager's approval of the plan as providing sufficient parking or other transportation services for working to the site, and not having an adverse impact on traffic safety, prior to the issuance of any building permit for the project. The Owner acknowledges and agrees that violations of these Plans during construction can result in a Stop Work Order and other enforcement measures by the City. Owner is permitted to use Phase Two land for temporary parking and/or landscaping, as well as for construction staging during Phase One construction. As agreed to, the schools are permitted to use half of the Phase Two Block B (office) parcel for parking during Phase One construction.

Community Liaison: The Owner agrees to designate a representative who is physically present on a regular basis on the Subject Property to serve as a liaison to the community for the period leading up to the issuance of the first Certificate of Occupancy and for two years thereafter. The Owner agrees to provide the name and telephone number of the liaison, in writing, to the City Manager prior to commencement of any work on the site. The Owner agrees to have the representative schedule meeting with the community, at an accessible location, no less frequently than quarterly. The Owner further agrees to hold such meetings, after notifying the City Manager, and the citizens at least ten days prior to the date of such meeting, and to permit citizens to speak at the meeting to air their concerns.

Excavation Monitoring: The Owner agrees to continuously monitor for soil movement and structural damage to adjacent structures during and after excavation for the project. Structures within a distance equivalent to or less than the depth of the excavation plus 10 feet will be surveyed by the Owner for pre-development conditions and compared to post-development conditions. For such structures, the Owner agrees to provide insurance

coverage for damage caused by excavations or construction activities, as independently verified by a third party engineering consultant provided by the Owner. In no way will this provision limit the liability of the Owner or its contractors for damages caused by construction activity.

Sidewalk Accessibility: The Owner agrees to maintain safe pedestrian walkways throughout construction and thereafter, and to ensure that such walkways are, at all times, separated from street traffic. Sidewalks shall not be completely closed on either side of the street, unless the City Manager or his designee approves such closing, after finding that the Owner (1) cannot reasonably provide such a pedestrian walkway, (2) will provide clear signs and access to the sidewalk on the other side of the street, and (3) will manage the closure so that the pedestrian walkway is not closed for more than 15 consecutive days, unless City Manager (or his designee) approves a longer duration.

Pest Control: The Owner agrees to contract with a certified pest control company licensed to do such business in Virginia for a thorough extermination of any pests and/or rodents that may be present on the Property prior to the start of demolition work and/or any other land disturbing activities, and throughout construction.

Coordination: The Owner agrees to ensure that, to the extent more than one SESP is approved for construction of various parts of the Subject Property, the parties undertaking development of the parts of the Subject Property are coordinating their efforts to protect the members of the public, continue ongoing access to Metro by the public, and minimize disruption to the adjacent school and the public in general.

15-16. Public Safety:

The Owner agrees to work with the City Police Department to provide a shared touchdown space within the on-site property management office, or some other similar location, if desired. The Owner agrees that each SESP for work on the Subject Property shall include the following commitments to Public Safety:

Public Safety Radio: The Owner agrees to ensure that all buildings and parking garages on the Subject Property are constructed in a manner that permit public safety radio signals to be transmitted and received throughout all areas within the building and from those areas to all outdoor areas of the property that is the subject of the Special Exception. The Owner will install the necessary equipment and, with at least five days' notice to the City Manager, perform a radio transmission test upon completion of the project, but prior to issuance of the first Certificate of Occupancy, in order to establish that there exists the ability to transmit and receive public safety radio signals from the interior of the building and parking garages, including the subterranean levels. The Owner agrees to permit the City Manager or his designee to be present at the site during the tests and to verify the results. Should the test fail, the Owner will find and implement a solution acceptable to the City so as to resolve the problem with 90 days of the test. The Owner also agrees to have the system be placed on the Emergency Generator.

Emergency Call Boxes: The Owner agrees to install emergency call boxes in locations deemed appropriate by the City Police Department.

Life Safety: To provide building safety for residents and responders during an emergency and to have the appropriate resilience to meet the demands for community safety, the Owner agrees to provide:

A. Natural gas emergency generator sized to accommodate code-required items such as fire alarm systems and emergency hall and exit lighting. ~~All additional items not required by code will be discussed at SESP.~~

B. Fire command center with annunciation of elevators, generator, fire pump and HVAC systems, including a separate cooling system for the command center.

Loading: The Owner agrees to coordinate with the City and FCCPS regarding the safe operation of loading and unloading and the implications of and interaction with school hours and school buses.

Driveway/Ramp Load Capacity: Any street or road which may carry Emergency Response Equipment shall be engineered and constructed to support the weight of, and permit passage of, a 60,000-pound ladder truck as currently used by the fire department, as well as able to support repetitive loading of garbage trucks.

Pavement shall be designed in accordance with VDOT Pavement Design Guide for Subdivision and Secondary Roads in Virginia (revised 2018) and Chapter VI: Pavement Design and Evaluation from VDOT's Manual of Instruction (MOI).

16-17. Easements:

The Owner agrees to provide such Easements to the City, in a form and substance as approved by the City Manager, as are shown on the SEE or otherwise called for in these Voluntary Concessions.

17-18. Other Terms and Conditions:

FCCPS Surge Parking: The Owner plans to construct approximately 300 commercial parking spaces that shall be available evenings and weekends as shared paid parking for visitors to the School and the property for special events, shopping, and dining. The Owner shall coordinate scheduling for limited special events with FCCPS and the Recreation and Parks Department to minimize parking demand conflicts.

Commented [A7]: Further clarification to be negotiated in the CFC/FCCPS/FCGP Parking MOU

Dog Facilities: The Owner acknowledges the importance of providing spaces for dog relief, and will continue to consider this at SESP.

Owner Acknowledgements: The Owner acknowledges, understands and agrees that the Subject Property will be developed in accordance with the applications approved by the City Council for the Subject Property and in full compliance with all applicable laws, codes, ordinances, charters, statutes, rules, regulations, agreements, and commitments.

The Owner acknowledges and agrees that the SEE, as granted, runs with the land and is not transferable to other land.

1. Execution of the Developer's Voluntary Concessions, Community Benefits, Terms and Conditions, dated July 8, 2019 ("voluntary concessions";) and as amended on (DATE), for Special Exception Entitlement for a Mixed-Use Development at the subject site, shall be a condition for the approval of the Special Exception Entitlement; and the City Manager is hereby authorized and directed to execute the voluntary concessions, as submitted, on behalf of the City; and
2. No development shall occur on the site until the Developer has obtained approval of a Special Exception Site Plan ("SESP") for the portion of the site to be developed. Such SESP shall be consistent with this SEE approval, including without limitation general locations of the buildings, the height of buildings; the location, type, and amount of individual uses on the site, the infrastructure and transportation on the site, the public facilities and utilities as it may be amended from time to time; and
3. Phasing of construction of the development of the site will be in accordance with the SEE and the voluntary concessions; and
4. Violation of any of the conditions of this Special Exception Entitlement shall be grounds for revocation of the Special Exception Entitlement approval by City Council.

Access for Commissioner of Revenue: The Owner agrees that each SESP for the Subject Property will provide for the City of Falls Church Commissioner of Revenue (CoR) and/or his designated staff upon prior written notice to an Owner designated representative to have access to the garage(s) on the Subject Property at all times for inspection of window stickers related to personal property taxes for vehicles. The CoR and staff will be provided all credentials necessary to have access to parking garage(s) by vehicle at all times. In the event the access credentials are changed or updated, the CoR will be provided notice and updated access credentials within 30 calendar days.

Terms and Conditions Incorporated in Resolution: The Owner voluntarily submits the foregoing concessions, terms, and conditions to the City Council to be incorporated by reference into the Resolution for the Special Exception, should City Council grant the applications for Special Exception with the conditions set forth in this submission.

FALLS CHURCH COMMONS JV LLC,
a Delaware limited liability company

By: PNH WFC LLC,
a District of Columbia limited liability company,
its Manager

By: LH 1-Manager LLC,
a Delaware limited liability company,
its Manager

By: _____
Name: _____
Title: _____

And By: FCC MEMBER 1 LLC,
a Delaware limited liability company,
its Co-Manager

By: EYA FCC Investments LLC,
a Delaware limited liability company,
its Manager

By: _____
Name: _____
Title: _____

Date: _____, 2019.

EXHIBIT A

Final preliminary plat with Parcel D highlighted

(attached)

Comment Response Matrix

Little City Commons Special Exception Entitlement

SEE Resubmission Date: June 3, 2019

Comment Response Date: SESP First Submission, June 1, 2020

Staff Comments Letter (6/19/19)		Applicant Responses
1 Staff	Total proposed Gross Floor Area (GFA) for both phases of development is approximately 1,482,000 square feet based on the Phasing and Program Summary chart in the SEE booklet. The resulting Floor Area Ratio (FAR) is 3.6 based on the estimated acreage of the overall commercial development, which is within the FAR discussed in the Special Revitalization District for Education and Economic Development	Acknowledged
2 Staff	Based on the latest SEE submission, a fiscal impact analysis was conducted by staff. The preliminary annual net fiscal impact projections are \$5,101,955 for Phase 1 and \$1,839,466 for Phase 2.	Acknowledged
3 Staff	Additionally, the proposed uses will continue to be evaluated as part of SESP, based on the primary and secondary criteria for Special Exceptions, to determine if significant commercial (retail, office or hotel) uses are included in the project and where the residential uses contribute significant positive net revenue benefits, build community, and help achieve the goals and strategies of the "Special Revitalization District for Education and Economic Development" and related plans and policies. [Sec. 48-488(b)(1)b.] Please provide an updated Fiscal Impact Analysis Data Sheet with your site plan submission;	An updated fiscal impact analysis data sheet has been provided with this first SESP submission.
4 Staff	The proposed retail at the corner of Haycock Road and Street A, as well as the relocation of grocery store to the corner of Haycock Road and Rt. 7, are improvements with the latest submission, and offer commercial activity along Haycock. Continue to explore ground floor design elements, as part of SESP, along Rt., Haycock Road and Street A to further activate the streetscape along the perimeter of the project. This will help activate the site to the east and potentially provide a retail connection to the adjacent commercial development, as well as, attract pedestrians/drivers along Haycock and in adjacent property.	Applicant is sensitive to the City's concerns and will ensure that street frontages are active and will continue to pursue design elements that activate the streetscapes to the extent feasible. A potential daycare use located at the intersection of Haycock and the former Street A has been included in the SESP design of Block A, which will help activate the frontage. The grocery's main entrance remains at the intersection of Route 7 and Haycock, as proposed in the SEE. Finally, the retail spaces along Route 7 will further activate those frontages as desired by the City.
5 Staff	Phasing Plan and Program Summary: Please continue to update and reconcile with the latest Voluntary Concessions during SESP.	The Phasing Plan and Program Summary has been updated with the SESP submission.
6 Staff	The building massing and height adjacent to the school plaza has improved. The hotel is moved to the north half of Block B and the micro-unit apartment building would be located on Block C. The revised plans would provide an alternate layout that these two uses could switch locations. In either case, the building massing is proposed to shift height away from the school plaza and placed mostly along Commons Drive.	Acknowledged
7 Staff	Continue to coordinate with the Schools for the most appropriate design/transition along the perimeter of the project adjacent to school. At SESP, explore architectural elements that offer visual reliefs and breaks along these elevations.	Please see SESP submission for latest design proposals for the uses along the school property line.
8 Staff	Comment Response Matrix: Responses to comments regarding design integration of community heritage, history and cultures references the Placemaking and Amenity Plan. Please include more specific information and examples in future submission during the SESP for review.	Applicant met with members of the arts and historical commissions to discuss a variety of Falls Church references that could be incorporated into the placemaking design. See Placemaking and Amenity Plan for details regarding how we are anticipating incorporating such elements into the design. Applicant anticipates furthering this discussion with staff and the community throughout the SESP review process.
9 Staff	All applicable pages/sheets: Campus site layout and the WFC layout plans do not seem to align, particularly where the two plans meet at Street B. Once coordination and design efforts with the schools are complete, future submissions should reflect final design.	SESP plans and Campus site layout have been coordinated and revised since the SEE approval. See SESP submission.
10 Staff	Mustang Alley Street Sections: The sidewalk on south side of Mustang Alley is 8 feet wide in three details on this page and 9'-6" on one detail. Please clarify this sidewalk width for proposed and alternate schemes.	Mustang Alley Street Section details have been revised and updated per the SEE Amendment sheets and clarified in the SESP submission. See Civil SESP plans and SEE Amendment.
11 Staff	Block C Ground Floor Use: The ground floor space is shown in red/retail on Page 6 of the SEE booklet, but the same space appears in a light blue shade in the Massing Diagram on Pages 12 and 14.	Ground floor plan has been revised. See SEE Amendment sheets.
12 Staff	Conceptual Landscape Masterplan: is not consistent with the Illustrative Site Plan sheets in terms of ground materials proposed along Street A.	The Illustrative Site Plan provided was for illustrative/diagrammatic purposes only. Please see landscape drawings in SESP submission for specifics details.
13 Staff	Café Zones Sheet: In the case where retail kiosks include food vendors, would areas identified as Potential Café Zone Locations along either side of Commons Drive be open to patrons of the kiosk? Are these open to general public, especially along Commons Drive?	We anticipate some Café Zones will be dedicated for the adjacent restaurants, while others may be open to anyone. This will be determined in the future as tenants are identified and certificates of occupancy are issued.

Staff Comments Letter (6/19/19)		Applicant Responses
14 Staff	Café Zones Sheet: a mixture of Option A and B amenity/dining areas is proposed within the development. Adopting only one option may make the area look too formulaic. Improvements should alter the streetscape in such a permeant way that it will not constrict the usage of storefront space to future tenants.	The intent of the Café Zone sheet was to provide flexibility for both options and create opportunities for varied design across the site.
15 Staff	Retail along Rt.7/Haycock – retail orientation currently feels internally focused; should have retail entrances along perimeter to encourage adjacency to neighboring sites.	Please see retail plans for the latest designs, which we believe address this concern by creating new retail uses (daycare, civic space, etc.) along Rt. 7 and Haycock. We will continue to work with staff to address this comment through the SESP review process.
16 Staff	Pedestrian Connection between Mustang Ally and Street A adjacent to School Plaza: Coordinate with Schools and provide design that connects to/compliments the school plaza in terms of ground material/paving.	A coordinated design has been developed. See SESP Civil and Landscape drawings.
17 Staff	Mustang Alley/Commons Drive Intersection: Crosswalk is shown on one leg of Mustang Alley at the Commons intersection. An additional crosswalk on the opposite leg should be provided if feasible.	We can continue to discuss with staff - one has been provided due to grade issues until future VT development occurs.
18 Staff	Haycock/Rt.7 Corner: The building frontage along Haycock Road in Block A, adjacent to corner grocery entrance is shown as Residential Entrance and Amenities. Please provide details of what this space will entail at SESP. It is important to have pedestrian oriented programming/uses here to activate the street. See #17 below for related comment.	Details have been provided in the SESP submission.
19 Staff	Grocery Storefront: more active uses should be provided on the interior at the storefront to help activate the street. Additionally, if the grocery store has dining area, seating should be provided near the storefront where it can be visible from the street, and outdoor seating should also be explored	Details have been provided in the SESP submission.
20 Staff	Active Street Frontage: Applicant's response to several comments related to activating street frontages through retail uses and/or design elements along the external streets states "Applicant will ensure that street frontages are active and will pursue retail to the extent feasible..." Provide examples or potential methods on how this could be accomplished at SESP.	Please see retail plans for the latest designs, which we believe address this concern by creating new retail uses (daycare, civic space, etc.) along Rt. 7 and Haycock. We will continue to work with staff to address this comment through the SESP review process.
21 Staff	Gateway Design: The development site is identified as a City Gateway in the Comprehensive Plan. As such, building corners that are visible, particularly from Leesburg Pike and Haycock, should provide visual qualities consistent with that objective; creatively integrating urban plazas at these corners through a balanced composition of landscape, hardscape, seating and public art can also help define the corner more effectively.	Acknowledged.
22 Staff	The Corner of Leesburg Pike and Haycock: is a key corner to introduce and showcase development to the public. A raised corner, signage, architectural consideration, and landscaping would to make the space appear more engaging.	Acknowledged.
23 Staff	Garage Design: For any above grade parking garages proposed on site, continue to explore façade design that provides architectural and artistic screening as shown in examples provided in SEE booklet.	Garage façade designs are in progress - we will continue to discuss this with staff during the SESP process.
24 Staff	Trees: Consider possibility that tree groves could reflect a more natural planting of trees and vegetation. Could provide a visual and experiential relief from the highly organized and planned area.	Acknowledged.
25 Staff	Comprehensive Sign Package: this can be submitted at SESP as part of site plan, subject to review and approval by the Architectural Advisory Board. Any sign variances identified at that time will be subject to BZA approval.	A draft Comprehensive Signage Package has been provided with the SESP Submission.
26 Staff	Block B Loading: Loading bay runs the entire width of Block B along Alley 3, and appears to wrap around the corner at Leesburg Pike. Appropriate screening of this corner should be provided at SESP.	Acknowledged.
27 Staff	School Pick-pick/Drop-off Area: The Developer should continue coordination with the campus project team to determine the most efficient and appropriate layout/size for the proposed school drop-off area to maximize the Community Grove Plaza area. Additionally, potential traffic impacts should be studied further for mitigation measures.	Acknowledged.
28 Staff	Uber/Lift drop-off area: a location for drop-off should be considered and identified at site plan for staff review. If the school drop-off area also functions as general drop-off, management of conflicts during school drop-off hours should be discussed.	Loading/drop-off/pick-up locations have been contemplated as we furthered the site design for the SESP. We will continue to discuss with staff
29 Staff	Provide details and specifics for the bollard/system used to close streets. Additionally, what is the restriction system used for the area identified on Sheet C- 0404 for closure to vehicular access on Street B during school drop-off/pick up hours? How would buses need to access the road during restricted hours?	Details regarding bus circulation have been provided. See Civil Sheets. We will continue to discuss the bollard system used to close the streets during the SESP process.
30 Staff	Programming: As the design and space planning elements are finalized for the Commons area, discussions regarding the ability for CFC and FCCPS to use the area for special events should be included as a binding element or voluntary concession.	Acknowledged.

Staff Comments Letter (6/19/19)		Applicant Responses
31 Staff	Comprehensive Plan and Urban Design Guidelines: Applicant should continue to utilize the Urban Design Guidelines by Rhodeside and Harwell as they develop their design and architecture in more detail during the SESP phase with a focus toward the following urban design elements and principles: <ul style="list-style-type: none"> • Massing, building height variation, building façade and frontage design • Ground floor storefront design, glazing and programming • Treatment of building corners • Gateway features that offer a sense of arrival and express the special qualities of West Falls Church • Appropriate placement of service and loading access • Streetscape and public art • Signage, wayfinding and lighting 	Acknowledged.
32 Staff	Small Area Plan Planning Area 8 – Mobility & Accessibility: Continue to explore transportation strategies as they develop their TDM and further refine the project during SESP. The Nelson Nygaard Study offers several strategies for improving transit access and circulation within the site and surrounding areas that should be considered.	Acknowledged.
33 Transportation Planning	Providing shared use path along Mustang Alley: Plans provide the preferred option of a 12-foot shared use path (pedestrian and bicyclist) on the north side of Mustang Alley between the roadway and the Virginia Tech site. Staff supports the 12-foot shared use path option. This feature should be maintained.	Acknowledged
34 Transportation Planning	A crosswalk is shown on Leesburg Pike, adjacent to Chestnut Street. This crosswalk and other crosswalks shown should be maintained.	The design of the Route 7/Chestnut intersection is under discussion between CFC, Fairfax County, FCGP, and VDOT.
35 Transportation Planning	Space should be identified for a Capital Bikeshare station on the site. Staff recommends setting aside enough space for a 19 dock station to allow for future expansion. The length of a 19 dock station is 51.67 feet, and the width is 6.06 feet. The space set aside for a Bikeshare station should be a minimum of 55 feet in length and 10 feet in width, to accommodate access space and allow for adequate spacing between the Bikeshare station and other street furniture.	Bikeshare station location proposed and we will continue to discuss the size of the station provided with staff during the SESP process. See Civil/Landscape sheets.
36 Transportation Planning	Bicycle racks should be spaced according to the City's Bike Rack Spacing Standards. Bicycle racks provided should match with those recommended in the City's Streetscape Guidelines.	Acknowledged.
37 Transportation Planning	Please show locations of bike racks to be provided in the site plan submission.	Provided. See SESP landscape sheets.
38 Transportation Planning	TMP should follow the City's standard template, which includes (1) a preamble briefly explaining the benefits of TDM, (2) specific goals for the site (as specified in the Voluntary Concessions), and (3) a table summarizing techniques that will be used to achieve the site specific goals. For each group of site users (site-wide, residential, and office/retail/cinema) techniques should be broken down into four groups: (1) Site Design, Infrastructure and Options, (2) Promotion, Education, and, Incentives, (3) Monitoring and Enforcement, and (4) Adaptive Management.	Acknowledged.
39 Urban Forestry	The addition of alleys and a pedestrian cut-through are noted and appreciated.	No response needed.
40 Urban Forestry	Typical Street Sections (pp. 20-23): Street A at 40' or 50' wide both show a 5' wide tree planting strip, as does one side of Mustang Alley. Please note that a 6' strip, as in the City's Streetscape Guidelines, is minimal for shade trees. The narrower the planter, the greater the likelihood of pavement damage when trees mature.	Acknowledged.
41 Urban Forestry	The proposed planter widths greater than 6 feet along Route 7 and Haycock (p. 21), as well as planters holding multiple trees each, are noted and appreciated. We still have concerns about shade trees having limited branching area and possibly bending toward the street when planted 15 feet from tall walls.	Acknowledged.
42 Urban Forestry	Conceptual Landscape Master Plan (p. 28): Please try to plant along Alley 2 and Alley 3, as is shown along part of Alley 1	Acknowledged.
43 Urban Forestry	Canopy Cover sheet (p. 34): Applicants are seeking bonus canopy credits for native species and diversity, but those credits don't apply to commercial or mixed use projects where city code sets no canopy requirements. Though the credits may not apply, using native tree species and making sure that no one species makes up more than 25% of the trees are excellent strategies that will be well received. And any trees within private courtyards will also contribute to the canopy cover total.	Acknowledged.
44 Environmental Sustainability	I share the concerns previously raised by the Arborist and Urban Forester, and by the Environmental Sustainability Council (ESC), that stormwater management, green infrastructure and sustainable landscaping need to be incorporated in the site design from project inception. Addressing them after the general layout of the site has been established may significantly limit opportunities to build sustainability and resilience into the project.	SWM conceptual plans have been provided. See SESP civil sheets.
45 Environmental Sustainability	The minimization of heat island effects should be addressed in streetscape and building design, including paving and building materials selection.	Acknowledged.

Staff Comments Letter (6/19/19)		Applicant Responses
46	Environmental Sustainability Renewable energy sources such as solar photovoltaic installations on roofs and awnings should be incorporated in the project. Has geothermal been considered for this site?	We explored a variety of renewable technologies as we developed the design of the site, including greywater reuse and geothermal energy, but they were determined to be not financially viable. We are considering solar PV use throughout the site and can provide more detail about what we determine will be feasible as we continue through the design review process.
47	Environmental Sustainability Electric and hybrid vehicle use in the City is already high, and is likely to increase in the future. The provision of a reasonable number of EV charging stations at build-out should be supplemented by provision of conduit to support widespread future installations.	Applicant has agreed to provide 10 EV charging stations, one publicly accessible fast-charge EV station, and conduit for an additional 30 EV stations to be installed in the project in the future.
48	Environmental Sustainability The proposed restriction of delivery/trash truck access hours to minimize interference with school traffic is a sensible precaution. Please also note the requirements of Section 14-51 of the City's Code of Ordinances regarding loading and unloading, refuse collection and vehicle idling.	Acknowledged.
49	Environmental Sustainability I fully endorse the recommendations of the ESC with regard to amending the Voluntary Concessions.	Acknowledged.
50	Fire Identify fire protection package: A clear definition of the intent of fire protection package shall be clearly stated. This shall include all typical components including, but not limited to, generator, fire alarm system, sprinkler and standpipe system. This should include the proposed level of protection for the parking garage.	Acknowledged.
51	Fire Location of Fire Department Connection (FDC): Shall be within 75 feet of the fire hydrant. Design planning shall accommodate that fire hose, when connected between the hydrant location and the FDC, remains unobstructed. No streetscape, bus shelters, bike racks or outdoor café shall obstruct this area. Fire hose when deployed from the FDC to the hydrant location shall not cross roadways, driveways to/from a parking garage, or egress/access points into or away from the structure. The proposed location of the FDC with the existing hydrant both located on the east side of the driveway is satisfactory, however this MUST be UNOBSTRUCTED. Identify all fire hydrants.	Acknowledged.
52	Fire Building Egress and Access Points: Design planning should provide that ALL egress and access points provide egress away from the building without obstructions. No streetscape, bus shelters, bike racks shall obstruct the means of egress away from the building.	Acknowledged.
53	Fire Streetscape: The Fire Official shall review and approve all streetscape to assure interoperability for the building egress, emergency responder operations and unhampered access to building systems.	Acknowledged.
54	Fire Radio Coverage Compliance: Public Safety Radio Coverage Compliance, this requirement is not only for the underground parking garage but includes coverage requirements inside and aboveground in the building to include stairwells. The space and amplification equipment shall be provided and maintained by the building owner. Certification by a Professional Engineer shall be provided showing the testing of signal strength and coverage has been met prior to the final C.O. being issued. The City Fire Official is the point of coordination for all city emergency services for approval of radio compliance.	Acknowledged.
55	Fire Emergency Generators: If not already required by code as a High-Rise Package and in order to maintain resiliency, all buildings shall have a generator sized accordingly to supply and sustain fire protection systems, emergency lighting and ventilation, Public Safety Radio systems, elevator service (at least 1 elevator), sump pumps as well as domestic water in order to sustain sanitary systems and other critical functions that are to remain viable during extended outages. Generators are preferred to be natural gas supplied (diesel generators are limited by fuel supply; will also require annual permits).	The Applicant has agreed to provide emergency generators as specified in the SEE Voluntary Concessions: "Natural gas emergency generator sized to accommodate code-required items such as fire alarm systems and emergency hall and exit lighting."
56	Fire Designated Fire Lanes: Fire Lanes for emergency response may be designated by the Fire Official and shall be marked and maintained by the building owner according to code.	Acknowledged.
57	Fire Signage: Signage will be required throughout the building in accordance with requirements set by the Fire Official. This shall include clear markings that identify of all exterior doors on ground level, stair and floor level landings inside stairwells, interior equipment rooms (electrical) and FDC location location. FDC shall be equipped with a "red (non-auditable) strobe light above the FDC that activates during alarm mode.	Acknowledged.
58	Fire Fire Dept Knox Box(s): Shall be installed where designated by the Fire Official.	Acknowledged.
59	Fire Parking Spaces: The project shall have a least one designated parking spaces for POLICE - FIRE MARSHAL needs (including signage).	Acknowledged. Location to be determined during SESP process.
60	Fire Pre-Construction Meeting: A Pre-Construction meeting will be required to review the requirements of chapter 33 of the Virginia Statewide Fire Prevention Code.	Acknowledged.
61	Fire Blue Light Help Stations: Consideration to install blue light stations throughout the project as emergency help stations.	Acknowledged.
62	Fire Installation of Security Bollards: This is specific to the area along Commons Drive which is the open field area to mitigate the possibility of vehicles hitting pedestrians.	Additional details regarding our proposed use of design elements such as seat walls and bollards to enclose and protect the various spaces within the Commons have been provided. See SESP Landscape drawings.

Staff Comments Letter (6/19/19)		Applicant Responses
63	Fire Applicant shall follow all codes and apply for permits for approval by the Fire Official under the Virginia Statewide Fire Prevention Code including but not limited to demolition and construction (chapter 33), blasting (chapter 56), hot work (chapter 35), removal of underground storage tanks, hazardous material mitigation, locations of fire department connections, fire command centers, Knox box locations, hydrants locations and fire lanes. Further clarification may be directed to the City Fire Marshal at (703) 248-5058.	Acknowledged.
64	Fire Street width open access must maintain 20 feet for fire apparatus and operations per the Virginia Statewide Fire Prevention Code.	Acknowledged.
65	DRC School drop-off – It appears that this issue has been resolved in part through the change in the garage and the placement of the property line along the western edge of the buildings and along Mustang Alley. I would imagine there will still be some traffic through the commercial site at drop-off/pick-up if there are back-ups in other parts of the site.	Applicant has coordinated with FCCPS to create a student drop off loop adjacent to the Memorial Grove that will function appropriately.
66	DRC Management of car-share vehicles and delivery vehicles needs to be addressed at the SESP, along with bike parking. Delivery vehicles could be a problem if not managed along Street A and the Commons as they can block parking, bike lanes and travel lanes. Same with school pick-up/drop-off vehicles if folks cut through the commercial site to avoid back ups on Mustang Alley.	Loading/drop-off/pick-up locations have been contemplated as we furthered the site design for the SESP. We will continue to discuss with staff
67	DRC Parking ratios will be further detailed at the SESP along with shared parking and waivers, but the microunit ratio should be looked at 0.5 spaces per unit minimum. To the extent these are affordable units, particularly below 60% AMI, given proximity to Metro and bus service along Rt. 7, the ratio could probably be reduced further. Arlington is allowing a multi-family ratio overall (regardless of market or affordable) of 0.2 – 0.4 within ¼ mile of Metro by special exception.	Additional information regarding proposed parking ratios has been provided with the SESP Package.
68	DRC Parking Technologies – I didn't see a reference to them, but assume they will be part of the parking in the SESP	Applicant is exploring a variety of parking technology options to implement across the site and we will provide details during the SESP review process as they become available.
69	DRC I could not tell if the Commons Drive is right out only but that seems consistent with the plan for exiting vehicles from Mustang Alley.	See civil sheets for details of traffic movements across the site.
70	DRC School drop-off is still an open issue in that the volume of cars and the procession through the site is likely to create back-ups at both pick-up and drop-off. The morning conflict could be with delivery vehicles if loading docks are not enforced, as well as with customers and visitors in the afternoon. I think mid-day could also create some conflicts with delivery drivers and student departures (not sure if the school allows seniors to leave for lunch).	Applicant has coordinated with FCCPS to create a student drop off loop adjacent to the Memorial Grove that will function appropriately.
71	DRC Additional attention also needs to be given to the impacts of car share vehicles at drop-off/pick-up and especially special events.	Loading/drop-off/pick-up locations have been contemplated as we furthered the site design for the SESP. We will continue to discuss with staff.
72	DRC Based on some comments at yesterday's ULI Trends Conference, some exploration of how scooters will be handled seems appropriate.	Applicant anticipates continuing the discussion regarding scooter technologies during the SESP review process.
73	DRC The use of parking technologies has been noted and should be further detailed at the SESP stage.	Applicant is exploring a variety of parking technology options to implement across the site and we will provide details during the SESP review process as they become available.
74	DRC Depending on the decisions around the shared parking garage, an MOU with WMATA for overflow use seems appropriate at the SESP stage if not earlier.	Applicant can discuss the potential for an MOU with staff during the SESP review process.
75	DRC Mustang Alley – parking restrictions at drop-off and pick-up are crucial	At this time, there is no street parking contemplated on Mustang Alley.
76	DRC Parking Ratios are reduced for Phase 2 Office and Retail which is a good change and clarification from the earlier submission. This will be further detailed in the SESP along with parking waivers, shared parking and the TDM.	Additional information regarding proposed parking ratios has been provided with the SESP Package.
77	DRC Travel lane width – the 10' dimension should be confirmed with the Fire Department.	Per discussions with the Fire Marshal and Building Official, paved area for fire truck access will maintain a clearance of 20' width.
78	Parking Review Comments The parking ratios proposed for the West Falls Church Development skew toward a more transit-oriented ratio than comparable development in Fairfax County, particularly with respect to residential and hotel uses. Both the proposed office and retail parking ratios are on the high/suburban market side, but create opportunities for shared parking and overflow parking for the high school. Additional studies will be necessary at the more detailed SESP stage, particularly when a hotel and senior housing provider are confirmed.	Additional information regarding proposed parking ratios has been provided with the SESP Package.
79	Parking Review Comments Office Parking: The office parking ratio, while lower than the Zoning Ordinance ratio of 2.22/1,000 square feet, does not take into account proximity to Metro and implies that employees are expected to come to the site by auto. The implication is that this base of parking will be used for other purposes when the office is closed, such as residential parking or overflow for high school events. If this is not the case, then ratio should be changed to provide less parking due to transit proximity.	Additional information regarding proposed parking ratios has been provided with the SESP Package.
80	Parking Review Comments Retail Parking: The retail ratio is only slightly below code, which implies some use by employees already at the site, but does not take into account use of Metro or other ways to arrive at the site (walk, bike, bus). One key to the ultimate parking plan is whether the grocery store is a "destination" grocer, such as a Trader Joe's or Mom's Organic, or a replacement for an existing nearby store such as the Giant at the FRIT project across Haycock Road, or the Whole Foods a mile west at the Idylwood Plaza Shopping Center (Falls Church area of Fairfax County). Two stores immediately across from each other suggests one will kill off the other or they need to be different enough in their market that they will compete effectively.	Additional information regarding proposed parking ratios has been provided with the SESP Package.



West Falls Church

SIGNAGE + RETAIL STOREFRONT
SESP DESIGN GUIDELINES



LandDesign.

FALLS CHURCH GATEWAY PARTNERS DEVELOPMENT LLC
CIVIL ENGINEERING: WALTER PHILLIPS

April 28, 2020

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INTRODUCTION

A key component in creating a successful retail environment are the storefront designs. Successful places encourage retail tenants to promote their brand through the storefront design AND provide limitations on a tenant's abilities to design their own façade. This is more important in urban mixed-use setting than in traditional shopping centers. In order to ensure the retail environment is engaging, unique and well detailed, the Storefront Design Guidelines play a role in establishing a "design guide" that gives the Owner authority in approving tenant storefronts and signage.

The Project will become the home of dozens of retailers and eateries. The commercial environment will contribute to the vibrancy of the entire district through an experiential blend of storefront retail expression, along with a highly amenitized streetscape. The storefront guidelines provide necessary standards to create a high-quality and diverse ground floor interface with the public realm.

Note: All diagrams in these guidelines are intended to show the extent and character of retail storefronts. They are not intended to be representative of any specific Tenants or retail categories. All images are for illustrative purposes only.



RETAIL STOREFRONT CRITERIA (general)

INTRODUCTION

Retail storefronts have evolved over the years from something purely utilitarian to become an extension of the Tenant's brand and identity. To this end, storefronts and signage should instantaneously project the nature of the retailer to a passersby. A comprehensive storefront and signage design is an opportunity for Tenants to stretch their creative minds and draw customers into their store or restaurant from the streetscape. Regardless of the number of locations a Tenant has opened, each location should be unique and have something to offer back to the neighborhood.

Individual retail expression at the Project will vary by Tenant, all following these guidelines. Tenants are encouraged to express their brand creatively by using these guidelines to propose custom storefront designs and identity graphics. The intent of these guidelines is to maintain flexibility in design, allowing the Tenant to communicate its brand effectively.

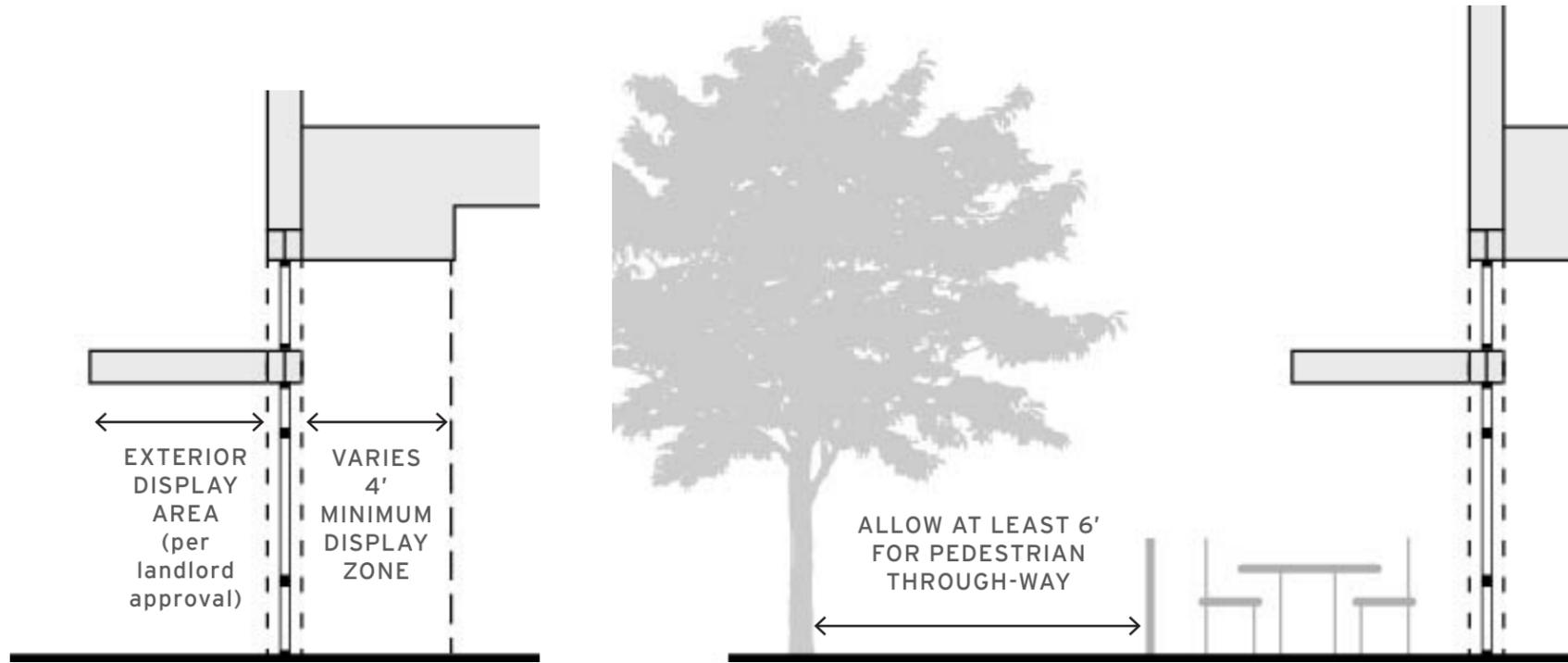
Each storefront can showcase a primary element that dictates the overall design, such as a unique doorway, stimulating materials, and one-of-a-kind signage. All the primary elements should be reinforced by secondary storefront elements, supporting the overall design and brand of each Tenant. Secondary elements include thoughtful, unique, and delightful details, dynamic window displays, and an inviting entryway into the space.

VISION

The Project retail storefronts should respond positively to the architectural context it inhabits, either through harmony or contrast. In order to accomplish a well thought-out and delivered storefront, the overall composition must be kept in mind. In other words, a holistic approach to the storefront and signage design to creativity and effectively express the Tenant brand and identity.



STOREFRONT ZONE DEFINITIONS (display + activity / restaurant zones)



DISPLAY ZONE

The display zone is the space between the storefront and the pedestrian zone. The display zone goes through the front of the store immediately behind the storefront windows, extending a minimum of four feet (4'-0") into the Tenant space. This area includes elements of the building wall at the front of the store (the building wall structure, entrance/doors, storefront windows, awnings/canopies, and external lighting elements).

- Storefront displays shall always be well-lit and be made of high-quality materials.
- The use of movable sidewalk displays is permitted per Landlord approval provided that at least six feet (6'-0") of clear pedestrian through-way is allowed.
- Banners hung behind the glass should be well lit and should not cover more than twenty percent (20%) of the storefront windows.

ACTIVITY + RESTAURANT ZONE

The activity + restaurant zone is the area on the sidewalk directly in front of the building face. This space has no minimum or maximum extension so long as six feet (6'-0") is left clear for sidewalk.

- Activity + restaurant zones shall allow at least six feet (6'-0") of clear pedestrian through-way between the pedestrian zone and the planting zone.
- Fencing/corrals shall be no taller than three feet (3'-0") used to separate the restaurant zone from the pedestrian through-way. Fencing/corrals may be a municipal requirement in the case of serving of alcoholic beverages. Generally, creative barriers (in lieu of fencing) are preferred - such as continuous movable planters.



STOREFRONT ENVELOPE



NOTE: THIS IS AN ILLUSTRATIVE & DOES NOT REFLECT ALL POTENTIAL STOREFRONT DESIGNS.

IN GENERAL

All storefront elements must be contained within the envelope shown in diagram above, except for certain types of signage and shading devices.

Tenants are encouraged to enhance the public space at their storefronts with benches, planters, flower boxes, artwork, bay windows, creative signage, awnings, banners, and merchandising displays.

Stores that have secondary frontage facing side streets should include primary identity signage and window graphics on these secondary frontages. Blank walls or opaque or fully covered windows are strongly discouraged. Blinds are allowed for sun.

PRIMARY STOREFRONT ZONE

Contains primary design elements, such as windows, doors, bases, canopies/awnings with graphics, and signage as outlined in guideline. Signage shall not cover more than twenty percent (20%) of the storefront windows.

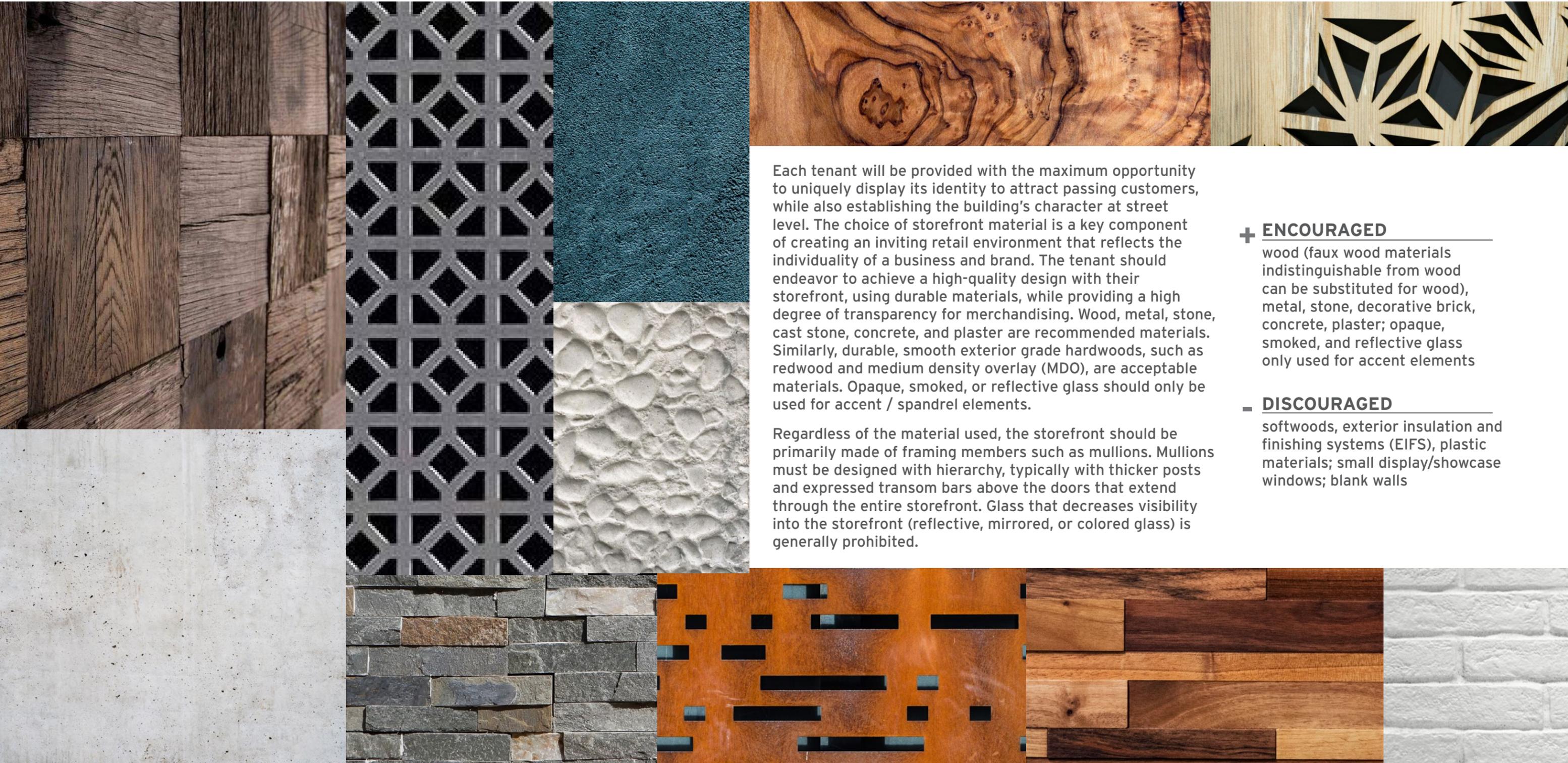
SECONDARY STOREFRONT ZONE

May contain secondary design elements, such as primary identity signage, wall signage, projecting signage, wall graphics, panels, and spandrels as outlined in this guideline. Amount of coverage by signage and panels in this zone subject to Landlord approval.

NOTE: All secondary design elements attaching to Landlord's structure may need additional engineering review and Landlord approval. Review by LL Engineer at Tenant's expense.



MATERIALS (general)



Each tenant will be provided with the maximum opportunity to uniquely display its identity to attract passing customers, while also establishing the building's character at street level. The choice of storefront material is a key component of creating an inviting retail environment that reflects the individuality of a business and brand. The tenant should endeavor to achieve a high-quality design with their storefront, using durable materials, while providing a high degree of transparency for merchandising. Wood, metal, stone, cast stone, concrete, and plaster are recommended materials. Similarly, durable, smooth exterior grade hardwoods, such as redwood and medium density overlay (MDO), are acceptable materials. Opaque, smoked, or reflective glass should only be used for accent / spandrel elements.

Regardless of the material used, the storefront should be primarily made of framing members such as mullions. Mullions must be designed with hierarchy, typically with thicker posts and expressed transom bars above the doors that extend through the entire storefront. Glass that decreases visibility into the storefront (reflective, mirrored, or colored glass) is generally prohibited.

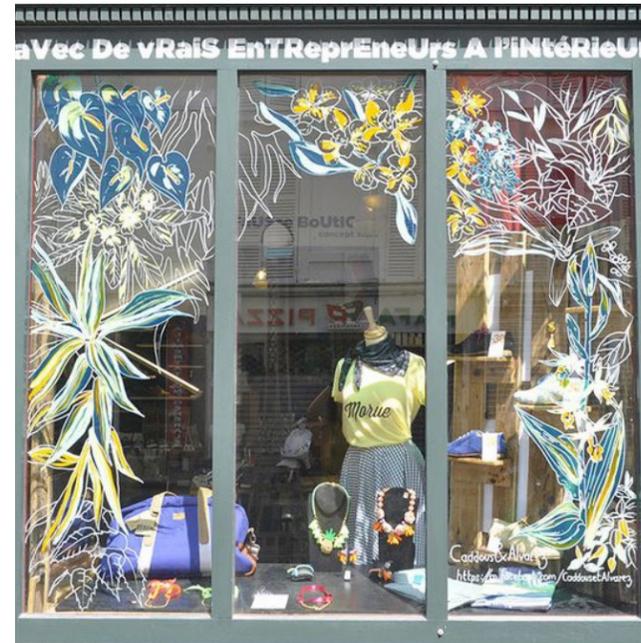
+ ENCOURAGED

wood (faux wood materials indistinguishable from wood can be substituted for wood), metal, stone, decorative brick, concrete, plaster; opaque, smoked, and reflective glass only used for accent elements

- DISCOURAGED

softwoods, exterior insulation and finishing systems (EIFS), plastic materials; small display/showcase windows; blank walls

THE STOREFRONT display zone: windows



Storefront windows are a Tenant's primary means of marketing to passing pedestrians and cars. The display of products and services adds visual variety, light, and color to the streetscape. Storefronts should be at minimum sixty percent (60% window), as measured horizontally at 4'-6" above grade. This number can be reduced for jewelry shops, or other businesses with significant security concerns, all under the discretion of the Landlord. Low-E rated glass should be used for energy conservation, as well as to minimize discoloration of merchandise.

Creative solutions for restaurant windows are encouraged, such as ledges for seating both inside and out or garage doors rolling open to create more room. Floor to ceiling glass doors are also permitted, depending on Landlord's approval.

Glass tinting or any other application that decreases visibility will require the Landlord's written approval. Anything that will turn the storefront opaque is prohibited.

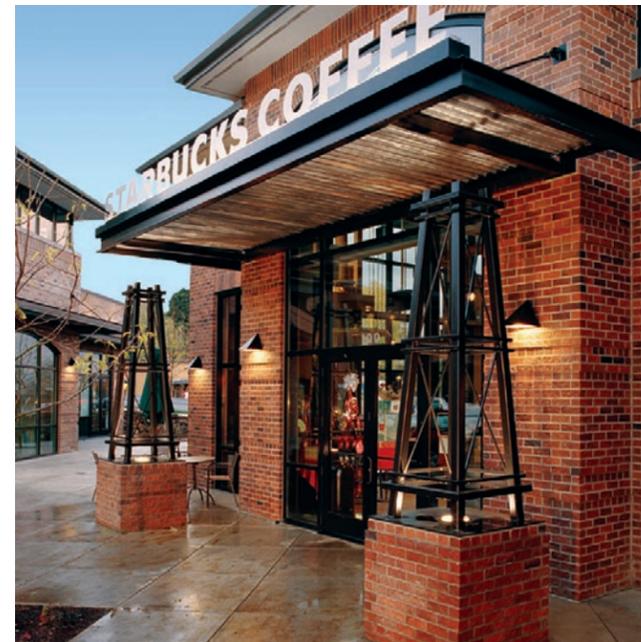
THE STOREFRONT display zone: panels



As retail demising varies block-to-block, storefront glazing may be replaced in certain areas with a solid material or materials to accentuate entries or conceal Tenant demising walls.

- Vertical elements may be used to break up large areas of storefront glazing and may occur at the edges of a storefront to frame the windows or provide a complementary material within a group of windows.
- Panels within the primary storefront zone may not cover more than twenty percent (20%) of storefront windows.
- Vertical storefront panels may provide opportunities for the location of secondary storefront signage.
- Amount of coverage by panels within the secondary storefront zone depends on Landlord approval.
- Storefront panels may be a vertical continuation of the storefront base or may introduce contrasting or complementary materials.
- All vertical storefront materials should be compatible with, and complementary to, the overall storefront design.

THE STOREFRONT display zone: awnings + canopies



Awnings and Canopies are any structure made of cloth, metal, or plastic on a frame attached to a building facade and projecting outward. They are used to protect shoppers, outdoor seating, and merchandise from the elements. They tell customers where the entrance is located, provide another surface for marketing and branding, and provide shelter for pedestrians and diners below.

Where the Landlord has not already built canopies or awnings above a tenant's storefront, the Tenant may provide awnings and canopies above their storefront, with approval by the Landlord. Not every Tenant will be allowed and awning and/or canopy, depending on what neighboring Tenants have. This is to ensure variety.

Materials must be durable and fire/fade resistant. Awnings should be made with metal panels or treated canvas on a metal structure with a suitably attractive finish. Canopies should be constructed using metal, glass, or treated wood. Creativity and variety is highly encouraged in designs.

- Projection of five feet (5'-0") over display zone for retail and max ten feet (10'-0") for restaurant, ensuring the projection is eight feet (8'-0") away from curb.
- Should be designed to enhance the architectural style of the storefront.
- Can be retractable to allow for flexibility.
- May extend over neutral piers but must be structurally supported and attached only within the primary storefront zone with steel cable support where applicable.
- Roof materials should be lightweight and may be transparent or translucent.
- Shall be designed to accommodate water drainage away from the base-building.
- Down-lighting in restaurant locations is encouraged.

THE STOREFRONT display zone: pop-out + recessed zones

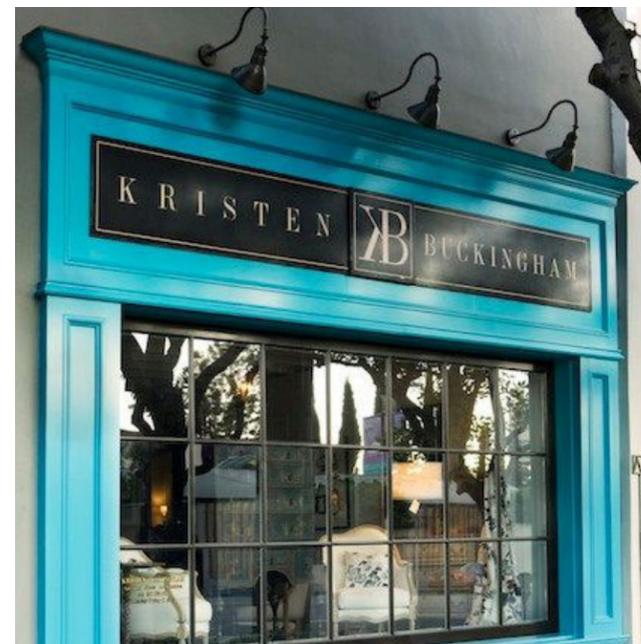
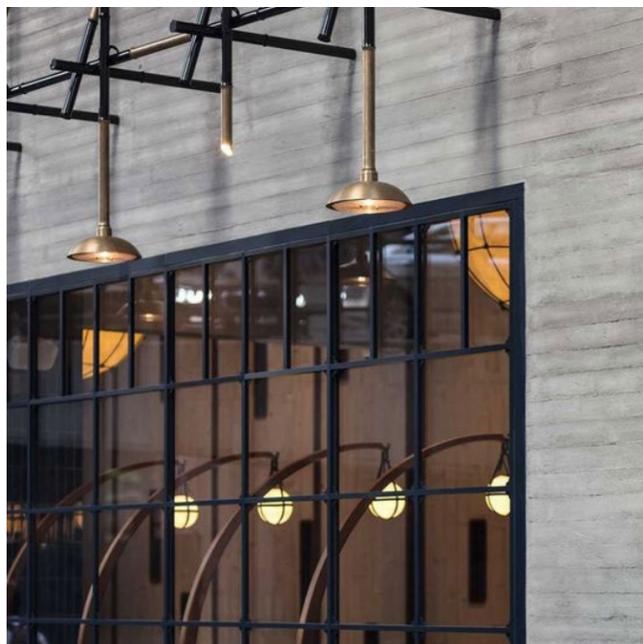


Storefronts may include projections no more than two feet (2'-0") from the Tenant's lease line unless otherwise approved by Landlord. Recessed areas have no limits. With this, Tenants may be allowed to "push" or "extend" their storefronts beyond the designated sidewalk merchandising zone within the "Display Zone" not to extend into the Public Right-of-Way.

Recessed doors are encouraged because of their sheltering benefits and the variety they bring to the streetscape. The storefront plan can move in and out along the sidewalk up to two feet (2'-0") behind the lease line.

- In no case will the storefront projection inhibit a clear pedestrian pathway.
- Recessed entry floors must match existing sidewalk materials or be of a unique, high quality material that is consistent with the Tenant's design.
- To avoid a line of repetitive pop-out and recessed zones, the Landlord reserves the right to make the final determination of the use and location of pop-outs and recessed zones. To that end, Tenants should keep in mind adjacent, existing storefronts when designing their own.

THE STOREFRONT display zone: lighting



Building lighting is instrumental in the activation and success of a streetscape. Building lighting is used for the illumination of the building façade, architectural embellishments, storefronts, signs, landscaping associated with store, and building entrances. Used appropriately, lighting can articulate the streetscape in a unique and creative way while also providing for a sense of security after nightfall.

- Tenants are required to keep the front five feet (5'-0") of the interior of the store lit at all times (24/7).
- Light fixtures used for Storefront Lighting should be appropriately scaled to the building façade. They are to be concealed or shielded with diffusers or refractors to avoid glare towards pedestrians, vehicles, building interiors, or the sky.
- Luminaries are to be frosted, translucent, or glare-free. Unshielded bulbs (in the form of "candles" inside a pendant or lantern type fixture, where approved, may have up to a maximum rating of 15 watts).
- Fixtures used for illumination of architectural features should not project direct lighting beyond intended elements. Visible bulbs, colored bulbs, blinking or flashing lights (except as used for seasonal ornamentation), floodlighting, high intensity discharge lighting, or fluorescent lighting, are all prohibited. Neon lighting is not allowed in storefront window display.
- Gooseneck fixtures, sconces, pendants, lanterns, or low-wattage accent spotlights that are traditionally styled or contemporary styled fixtures in traditional form are encouraged. Storefront façades and recessed doorways must always be lit, or as directed by the Landlord.

Types of Signage Lighting Permitted:

- Reserve Channel Letters (Halo)
- Front Illuminated Letters or Placards
- Open Channel Letters with Linear Lighting
- Internally Illuminated Channel Letters

THE STOREFRONT activity + restaurant zone: retail



The Activity + Restaurant Zone is an area of the sidewalk directly in front of the storefront that Tenants can use for further marketing / merchandising beyond the envelope of the building. Tenants can use this area to “beautify” their shop with flower boxes and add benches to encourage pedestrians to pause in front of the store.

- Semi-permanent objects such as ground signs and seating are permitted in this area.
- Tenants are encouraged to utilize and maintain potted plantings along their storefront, particularly in front of building piers.
- Tenants design must be coordinated with any Landlord to installed site amenities within the Storefront Activity + Restaurant Zone.
- If the Tenant wishes to install additional lighting on façade piers, the Landlord will specify the fixtures based on the character of the building or approve Tenant-recommended fixture.

THE STOREFRONT activity + restaurant zone: restaurant



The Activity + Restaurant Zone is especially important for restaurant Tenants because it creates an outdoor environment for dining, something that adds life to the streetscape. This outdoor dining experience is strongly encouraged.

- Exterior seating and tables are permitted and encouraged for dining and the Tenant may provide their own flooring finish within their exterior seating area that is unique and resilient. The flooring must comply with local codes regarding accessibility and slip resistance and must drain towards a Landlord-provided drain.
- Local codes may require the use of a railing in conjunction with alcohol service. Movable and permanent railing systems are both allowed. Tenants are encouraged to utilize creative ways to keep restaurants from pedestrian level. Such as: flooring be separated by level change, screening, fencing, corrals, or planters. Screening, fencing, and corrals can be no taller than three feet (3'-0") and can serve as secondary signage for the Tenant. Exterior restaurant seating areas may have posts at their perimeter railing to support deeper protective awnings or canopies.
- Umbrellas and/or extra-large awnings extending from the building are permitted, once confirmed by a structural engineer.
- The use of added lighting or radiant heating elements are encouraged, but the design of specific fixtures and/or appliances must also be approved by the Landlord. Exterior dining areas in this zone cannot be permanently enclosed and conditioned.

RETAIL SIGNAGE CRITERIA (general)

The Project, with its significant amount of retail, will encourage a wide variety of signs through which Tenants can express their unique brand identity. The Landlord encourages imagination and creativity on the part of the Tenants, their architects, and their designers.

To ensure a consistent level of quality, the Landlord requires signage to maintain certain standards regarding design and construction. All tenant signage in the Storefront Display Zone and Storefront Activity + Restaurant Zone, regardless of size, is subject to approval by the Landlord. Lighting should clearly illuminate signage during evening hours but be mindful of glare and reflection off adjacent surfaces. These guidelines address a wide variety of allowable sign types, including, but not limited to, building identification, ancillary and directional signs.

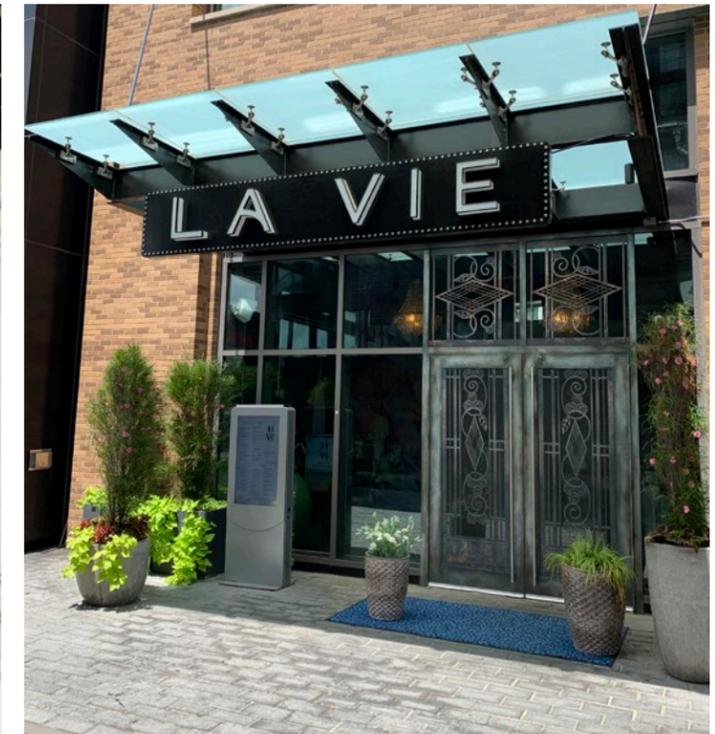
ILLUMINATION

Signage is intended to capture the customer’s attention; therefore, it is recommended that the design of the signs take daytime and nighttime visibility considerations into account to enhance recognition. No internally illuminated box-type back-lit acrylic sheet, injection molded plastic, nor formed plastic signs will be permitted in any location. Signs may incorporate external lighting into the design in addition to illumination from within the store. Illuminated and non-illuminated building signs must be located at least eight feet (8’- 0”) from the face of any curb at an adjacent street or private drive. All types of electrical hardware, wiring, or equipment such as transformers, cabinets, etc., shall be concealed inside Tenant spaces.

Power supply infrastructure such as transformers, conduit, tubing, raceway and wiring shall not be exposed to view.

MATERIALS & METHODS AND DESIGN

The Tenant is responsible for the design, construction, installation, and maintenance of all their signage.



Note: All signage is design is subject to approval by Landlord. To the extent special signage is proposed that may not fit within these requirements due to its unique, creative, and high-quality design, exemptions may be made subject to the approval of the Landlord and the Director of Planning.

RETAIL SIGNAGE CRITERIA (general)

GENERAL SIGNAGE CRITERIA

The area of a sign is calculated as “the entire area within a continuous perimeter formed by straight lines joined at right angles, which encloses the extreme limits of writing, background, representation and other sign information. Such perimeter shall not include any structural elements, other than the background, which are not an integral part of the display. For the purpose of computing the allowable sign area of a double-faced sign, only one face shall be considered.”

- Article Vi. Signs; Division 1. Generally; Sec. 48-1238. Definitions of the Falls Church, Va Code of Ordinances

RECOMMENDATIONS

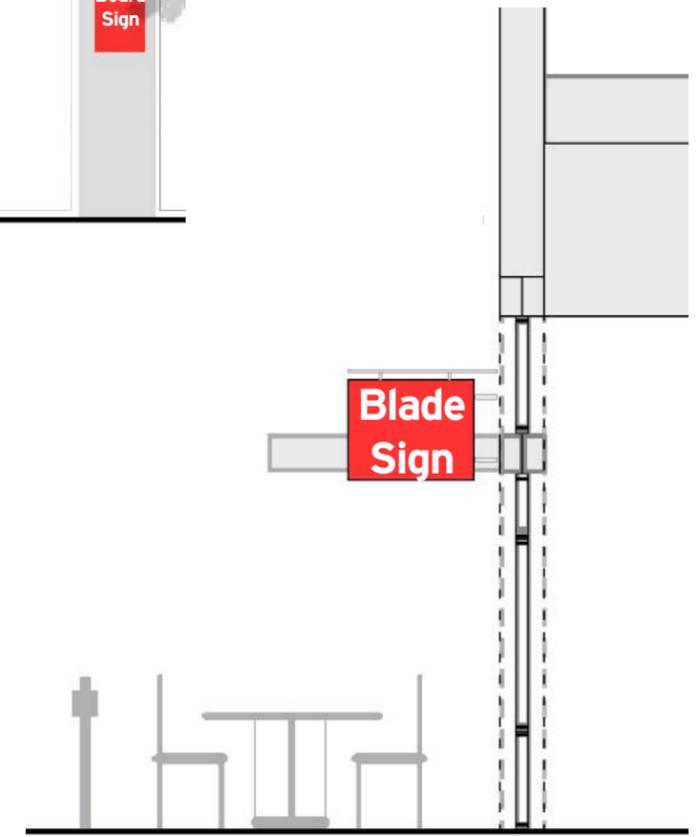
- Storefronts should be designed to allow for maximum flexibility in the location and number of Tenant signs. In ideal circumstances, a sign may be located anywhere within the retail storefront zone or other areas designated by the Landlord. An example would be a Tenant with awning signage, blade signage, and window sign. The number of signage and location will not count against Tenant so long as they are in alignment with the following guidelines and are within their brand.
- Tenants may use their allowed signage on one sign or a combination of signs the total area of which is less than or equal to their allowed signage area. Signage may not cover more than twenty percent (20%) of the storefront windows in the primary storefront zone. Additional allowances for signage in the secondary storefront zone will be provided.
- A Tenant may install signage on any exterior façade adjacent to the space that it occupies; however, Tenants are encouraged to prioritize signage placement on façades that include customer entrances.
- Tenants may install more than one sign on any façade.
- All Tenant signage should be compatible with, and complementary to, the overall storefront design.
- Brand identities, wordmarks, logos and icons of the retailer are permitted on any signage type herein.
- Signs within the Activity + Restaurant Zone will be permitted.



RESTRICTIONS

- Signs may be attached only to storefronts, canopies, and areas of the base building approved by the Landlord.
- Signs utilizing paper or cardboard behind storefront glazing will not be permitted.
- A sign must not be shaped like a traffic sign or traffic signal, be illuminated in a pattern or lighting combination that resembles a traffic signal, use wording similar to traffic signals, or otherwise interfere with traffic safety.
- A sign must not contain or be illuminated by flashing, revolving, or intermittent lights, or lights of changing intensity.
- A sign lighting must illuminate the sign and not illuminate pedestrian pathway or the sky.
- A sign must not be wind activated or have moving parts.
- Signs may not have any moving or rotating parts or giving the illusion of motion or flashing lights unless displaying time, date, and/or temperature.

RETAIL SIGNAGE DEFINITIONS



STOREFRONT SIGNAGE LOCATIONS

The diagrams on this page show the general locations of different kinds of signage identified by the Guidelines. Multiple kinds of signage can be used simultaneously, of course, but the overall composition shall be made from complementary elements that come together in an overall design that reinforces the Tenant’s brand.

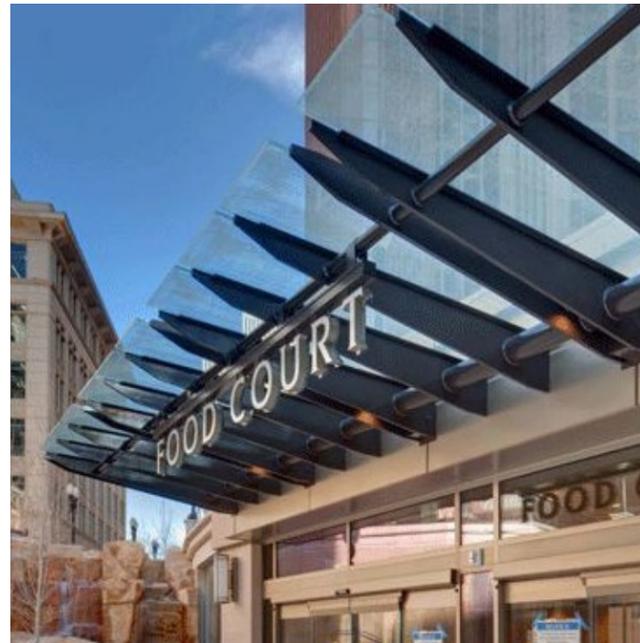
RETAIL SIGNAGE identity signage



Primary Identity Signage will typically be the primary identification for retail Tenants and should be mounted on the upper portion of the storefront within the primary or secondary (see next page) storefront zones or behind the glass. These signs may consist of individual letters or a panel with graphics and letters. They should be easy to read, of appropriate size and typeface, and include the Tenant's name and/or logo. They should be made of high-quality materials that can withstand all weather conditions.

Signs typically mounted or displayed in the secondary storefront zones are the secondary identity signage. These signs still follow the criteria of the primary identity signage. They are not required and are used to further develop and showcase Tenant brand and identity.

RETAIL SIGNAGE projecting blade signage



Projecting blade signs are affixed perpendicularly to the storefront and are highly visible to pedestrians. These signs are typically a secondary form of identification for a retail Tenant, but in some cases they may be the primary identity sign. They should be easily read and of appropriate size. They can be either text or graphically focused. They should be made of high-quality materials that can withstand all weather conditions.

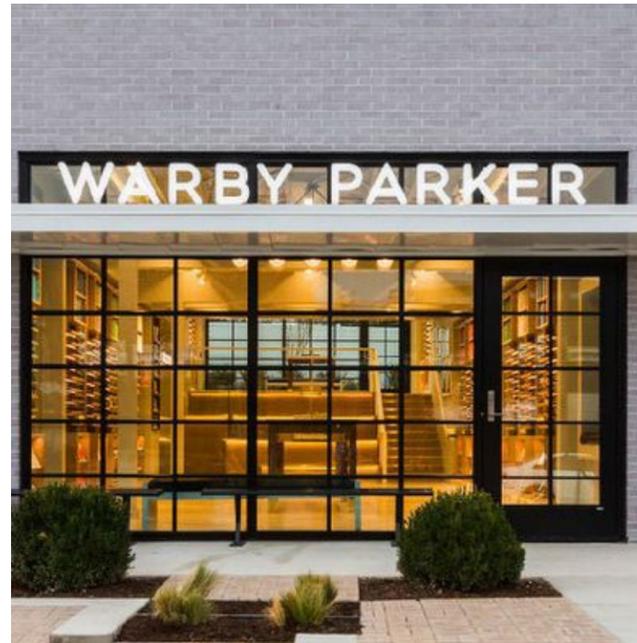
The maximum allowable size for any blade sign is twenty-five square feet (25 sf) with exceptions for restaurants and retailers with over ten thousand square feet (10,000 sf) in leasable area.

Suspended canopy signs can be used in places where metal sidewalk canopies or colonnades are provided as part of the overall building design. Tenants may suspend signs from the ceiling of the canopy or colonnade. These signs shall conform to the standards of Blade Signs.

Vertical corner signs are permitted at the corners of buildings. They may project perpendicular from one side of the Building or at a 45-degree angle to the corner. Vertical signs may be lit with projecting lights and surface exposed neon is encouraged.

- Vertical corner signs shall be mounted a minimum of ten feet (10'-0") in height from the sidewalk, measured to the bottom of the sign. Vertical signs are allowed below ten feet (10'-0") with landlord approval. The height of the sign shall not exceed the first-story wall height. Vertical corner signs shall be mounted twelve inches (12") maximum away from the exterior face of the Building and shall be a maximum of three feet (3'-0") wide.
- Vertical signs shall communicate signage intent from both sides. Projections may occur as spheres, boxes, cylinders or any other three-dimensional combination of shapes and objects.

RETAIL SIGNAGE canopy/awning signage



Signage may be painted either on the fringe of an awning or in the center of the body of the awning. Awning signs shall be painted, heat pressed, or silk screened directly on canvas. Signs that occupy the fringe of the awning may occupy ninety percent (90%) of the height and width of the fringe.

Text must be of a size and color that provides enough contrast with other storefront design elements to ensure readability. These signs must be permanently affixed to the canopy and be architecturally designed and fastened. All methods of attachment must be concealed from view or designed as an integrated detail to the signs. Canopy top signage can only appear on top of canopies provided as part of the building architecture and can include box-type letters infilled with neon or other exposed-bulb lighting.

- The length of an canopy/awning sign shall not exceed seventy-five percent (75%) of the overall length of the canopy/awning. The height shall not exceed eighty percent (80%) of the height of the canopy/awning. Minimal artistic flourishes do not count toward total sign percentage.
- Graphic striping, patterns, or color bands on the face of a building, canopy, marquee, or architectural projection is not included when computing sign copy area.
- The copy area of awning signs must not exceed an area equal to twenty-five percent (25%) of the background area of the awning. A graphic element may exceed twenty-five percent (25%) of the awning area.
- Text should be at least ten inches (10") high to insure legibility, but no more than twenty-four to thirty inches (24"-30") tall on an awning.
- The lettering on canopy can be two-point-five (2.5) times the height of the canopy edge.

NOTE: Large retail stores over ten-thousand square feet (10,000 sf) may be permitted larger lettering heights for all these signage types per Landlord approval.

RETAIL SIGNAGE wall signage



Wall signage may consist of individual letters or a panel with graphics and letters. These signs will typically be a secondary means of identification for retail Tenants. They should be easily read, of appropriate size and typeface, and include the store's name and/or logo. They should be made of high-quality materials that can withstand all weather conditions.

Building wraps and films are allowed if approved in writing by the Landlord and provided as a subordinated architectural element of the overall identity for the tenant or building. No wrap or film shall be used to subordinate architectural elements like piers, spandrels, bays - or even façades - to a specific Tenant's brand.

The maximum allowable size for any wall-mounted sign panel is one hundred square feet (100 Sf), unless Landlord has given approval for something larger.

Types of Wall Signs:

- Spandrel Sign
- Band Sign
- Board Sign
- Entrance Plaques
- Painted Wall Sign
- Building Films & Wraps

RETAIL SIGNAGE wall signage

More details on three types of wall signs:



SPANDREL SIGN

Spandrel signs should be designed for visibility both in day and night. Tenants have flexibility in the design of the Spandrel Sign, which can include: individual letters mounted to the façade and halo lit, thin LED side lit, partially side lit or face lit letters/logos, two-dimensional, three-dimensional and open channel lettering, a panel with affixed lettering and graphics, or other creative solutions. They are to be mounted on the spandrel above the Tenant’s awning or canopy. Spandrel Signs are limited to one sign per tenant per façade, centered or otherwise vertically aligned in the spandrel, no wider than twenty eight feet (28’-0”) or two feet (2’-0”) narrower than the storefront below, whichever is less, unless otherwise approved by the Landlord.



BAND SIGN

The band sign consists of a band of lettering across the entire width of the Building. If lit, band signs shall be front-lit. Band signs shall be a maximum of thirty-six inches (36”) tall and the bottom of the band sign shall not be installed less than ten feet (10’-0”) above the sidewalk.

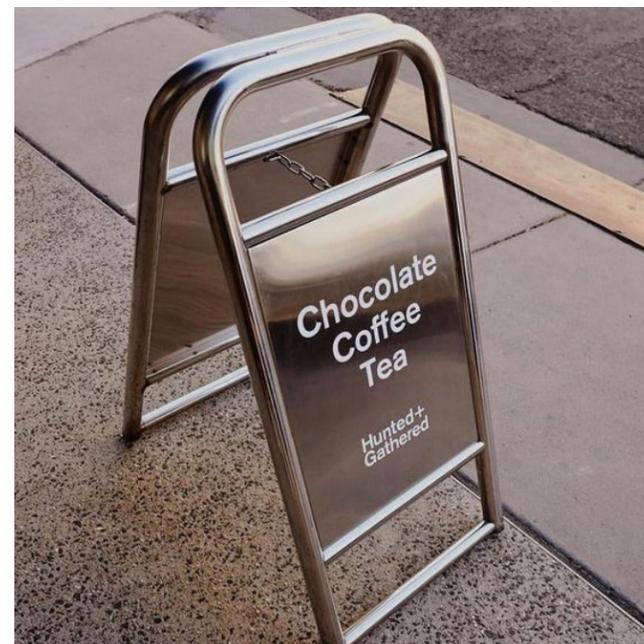


BOARD SIGN

The board sign consists of painted or vinyl graphics on a signboard attached flush with the building wall. The sign must be front lit from external lighting. The square footage for all board signs shall be limited to the street frontage of the tenant multiplied by one-point-five (1.5). For example, a thirty-foot (30’-0”) tenant space would be allowed forty-five square feet (45 sf) of total board signs.

- If the bottom of the sign is less than nine feet (9’-0”) above the ground, the single board sign shall not be larger than seven square feet (7 sf).
- If between nine feet and one inch (9’-1”) and fourteen feet (14’-0”), board signs shall not be larger than nine square feet (9 sf).
- If higher than fourteen feet and one inch (14’-1”) above the ground, board signs shall not be larger than fourteen square feet (14 sf).

RETAIL SIGNAGE ground signage & window signage



Sculptural and A-frame “sandwich” sign boards must be constructed of durable materials with two, flat faces. Signs can be permanently inscribed on both faces of the sign or change daily with handwritten/hand drawn designs and/or changeable lettering. One sandwich/A-frame sign is allowed per business and may only be displayed when business is in open.

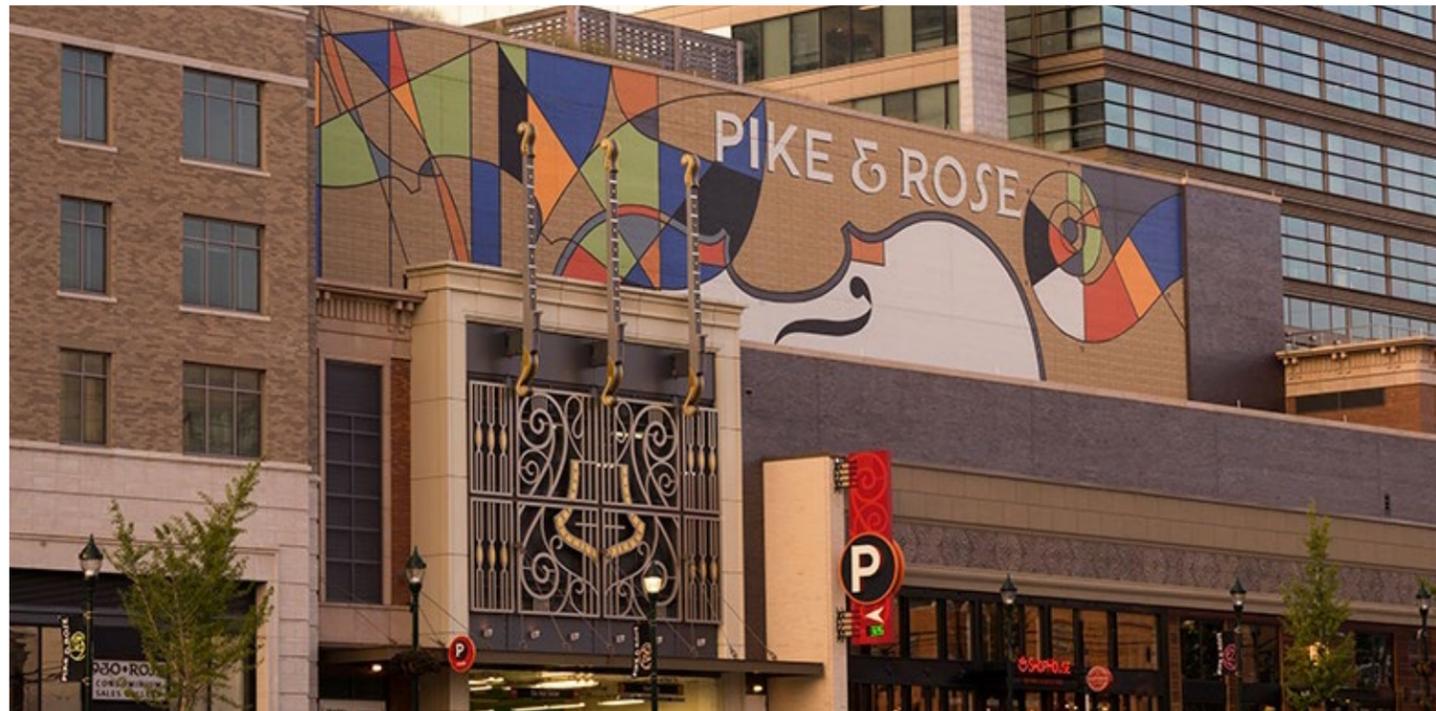
Window signs include applied window signs, suspended signs, and any signage visible at the storefront windows. Window signs should not be mounted on opaque signboards. No paper, vinyl, plastic or poster board signs shall be taped or otherwise applied to the glass. Storefront graphics should complement the overall storefront design and not overtake it. Signs may not be affixed with tape or other temporary means to the exterior nor to the interior of the glass surfaces.

PROJECT & BUILDING SIGNAGE CRITERIA (general)

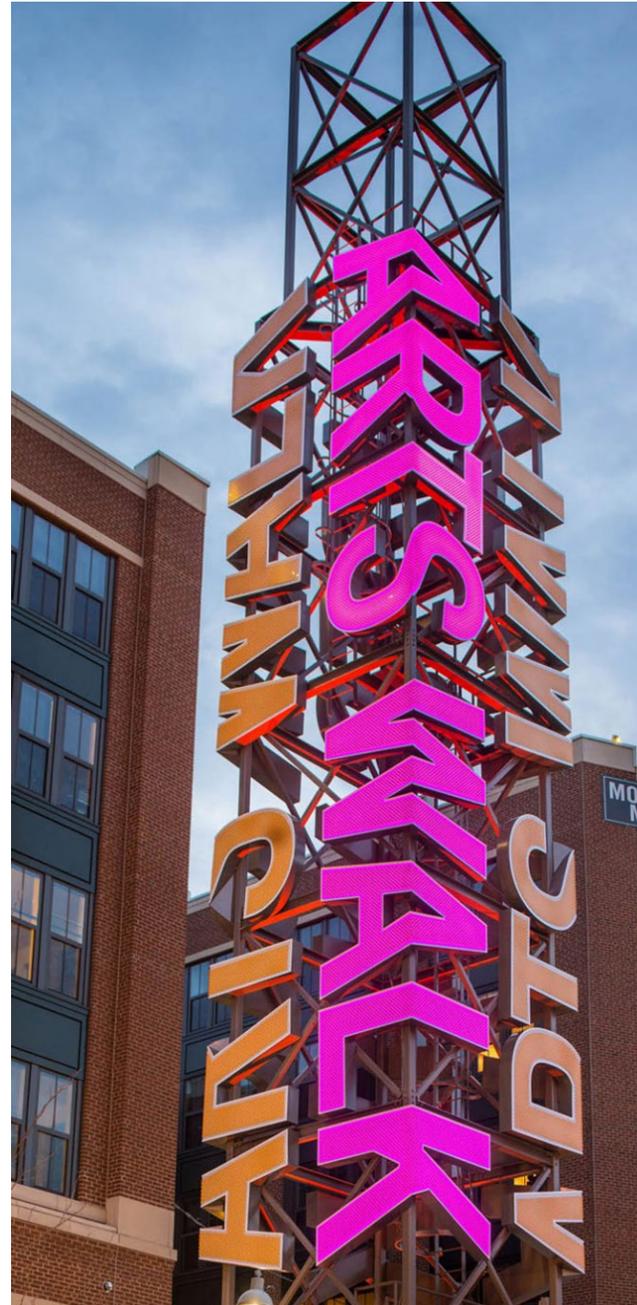
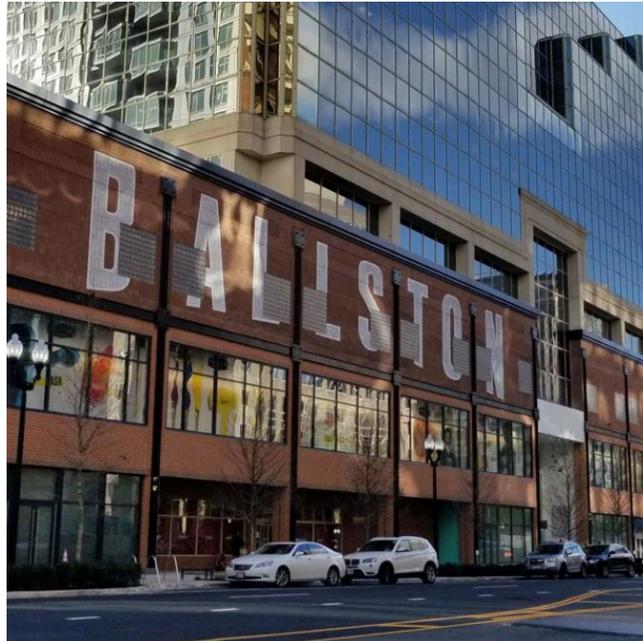
INTRODUCTION & VISION

Project and building signage is an extension of the project’s brand and identity. The signs are wayfinding to the site and while you’re there, you know what to expect. The vision is to create a holistic branded experience for the Project, creating a vision of community.

The overall project signage is found only along Route 7 and Haycock Road at locations people enter the Project. Building signage is used to identify and brand the individual buildings within the Project while still adhering to the brand and vision for the overall Project.

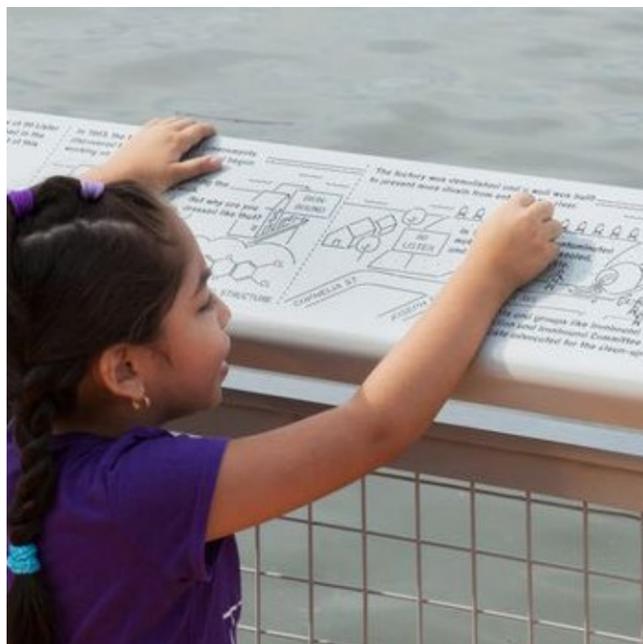
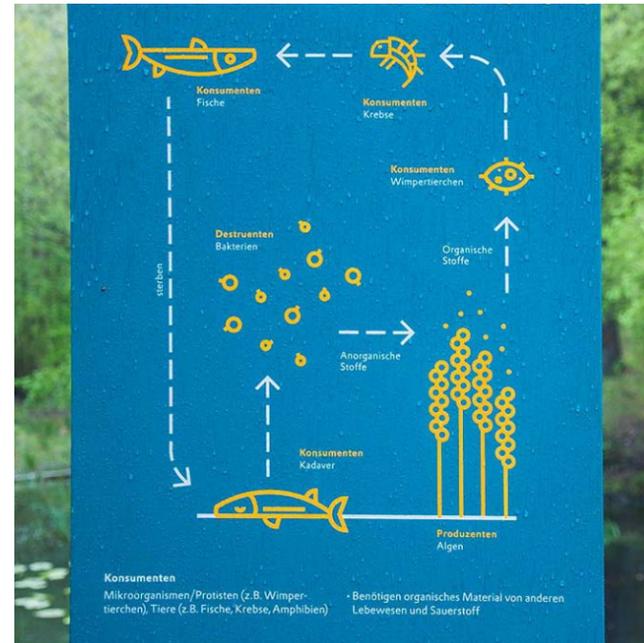


PROJECT SIGNAGE project identity



Project Signage is used for branding and identity for the overall project. There will be a total of two (2) project signs: one at entrance along Route 7 and one along Haycock Road.

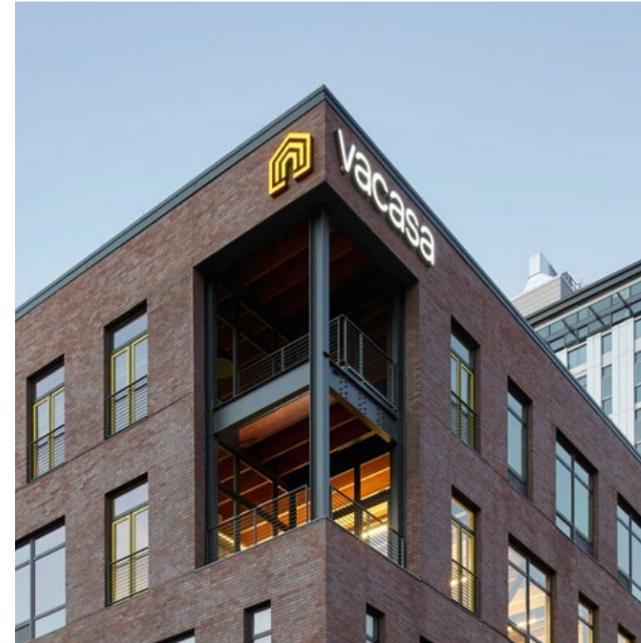
PROJECT SIGNAGE wayfinding & interpretive signage



Interpretive signage around the Project communicates the meanings and relationships to the natural cycles happening on the site. This includes water systems and potentially others such as music and/or cultural history of the site.

Wayfinding can be seen as 'spatial problem solving' and is for pedestrians, vehicular traffic, cyclists, and more. Wayfinding can be a variety of things such as: artwork, banner signs on light posts, in ground pavement markers, etc. These signs will be an extension of the branding and identity of the Project.

BUILDING SIGNAGE primary & secondary building signage



Primary Building Signage is used to identify the building for wayfinding and branding purposes. Secondary Building Signage is allowed only on office buildings intended to highlight office tenants. Following B-2 Code: Sec. 48-1269.

BUILDING SIGNAGE directory signage & building plaque



- One exterior directory allowed per building entrance and must not exceed six square feet (6 sf).
- Building directory to be on building and not a freestanding sign.
- One residential identification plaque is allowed per building entrance and must not exceed one and a half square feet (1 1/2 sf) in area.

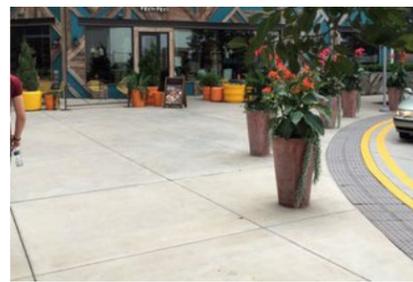
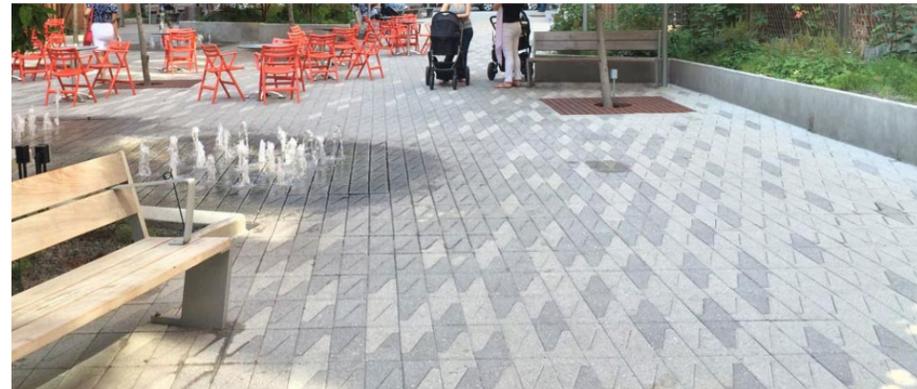


This document includes visual precedents and narratives that convey the Placemaking Vision for this project, as the Gateway to West Falls Church. It is intended to convey a sense of character and demonstrate the quality of elements to be implemented in the public realm.

CATEGORY 1: PAVING

SIDEWALKS: Shall be scored, colored, or standard concrete.

PLAZA: Shall use a harmonious palette of paving textures and/or color. Unit pavers, concrete, and stamped concrete might be included, as appropriate per the function and program envisioned for all the areas within the plaza.



CATEGORY 2: STREET FURNITURE

FIXED STREET FURNITURE & BENCHES: The Applicant shall provide a minimum of 8 benches along the Commons sidewalks, 8 benches within the Commons median gathering space, and 8 trash receptacles throughout. The benches shall be consistent with the sample photos shown. The benches may be moved from time to time within the public space but at no time will there be less than the total number of benches stated above accessible to the public.

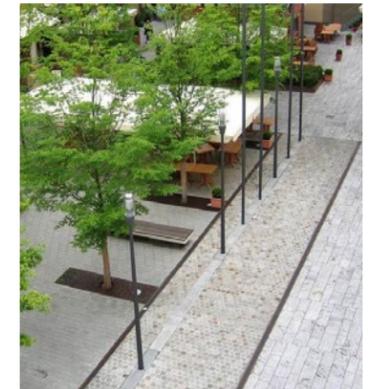
MOVABLE & SEASONAL FURNITURE: The Applicant shall provide movable and seasonal street furniture generally in the locations shown in plan and consistent with the photos shown.



CATEGORY 3: PLANTER POTS & TREE WELLS

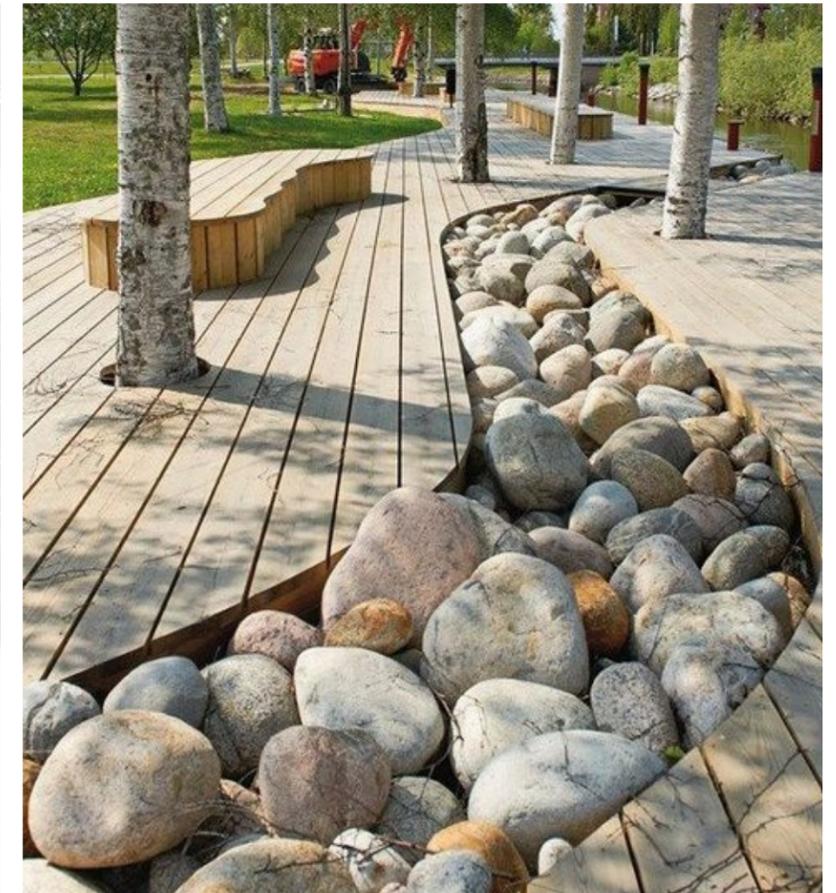
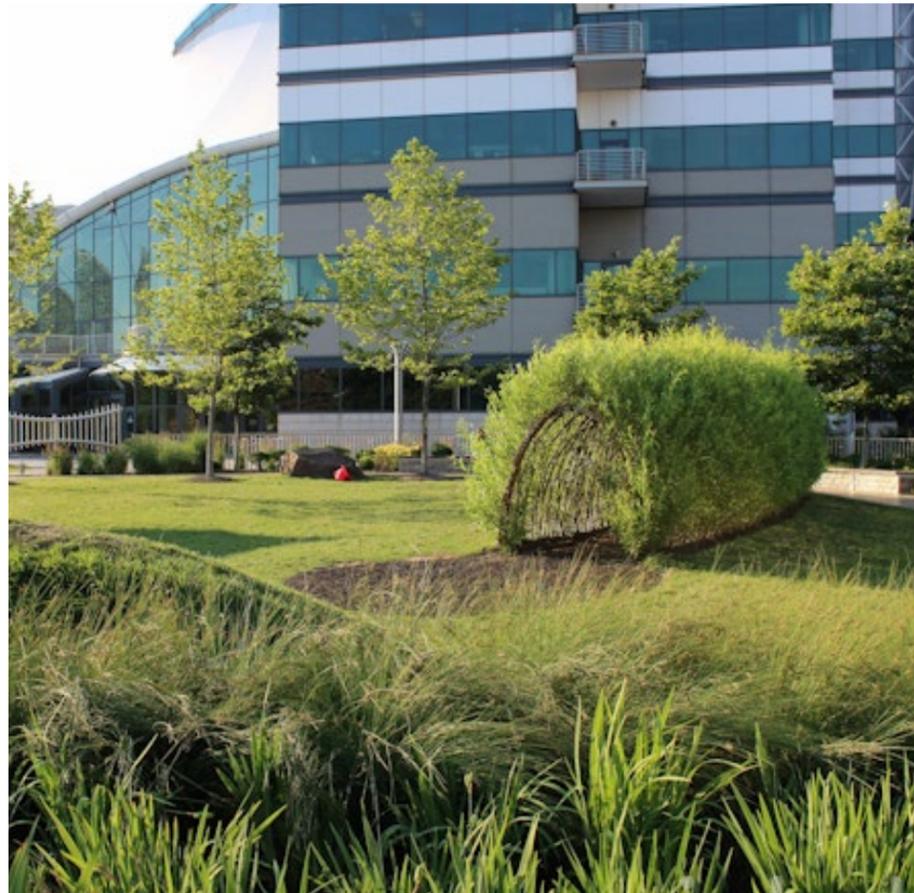
PLANT BEDS: The Applicant shall provide sustainable native and drought tolerant plant material that provide interest year round. There might be areas suitable for storm water mitigation, those areas will be determined at Site Plan stage.

PLANTER POTS: The Applicant shall provide a minimum of 25 planter pots on site consistent with the images shown; and they will be located throughout the public space. These planter pots are movable, and may be changed out seasonally or moved around the site periodically.



CATEGORY 4: STORMWATER MANAGEMENT

Small rain gardens will be located as needed throughout the site to help reduce the stormwater quantity entering the stormwater system and enhance the quality of the stormwater.



CATEGORY 5: SHADE

TREES: Shade trees shall be provided in accordance with the Landscape Plan. Along public streets, shade trees will be installed per the Streetscape Design Guidelines.

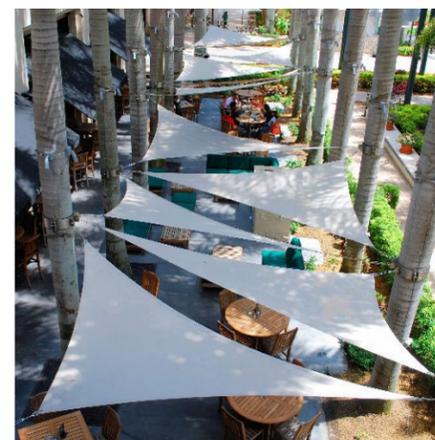
TRELLIS/PERGOLAS: The Applicant may provide trellis/ pergola structures throughout the public spaces in the Commons to promote vertical landscape growth and provide shade. The locations of such structures will be determined at the time of the Site Plan, and shall be consistent with the images shown.



CATEGORY 6: CANOPIES

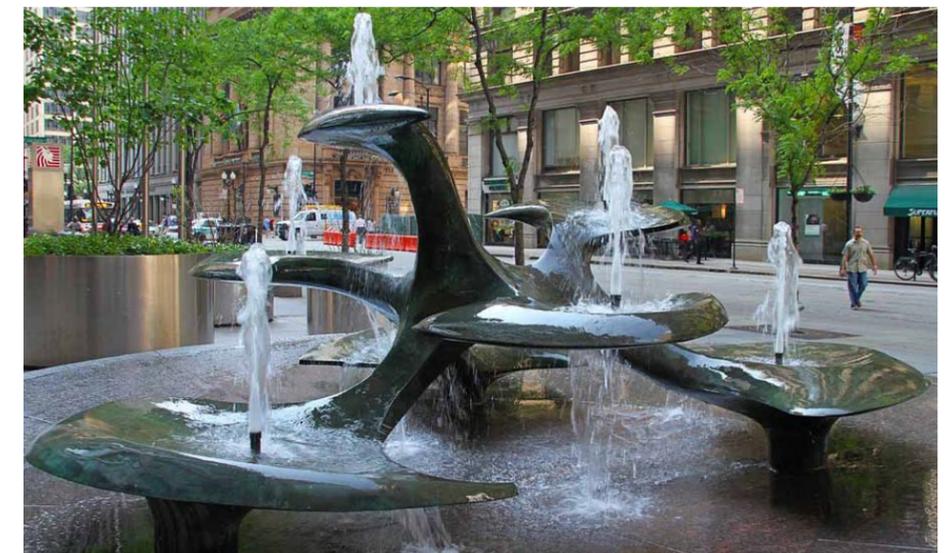
CANOPIES: The Applicant's tenants may provide canopies along their retail frontage. These canopies may be generally consistent with the images shown, but may also reflect the individual character of the retail tenant and thus will have a unique design.

UMBRELLAS: The Applicant shall provide seasonal movable umbrellas in various locations along the sidewalks and the Commons median gathering space.



CATEGORY 7: FOUNTAINS

FOUNTAINS: The Applicant shall provide one fountain/water feature that can follow any of the typologies and be generally consistent with the images shown. The water feature will be located in the Commons for general public access.

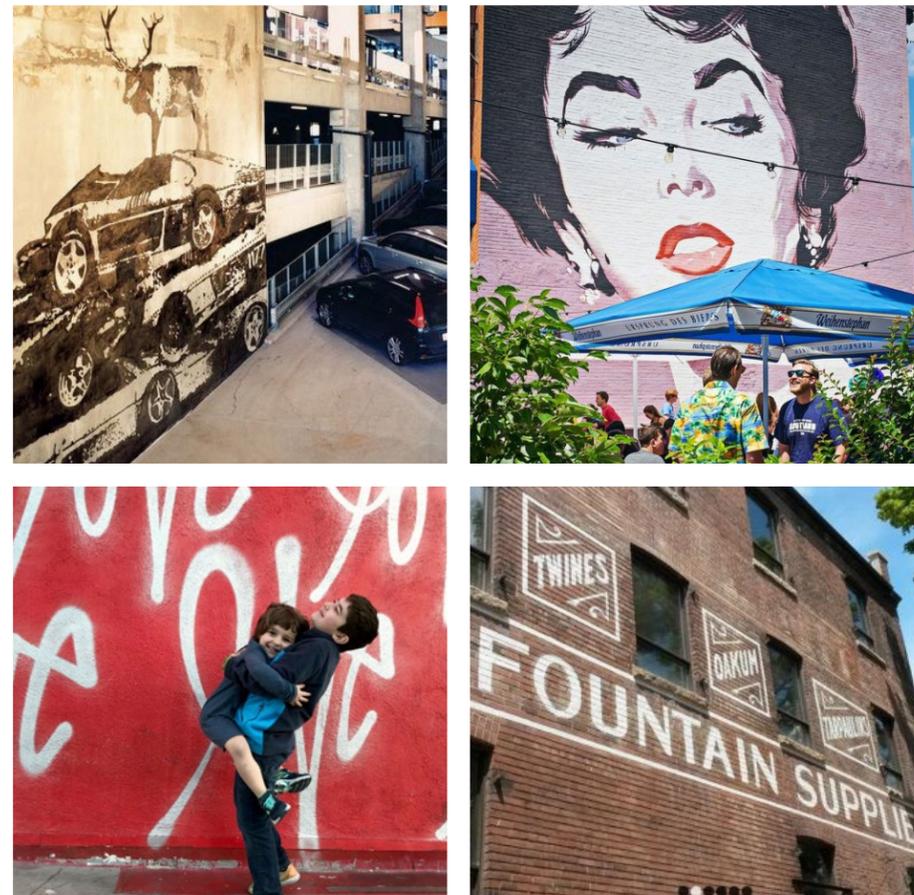


CATEGORY 8: PUBLIC ART

ART / SCULPTURE / FOUND OBJECTS: The Applicant shall provide a minimum of 5 pieces of art, sculpture and/or found objects generally in the spirit of the images shown, and in appropriate locations throughout the Commons. Final locations will be determined once actual public art pieces have been commissioned or purchased. Selections will be shared with staff on a quarterly basis.



MURALS/GRAPHICS: The Applicant may provide graphic art in the form of murals, on building facades, loading and parking garage entrances, parking garage facades, and any other appropriate locations. Size, themes and colors will be determined once architecture is final.



CATEGORY 9: ACCENT LIGHTING

STREET LIGHTS: Will provide an opportunity to reinforce the character and vibe of the project and will also be harmonious to the Broad Street light pole standard.

BOLLARD LIGHTS: will provide additional lighting to pedestrian circulation areas.

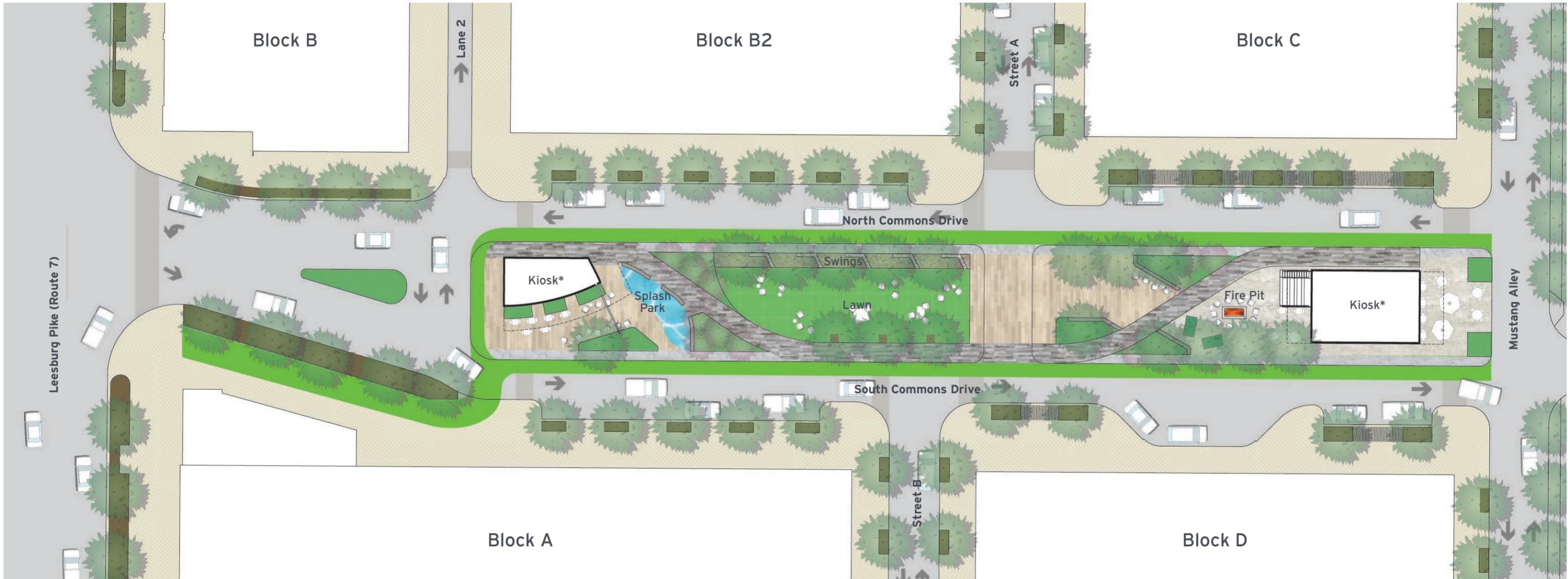
CATENARY LIGHTS: might provide animation to gathering nodes and spaces while creating a fun atmosphere.

ACCENT LIGHTS: can also act as landmarks and art pieces, depending on location, type, material and scale.



THE COMMONS - EVERYDAY USE

DRAFT



Swings



Games Area



Kiosk



Splash Park



Lawn Programming



Artwork

May 15, 2020

Falls Church Gateway Partners Development, LLC.



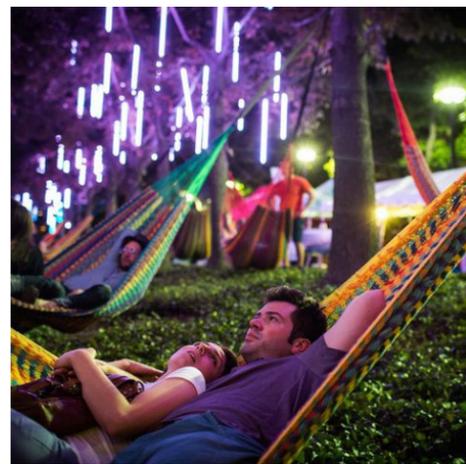
*Kiosks are subject to tenant demand. Footprint of kiosk buildings to be determined.

THE COMMONS - MOVIE NIGHT

DRAFT



Movie Screen



Programming



Moguls



Programming



Dining



Tap Room

May 15, 2020

Falls Church Gateway Partners Development, LLC.



*Kiosks are subject to tenant demand. Footprint of kiosk buildings to be determined.

THE COMMONS - CONCERT NIGHT

DRAFT



Stage



Food Truck



Programming



Programming



Programming



Programming

May 15, 2020

Falls Church Gateway Partners Development, LLC.



*Kiosks are subject to tenant demand. Footprint of kiosk buildings to be determined.

THE COMMONS - FOOD TRUCK RALLY

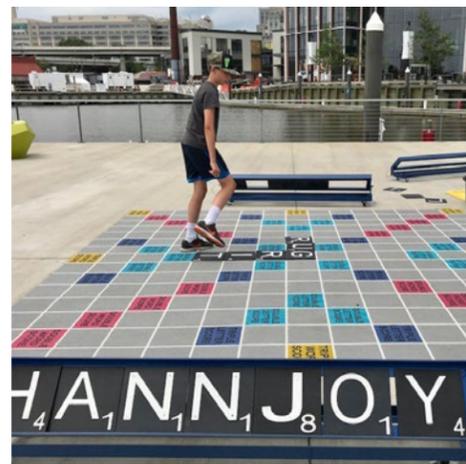
DRAFT



Firepit



Artwork



Programming



Food Truck



Bleacher/Stairs



Tap Room

May 15, 2020

Falls Church Gateway Partners Development, LLC.



*Kiosks are subject to tenant demand. Footprint of kiosk buildings to be determined.

THE COMMONS - BATTLE OF THE BANDS

DRAFT



Stage



Stage



Food Truck



Food Truck



Stage



Programming

May 15, 2020

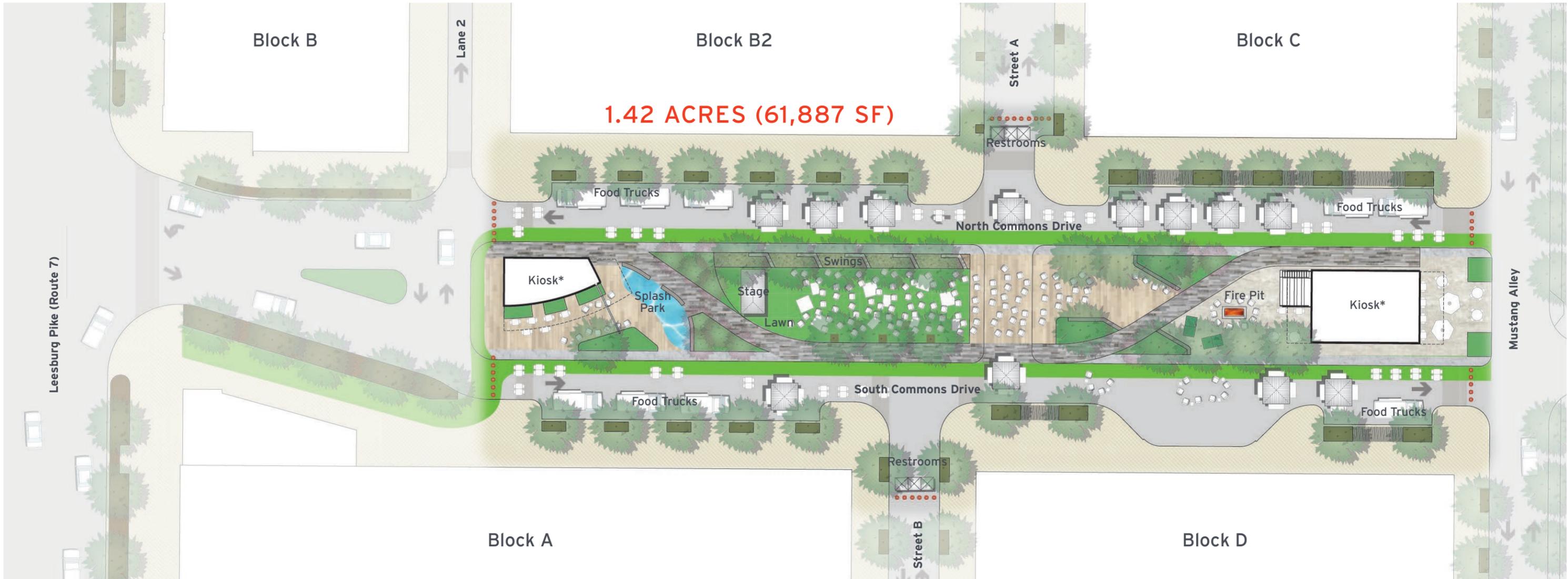
Falls Church Gateway Partners Development, LLC.



*Kiosks are subject to tenant demand. Footprint of kiosk buildings to be determined.

THE COMMONS - TASTE OF FALLS CHURCH

DRAFT



Food Truck



Event Space



Programming



Programming



Programming



Programming

May 15, 2020

Falls Church Gateway Partners Development, LLC.



*Kiosks are subject to tenant demand. Footprint of kiosk buildings to be determined.

CATEGORY 10: WOONERFS & ALLEYS

Where possible, the pedestrian experience will be emphasized over vehicular circulation. This mixture of pedestrian and vehicular uses will be accommodated through the use of unique paving materials, planting, seating, bollards, etc.



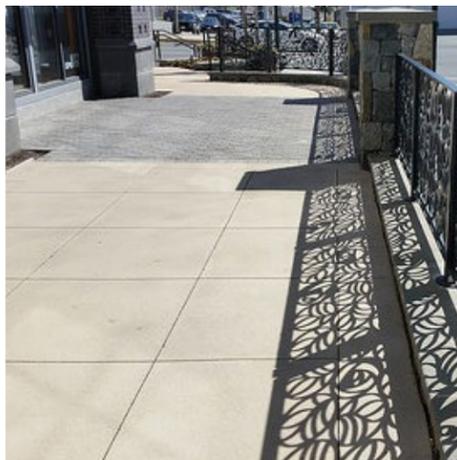
CATEGORY 11: ACTIVE STREETS

Wherever possible retail, hospitality, and residential will activate the streetscape. There will be a direct relationship between interior and exterior programming.



CATEGORY 1: PAVING

SIDEWALKS: Will be of durable materials such as concrete, or concrete with accents. Generally following the Streetscape Design Standards. Applicant might add or change materials, based on specific site conditions, such as building entrances, loading areas, etc.



CATEGORY 2: STREET FURNITURE

BENCHES: Benches will be Victor Stanley RB-28, black in color. They will be placed approximately 90 feet apart, per the City of Falls Church Streetscape Design Standards. Additional accent benches or other types of seating might be installed as required by retail, or to denote a special node.

MOVABLE FURNITURE: In areas such as retail entrances, Applicant might install permanent or seasonal cafe-style tables and chairs that will be available for the public to use.



CATEGORY 3: PLANTER POTS & TREE WELLS

PLANTINGS: Wherever possible, a continuous green planting area at the back of the curb with layered, native plants with seasonal interest will be explored; where there is no street parking provided.

STREET TREES: Shade trees will be a minimum 2.5 inch caliper and provide consistent canopy spread. Trees will be spaced 28 feet on center, except for areas where garage entrances, loading, sight distances, underground utilities, or other constraints exist.



CATEGORY 1: PAVING

SIDEWALKS: Yankee Hill Brick Pavers in Medium Red Velour, measuring 4" x 8" x 2.25", will be used for all sidewalks as stated in the City of Falls Church Streetscape Design Standards.

CROSSWALK OR DRIVEWAY: Hanover Concrete Paver, Prest Brick in Quarry Red with a Natural Finish, measuring 4" x 8" x 3-1/8", will be used for all crosswalks and driveways, per the City of Falls Church Streetscape Design Standards.



CATEGORY 2: STREET FURNITURE

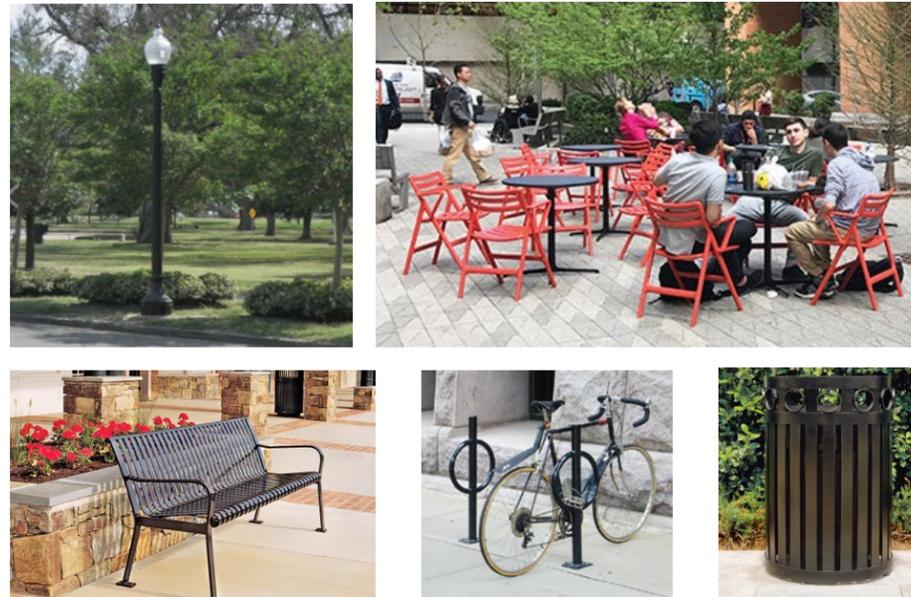
STREET LIGHTS: Street lights will be a decorative Jefferson Pole with K118 LED luminaire and rippled acrylic globe, black in color. They will be placed approximately 56 feet apart, per the City of Falls Church Streetscape Design Standards.

BENCHES: Benches will be Victor Stanley RB-28, black in color. They will be placed approximately 90 feet apart, per the City of Falls Church Streetscape Design Standards.

TRASH & RECYCLING: Trash and Recycling cans will be Victor Stanley Concourse Series Model FC-12, black in color with a black plastic liner. The recycling lid and plaque will be white, per the City of Falls Church Streetscape Design Standards.

BICYCLE RACKS: Bicycle racks will be a post and loop and black in color, per the City of Falls Church Streetscape Design Standards.

MOVABLE FURNITURE: In areas such as retail entrances, Applicant might install permanent or seasonal cafe-style tables and chairs that will be available for the public to use.



The street furniture will generally follow the Falls Church Streetscape Design Standards. Applicant might substitute or add a variety of seating types or quantities based on retail requirements.

CATEGORY 3: PLANTER POTS & TREE WELLS

STREETScape TREE PLANTERS: Planters will be flush with sidewalk brick pavers and be 5 feet wide by 14 feet long, or longer. Planters will have oval ends with the option of one or more trees per planter, depending on the opportunities and constraints of existing utilities on each frontage.

STREET TREES: Trees will be a minimum 2.5 inch caliper and provide consistent canopy spread. Trees will be spaced out 28 feet on center with a minimum soil volume of 1,000 cubic feet per tree, per the City of Falls Church Streetscape Design Standards.

PLANTING: The plant palette for the tree planters will include a variety of native plants, incorporating layering, and seasonal interest.

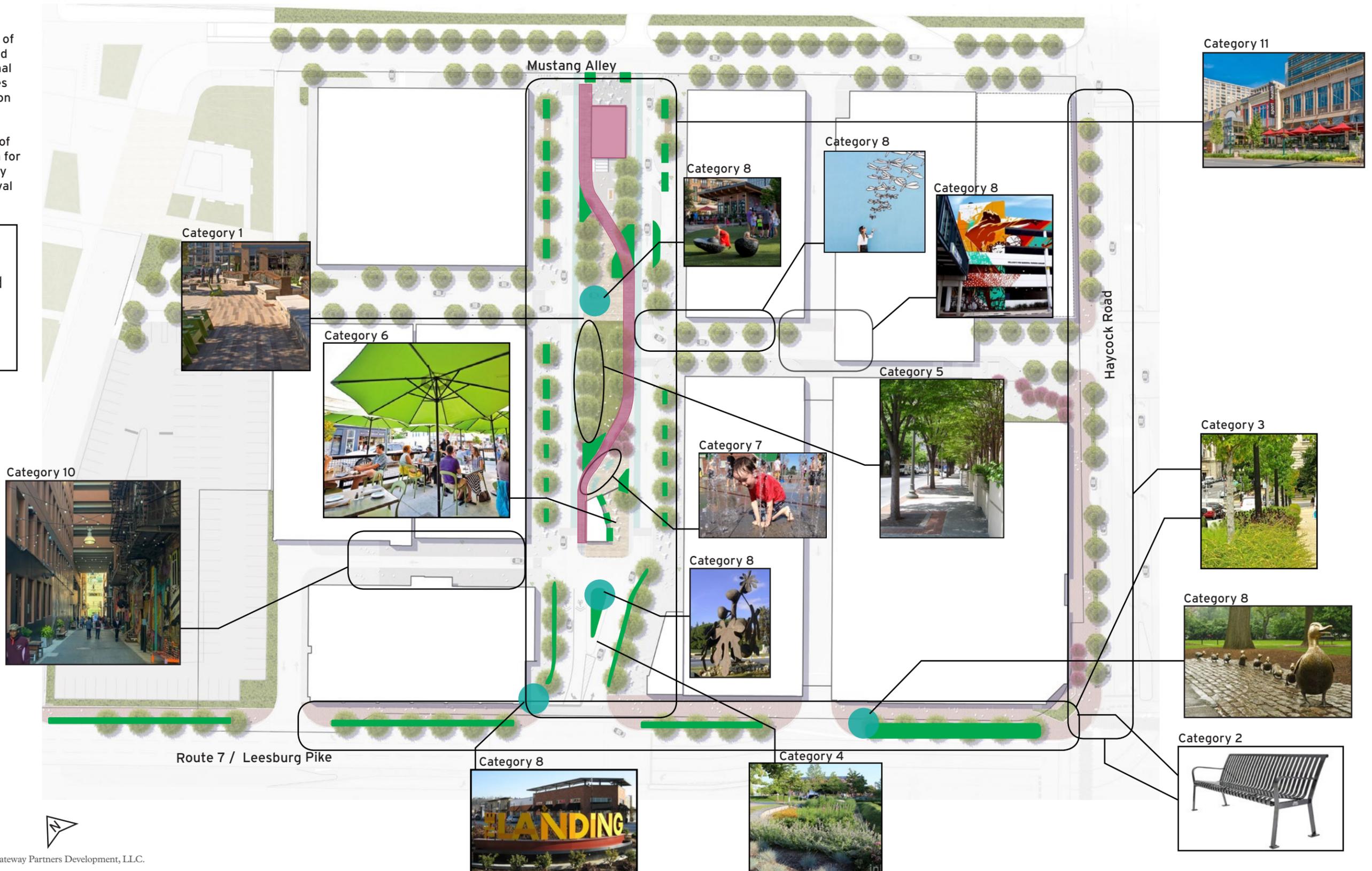


ILLUSTRATIVE ART & PLACEMAKING PLAN

DRAFT

NOTE: This plan shows one potential layout of the placemaking amenity items to give a flavor for the quantity of public space amenities being proposed by the Applicant. Movable and seasonal items will be placed in different spaces within the public realm depending upon the time of year and on-going events. Location of rotating art installations shall vary depending upon the needs of the individual art piece. Final location for more permanent placemaking amenity items shall be sent to Staff for approval prior to installation.

-  Planting Beds
-  Art/Sculpture/Found Object
-  Pervious Paving



May 15, 2020

Falls Church Gateway Partners Development, LLC.



**WFC ECONOMIC DEVELOPMENT PROJECT
TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM**

May 6, 2020

INTRODUCTION

The proposed FC Economic Development Project is planned to be located in the City of Falls Church, at the intersection of Leesburg Pike (Route 7) and Haycock Road. The development, which is planned to consist of up to 330,000 SF of office, 144,000 SF of retail, 713 residential units, 225 senior housing units, and a 150-room hotel, is anticipated to be complete in 2025. The development is situated in close proximity to three major commuter corridors: I-66, Route 7, and the Dulles Toll Road and within 0.25 miles from the West Falls Church Metro Station which serves the orange line.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

Transportation Demand Management (TDM) is the establishment of measures to influence travel behavior by mode, frequency, time, route, or trip length in order to achieve a maximally efficient use of transportation facilities. These strategies could be traditional or technology-based services to help people choose transit, ridesharing, walking, biking, etc. instead of solo driving.

PURPOSE

The City's Comprehensive Plan establishes a vision of providing a transportation network that offers choices in travel modes. The Plan also includes a strategy of meeting increased travel demand within, from, and through the City via non-automobile modes. To that end, the City expects redevelopment activity to use Transportation Demand Management (TDM) and parking management techniques that provide a range of transportation options and reduce the reliance on automobiles.

The Comprehensive Plan identifies TDM as a means to reduce the region's solo driving and has set two goals to increase the use of alternative modes of transportation within and to the City. The City of Fall Church's report on Transit-Oriented Design Within and Beyond the Quarte-Mile outlines the 2030 Performance Targets as:

- *Achieve a commute mode share of 50 percent non-single occupancy vehicle (SOV) by the year 2030 for City of Falls Church residents.*
- *Achieve a commute mode share of 40 percent non-SOV by the year 2030 for City of Falls Church workers.*

As per the City of Fall Church's report on Transit-Oriented Design Within and Beyond the Quarter-Mile, a full TDM program is recommended for mixed-use developments in excess of 40,000 square feet in area; hence, a TDM plan was requested for this development. The guidelines contained herein provide a variety of strategies that can be incorporated into a TDM plan and a Parking Management Plan for the site to align with the City's vision for the region.

GOALS

This TDM Plan and the Parking Management Plan (PMP) that will be finalized at the time of site plan are designed to achieve the following goals:

1. A 25 percent reduction in single-occupancy vehicle use, as compared with industry-standard Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition projections.

2. Accommodation within the on-site garages of the parking demand for the uses in the building during typical operating hours.

PLAN FLEXIBILITY

These TDM and PMP strategies recognize that travel behavior may change over time. For that reason, this plan uses a strategy of adaptive management – monitoring performance and updating the strategies applied as necessary to achieve the stated goals. The success of this TDM and PMP will be reviewed periodically and updated as needed to deliver on the goals listed above.

TDM ELEMENTS

The TDM plan includes strategies that are categorized below. A description of these categories is presented in the following section.

<p>Site Design, Infrastructure, and Options</p>	<ul style="list-style-type: none"> ▪ Bike racks and bike storage provided ▪ Showers will be provided ▪ Space reserved for bikeshare program ▪ Streetscape improvements within the public rights-of-way on Leesburg Pike and Haycock Road ▪ Improvements to sidewalks along property frontage to include landscaping and street furniture to match with the character of the area ▪ Bike lanes along Commons Drive ▪ A dedicated cycle track or shared use path along Mustang Alley ▪ Replacement and reconstruction of sidewalk sections that are damaged by project construction ▪ Upgrades to existing and proposed mid-block crossings with striping and curb ramps that meet current regulations ▪ Traffic signals at the following locations (subject to VDOT and/or City approval): <ul style="list-style-type: none"> ○ Leesburg Pike & The Commons ○ Haycock Road & Street A ○ Haycock Road & Mustang Alley ▪ Accessible crosswalks and curb ramps at new signals ▪ The project shall be designed to allow for the location of a potential, curbside, future BRT station along Route 7 ▪ Speed limit of 20 mph or less on The Commons
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	<ul style="list-style-type: none"> ▪ The development contains multiple pedestrian routes and public courtyards ▪ Provision of a minimum of ten (10) charging stations for electric vehicles in the parking garages ▪ A minimum of one (1) publicly accessible fast-charge station for electric vehicles ▪ Reserved parking spaces for car/vanpool ▪ Enrollment of office employees and residents of the development in programs such as Commuter Connection’s Guaranteed Ride Home (GRH) ▪ Reserved parking spaces for carshare options such as <i>Zipcar</i>, if such service is willing to engage
<p>Promotion, Education, and Incentives</p>	<ul style="list-style-type: none"> ▪ Information kiosk/shared screen in the common space with information on transit options, bike routes, and walking routes; as well as contact information for Commuter Connections, WMATA, etc. ▪ Website and/or mobile app for the use of residents/employees with similar information ▪ Common area Wi-fi, copy machine and other business amenities to aid the residents who choose to work from home ▪ Unbundling of parking fees with unit/lease ▪ Enrollment of employees of office/retail who may ride the local transit system in <i>SmartBenefits</i> program, new leasee/owner provided with pre-loaded <i>SmartTrip</i> card to use in WMATA services
<p>Monitoring and Enforcement</p>	<ul style="list-style-type: none"> ▪ The TDM coordinator appointed to oversee implementation and marketing of TDM strategies ▪ The TDM coordinator will submit “TDM Performance Report” starting one year from the initial occupancy at one year intervals, for five years ▪ Conduct surveys to assess the mode split, travel attitudes, and willingness to switch modes ▪ Conduct car and bike parking occupancy surveys to assess the success and need of improved infrastructure ▪ Agree to allow City of Falls Church staff, upon prior written notice, access to the garage(s) to conduct parking utilization counts and to monitor compliance with the TDM and PMP
<p>Adaptive Management</p>	<ul style="list-style-type: none"> ▪ Taking from the findings of the TDM Performance Report, appropriate modification to the existing strategies will be made

	<ul style="list-style-type: none"> ▪ If existing strategies are found to be insufficient, new strategies will be implemented
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Implementation Timeframe

1. *Site Design, Infrastructure, and Options*

These strategies will be provided when the project is first opened for operation. This includes provision of bicycle accommodations, car-share program, pedestrian facilities, and electric vehicle charging stations.

2. *Promotion, Education, and Incentives*

These strategies will be ongoing while the project is in operation. This includes provision of interactive resources for residents/customers/visitors, rideshare matching, infrastructure to support safer public transportation, transit program incentives, and unbundling of residential parking. Transportation strategies will be actively marketed.

3. *Monitoring, Enforcement, and Adaptive Management*

These techniques will be used to measure performance of the implemented strategies, ensure compliance, and assess whether the strategies applied are meeting the goals of the plan. These will include appointing a TDM coordinator and conducting transportation surveys at regular intervals. Additional techniques will be used if the implemented strategies are not sufficient to meet the goals of the plan. Note that this list is not exhaustive. Other strategies as needed will be used to meet the performance goals.

Site Design, Infrastructure, and Options

Bicycle Accommodations

A bikeshare station is currently in place at the corner of Leesburg Pike and Haycock Road as shown in Figure 1. Additionally, an easement will be granted to the City for the installation and operation of a bike share facility, at the Owner’s cost, at a location to be determined at Special Exception Site Plan (SESP).

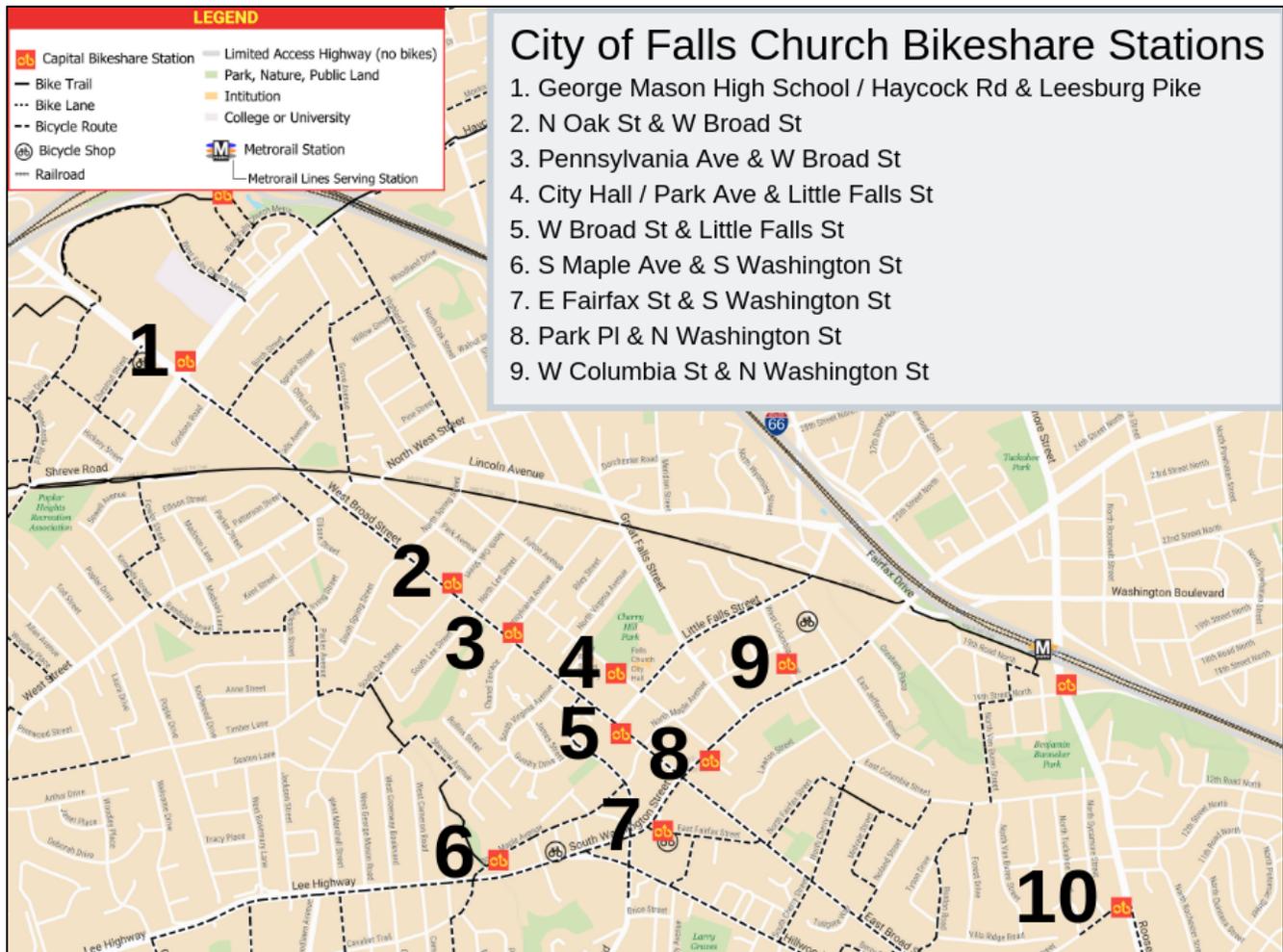


Figure 1: City of Falls Church Bikeshare Stations (Source: fallschurch.gov)

Additionally, bicycle racks and secure bicycle storage facilities will be provided on site. The Applicant agrees to provide Class 3 visitor bike racks and Class 1 bike storage consistent with the City of Falls Church bicycle parking standards and requirements.

The City’s Comprehensive Plan calls for the development of a City-wide bicycle facilities plan to connect the City’s commercial area and neighborhoods, transit facilities, schools, regional bicycle facilities, and designated bicycle routes in neighboring jurisdictions as depicted in Figure 2.

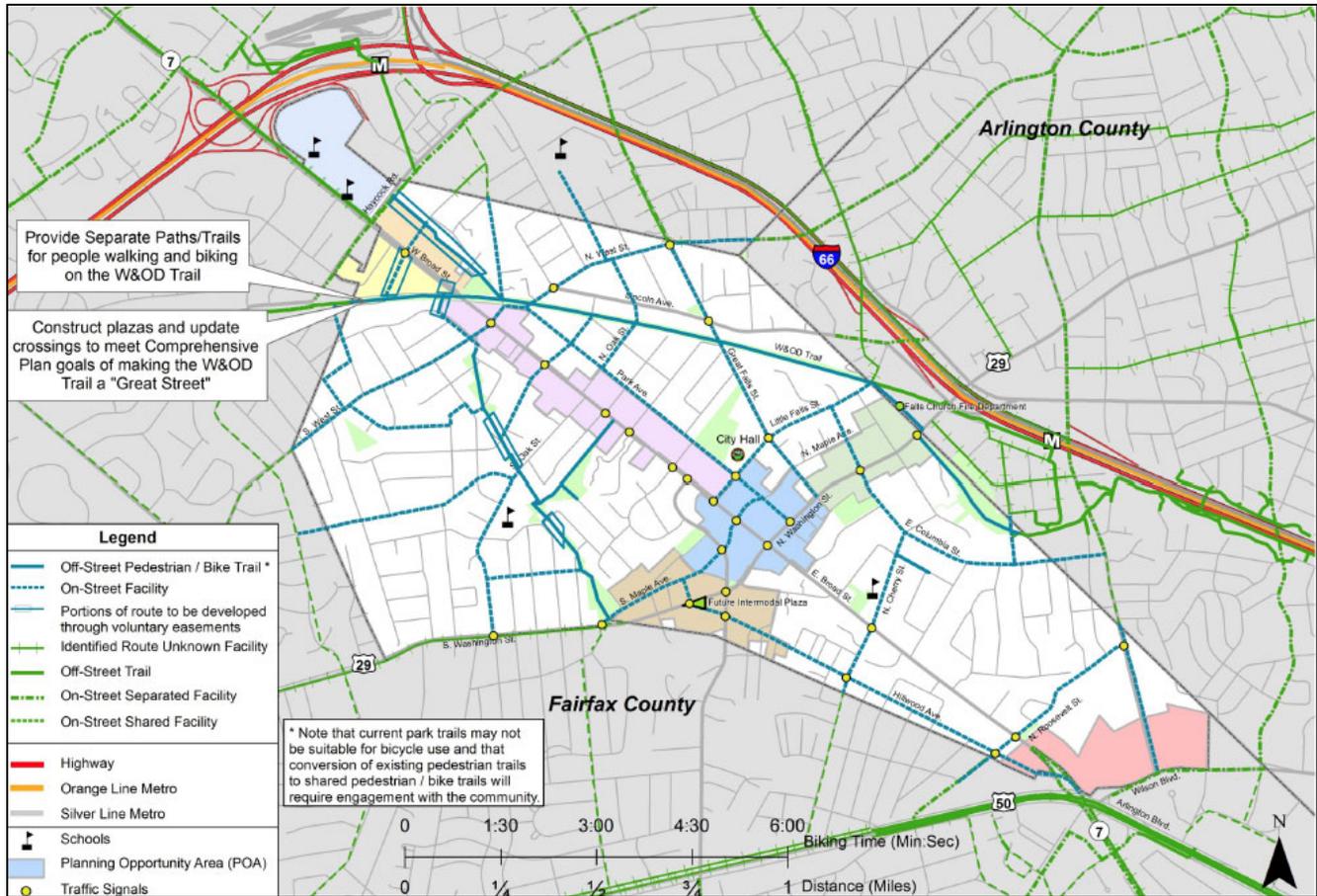


Figure 2: Future Local Bicycle Connections (Source: Bicycle Master Plan, City of Falls Church, Virginia)

This development furthers the City’s goals by providing multiple bike routes throughout the site. One-way bike lanes are proposed along Commons Drive and a shared use path is proposed along Leesburg Pike and Mustang Alley.

Pedestrian Amenities

The proposed development will improve the sidewalks along property frontage to include landscaping and street furniture to match with the character of the area. The development has been designed with pedestrian oriented streets and easy pedestrian access to the site. Proposed crosswalks will meet current regulations and existing mid-block crossings will be upgraded with striping and curb ramps that meet current regulations.

In addition, the development is also planned to include multiple pedestrian paths throughout the site to connect to the surrounding areas.

Public Transportation

As previously mentioned, the proposed redevelopment is located approximately 0.25 miles away from the West Falls Church Metro Station which serves the orange line. Additionally, the site is served by two (2) existing local bus routes which have bus stops adjacent to the site (Metrobus 28A and Metrobus 3T). Additional bus service is located at the West Falls Church Metro Station as show in Figure 3.

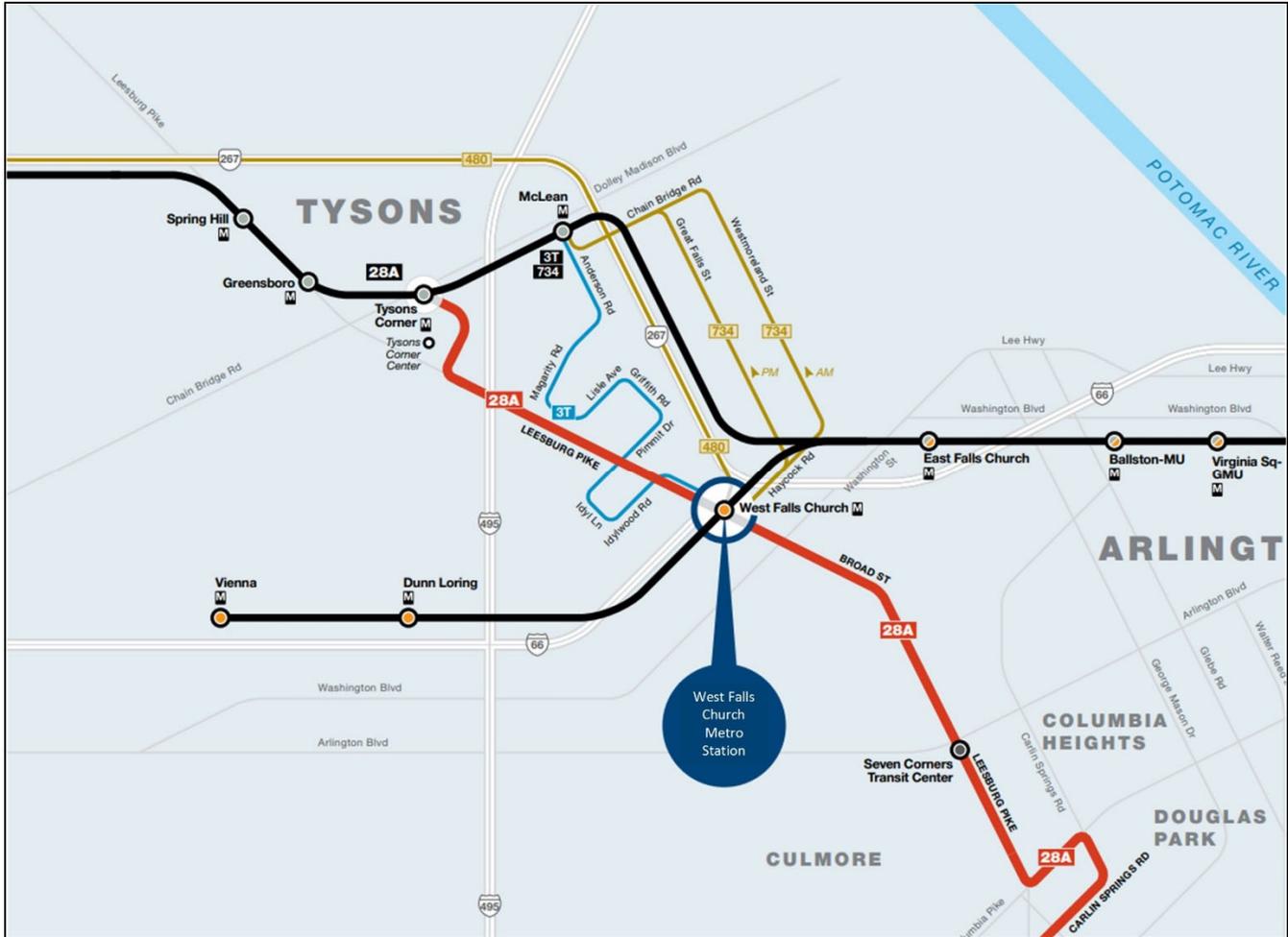


Figure 3: Existing Bus Routes (Source: WMATA)

Further, the project will be designed to allow for a location of a potential curbside future BRT station along Route 7.

Ridesharing Marketing

Various methods will encourage and promote rideshare matching and incentives for car/vanpooling for both residents and (non-resident) employees using the proposed development. Parking spaces for carpool/vanpool vehicles will be reserved. Other strategies include transportation fairs, distribution of ridesharing marketing material to residents and employees, and displaying information material, such as posters, brochures, etc., in common areas like hallways elevators, restrooms, water fountains, building management offices and public space notice boards.

The need to have a personal vehicle on hand for emergency situations is a reason often cited by those choosing not to participate in ridesharing arrangements. A number of innovative programs such as Commuter Connection’s Guaranteed Ride Home (GRH) have been developed which provide emergency transportation to one’s home or child’s school, daycare, etc. and will be made available to residents and visitors of the development.

Car Share Programs

Carsharing refers to a short-term automobile rental service available to the general public. Carsharing operators provide a fleet of vehicles that are placed across defined geographic areas and can be used by members for personal trips that are typically short in length and duration. Carsharing encourages travelers to use alternative transportation methods because they can use carshare vehicles for trips rather than have to rely on their private vehicle. Carsharing programs allow residents to give up their cars and can reduce some of the parking demand.

The applicant will work with carshare agencies, such as *Zipcar*, and the City to provide strategically located parking spaces within the site. If opportunities exist to coordinate with other property owners in the vicinity, then a joint effort will be pursued.

Electric Vehicle Charging Stations

A minimum of ten (10) charging stations for electric vehicles will be provided in the parking garages as well as a minimum of one (1) additional publicly accessible fast-charge station at a location to be determined at SESP. Further, conduit for the future installation of thirty (30) additional charging stations for electrical vehicles will be provided.

Promotion, Education, and Incentives

Active Marketing

The TDM coordinator will serve as the focal point for all commuter transportation initiatives. The transportation coordinator's name and contact information will be posted in employee break areas, the rental leasing company website, and other locations within the proposed building and parking garage. Additionally, the transportation coordinator will establish a calendar of events, provide regular employee and renter communications, conduct targeted vanpool and transit marketing and other outreach to keep commuting at the forefront of the resident environment. The TDM coordinator will also support bicycling efforts by sponsoring events such as "Bike to Work" and encourage participation in "Air Quality Action Days". A TDM coordinator could potentially be shared between the site and surrounding Virginia Tech and WMATA developments.

Interactive Internet Resources

As appropriate, an information kiosk/shared screen will be set up in the common space to be shared by the regular users (residents and office workers). This screen will provide commuting information such as transit options, bus arrival times, bike routes, and walking routes, and links to external transportation services such as Commuter Connections may be installed. A website/mobile app will be developed for residents and may also be extended to the occasional users of the space including similar information as on the shared screen. Links to websites, such as <http://www.commuterconnections.org>, on the website/app will serve as the platform in which the residents can interact for the purpose of setting up carpools. Links to websites for the local transit opportunities, such as Metro (<http://www.wmata.com>) can also be included. In addition, to support the residents who may choose to work from home, a business center with free Wi-Fi, copy machine and other business services shall be provided and maintained.

Transit Program

Transit subsidy programs will include incentives to utilize the regional Metrorail/Metrobus system. The property management company and retail tenants with employees who either ride transit or vanpool will be encouraged to enroll in a *SmartBenefits* pre-tax benefits program to help them take advantage of available automated and convenient tax savings on their transit costs. During initial lease up of the project, new tenants will be provided with a SmartTrip Card with \$20 pre-loaded. This program will encourage the use of Metrorail and Metrobus, with West Falls Church Metro station being walking distance from the site location.

Monitoring and Enforcement of TDM Strategies

Appoint TDM Coordinator

Designate a TDM coordinator who will function as the primary point of contact with the City and undertake the implementing, coordinating, and managing of all TDM obligations. Additionally, the TDM coordinator will oversee the enforcement and monitoring of the strategies included in the TDM plan. A TDM coordinator could potentially be shared between the site and surrounding Virginia Tech and WMATA developments.

Transportation Surveys

Surveys are useful in determining commuting patterns, mode split, average commute distance and travel times, employee and resident attitudes, needs, and willingness to switch modes. In order to set objectives and monitor performance, resident and employee transportation surveys would be conducted on a bi-yearly basis. The data is useful in developing successful transportation programs, such as transit subsidies, and car and vanpool programs. In addition to the travel survey, the TDM coordinator would conduct counts of car and bicycle parking usage and deliver them to the City. The counts for car parking would be broken down by the various areas. The developer would submit a TDM Performance Report beginning one year from the initial occupancy and at one-year intervals for five years. This would help to assess the success of the existing TDM efforts and the need for new or improved strategies to meet the goals.

Adaptive Management of TDM Strategies

As mentioned above, a TDM Performance Report will be submitted to the City annually. This will include a summary of transportation and parking occupancy surveys to help assess the effectiveness of the TDM efforts and the need for new or improved strategies to meet the goals. If the TDM or parking goals are not met during the prior year, the TDM coordinator will meet with City staff to determine if additional monitoring or alternate strategies are appropriate. If alternate measures are deemed necessary, these will be determined cooperatively between City staff and the TDM coordinator and will be outlined in a written update to this TDM plan, along with implementation timeframes and any associated modification of TDM goals.

PARKING MANAGEMENT PLAN STRATEGIES

Managed Parking

The proposed development will be served by multiple garages as shown in Figure 4. The garages will have different zones that will be used by different uses, including areas that will be shared by multiple uses. Effective directional signage will be provided to direct residents, visitors, and customers to the appropriate locations.

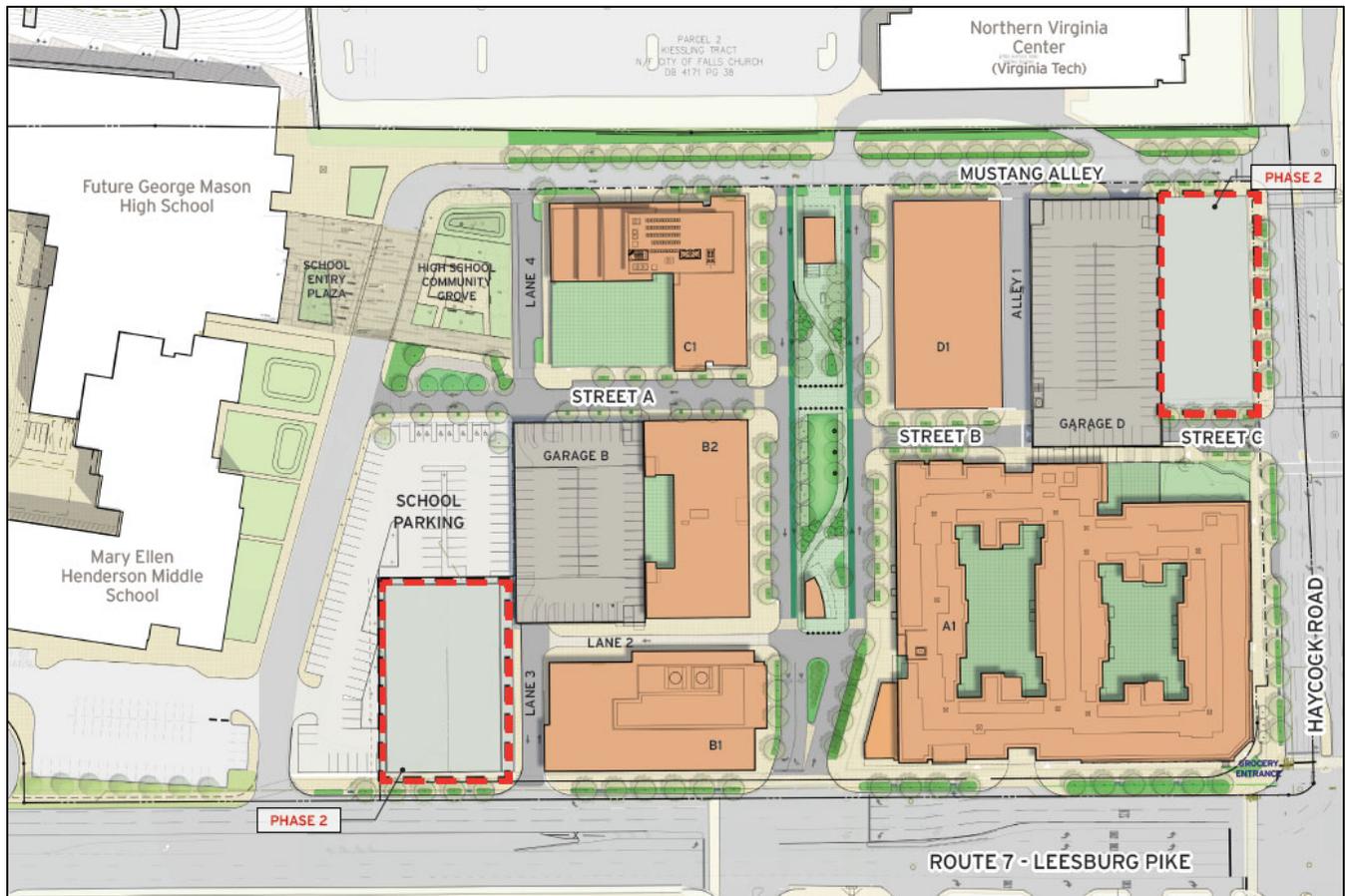


Figure 4: Illustrative Site Plan

Residential parking spaces will not be bundled with units and leases. Unbundling parking from leases reduces parking demand because individuals are less likely to pay for and use parking when they know the cost and there are alternative travel options. Parking spaces will be available for a separate fee.

A formal Parking Management Plan will be submitted to City staff for review prior to the approval of the SESP. This Parking Management Plan will provide details of:

- The numbers and locations of parking spaces allocated for, or shared between, the various uses in the building.
- The numbers and locations of reserved parking spaces in the garages, including accessible spaces and short-term reserved pick-up/drop-off areas.
- The hours of operation of the parking garages dedicated for the various uses in the building.
- The operation and management of the spaces, including access and revenue control equipment, employee parking, towing enforcement, and hours of operation.

Truck Access Management

Truck delivery, trash collection, and service functions will be actively managed to minimize adverse operation and safety impacts to the adjacent land uses and users of the local area roadway network.

The Parking Management Plan will also provide details of the hours operation and management of the residential move-in/move-out, retail deliveries, office loading, and trash removal operations.

CONCLUSION

The proposed WFC Economic Development Project will implement a variety of strategies in a Transportation Demand Management (TDM) plan for the site to align with the City's vision for the region.

TDM strategies suggested in this program have been broken down in the following categories:

1. *Site Design, Infrastructure, and Options*

These strategies will be provided when the project is first opened for operation. This includes provision of bicycle accommodations, car-share program, pedestrian facilities, electric vehicle charging stations.

2. *Promotion, Education, and Incentives*

These strategies will be ongoing while the project is in operation. This includes provision of interactive, intra/internet resources for residents/customers/visitors, rideshare matching programs, infrastructure to support safer public transportation, transit program incentives, unbundling of residential parking. Transportation strategies will be actively marketed.

3. *Monitoring, Enforcement and Adaptive Management*

These techniques will be used to measure performance of the implemented strategies, ensure compliance, and assess whether the strategies applied are meeting the goals of the plan. These will include appointing a TDM coordinator and conducting transportation surveys at regular intervals.

Implementation and regular monitoring and updating of these strategies would maximize usage of available transportation alternatives and significantly limit the number of single-occupancy vehicles and help to achieve the City's goal making the City a walkable and bicycle friendly area.



Department of Development Services
Planning Division
300 Park Avenue
Falls Church, VA 22046-3332
Phone: 703.248.5040
Fax: 703.248.5225

SPECIAL EXCEPTION SITE PLAN CHECKLIST

For use by applicants and/or their agents with Site Plan submissions

- *The applicant is responsible for reviewing all appropriate City Code sections and contacting staff for clarification, as needed.*
- *The Pre-Application process should be completed prior to the Site Plan application process.*
- *It is recommended that applicants hold a Neighborhood Meeting prior to submission.*
- *Submissions must be received prior to Noon in order to be logged in on that business day.*
- *City staff will evaluate the completeness of application packages prior to acceptance.*
- *Site Plan Application fees cover the original submission and the first resubmittal (in response to staff comments on the original submission). All additional resubmissions require payment of an additional fee at the time of filing.*
- *Site Plan submissions will be reviewed within 45 business days of acceptance. If necessary, a re-submission package of revised plans will be requested.*

PROJECT NAME: WEST FALLS CHURCH ECONOMIC DEVELOPMENT PROJECT

Please complete check boxes for all items; mark "N/A" if the item is not applicable; or provide a written explanation next to the item if the requirement cannot be met.

GENERAL REQUIREMENTS:		
1.	<input checked="" type="checkbox"/>	Planning Division Application Form
2.	<input checked="" type="checkbox"/>	Completed SESP Checklist (this form)
3.	<input type="checkbox"/>	Sixteen (16) copies of the complete SESP sheets (sets) – stapled and bound and then folded to approximately 9X12 inches, unless the plans are too thick to be folded
		N/A ELECTRONIC
4.	<input type="checkbox"/>	A check made payable to the City of Falls Church, for each application fee. <i>Consult with Planning Staff to confirm all applicable fees</i>
5.	<input checked="" type="checkbox"/>	Combine all plan sheets (Engineering, Architecture, Photometric etc.) into one site plan set for all submissions and resubmissions. Separate submissions of portions of plans for the same project from different professionals (i.e., engineer and architect) will not be processed
6.	<input checked="" type="checkbox"/>	Identify all variances to the Zoning Code and landscape or other requested waivers or modifications associated with the site plan
7.	<input checked="" type="checkbox"/>	If applicable, list all previously approved and/or proposed Conditional Rezoning Proffers / Special Exception / Special Exception Entitlement / Rezoning / Conditional Development Conditions / Voluntary Concessions
8.	<input checked="" type="checkbox"/>	Site plans involving most development, redevelopment, or general land disturbing activities in any Chesapeake Bay Preservation Act Overlay District are subject to Code Sections 48-824 through 48-843.
9.	<input type="checkbox"/>	For existing structures protected under the Historic and Cultural Conservation Overlay District (Code 48-Sections 48-786 to 48-800) a separate application is required for review by the Historic Architectural Review Board (HARB).
		N/A

SPECIAL EXCEPTION SITE PLAN (SESP) APPLICATION REQUIREMENTS			
Code Sections 48-488(b)(3)			
10.	<input checked="" type="checkbox"/>	<i>Special exception site plan elements:</i> The elements of the special exception site plan shall comply in all respects with the special exception entitlement, as approved, except to the extent the applicant seeks an amendment to that special exception entitlement. A special exception site plan may be sought and approved for all or any phase identified in the approved special exception entitlement.	
11.	<input checked="" type="checkbox"/>	<i>Special exception site plan application:</i> An application for a special exception site plan shall include: (a) Relevant parts of the approved special exception entitlement (b) All materials listed in Sec. 48-1137 of this appendix, provided that any waiver pursuant to Sec. 48-1138 may be approved by the city manager, after making the finding required by that section (c) A preliminary survey as called for by Sec. 48-1135	
12.	<input type="checkbox"/>	If applicable, phasing plan in accordance with Sec.48-488(b)(2)(e)	N/A

SPECIAL EXCEPTION REQUIREMENTS			
Code Section 48-488B(1)-(2)			
13.	<input checked="" type="checkbox"/>	Statement regarding impacts on existing community facilities, including transportation, schools, and water & sewer systems.	
14.	<input checked="" type="checkbox"/>	Statement regarding conformance with the City's adopted Comprehensive Plan and Design Guidelines	
15.	<input checked="" type="checkbox"/>	Statement & data regarding the projected net revenues from the project	
16.	<input checked="" type="checkbox"/>	Statement explaining how the application meets the Primary and Secondary Criteria described in Code Section 38-4(f)(4)a and b	
17.	<input checked="" type="checkbox"/>	Review Affordable Dwelling Unit (ADU) Policy Guidelines and Code Section 38-43	
18.	<input type="checkbox"/>	Additional material as required by the Planning Director: <input type="checkbox"/> Fiscal Impact Applicant Data Input Sheet <input type="checkbox"/> Traffic Impact Analysis (see Sec.48-488(b)(1)(d)) <input checked="" type="checkbox"/> Massing Model <input type="checkbox"/> Cross-section Drawing <input type="checkbox"/> Water Quality Impact Assessment	

SITE PLAN REQUIREMENTS:			
Code Section 48-1135 & 48-1137			
19.	<input checked="" type="checkbox"/>	Provide an accurate survey of existing features on and around the site, including at least the following: (a) A site drawing to scale locating all existing trees on the site that measure at least two inches in diameter at 4½ feet above grade, which shall identify each tree by size (diameter at 4½ feet above grade), species, and condition as determined by a licensed and/or certified arborist, or a similar professional approval by the city manager (b) A map identifying the location of existing buildings, existing and proposed public and private easements, underground facilities, and any floodplain or Chesapeake Bay preservation area district, if applicable	
20.	<input checked="" type="checkbox"/>	Site plans must be prepared and certified by an engineer, architect, landscape architect, and/or land surveyor authorized to practice in Virginia	
21.	<input checked="" type="checkbox"/>	Seal & signature of preparing engineer, architect or land surveyor to be affixed	

22.	<input checked="" type="checkbox"/>	Standard size = 24" x 36"	
23.	<input checked="" type="checkbox"/>	Standard 24" x 36" City of Falls Church Site Plan cover sheet must be used	
24.	<input checked="" type="checkbox"/>	Scale equal to 1" = 50' or larger	
25.	<input checked="" type="checkbox"/>	Title, scale, date, and name of firm preparing plan	
26.	<input checked="" type="checkbox"/>	North arrow, true or magnetic	
27.	<input checked="" type="checkbox"/>	Vicinity map at scale of 1" = 2,000' or greater	
28.	<input checked="" type="checkbox"/>	Indicate source of topographic and boundary survey	
29.	<input checked="" type="checkbox"/>	Name of owner of record, zoning designation(s), and present use(s) of the subject site and all adjacent properties	
30.	<input type="checkbox"/>	Subdivision plat or dedication plat, when applicable. If a site plan covers more than one (1) parcel, a subdivision plat which binds the properties to the uses shown on the site plan is also required. Plat approval and recordation is a condition for site plan approval. <i>(See Subdivision checklist for additional information and requirements.)</i>	N/A
31.	<input checked="" type="checkbox"/>	Boundary of the tract by courses and distances reflecting true meridian and/or scaled coordinates, in accordance with National Geodetic Survey standards, including the area of the site. Provide benchmark and description from which information was obtained. Provide reference to Virginia State Plane Coordinates.	
32.	<input type="checkbox"/>	One (1) 8-1/2" x 11" reduction of the development plan and landscape plan, with supporting graphics.	N/A ELECTRONIC

STREETS, PARKING AND UTILITIES:

Code Sections 48-898 through 48-972

NOTE: Existing and proposed conditions should be depicted on separate sheets.

33.	<input checked="" type="checkbox"/>	Existing pavement widths, Comprehensive Plan (Major Thoroughfare element), and right-of-way widths of public streets adjoining the tract. Include right-of-way and pavement widths, as well as pavement thicknesses.	
34.	<input checked="" type="checkbox"/>	Widths of proposed public streets (right-of-way & pavement). Minimum of a 50 ft right-of-way and 30 ft curb to curb is required for public streets.	
35.	<input checked="" type="checkbox"/>	The use of private streets is discouraged, however if a private street is approved by the Planning Commission, the applicant must state clearly that the street or drive is private and is to be privately maintained, and that no City refuse collection, recycling collection, snow plowing, or maintenance will be provided. Easements for public street maintenance will not be accepted. Public maintenance and other services are provided only on public streets.	
36.	<input checked="" type="checkbox"/>	Location, type, and size of vehicular entrances and driveways	
37.	<input checked="" type="checkbox"/>	Location and width of existing and proposed sidewalks and other pedestrian and nonvehicular access, including handicap access per ADA requirements	
Utilities, Easements and Sanitary Sewer			
38.	<input checked="" type="checkbox"/>	Existing and proposed sanitary sewer facilities, indicating pipe sizes, types, & grades; and all calculations where a connection is made to the City system	
39.	<input checked="" type="checkbox"/>	Location of existing and proposed easements, both public and private, and underground facilities; curbs and gutter and curb cuts. Include deed book and page information for existing easements	
40.	<input checked="" type="checkbox"/>	Location of existing and proposed utility poles, fire hydrants, retaining walls, pump islands, signs, doorways, window wells, guy wires or other structures	

		in relation to automobile parking or maneuvering of pedestrian traffic	
41.	<input checked="" type="checkbox"/>	Location of existing and proposed utility apparatus associated with above ground and underground installation, connection, and distribution as approved by the respective utility corporation	
Parking Tabulation and Parking Plan per Code Sections 48-867 to 48-1005			
42.	<input checked="" type="checkbox"/>	Schedule showing compliance with off-street parking and loading requirements based on usage, the square footage of that use, and the ratio of parking spaces to floor area for the use	
43.	<input checked="" type="checkbox"/>	Transportation Demand Management Plan (TDM)	
44.	<input checked="" type="checkbox"/>	Location and dimensions, vertical clearance, and the surface type of off-street parking, loading, and standing spaces and aisles for provided spaces	
45.	<input checked="" type="checkbox"/>	On Street Parking	
46.	<input checked="" type="checkbox"/>	The location and dimensions of bicycle storage racks	
47.	<input checked="" type="checkbox"/>	Travel lanes for fire-fighting equipment designated as "Fire Lane" by the Fire Official, where necessary, to prevent obstruction by unattended vehicles; a minimum width of 16 feet clear is required	
Lighting Plan per Code Chapter 14, Article V, Outdoor Lighting			
48.	<input checked="" type="checkbox"/>	All artificial outdoor light sources and accompanying structural supports, indicating all details required by Code. Full lighting plan showing photometrics and catalog cuts for fixtures	
49.	<input checked="" type="checkbox"/>	Spillover 7 ft past the property line to be 0.1 to 1.0 footcandles (fc)	
50.	<input checked="" type="checkbox"/>	Average intensity in parking areas to be 10 fc maximum	
51.	<input checked="" type="checkbox"/>	No glare onto adjacent property or street is permitted	

**LANDSCAPE & TREE PRESERVATION:
Code Chapter 44 and Sections 48-1179 to 1185**

The Landscape Plan must include:

52.	<input type="checkbox"/>	Five percent (5%) interior parking lot landscaping of the entire parking lot area. (Code Section 48-1182)	N/A
53.	<input type="checkbox"/>	A ten foot (10') perimeter buffer adjacent to public streets (Code Section 48-1181)	N/A
54.	<input type="checkbox"/>	Perimeter landscaping to abutting properties. (See Code Section 48-1183 for width requirements based on zoning)	N/A
55.	<input checked="" type="checkbox"/>	Graphic depiction of existing trees to be saved on or in close proximity to the site. List of trees "to be removed" and "to be saved" should be included with the preliminary survey information	
56.	<input checked="" type="checkbox"/>	Topography, existing and proposed	
57.	<input checked="" type="checkbox"/>	All utilities, existing and proposed, to include the lighting plan	
58.	<input checked="" type="checkbox"/>	Plant list showing quantities, common name, botanical name, size, comments, and spacing	
59.	<input checked="" type="checkbox"/>	Landscape specifications, planting details, & maintenance specifications	
60.	<input checked="" type="checkbox"/>	If applicable, indicate Streetscape locations and details	

Revised Landscape Survey

Based on the comments received from staff on the Existing Landscape Survey, submitted during the Pre-Application process. Revised Landscape Survey is to include the following:

61.	<input checked="" type="checkbox"/>	Location and specifications of six-foot chain link fencing (see <i>City Arborist for specifications</i>)	
62.	<input checked="" type="checkbox"/>	Graphic depiction and list of trees to be saved and trees to be removed.	
63.	<input checked="" type="checkbox"/>	Tree care recommendations	
64.	<input checked="" type="checkbox"/>	Shown in Table format: lists of trees to be saved and removed, along with tree care recommendations	

PHYSICAL SITE:			
65.	<input type="checkbox"/>	Location of any 100-year floodplain district, to include the boundary and floodplain zone. (<i>Code Sections 48-612 to 48-766</i>)	N/A
66.	<input type="checkbox"/>	Location, if applicable, of any Chesapeake Bay preservation area and water quality impact assessment. (<i>Code Sections 48-824 to 48-843</i>)	N/A
67.	<input type="checkbox"/>	Location, type, and height of existing and proposed fences and walls	N/A
68.	<input checked="" type="checkbox"/>	Existing and proposed topography at an interval not greater than two (2) feet, indicating area of major grading and slopes to be maintained	
69.	<input checked="" type="checkbox"/>	Construction Notes; limits of clearing and grading	
70.	<input checked="" type="checkbox"/>	Erosion and sediment control plan in accordance with the most recent edition of the Virginia Sediment Control Handbook	
71.	<input checked="" type="checkbox"/>	Existing and proposed storm drainage system with applicable computations	
72.	<input checked="" type="checkbox"/>	Stormwater detention systems, indicating pipe sizes, types, and grades, including all calculations, and BMPs in accordance with the Fairfax County Public Facilities Manual	
73.	<input type="checkbox"/>	Two (2) copies of supplementary documents to include Chapter 527 Determination, geotechnical report, drainage calculations, written justification for any requested waivers of Code provisions, and other reports as required	N/A

PROPOSED BUILDING FEATURES:			
74.	<input checked="" type="checkbox"/>	Location of existing and proposed buildings and their dimensions	
75.	<input checked="" type="checkbox"/>	Use classifications & type of construction of buildings for fire rating purposes	
76.	<input checked="" type="checkbox"/>	Floor area and use of existing and proposed buildings	
77.	<input checked="" type="checkbox"/>	Height of buildings in feet and number of floors	
78.	<input checked="" type="checkbox"/>	Building elevations to scale showing all sides of buildings, building materials, opening details, roofing materials, dimensions, and other miscellaneous architectural features	
79.	<input checked="" type="checkbox"/>	Location of trash storage area and type of enclosures & screening	

POST APPROVAL:	
After City Council approval and signoff by appropriate City staff, the City will provide a signed copy to the applicant. Within 30 calendar days after receipt of the signed plan, the applicant will provide a PDF copy of the approved plan to the Planning Director	
Post bonds	
Apply for permits	