Railroad Cottages

Railroad Avenue
Falls Church, Virginia

Special Exception Application
February 2017

Submitted by Railroad, LLC
800 West Broad Street, Suite 333
Falls Church, VA 22046
703.356.8800

RAILROAD, LLC
800 WEST BROAD STREET, SUITE 333
FALLS CHURCH, VIRGINIA 22046
PHONE: 703.356.8800

February 17, 2017

Ms. Carly Aubrey
Senior Planner
Planning Division, Development Services
300 West Park Avenue
Suite 300 West
Falls Church, VA 22046

Dear Carly,

Please find attached our Special Exception Application for Railroad Cottages, our proposed, 10-unit cottage development in the 1000 block of Railroad Avenue in the City of Falls Church. As you will see, the application is organized to respond to the City's Special Exception Checklist section by section.

We look forward to your response and to working with you throughout the Special Exception process.

Sincerely,

Railroad, LLC
Robert A. Young, Managing Member

cc: Jim Snyder

Railroad Cottages

A NOTE ON A NAME*

While we have chosen the name “Railroad Cottages” for our proposed cottage development on Railroad Avenue, it is our intention to suitably recognize and honor the several prominent Falls Church, African-American families whose ancestors purchased this property in 1865 under the most difficult of circumstances and who provided stewardship of the land over the ensuing 152 years. These families included the Gaskins, Tinners, Whitneys, Hendersons and Rectors, among others. Thus, an appropriate marker will be dedicated to these families upon completion of this project should this Special Exception be approved.

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*Our thanks to Stephan Siegel of the Falls Church Times for his excellent article published on-line on May 28, 2013. It was this source that permitted us to identify the families noted above.

Table of Contents

Application for Special Exception — Section 1
- Special Exception Checklist
- Planning Division Application, executed
- Payment of Fee

Statement of Disclosure — Section 2

Conceptual Development Plan Package — Section 3
- Item 3 Conceptual Development Plan
- Item 4 Lot Lines and Rights of Way
- Item 5 Structures and Uses

Architectural Elevations — Section 4
- Common House Elevations
- “Tinner” Model Elevations
- “Whitney” Model Elevations

Statement of Impacts — Section 5

Conformance with Comprehensive Plan — Section 6

Projected Revenues — Section 7

Conformance with Special Exception Criteria — Section 8

Railroad Cottages

Section 1

Copy of Application for Special Exception

The Special Exception Checklist, the fully-executed application form and a check for the application fee of $6,600 follows.

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

SPECIAL EXCEPTION CHECKLIST

☐ SPECIAL EXCEPTION TO ALLOW FOR **MIXED-USE DEVELOPMENT IN BUSINESS DISTRICT.**
☐ SPECIAL EXCEPTION TO ALLOW FOR **BUILDING HEIGHT BONUS.**

PROJECT NAME:	Railroad Cottages

NOTE: Each Special Exception requires a separate application and fee.
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.

SPECIAL EXCEPTION APPLICATION REQUIREMENTS			**Code Section 48-90**
1.	☒	Planning Division Application Form	Section 1
2.	☒	Planning Division Disclosure Form, signed and notarized.	Section 2
3.	☒	Conceptual development plan, to scale of not less than one inch = 50 ft.	Section 3
4.	☒	Location and dimensions of lot lines and rights-of-way.	Section 3
5.	☒	Location and dimensions of all structures and proposed uses within structures; driveways, curb cuts, and parking & loading spaces & aisles.	Section 3
6.	☒	Sketch architectural elevations of each façade indicating the height of structures, architectural style, and building materials.	Section 4
7.	☒	Statement regarding impacts on existing community facilities, including transportation, schools, and water & sewer systems.	Section 5
8.	☒	Statement regarding conformance with the City's adopted Comprehensive Plan and Design Guidelines.	Section 6
9.	☒	Statement & data regarding the projected net revenues from the project.	Section 7
10.	☒	Statement explaining how the application meets the Primary and Secondary Criteria described in Code Section 38-4(f)(4)a and b.	Section 8
11.	☐	Review Affordable Dwelling Unit (ADU) Policy Guidelines and Code Section 38-43.	N/A
12.	☐	Phasing Plan, if applicable.	N/A
13.	☐	Additional material as required by the Planning Director: ☐ Fiscal Impact Applicant Data Input Sheet ☐ Traffic Impact Analysis ☐ Massing Model ☐ Cross-section Drawing ☐ Water Quality Impact Assessment	Upon Request

CITY OF FALLS CHURCH

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

PLANNING DIVISION
APPLICATION FORM

PROJECT NAME: Railroad Cottages

Submit one form for each type:

- [x] Special Exception
- [ ] Rezoning
- [ ] Site Plan
- [ ] Comp Plan Amendment
- [ ] Interpretation / Planning Director
- [ ] Site Plan Amendment-Major
- [ ] Subdivision, Consolidation or Lot Line Adjustment
- [ ] Zoning Ordinance Text Amendment
- [ ] Site Plan Amendment-Minor

PROJECT DESCRIPTION:	
Street Address: 1006 Railroad Avenue	
RPC #: 52-102-30, 52-102-31, and 52-102-32	Owner of Record: Railroad, LLC

APPLICANT INFORMATION:	
Applicant: [x] Owner [ ] Contract Owner [ ] Agent	
Name: Railroad, LLC	
Address: 800 West Broad Street, Suite 333	Business Phone: 703.356.8800
Falls Church, VA 22046	Cell Phone:
E-mail: ryoung@young-grp.com	Fax: 703.893.0706

PROJECT AND PROPERTY INFORMATION:		
SITE PLAN	**SUBDIVISION, CONSOLIDATION OR LOT LINE ADJUSTMENT**	**COMP PLAN/REZONING OR SPECIAL EXCEPTION**
Current Zoning:	Current Zoning:	Current Zoning: R-1A
[ ] Present Development	[ ] Present Development	Proposed Zoning: R-1A
[ ] Proposed Development	[ ] Proposed Development	Present Future Land Map Designation: N/A
# of New Dwelling Units: _____	[ ] Subdivision: [ ] SFH [ ] Commercial	[ ] Present Development
Commercial: _____ SF	[ ] Consolidation	[x] Proposed Development
[ ] Mixed Use Development	[ ] Lot Line Adjustment	[ ] Conditional Rezoning
[ ] # Site Plan Waiver(s):	[ ] Preliminary Plat [ ] Final Plat	[ ] Other Rezoning
[ ] Site Plan Resubmission		
[ ] Site Plan Amendment		
TOTAL SITE AREA: 57,000 SF 1.3 ACRES		

Railroad, LLC
By: Robert A. Young, Managing Member

APPLICANT SIGNATURE: _____

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

FEES: Fees will be determined by Planning staff after an initial evaluation of the submission. Fees are due at that time, prior to a full review beginning. Fees are paid at the Development Services Counter and may be paid by cash, check, credit card or debit card. Checks should be made out the "The City of Falls Church". Returned checks are subject to fee of up to $50.00.

Status of real estate and personal property taxes, liens, business license and fees:			
TREASURER:	❑ Current	❑ Outstanding (please describe): _____	Initials: _____
COMM. REV:	❑ Current	❑ Outstanding (please describe):	Initials:

TOTAL FEE for this application: $_____

Accepted by: _____ MUNIS # _____
Staff

The City of Fall Church is committed to the letter and spirit of the Americans with Disabilities Act. This document will be made available in alternate format upon request.
Call 703-248-5080 (TTY 711).

ORIGINAL DOCUMENT PRINTED ON A CHEMICAL REACTIVE PAPER WITH BLACK OPTICAL BORDER

EAGLEBANK
www.eaglebankcorp.com

1013

RAILROAD, LLC
800 WEST BROAD STREET, SUITE 333
FALLS CHURCH, VA 22046

65-329/550

2/17/2017

PAY TO THE ORDER OF Treasurer, City of Falls Church $ **6,600.00

Six Thousand Six Hundred and 00/100********** DOLLARS

Treasurer, City of Falls Church
P O Box 7425
Merrifield VA 22116-7425

MEMO

THIS DOCUMENT CONTAINS HEAT SENSITIVE INK. TOUCH OR PRESS HERE. RED IMAGE DISAPPEARS WITH HEAT.

⑈001013⑈ ⑆055003298⑆ 0200237774⑈

Railroad Cottages

Section 2

Disclosure Statement

A fully-executed Disclosure Form follows.

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) RPC 52-102-30, RPC 52-102-31, RPC 52-102-32

   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	see attached	see attached	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.

Railroad, LLC
By: Robert Young, Managing Member

Applicant's Signature

CYNTHIA L HALL
Notary Public
Commonwealth of Virginia
7608521
My Commission Expires Nov 30, 2018

800 West Broad Street, Ste. 333, Falls Church, VA 22046
Applicant's Address

State of Virginia
County of Arlington

Subscribed and sworn before me this 20th day of February, 20 17.

Notary Public 7608521 My Commission Expires 30 November 2018

City of Falls Church, Virginia
Development Services Department
Planning Division
Disclosure Statement

Additional Information Sheet, Railroad, LLC, Special Exception Application, Railroad Cottages

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
RPC 52-102-30-32	Young, Robert	800 W. Broad Street, Ste. 333 Falls Church, VA 22046	Member, Railroad, LLC
RPC 52-102-30-32	Young, S. Peter	800 W. Broad Street, Ste. 333 Falls Church, VA 22046	Member, Railroad, LLC
RPC 52-102-30-32	Alston, Courtney Young	800 W. Broad Street, Ste. 333 Falls Church, VA 22046	Member, Railroad, LLC
RPC 52-102-30-32	Wetzel, Joe	800 W. Broad Street, Ste. 333 Falls Church, VA 22046	Member, Railroad, LLC
RPC 52-102-30-32	Twiford, Theresa	800 W. Broad Street, Ste. 333 Falls Church, VA 22046	Member, Railroad, LLC
RPC 52-102-30-32	Sweet 120, LLC, Sam Butz, Member	800 W. Broad Street, Ste. 333 Falls Church, VA 22046	Member, Railroad, LLC
RPC 52-102-30-32	Sweet 120, LLC, Jack Wilbern, Member	800 W. Broad Street, Ste. 333 Falls Church, VA 22046	Member, Railroad, LLC

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

_____
Railroad, LLC
By: Robert Young, Managing Member

800 W. Broad Street, Ste. 333
Falls Church, VA 22046
Applicant's Address

CYNTHIA L HALL
Notary Public
Commonwealth of Virginia
7608521
My Commission Expires Nov 30, 2018

State of Virginia
County of Arlington

Subscribed and sworn before me this 20th day of February, 2017.

Notary Public 7608521 My Commission Expires 30 November 2018

Railroad Cottages

Section 3

Conceptual Development Plan Package

A Conceptual Development Plan Package meeting the City's requirements, providing location and dimensions of lot lines and rights-of-way, all structures and proposed uses within structures; driveways; and curb cuts and parking and loading spaces and aisles prepared by Walter L. Phillips follows.

April 19, 2017

The Conceptual Development Plan has been updated in response to comments from the City of Falls Church.

Please see Attachment E in the response section of this booklet for the updated version

Railroad Cottages

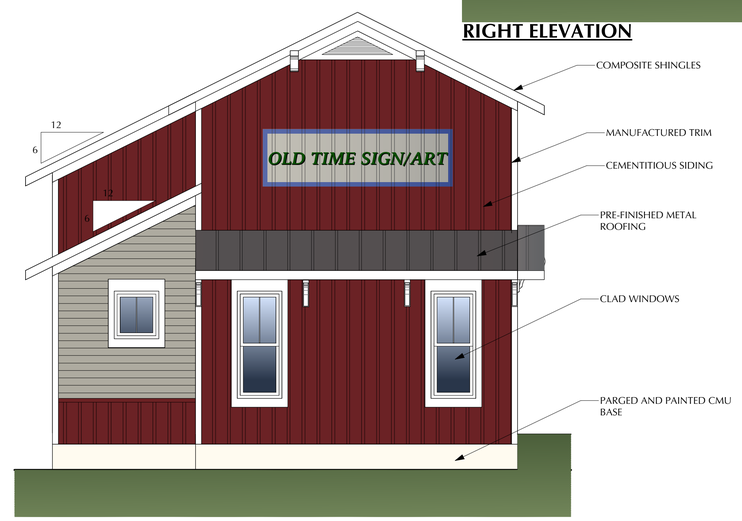
Section 4

Architectural Elevations

Architectural elevations prepared by Butz-Wilbern Architects showing each façade type and indicating the height of structures, architectural style and building materials follow.

FRONT ELEVATION

RIGHT ELEVATION



BACK ELEVATION

LEFT ELEVATION

COMMON HOUSE

BUTZ • WILBERN

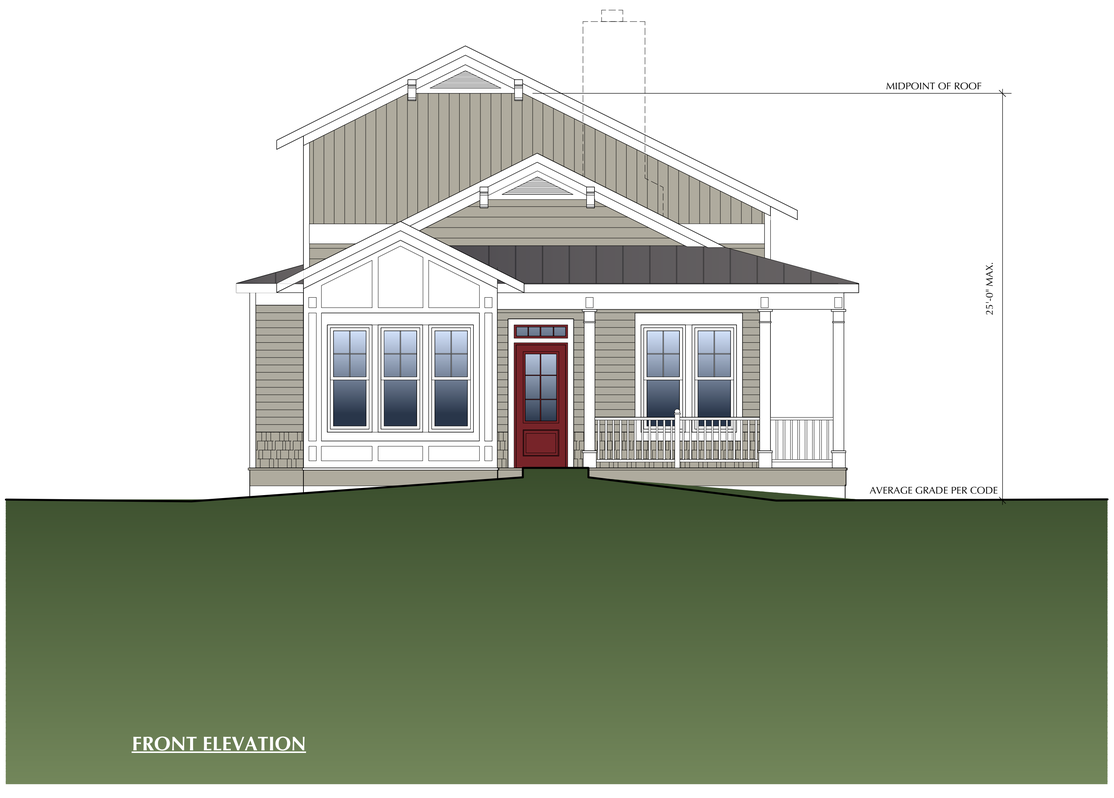
RAILROAD COTTAGES

0 1' 2' 4'

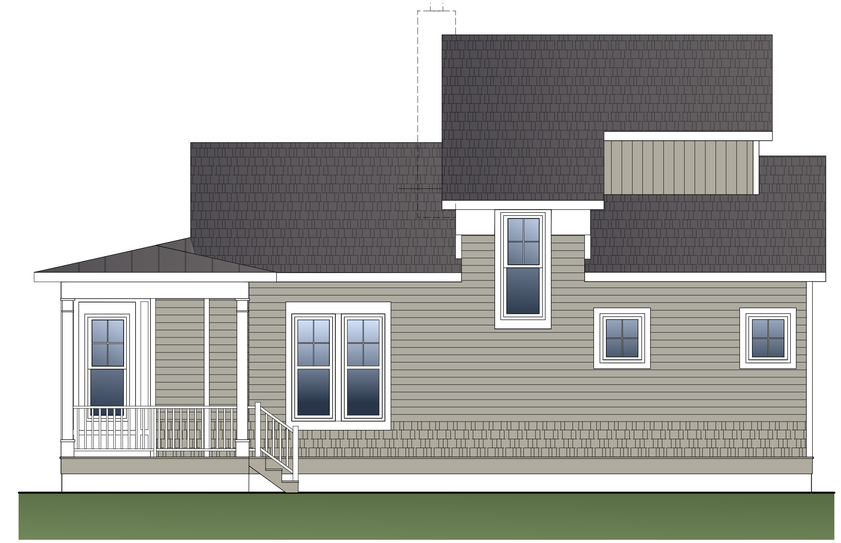
February 13, 2017

Theresa Sullivan Twiford | Director of Land Use and Development | Advon Real Estate, LLC

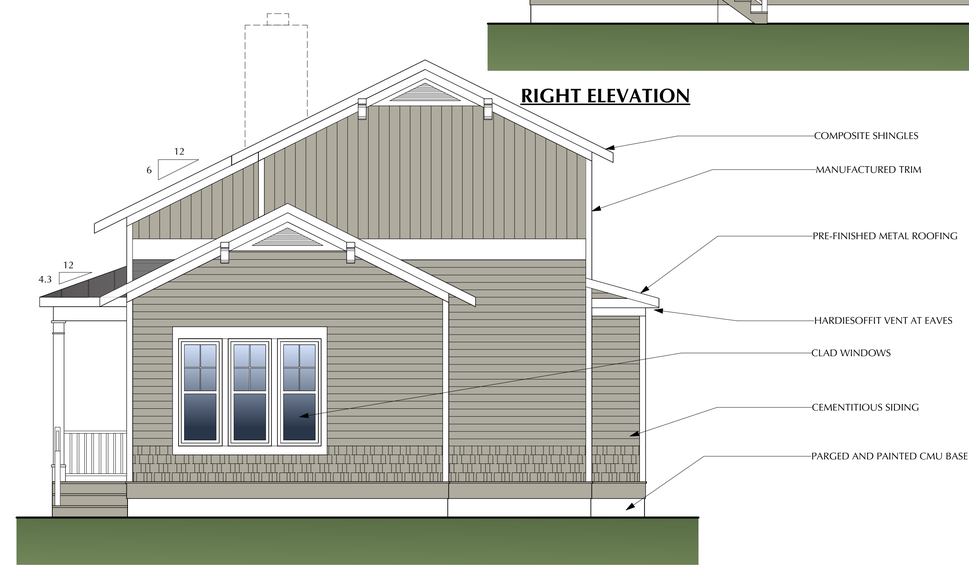
Young Group



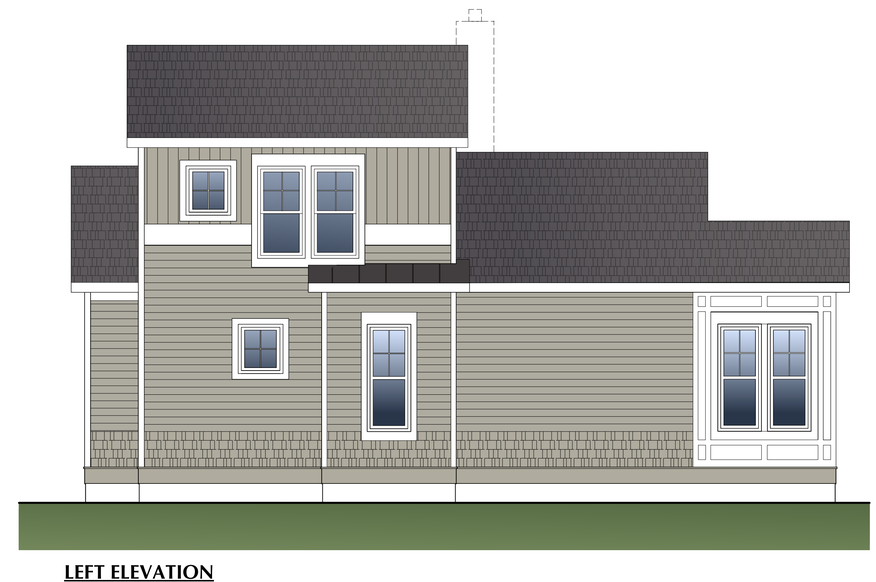
FRONT ELEVATION



RIGHT ELEVATION



BACK ELEVATION



LEFT ELEVATION

THE TINNER

BUTZ • WILBERN

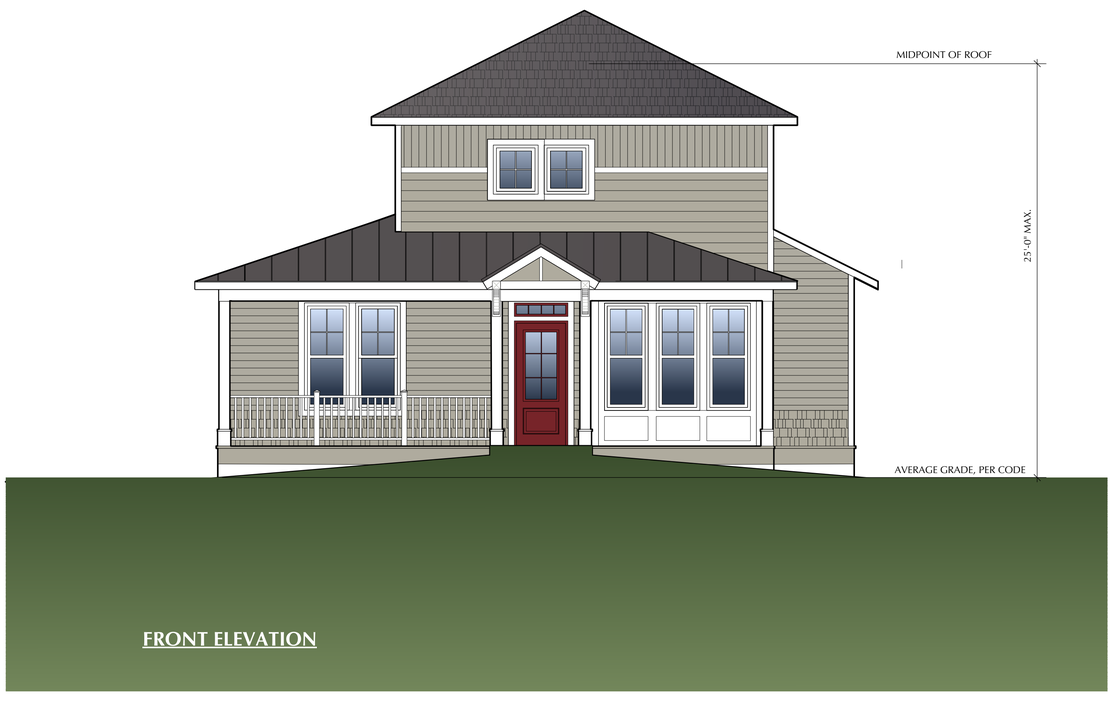
RAILROAD COTTAGES

0 1' 2' 4'

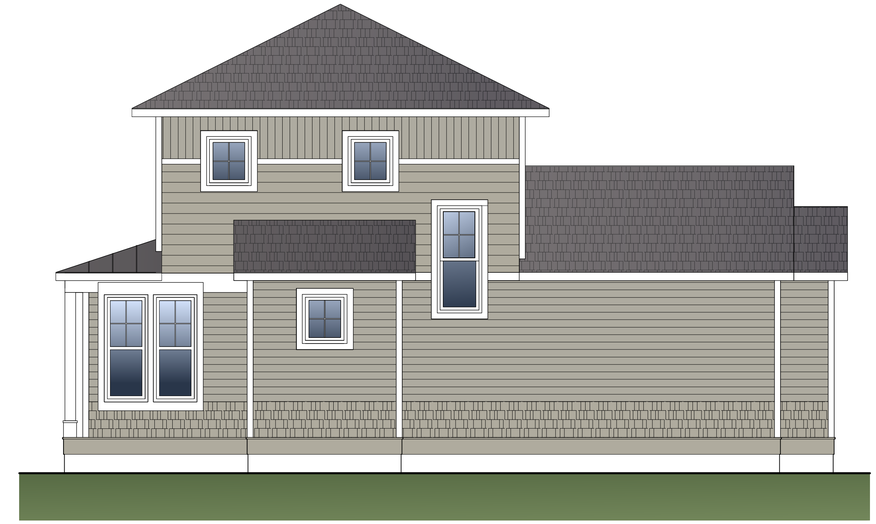
February 13, 2017

Theresa Sullivan Twiford | Director of Land Use and Development | Advon Real Estate, LLC

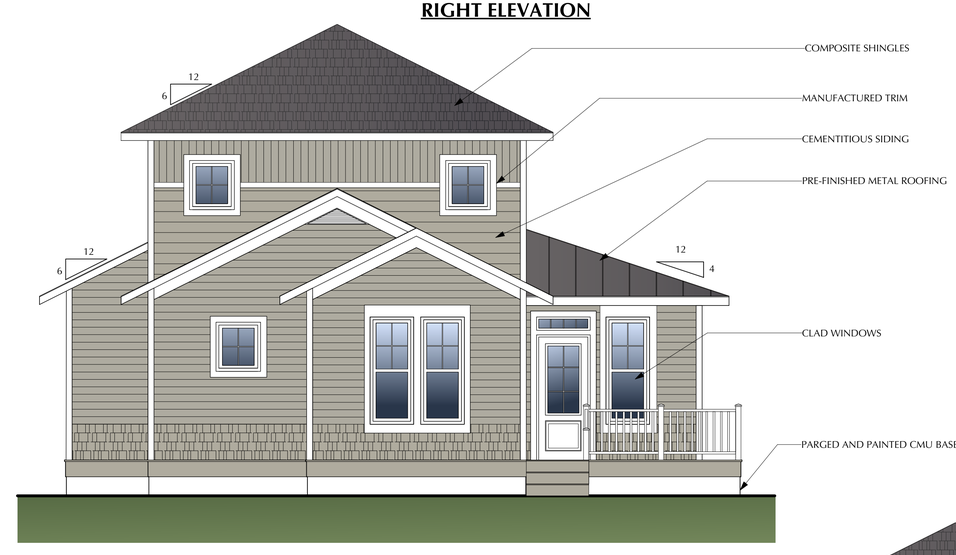
Young Group



FRONT ELEVATION



RIGHT ELEVATION



REAR ELEVATION

LEFT ELEVATION

THE WHITNEY

BUTZ • WILBERN

RAILROAD COTTAGES

0 1' 2' 4'

February 13, 2017

Theresa Sullivan Twiford | Director of Land Use and Development | Advon Real Estate, LLC

Young Group

Railroad Cottages
Section 5

Statement Regarding Impacts on Existing Community Facilities.

Railroad Cottages is expected to provide an overall improvement to existing facilities on several different levels. While the proposed ten-home project is quite small by its very nature, the very scale of the homes themselves (approximately 1,500 square feet each) limits the number of residents who can impact existing facilities. That said, the road itself will be improved not just at the point of contact with the project, but the length of Railroad Avenue will be improved by adding roadway width using a grasscrete paver type of material so that rescue and life safety equipment can better serve all those living along Railroad Avenue without negatively impacting the visual aspect of the neighborhood.

Railroad Cottages is proposed to be an age-restricted project (55 and older) and so it is believed that the impact on schools will be a positive one with residents of *Railroad Cottages* offering mentoring and volunteer services to our schools. No new school seats are expected to be generated by the project.

Water requirements will be mitigated by the incorporation of contemporary retention and treatment facilities and the use of high-efficiency water devices. We are reliably informed that both the sewer and water system have more than adequate capacity to serve the project as proposed.

As noted above, it is intended that fire and rescue service availability to the neighborhood will be significantly improved due to the effective widening of Railroad Avenue from 12 feet to 18 feet and the installation of a new fire hydrant adjacent to the project. Further, the proposed cottages will reduce demand on fire services

as a result of the installation fire sprinklers and the use of cementitous (fire-retardant) siding.

In addition, we believe that partly because of our proposed emphasis on sustainability and partly because of the senior status of the owners of the cottages, the traffic impact will be minimal as compared to very large single-family homes that very likely would each have three or more vehicles while those in our development will be encouraged to have only one. Further, given the short distance to shops and restaurants via the W & OD trail, walking and biking rather than driving will be much more likely.

Railroad Cottages
Section 6

Conformance with Falls Church City Comprehensive Plan and Design Guidelines.

The City has identified a number of housing issues which affect residents, including, among others, large new homes built on lots where smaller homes previously existed; limited options for senior citizens; and the high cost of new housing. One of the stated goals of the Comprehensive Plan is to encourage a mix of residential housing types that can meet the current and future needs of residents of all incomes while benefiting community character and thus proving for a diversity of housing stock for an increasingly diverse demographic. *Railroad Cottages* will meet the needs of some of the seniors within our community both now and in the future when the need is expected to be even greater. *Railroad Cottages'* proposed layout encourages a strong sense of interactive community and involvement by its face-to-face layout, porches and inclusion of a large shared common house equipped with kitchen, lounge, and interaction areas. These elements will provide shared open space and a common building and community connection. Thus, the proposed project addresses the Plan's stated goal of encouraging the creation of supportive and accessible housing for senior citizens.

The low massing and articulated design elements of the cottages reflect and amplify the quintessential charm that has come to be iconic of Falls Church City and provide significantly less overall floor area ratio than typical single-family homes. The proposed development creates private outdoor space for individual cottages and blends in with the existing community.

The Plan further seeks to encourage the creative construction of housing affordable for persons with moderate income. *Railroad Cottages* will be constructed using high quality and sustainable materials developed on a scale which will keep the homes relatively

affordable and uses a variety of techniques to provide natural and onsite infiltration of stormwater.

Additionally, *Railroad Cottages'* location is easily accessible to areas providing commercial services and transit. Clustered parking will reduce curb cuts and create a pedestrian friendly environment while a landscape buffer will provide screening from public streets and adjacent properties.

No better summary could be provided regarding the conformance of this project with the City's Comprehensive Plan than the "Comprehensive Plan Analysis" table developed by City staff when council was considering adoption of the new Cottage Zoning Text Amendment. That table is duplicated below.

Each element of the criteria/ standard listed in the table below is found in the *Railroad Cottages* project.

Comprehensive Plan Analysis

The following table provides the objectives and the Comprehensive Plan support for the proposed criteria and standards included in the proposed cottage housing ordinance.

Criteria/ Standard	Objective	Comprehensive Plan
Age-restricted housing	Provide for a diversity of housing stock for an increasing demograp hic	An increasing number of ...persons over age 65 are creating greater demands ...for senior housing and services. *Vision Chapter, Page 2, 4* Encourage a mix of residential housing types that can meet the current and future needs of residents of all levels of income, while benefiting community character. [Goal 2] *Ch. 10 Housing, Page 204*
Density/FAR	Less overall floor area ratio (FAR) than typical single-family home	In recent years, many new homes and additions to existing homes have been built on infill lots in established residential neighborhoods. A number of these homes have been built at a much larger scale than the other homes in the neighborhoods and to the maximum lot coverage and height that the Zoning Ordinance allows. [Goal 7, Strategy B, Explanation] *Ch. 4 Land Use and Economic Development, Page79 Rv*

Criteria/ Standard	Objective	Comprehensive Plan
Proximity to designated revitalization areas	Encourage new housing that is easily accessible to areas providing commercial services and transit	The purpose of these Revitalization Areas is to designate where redevelopment will be encouraged. Each Area is oriented toward the most logical transit alternative, includes the ability for mixed use redevelopment according the City's Zoning Ordinance, and allows for density greater than 3.0 floor area ratio in a portion thereof. [Revitalization Areas, Small Area Plans, & Urban Development Areas] *Ch. 4, Land Use & Economic Development, Resolution 2016-36* 3. Support economic activity by increasing access to City businesses and by increasing access to regional activity centers. [Goal 3] *Ch. 7, Transportation, Page 4*
Community Assets (Common Open Space, Common Building, Connectivity)	Provide shared open space and a common building for cottage housing residents, and community connection	Encourage developers and builders to dedicate land, particularly that which is densely vegetated, for open space within their developments. [Goal 5, Strategy C] *Ch. 5, Natural Resources and the Environment, Page 117* 3. Encourage developers to provide outdoor space as part of redevelopment projects [Implementation Strategy] *Ch. 6, Parks, Open Space, and Recreation, Page 13*
Design – porches, variations in materials and color, no blank walls	Create private outdoor space for individual cottages; blend in with existing community	C. Promote compatibility with existing neighborhoods, improvement of the existing housing stock, and environmental preservation in relation to infill residential development. [Goal 1] D. Develop a strategy for attracting innovative developers who have a respect for quality design. [Goal 1] *Ch. 3 Community Character, Appearance, and Design, Page 25*

Criteria/ Standard	Objective	Comprehensive Plan
Appropriately sized dwelling units for smaller households (Maximum of 1,500 square feet in size)	Affordability, diversity of housing stock, less energy use, and prevent overbuilding of the site.	…in 2000, approximately 33 percent of the City's households were one-person households. This relatively high ranking could be partially attributable to the fairly high percentage of persons age 65 and older, which was 12 percent of the total population in 2000. A high percentage of single-person households can increase the demand for smaller single family detached housing units, townhouses, apartments, and condominiums. *Ch. 10 Housing, Page 199*
Height limit of 1.5 stories and 25 feet	Less height and massing than typical single-family house (2.5 stories and 35 feet allowed). Maintain a feeling of adequate light and open space.	Building larger and in some cases taller houses can decrease the space between houses as well as change views and sunlight reception, decrease the number of trees and vegetation, reduced shading, and increased stormwater runoff. [Goal 7, Strategy B, Explanation] *Ch. 4 Land Use and Economic Development, Page79 Rv*
Low Impact Development	Encourage pervious materials, green roofs, etc., to provide natural and on- site infiltration of stormwater	Encourage redevelopment that reduces the amount of impervious cover, increases or maintains native vegetation, and uses other best management practices. [Required Action under Goal 1, Strategy B] Ch. 4 Land Use and Economic Development Page 74 Rv Increase vegetative cover and tree canopy on rooftops and in parking areas to provide shade and reduce impervious surfaces. [Goal 4, Strategy E], Ch. 5, page 117 Promote green building and low impact development within the City. [Goal 6, Strategy G] Ch. 5, Natural Resources and the Environment, Page 119

Criteria/ Standard	Objective	Comprehensive Plan
Clustered parking	Reduces curb cuts, creates pedestrian friendly environment	4. Avoid excessive curb cuts for vehicular access across pedestrian ways. [IV Guidelines for Streetscapes, B. Paving and Sidewalks] Design Guidelines
Landscaped buffer between 10- 20 feet	Provide screening from public streets and adjacent properties	…visually integrate developments into the existing landscape and minimize potential conflicts between abutting developments… [Goal of Landscape Ordinance] Ch. 5, Natural Resources and the Environment, Page 106

Based on the above analyses, we believe that the subject application is in full conformance with the City's Comprehensive Plan.

Railroad Cottages

Section 7

Statement & Data Regarding the Projected Net Revenues from the Project.

Railroad Cottages will occupy land now vacant. The project will not only build community, but add positive net revenue to the City. A comparison of the proposed Railroad Cottages project verses development of the same land using by-right construction of four single family homes follows:

	4 SFD's at $1.2 million each @ .63 ratio = 2.53 pupils	**10 age-restricted cottage units at $595,000 each = no pupils**
Gross revenues	**$79,020**	**$86,980**
Gross expenses	**$56,475**	**$13,084**
Projected net annual fiscal impact	**$22,546**	**$73,896**

Railroad Cottages
Section 8

Cottage Housing Special Exception Evaluation Criteria

1. The proposed project will be an age-restricted, condominium community as provided for under the Federal Housing for Older Persons Act of 1995.

2. The proposed project provides for a coordinated site design that:

   a. Encourages social interaction by providing front porches for all cottages, a common house for casual mingling, group meals, classes, etc. In addition, the condominium association will sponsor lectures, group classes, group outings, etc. Great emphasis will be placed on the "community" aspects of the development during the sales process, with a special emphasis on the community's goal of being able to "age in place" with residents helping and interacting with one another in a variety of ways.

   b. Minimizes impervious surfaces through the use of both pervious paving materials for ALL paving on the site and wooden walkways instead of paving materials.

   c. Lowers its impact on the environment, using a variety of techniques ranging from solar panels to geothermal HVAC to Energy Star appliances to creative storm water management techniques such as rain gardens. Our expectation is that our proposed project will have the lowest impact of any completed to date in the City.

3. *Railroad Cottages* will be rich in community amenities. Among them will be a 1,500 square foot common house containing a kitchen, dining area, social interaction area with

TV, lounge chairs, etc., restroom and guest room on the second floor for overnight visitors. The project will exceed the amount of common open space required under the code and will provide for a community garden and other related items. All of these amenities will foster interaction within both the community and with the neighborhood as neighbors will be invited to join in many of the community's activities.

4. The proposed development will be visually appealing and traditional in its architecture, thereby permitting it to blend in well with similar houses in the immediate and greater neighborhoods.

5. The applicant is currently exploring certification options but is committed to achieving the equivalent of LEED (Silver) or better.

6. The project location in the 1000 block of Railroad Avenue is within 500 linear feet of a revitalization area.

Railroad Cottages

Railroad Avenue
Falls Church, Virginia

Railroad LLC Response to City of Falls Church First Comments
Special Exception Application
April 2017

Submitted by Railroad, LLC
800 West Broad Street, Suite 333
Falls Church, VA 22046
703.356.8800

Table of Contents

Integrated Responses to Comments Page 1

- Planning / Development Review ..... Page 1
- Transportation Planning ..... Page 5
- Zoning ..... Page 5
- Building Official ..... Page 7
- Department of Public Works ..... Page 8
- Solid Waste & Recycling ..... Page 9
- Transportation Engineering ..... Page 9
- Urban Forestry ..... Page 10
- Voluntary Concessions ..... Page 11
- Fire Official ..... Page 11
- Health & Human Services ..... Page 13
- Fairfax Water ..... Page 14
- NOVA Parks ..... Page 14

Massing Images Attachment A

Draft of Proposed Voluntary Concessions Attachment B

Additional Details – Elevations and Floorplans Attachment C

Transportation Demand and Parking Management Plan Attachment D

Updated Conceptual Development Plan Attachment E

RAILROAD, LLC
800 WEST BROAD STREET, SUITE 333
FALLS CHURCH, VIRGINIA 22046
PHONE: 703.356.8800

April 19, 2017

Ms. Carly Aubrey
City of Falls Church Planning Division
300 Park Avenue, 300W
Falls Church, VA 22046

Re: ***Railroad Cottages Special Exception Application***
MUNIS #2017-0220

Dear Carly:

Below are responses to the comment letter dated March 31, 2017.

Planning/Development Review

Special Exception Requirements (Sec. 48-90)

Comment 1: The special exception evaluation criteria analysis in the application states the use of pervious paving materials for all paving on the site. It is unclear on Sheet P-0401 of the conceptual development plan, what the proposed paving materials are under the carport area.

Response: The materials under the carport will be pervious pavers. We have added a note to P-0401 to clarify. Please see the Updated Conceptual Development Plan, Attachment E.

Comment 2: Include massing and site renderings for the project within the site and in context with the surrounding area.

Response: Please see massing and site renderings in Attachment A to this response.

Comment 3: Submit draft condominium/homeowner association and/or covenant documents pertaining to age restrictions and maintenance of common areas and landscaped areas.

Response: The condominium documents are being drafted by our attorneys, Walsh Colucci. They will include a commitment that the association will be responsible, at a minimum, for the maintenance of the

entire portion of the property that is outside the cottages, the interior and exterior maintenance of the common house and the exterior of the cottages including but not limited to paint, caulking, roof and cleaning gutters.

Comment 4: Draft Voluntary Concessions were not submitted. Please submit them in the next submission. Future meetings with City management are anticipated to finalize the voluntary concessions.

Response: Please see Attachment B for the draft of our proposed voluntary concessions.

Comment 5: Additional information will be required, and future meetings are anticipated, in regard to the development of maintenance agreements and parking enforcement agreements for the proposed grasspave area along Railroad Avenue, both within and outside the City of Falls Church.

Response: Acknowledged. We understand that this needs additional discussion and will engage these issues when meeting with staff regarding voluntary concessions.

Site Plan Requirements (Sec. 48-241)

Comment 6: Provide additional architectural details- floor plans with approximate square footage, color options, etc.

Response: Please see Attachment C for these details.

Comment 7: If crawl spaces are proposed, please provide the estimated average height.

Response: We expect the estimated average height to be approximately 40" but in no event greater than 48".

Comment 8: Include a statement on low impact design elements that are proposed to capture the first inch of rainfall.

Response: The narrative for stormwater management has been revised to include the low impact design elements to capture the first inch of rainfall for the roof and vehicular areas. See sheet P-0401 of the Updated Conceptual Development Plan, Attachment E.

Comment 9: Include a statement on any proposed net zero energy impact elements.

Response: We do not intend to achieve net zero. However, we do intend to develop a sustainable and low-energy consuming project. Elements will include but not be limited to: For all structures, geothermal HVAC, 2x6 exterior walls with R-21 insulation, R-50 roof insulation, low-e windows, Energy Star appliances, and programmable thermostats. The

roof of the carport will be covered with solar panels which should provide roughly 6 kW of power which will be used, at a minimum, to power all exterior lighting on the site plus the common house. The equivalent of LEED Silver will be achieved per the zoning code.

Comment 10: Include greater detail on how solar or green roofs will be used to obtain 561 square feet of bonus building coverage.

Response: The entire roof of the carport, measuring approximately 90' x 20', will be covered with solar panels, totaling 800 sq. ft., well in excess of 596 sq. ft., the updated requirement.

Site Plan Requirements (Ch. 48, Article V, Division 7)

Comment 11: Indicate extent of proposed 6 foot grasspave area along entirety of Railroad Avenue, not just across from the subject site; and indicate locations of existing trees/shrubs within and adjacent to the grasspave area.

Response: We will indicate the extent of the proposed Grasspave2 (or equivalent) on the site plan, and identify the locations of tress/shrubs adjacent. We expect to submit the site plan by the end of April.

Comment 12: Provide a tree survey of 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.

Response: A tree survey will be included with the site plan.

Comment 13: Include a statement that the owner or contract owner joins in the site plan and agrees to be bound by all site plan requirements.

Response: The statement will be included on the site plan.

Comment 14: Include a proposed subdivision plat. If a site plan covers more than one lot or parcel, a subdivision plat which binds the properties to the uses shown on the site plan shall be made part of the plan submittal. Approval and recordation of such plat shall be a condition of approval of the site plan.

Response: The preliminary subdivision/consolidation plat will be included with the site plan.

Comment 15: Include owner information, zoning district and present use of all contiguous property.

Response: The information listed above will be included with the site plan.

Comment 16: Include the disposition of stormwater drainage and detention systems indicating pipe sizes, types and grades, including all calculations.

Response: The stormwater management design will be included with the site plan.

Comment 17: Include existing and proposed sanitary sewerage facilities, indicating pipe size, types and grades and where connection is to be made to the city system, including all calculations.

Response: The sanitary facilities and calculations will be included with the site plan.

Comment 18: Include all proposed artificial outdoor light sources and accompanying structural supports, indicating all details required as regulated by chapter 14.

Response: This information will be submitted with the site plan.

Comment 19: Indicate type of enclosures and screening for trash storage.

Response: The base for the enclosure will be pervious pavers while the enclosure will be 6' high and constructed of wood and PVC lattice. Details will be provided on the site plan.

Comment 20: Indicate location of existing and proposed utility apparatus associated with aboveground and underground installation, connection and distribution as approved by the respective utility corporations.

Response: The utility facilities and conduit layout will be included with the site plan.

Comment 21: Indicate location of adequate signs to prohibit parking along travel lanes or driveways.

Response: The locations of signs will be included on a signage plan with the site plan.

Transportation Planning

Comment 1: See memorandum, dated March 20, 2017 for comments and further details (Enclosure 1).

Response: Acknowledged.

Comment 2: Pedestrian Access

Width of Walkway: Will two people be able to fit if they are both using either walkers or wheelchairs? Can the house entrance walkways be used as ADA passing spaces?

Lighting: Will residents be able to see where they are walking at night? Will lighting be provided for the walkway?

Response: The walkway will be six feet wide versus the five feet required by ADA code so two people can pass with walkers or wheelchairs. The house entrances will be ADA compliant. Note that we are using Universal Design throughout the project. Lighting will be provided for all walkways so residents will be able to see clearly at night. Details will be provided on the site plan to be submitted by the end of April.

Comment 3: Automobile Access and Parking

Access: Are the units at the end of the site accessible by motorized vehicle?

Moving In/Out: How will delivery trucks service the site? How will move in/move out work on the site?

Response: The units of the northern end of the project will be accessible via the extensive paved area of that end of the project. Delivery and moving trucks will be able to park in the same areas as well as along the street frontage on the Grasspave2 (or equivalent) area on the site.

Comment 4: Neighborhood Opportunities

Plaza: The W&OD Master Plan calls for redeveloping the maintenance shed area as a welcome/gateway plaza. What are the opportunities to implement that portion of the plan with this project?

Response: It is our intention to implement the city-approved plan as one of our voluntary concessions, subject to approval of the NOVA Park Authority.

Zoning

Comment 1: See memorandum dated March 15, 2017 for comments and further details (Enclosure 2).

Response: Seen and understood.

Comment 2: Provide more detail in how the plan will satisfy Sec. 48-241(a)(8) Low Impact Design.

Response: Low Impact Development of the cottage units themselves will be realized through use of Universal Design throughout, geothermal HVAC, 2x6 exterior walls with R-21 insulation, R-50 roof insulation, and low-e windows. The units will achieve the equivalent of LEED Silver or better.

Comment 3: Provide a comment box on the plan that identifies who is responsible for maintenance of landscaping under Sec. 48-241(a)(12); include this in the special exception language.

Response: A note for the maintenance of landscaping onsite has been added to sheet P-0401. Please see the Updated Conceptual Development Plan, Attachment E.

Comment 4: Provide text boxes on the plan that state the following: parking enforcement on site is at the discretion of the police department; parking is not permitted on private streets; all streets in the development shall be private and shall be maintained by the Association or other owner; all vehicle parking generated by the site shall be hosted entirely on the site.

Response: These notes have been added to P-0401. Please see the Updated Conceptual Development Plan, Attachment E.

Comment 5: Indicate areas designated as “no parking” and show the locations of the related signs.

Response: Signs have been added to P-0401. Please see the Updated Conceptual Development Plan, Attachment E.

Comment 6: Delineate the boundaries of the common areas on the site plan, perhaps in a stand-alone mini-map.

Response: Everything outside the building footprints is considered common area.

Comment 7: Show precise dimensions and locations of stoops, porches, decks and patios.

Response: The dimensions and locations of stoops, porches, decks and patios are shown on sheet P-0401 of the Updated Conceptual Development Plan, Attachment E, and on the cottage elevations, pages C-2 and C-4 of Attachment C.

Comment 8: Consider 7' perimeter fencing as part of the side and rear landscaping buffers.

Response: We will install a 7' perimeter fence along the western property line. We do not believe installing one along the southern (rear) property line would be a good idea as it would require us to remove substantial vegetation which currently acts as good screening. Further the entire property is currently surrounded by fences owned by the neighbors. Finally, note that the extensive vegetative screening required by Code would fully obscure any new fence, rendering it ineffective.

Building Official

Comment 1: See email dated March 8, 2017 for comments and further details (Enclosure 3).

Response: Acknowledged. We will continue to work with the building official on these issues and achieve final resolution during the permit process.

Comment 2: 18" drop-off on either side of long wood walkway might be a hazard for people with vision or mobility/ balance issues.

Response: The drop-off will be approximately 18" but that will be over a distance of several feet, so it will be gradual and therefore not a hazard.

Comment 3: Please provide fire flow calculation for new hydrant.

Response: Updated fire flow calculations are provided on a new "Fire Marshal Plan," sheet P-0403 of the Updated Conceptual Development Plan, Attachment E.

Comment 4: Please provide a dimension from the firetruck parking area to the back of the furthest cottage.

Response: The dimensions from the fire truck parking to the back of the furthest cottage have been added to sheet P-0403. Please see the Updated Conceptual Development Plan, Attachment E.

Comment 5: Please describe how the common house will be used, and how the kitchen will be equipped. Will there be a commercial hood, grease trap, etc.?

Response: The common house will be used as an amenity area for residents so they can meet in small groups to watch TV, play games or just visit. The residential-level kitchen will permit small parties and / or group

dinners. This issue has been discussed extensively by the architect with the building officials. The upstairs sleeping area will be used occasionally by overnight guests of unit owners on a very limited basis.

Comment 6: Would the common house ever be winterized? Would fire personnel be able to tell if someone were sleeping there?

Response: The common house will never be winterized. Fire personnel would not be able to tell if someone were sleeping there or not which is a common condition for all houses.

Department of Public Works

Comment 1: See memorandum dated March 21, 2017 for comments and further details (Enclosure 4).

Response: Acknowledged.

Stormwater

Comment 2: An erosion and sediment control plan shall be required at the final site plan stage. The applicant is advised to begin planning a strategy for runoff containment on-site.

Response: An E&S Plan will be provided with the site plan.

Comment 3: The total phosphorus load shall be reduced at least 20 percent below the pre-development total phosphorus load using on-site stormwater management techniques. Calculations must include improvements done to the road.

Response: As discussed at our meeting on 4/6/2017, we will meet the requirements to not exceed 0.41 lbs/ac/yr from the site for all additional impervious area.

Comment 4: Stormwater management shall be designed to completely infiltrate or contain the first inch of stormwater runoff on site.

Response: As discussed at our meeting on 4/6/2017, we only need to capture the first inch for the roof and vehicular areas as stated in the Cottage Ordinance.

Comment 5: The City recommends any concentrated flow to be piped to the stormwater infrastructure in Ellison Street.

Response: We will work with the homeowner and staff to obtain an easement to pipe the storm towards Ellison Street.

Comment 6: Before the site plan can be approved as preliminarily designed the developer will need to request a waiver for elements of the City's RPA

code. The City will likely seek restoration efforts of the channel as part of the mitigation for land disturbance in the RPA.

Response: ***Acknowledged.***

Comment 7: Identify who will maintain the grass pavers proposed on NOVA Parks property. This BMP will need a maintenance agreement with the City.

Response: ***We will execute the City's standard BMP maintenance agreement. Since the City "owns" Railroad Avenue and we are assured by City staff that snow plows will not create maintenance issues, we believe it reasonable that the Railroad Cottages community <u>not</u> have a role in the future maintenance of the GrassPave.***

<u>Solid Waste & Recycling</u>

Comment 8: The plans show a concrete dumpster pad but it is not clear whether an enclosure will be included. An enclosure is strongly recommended.

Response: ***The enclosure will be 6' high and constructed of wood and PVC lattice. Details will be provided on the site plan.***

Comment 9: The City maintains one of the highest recycling rates in the state. Be sure that the dimensions allow for a recycling dumpster (or cart service) and a trash dumpster. Please provide dimensions showing recycling and trash capacity adequate for the volume of solid waste expected.

Response: ***Proposed enclosure will house a recycling dumpster.***

Comment 10: Some of the units are quite far from the proposed dumpster location. This may pose a problem for certain residents in the target buyer base. Will the project provide accommodations to move both trash and recycling from the residence to the dumpsters if needed?

Response: ***Yes, assistance will be available.***

<u>Transportation Engineering</u>

Comment 11: Show existing City of Falls Church and NOVA Parks ROW on Existing Conditions Plan.

Response: ***There is only NOVA Parks ROW along the frontage of the site. It is the boundary adjacent to our property and extends a 100' width, as indicated by the property owner label. Please see sheet P-301 of the Updated Conceptual Development Plan, Attachment E.***

Comment 12: Show existing lots, buildings and traffic control devices on Existing Conditions Plan.

Response: The approximate locations of the existing lots, buildings and traffic control devices are shown on the existing conditions plan. Please see sheet P-301 of the Updated Conceptual Development Plan, Attachment E.

Comment 13: Parking Management and Transportation Demand Management plans will be required for the final site plan. The applicant must demonstrate the proposed parking will be adequate for residents and their visitors given that parking is not and will not be permitted along Railroad Ave.

Response: Please see Attachment D for a draft Transportation Demand Management Plan.

Comment 14: Please be advised that an approved Maintenance of Traffic, Construction Management and Construction Parking Plan shall be required prior to issuance of any construction permits.

Response: Acknowledged.

Comment 15: The existing 12' right-of-way shall be milled and resurfaced by the developer after construction.

Response: Agreed, specifically for the full frontage of the property.

<u>Urban Forestry</u>

Comment 16: Provide a preliminary tree survey of all trees 2" and diameter or greater with recommendations for removal or retention as outlined in the City's development guidelines. This survey and resulting tree preservation plan must be done by an ISA Certified Arborist.

Response: This will be included with the site plan.

Comment 17: Include a Tree Preservation Plan that details tree locations and critical root zones, tree protection fencing, and other tree preservation measures.

Response: This will be included with the site plan.

Comment 18: Include all standard details for tree protection, planting, etc.

Response: This will be included with the site plan.

Comment 19: The 10' landscaped buffer shown on all sides is adequate to screen this project from adjacent residences and from the street.

Response: Acknowledged.

Comment 20: The conceptual layout provided for this project exceeds the required residential development canopy cover standard.

Response: Acknowledged.

Comment 21: The City will work with the applicants to ensure the landscaped buffer and residential canopy cover requirements are met in the Site Plan.

Response: Acknowledged.

Voluntary Concessions

Comment 22: The City will work with the applicant to draft a list of Voluntary Concessions associated with this development.

Response: Acknowledged. A draft list of proposed voluntary concessions is provided in Attachment B.

Fire Official

Comment 1: See memorandum, dated March 6, 2017 for comments and further details (Enclosure 5).

Response: Acknowledged.

Comment 2: This memo is to offer comments and conditional support for the Railroad Avenue Cottage Project. After meeting with the applicant and reviewing Fire and Life Safety concerns, the applicant has agreed to make improvements that will greatly improve response capabilities to Railroad Avenue.

Background: Railroad Avenue brings unique challenges based upon its location and past practices that have been applied in development lacking the attention to Fire and Emergency Medical Services (EMS) accessibility. Access is through Fairfax County off Fowler Street. When turning onto Railroad Avenue the road width reduces to 12 feet, limiting Fire Department and EMS Life Support access. Railroad Avenue then continues east over 650 feet in total length with no turnarounds. There are three homes along Railroad Ave; one built in 1939 prior to Virginia Statewide Fire Code provisions. Complicating access further is a pipe stem that extends south off of Railroad Avenue, over 150 feet to another residence. All dwellings are along the south side of Railroad Avenue with the Northern Virginia Park Authority (WO&D Trail) boarding the north side of the road.

Another obstacle for access is vehicles that park along Railroad Avenue on Northern Virginia Park Authority property. This further reduces the 12-foot street to approximately 8-10 feet when vehicles are present. The removal of those vehicles

cannot be enforced since they are located on Park Authority property. During the winter months this is compounded with the buildup of snow narrowing road access even further.

In order to meet the intent of the Virginia Statewide Fire Prevention Code, the applicant has agreed to the following:

- Railroad Avenue shall be widened from Fowler Street to the end of Railroad Avenue with a continuous width of 18 feet. It is understood this will be accomplished by adding an additional width of 6 feet of grass permeable pavers abutting the existing pavement and extending onto Northern Virginia Park Authority Property along the length of Railroad Avenue. While the Virginia Statewide Fire Prevention Code required roadways to be a minimum of 20 feet wide, it allows an exemption for a reduction to 18 feet if those residential units will include an automatic sprinkler system. The pavers must meet the weight capabilities for fire apparatus (80,500 pounds).
- It is further understood there will be "No Street Parking" on Railroad Avenue in order to meet the minimum 18-foot requirement of the Statewide Fire Prevention Code. Permission must be obtained to grant signage and enforcement rights along the Northern Virginia Park Authority property to remove vehicles in order to maintain roadway access for emergency vehicles.
- The applicant is aware of the need to install a "Dead-End Turn-Around" at the end of Railroad Ave for emergency vehicles to meet the intent of the Statewide Fire Prevention Code. This shall be approved by the Fire Official in coordination with Arlington and Fairfax County Fire Departments.
- Installing an additional fire hydrant in the area of the cottages will be required. Currently there is one fire hydrant located in Fairfax County at Fowler Street. Consultation with Fairfax Water is required to determine the exact location of the additional hydrant and if the current water main would provide adequate fire flow.
- The applicant shall comply that all portions of first story exterior walls are within 150 feet of the closest roadway supporting fire apparatus.

All aspects of the maintenance of Railroad Avenue shall be identified. This includes a clear identification of the parties involved (Department of Public Works) and their responsibilities to maintain the grass permeable pavers. This includes repair, replacement and snow removal in order to maintain emergency access at all times.

The applicant has shown due diligence in understanding fire safety concerns and mitigating hazards by proposing construction featuring non-combustible siding, the

installation of fire sprinkler suppression systems and limiting the height to 1 ½ stories for the use of ground ladders for emergency rescue operations.

In conclusion, based upon the completion of the proposed actions as outlined above, the intent of the Virginia Statewide Fire Prevention Code would be met. As such, there should not be an adverse impact influencing the ISO and insurance ratings on those properties regarding accessibility. In addition, these improvements will greatly provide an accessibility resolution for the existing homes on Railroad Avenue and improve response capabilities for emergency services.

Response: The items as noted above are continuously being discussed with all parties involved and will continue to address the emergency access as needed and as discussed with the fire marshal to improve the conditions along Railroad Avenue for both existing homes and the proposed cottage homes.

Health & Human Services

Comment 1: See memorandum, dated March 7, 2017 for comments and further details (Enclosure 6).

Response: Acknowledged.

Comment 2: Housing and Human Services supports the submission from Robert Young for the Railroad Cottages development. This project will increase the housing options available for City residents. We disagree however with the assertion that the Affordable Housing Policy does not apply and request that the provisions for Affordable Dwelling Units (ADU) be followed. Per the Affordable Housing Policy "in general, a requirement of six per cent (6%) minimum of new units based on by right development will be provided as ADUs in each new multifamily housing development. … When the City determines that a financial contribution in lieu of new units is in its best interest for meeting Affordable Housing targets, negotiators will ensure the City receives a cash contribution that reflects the fair market value of the units."

Although the Policy refers to "multifamily housing" the intent of the Policy was to be applicable to all new housing developments in the City. Six percent of the units which will be rounded up to one unit or cash in lieu should be requested as a proffer.

Planning Staff Note: This is a special exception and negotiation, therefore community benefits may be considered by City Council.

Response: Acknowledged. Discussions with staff are ongoing.

Fairfax Water

Comment 1: See email dated March 17, 2017, and memorandum dated March 6, 2017 for comments and further details (Enclosure 7).

Response: Acknowledged.

Comment 2: Please note that fire flow requirements will require the existing water main to be upsized. The 4" will need to become 6", and likely all the water main will need to become 8" to achieve code compliant fire flows at this site.

Response: We will continue to work with Fairfax Water to fulfill all requirements.

Comment 3: The property can be served by Fairfax Water.

Response: Acknowledged.

Comment 4: Adequate domestic water service is available at the site from an existing 6-inch & 4-inch waterline in Railroad Ave. See the enclosed water system map.

Response: Acknowledged.

Comment 5: Based upon configuration of proposed on-site water mains, additional water main extensions will be necessary to satisfy fire flow requirements and accommodate water quality concerns. Adequate fire service is available from an existing 12-inch waterline in Fowler Street.

Response: Acknowledged, see above response to Comment 2 from Fairfax Water.

NOVA Parks

Comment 1: See email dated March 23, 2017 for comments and further details (Enclosure 8).

Response: Acknowledged.

Comment 2: Attached are some modifications to the draft plan included in the special exception application. The attachment notes where we discussed having Grasspave instead of asphalt and shows proposed bollards.

Response: Acknowledged.

Comment 3: When we last met, the developer offered to install two parking spaces at our maintenance shed. We do not need those spaces.

Response: Acknowledged. Those spaces will be removed.

Comment 4: We would prefer flexible bollards in lieu of a gate to keep vehicles from entering the trail. That said, if we replace the asphalt outside of the road easement with Grasspave, we probably won't even need the bollards as the grass will provide enough deterrent.

Response: We will work with the Park Authority personnel to reach a mutually agreeable resolution of these issues.

Comment 5: The developer and City will need to enter into an agreement with NOVA Parks allowing the work to be completed on park property. Among other things, the agreement will require the developer to pay for NOVA Parks staff time and out of pocket expenses (such as engineering review and legal expenses to draft agreements). There will also be a construction deposit required that will be refunded at end of work if everything is completed properly.

Response: Acknowledged and agreed

Comment 6: Since the improvements on park property are intended for the benefit of the City for fire protection, the City will need to enter an agreement with NOVA Parks to maintain the surface improvements, bollards and no parking signs.

Response: We will work with City staff to accomplish this goal.

Comment 7: As you know, we can't grant permanent rights in the park property, nor can we predict what our future park development needs might be. The space occupied by the proposed improvements could someday hinder NOVA Parks ability to develop the valuable park property and to provide facilities to benefit the public. Accordingly, there will need to be language in the agreement with the City that indicates NOVA Parks may remove or develop the Grasspave areas and designated emergency vehicle turnaround at its discretion (essentially everything outside of the existing 12-foot wide public road easement), and the City will not deny approval of future NOVA Parks plans and permits because of the existence of the Grasspave strip and turn around area.

Response: We will work with City staff to accomplish this goal.

Attachment A
Massing Images

A-1 Aerial View

A-2 Ellison Street View

A-3 Interior View- From Carport

A-4 Interior View- From Common Patio / Green

A-5 Walkway View

RAILROAD COTTAGES

Aerial

RAILROAD COTTAGES

Ellison Street view

RAILROAD COTTAGES

Interior View - From Carport

RAILROAD COTTAGES

Interior View - From Common Patio/Green

RAILROAD COTTAGES

Walkway View

Attachment B
DRAFT - Proposed Voluntary Concessions

1. Install six feet of Grasspave2 (or equivalent) along the entire length of Railroad Avenue from the corner of Fowler Street, subject to the approval NOVA Parks.

2. Install "No Parking- Fire Lane" signs and bollards as required along the western edge of Railroad Avenue.

3. Install Grasspave2 (or equivalent) on western edges of Railroad Avenue in the turnaround area subject to approval of NOVA Parks.

4. Install pervious pavers and Grasspave2 (or equivalent) in areas shown on the site plan to facilitate turnaround of Fire/EMS emergency vehicles to service all Railroad Avenue residents.

5. Implement the City's adopted vision for the adjacent sector of the W & OD trail (see attachment B-1), including provision of air/water stop, bike racks, landscaping, public art, benches, "Welcome to Falls Church" signage and improvements to the architectural detail of the existing maintenance structure, subject to NOVA Parks approval.

6. Provide $10,000 to the City's affordable housing fund prior to the issuance of the first occupancy permit for the Cottages.

NOTE: THIS DRAFT WILL BE REVISED AFTER MEETING WITH CITY STAFF AND PUT INTO PROPER FORMAT.

Western Gateway

An existing storage shed and seating area provides an opportunity to create a Western Gateway into the City. The shed's architecture follows the design styling of former train stations along the W&OD Railroad. The addition of special paving to mimic railroad tracks and public art depicting trains from the railroad era add interest to the area and help connect the Park to its history.

Attachment C
Additional Details - Elevations and Floorplans

C-1 Owner Options

C-2 Tinner Elevation

C-3 Tinner Floorplan

C-4 Whitney Elevation

C-5 Whitney Floorplan

C-6 Common House Elevation

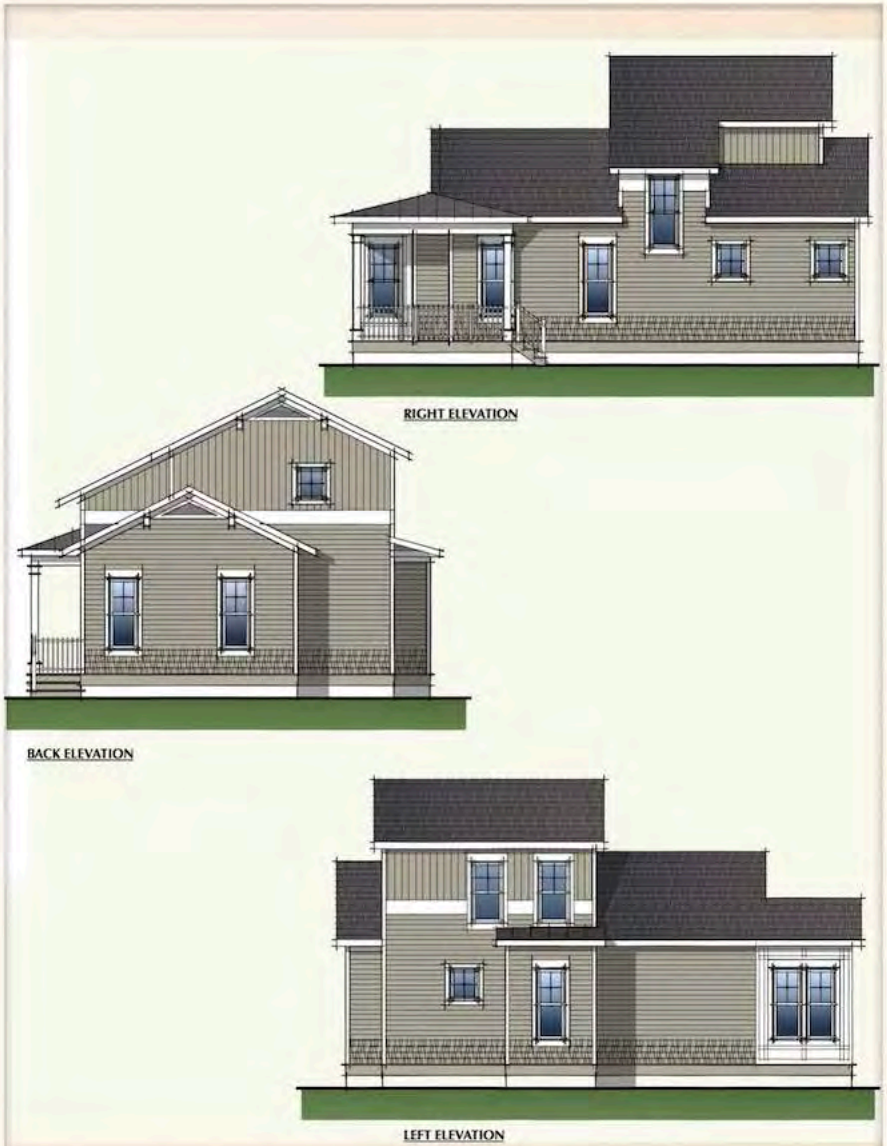
C-7 Common House Floorplan

RAILROAD COTTAGES

Owner Options

MIDPOINT OF ROOF
35'-0" MAX
AVERAGE GRADE PER CODE
FRONT ELEVATION

THE TINNER


RIGHT ELEVATION
BACK ELEVATION
LEFT ELEVATION

RAILROAD COTTAGES

The Tinner

FRONT ELEVATION

THE WHITNEY

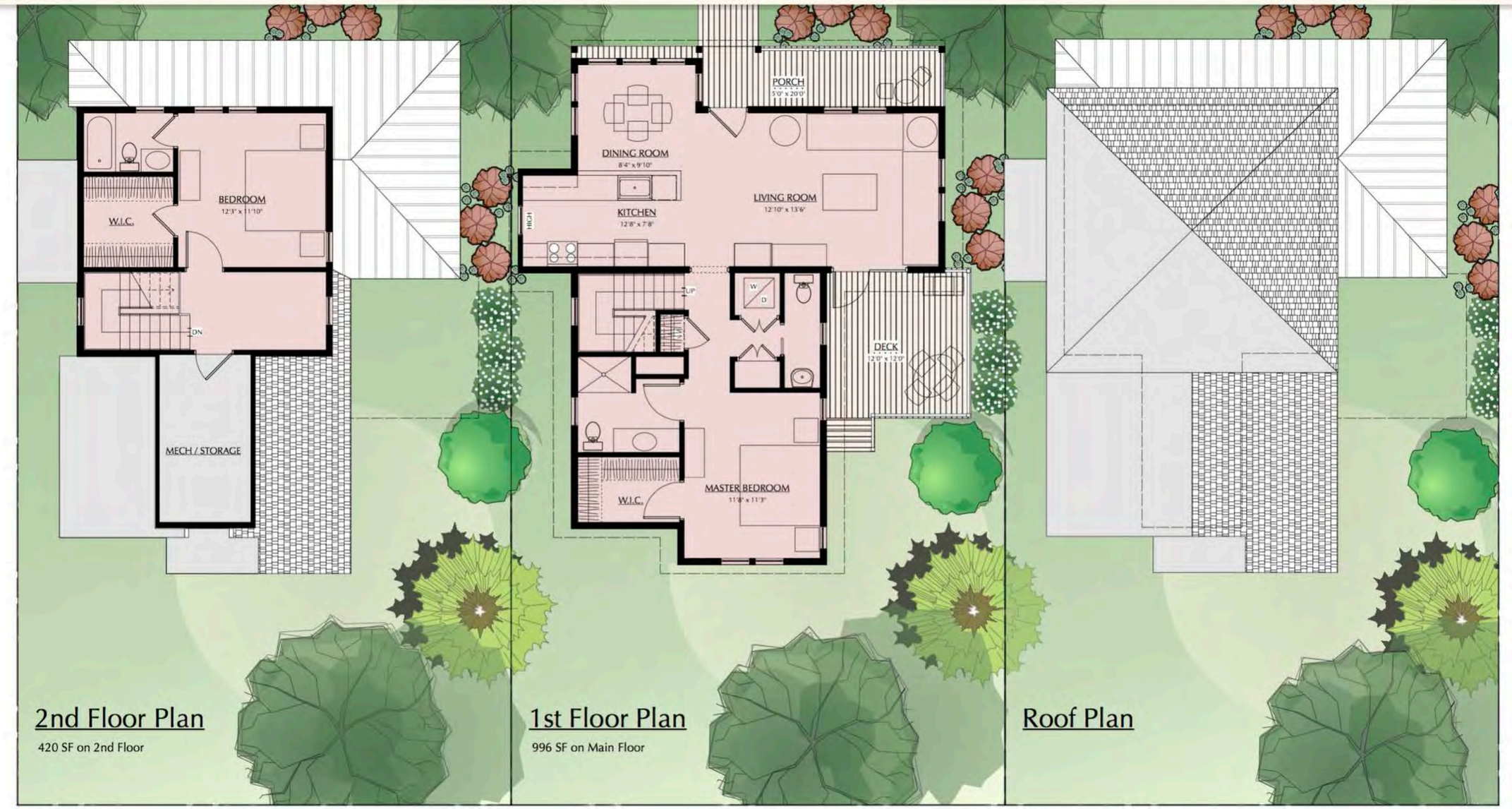
RIGHT ELEVATION

AR ELEVATION

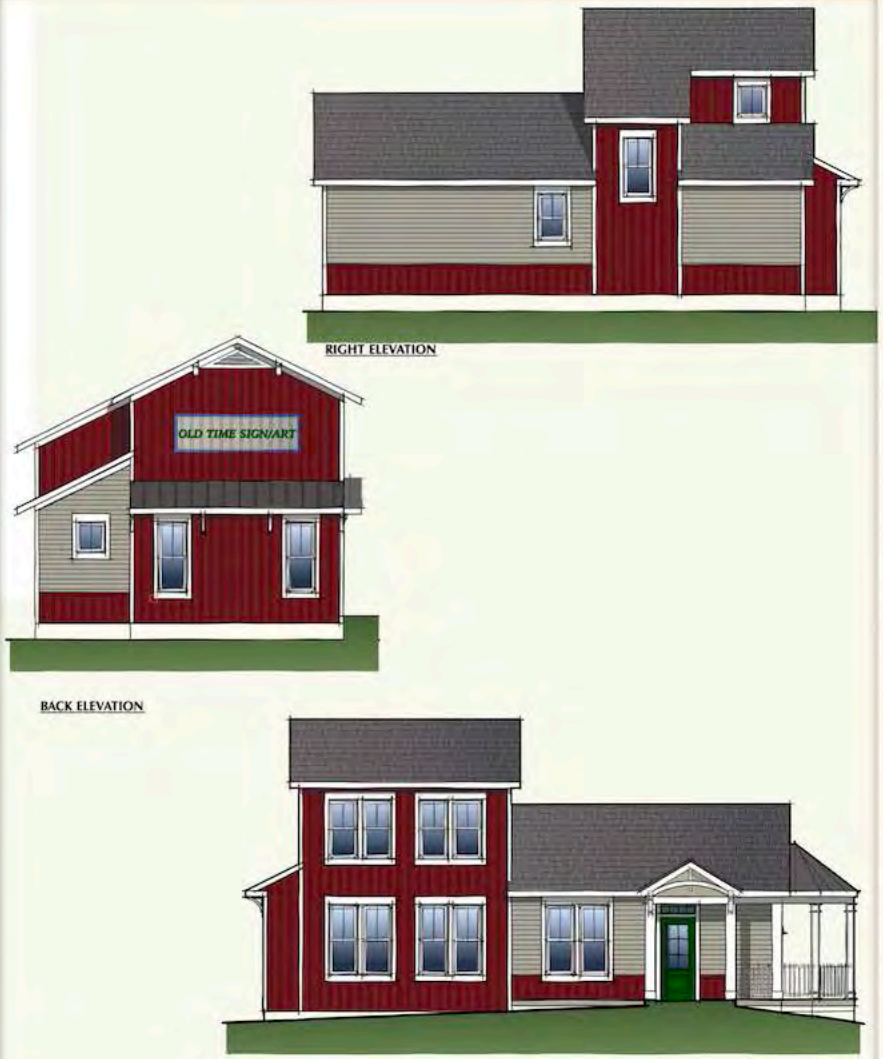
LEFT ELEVATION

RAILROAD COTTAGES

The Whitney



COMMON HOUSE



RAILROAD COTTAGES

Common House

Attachment D

Railroad Avenue Cottage Housing Transportation Demand Management and Parking Management Plan

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, form, 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.

Goals

This combined TDM and Parking Management Plan is designed to achieve the following goals:

1. Provide travel options that allow residents to "age in place", which means "the ability to live in one's own home and community safely, independently, and comfortable, regardless of age, income, or ability level"
2. Demonstrate that the number of parking spaces provide is consistent with City code and accommodates travel demand

Plan Flexibility

This combined TDM and Parking Management Plan recognizes that travel behavior may change over time. For that reason, this combined 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 Parking Management Plan will be reviewed periodically and updated as needed to deliver on the goals listed above.

Plan

The table below summarizes the plan elements. The specific elements are described in more detail below the table. The table is broken into four categories:

1. Site Design, Infrastructure, and Options. These options will be provided when the project is opened for operation.
2. Promotion, Education, and Incentives. These options will be provided while the project is in operation.
3. Monitoring and Enforcement. 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.
4. Adaptive Management. These additional techniques will be used is 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 be the performance goals.

Table 1: TDM and Parking Management Plan Elements

Site Design, Infrastructure, and Options	• Possible shared minivan provided for carpooling • Electric golf cart provided for loading/unloading • Bike cage provided • Shared bicycles provided
Promotion, Education, and Incentives	• Information kiosk in the community house with information on transit options, bike routes, and walking routes; as well as contact information for Commuter Connections • Carpool board maintained for daily needs (probably digital) • Parking spaces will not be sold with individual units. Parking hang tags will be issued by the condo board
Monitoring and Enforcement	• TDM Coordinator duties assigned to one of the association officers

Shared minivan provided for carpooling

We are not able to commit to a shared minivan but are considering it since it is not clear that there would be enough demand to warrant the high per unit costs.

Electric golf cart provided for loading/unloading

An electric cart capable of holding four passengers plus a carry-all space in the rear will be provided so that owners have a convenient way to transport items (groceries, suitcases, etc.) from cars to cottages. The cart could also be used on City streets.

Bike cage provided

A secure bike cage will be provided so owners have a convenient and safe place to store their bikes, there by further encouraging such use.

Shared bicycles provided

3-4 bicycles will be provided when units are occupied to encourage their use as an alternative to automobiles.

Information kiosk in the community house with information on transit options, bike routes, and walking routes; as well as contact information for Commuter Connections

In addition to such information available in the common house, the same materials plus possible links to relevant resources will be available on the community's website.

Carpool board maintained for daily needs

This board also will be maintained on the community's website and is intended to permit residents to share short trips to doctors, shopping, outings, etc, to reduce the number of automobile trips as well as permitting the further development of "community."

Parking spaces will not be sold with individual units. Parking hang tags will be issued by the condo board and monitored by all residents.

TDM Coordinator duties assigned to one of the association officers

- Order repairs for the co-owned vehicle (if needed), golf cart, bicycles, etc.
- Maintain the information kiosk and carpool board
- Be available to discuss local travel options with residents

Attachment E
Updated Conceptual Development Plan

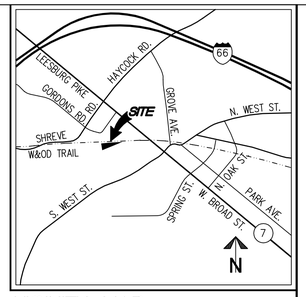
Sheet Number	Title
P-101	Cover Sheet
P-301	Existing Conditions
P-401	Conceptual Development Plan, page 1
P-402	Conceptual Development Plan, page 2
P-403	Fire Marshal Plan

RAILROAD COTTAGES

RPC #S 52-102-030, 52-102-031, 52-102-032

CITY OF FALLS CHURCH, VIRGINIA

CONCEPTUAL DEVELOPMENT PLAN



VICINITY MAP SCALE: 1"=2000'

NOTES:

1. THE PROPERTIES SHOWN HEREON ARE IDENTIFIED BY THE CITY OF FALLS CHURCH AS REAL PROPERTY CODE (RPC) NUMBERS: 52-102-030, 52-102-031, AND 52-102-032 AND ARE ZONED R-1A.

2. THE PROPERTIES SHOWN HEREON, CONSISTING OF LOTS 4 AND 5, LUCINDA GASKINS PARTITION AS RECORDED IN DEED BOOK S-6 AT PAGE 221, ARE NOW IN THE NAME OF RAILROAD, LLC AS RECORDED IN INSTRUMENT NUMBER 201601000014925 AMONG THE LAND RECORDS OF ARLINGTON COUNTY, VIRGINIA.

3. THIS PLAT AND THE SURVEY UPON WHICH IT IS BASED SHOWS ONLY THOSE IMPROVEMENTS THAT ARE OBSERVABLE AND CAN BE LOCATED USING NORMAL SURVEY METHODS. THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION, MISS UTILITY MARKINGS AND EXISTING RECORDS. THERE ARE NO GUARANTEES, EITHER EXPRESS OR IMPLIED, THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED, OR THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED. THE UNDERGROUND UTILITIES HAVE NOT BEEN PHYSICALLY LOCATED.

5. TOTAL AREA OF THE PROPERTY IS 54,425 SQUARE FEET OR 1.2494 ACRES.

6. THIS PLAT IS BASED ON A FIELD SURVEY BY THIS FIRM PERFORMED ON 8/25/2016.

7. THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAPS FOR THE CITY OF FALLS CHURCH, VIRGINIA, MAP NUMBER 5100540001C, REVISED JULY 16, 2004, DESIGNATES THE PROPERTY AS BEING IN ZONE X, "AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN."

8. EASEMENTS, CONDITIONS, COVENANTS AND RESTRICTIONS, SHOWN AND/OR NOTED ARE PER THE TITLE REPORT ISSUED BY EKKO TITLE, FILE M-1605002, DATED BY DAVIS TITLE SERVICES JUNE 2, 2016.

9. THE SITE SHOWN HEREON IS REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 AS COMPUTED FROM A FIELD RUN VERTICAL CONTROL SURVEY AND 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 SUBDIVISION BOUNDARY AND THE BENCHMARK(S) SHOWN TO NOAA/NGS MONUMENT PID NUMBER DH7960 LOYB; LOYOLA B COOP CORS ARP. THE COMBINED FACTOR APPLIED TO THE FIELD DISTANCES TO DERIVE THE REFERENCED COORDINATES IS 0.9999479I. THE FOOT DEFINITION USED FOR CONVERSION OF THE MONUMENT COORDINATES AND IN THE PERFORMANCE OF THIS SURVEY IS THE U.S. SURVEY FOOT. CONTOUR INTERVAL IS TWO FEET.

10. THIS SURVEY WAS COMPLETED UNDER THE DIRECT AND RESPONSIBLE CHARGE OF, JAMES A. MADISON, JR., L.S., FROM AN ACTUAL [X] GROUND OR [ ] AIRBORNE SURVEY MADE UNDER MY SUPERVISION; THAT THE IMAGERY AND/OR ORIGINAL DATA WAS OBTAINED ON AUGUST 25, 2016; AND THAT THIS PLAT, MAP, OR DIGITAL GEOSPATIAL DATA INCLUDING METADATA MEETS MINIMUM ACCURACY STANDARDS UNLESS OTHERWISE NOTED.

11. THIS SURVEY WAS PERFORMED AT THE REQUEST OF THE YOUNG GROUP (BOB YOUNG).

12. THE PROPERTY IS SUBJECT TO AN AGREEMENT WITH VEPCO RECORDED IN DEED BOOK 1181 AT PAGE 329.

13. THERE ARE NO BUILDINGS ON THIS SITE. THERE WERE NO ADDRESSES POSTED. CITY OF FALLS CHRUCH RECORDS SHOW LOT 5 AS HAVING AN ADDRESS OF 1006 RAILROAD AVENUE.

ZONING TABULATION

EXISTING ZONE: R-1A
PROPOSED ZONE: R-1A
EXISTING SITE AREA: 54,425 SF OR 1.2494 ACRES

PROPOSED SPECIAL EXCEPTION DEVELOPMENT FOR COTTAGE HOUSING IN ACCORDANCE WITH ZONING ORDINANCE SECTION 48-241(a):

	REQUIRED	PROVIDED
MAX. BUILDING HT.	25 FT. 1 1/2 STORIES	SEE BELOW FOR BUILDING HEIGHT PROVIDED 1 1/2 STORIES
MIN. YARD REQUIREMENTS:		
FRONT (RAILROAD AVENUE)	20 FT.	±20 FT.
SIDE (WESTERN PROPERTY)	10 FT.	±10 FT.
REAR (SOUTHERN PROPERTY)	20 FT.	±20 FT.
DENSITY REQUIREMENTS		
DWELLING UNITS	54,425 / 10,000 = 5.44 * 2 = 10.89 MAXIMUM 10 UNITS ALLOWED PROPOSED 10 UNITS PROVIDED	

SPECIAL EXCEPTION

1. SPECIAL EXCEPTION REQUESTED FOR DEVELOPMENT OF COTTAGE HOUSING PER ZONING ORDINANCE SECTION 48-241(a).

WAIVERS REQUEST (FOR INFORMATION ONLY: TO BE REVIEWED AND APPROVED DURING SITE PLAN)

1. LANDSCAPE WAIVERS:

   NORTHERN PROPERTY LINE 48-1183.2.a
   ±232 LF 20' BUFFER TYPE A
   REDUCE REQUIRED PLANTING DENSITY TO THAT SHOWN ON SHEET P-0402.

   SOUTHERN PROPERTY LINE 48-1183.2.a
   ±600 LF 10' BUFFER TYPE A
   REDUCE REQUIRED PLANTING DENSITY TO THAT SHOWN ON SHEET P-0402.

   WESTERN PROPERTY LINE48-1183.2.a
   ±185 LF 10' BUFFER TYPE A
   REDUCE REQUIRED PLANTING DENSITY TO THAT SHOWN ON SHEET P-0402.

SEE SHEET P-0402 FOR MORE INFORMATION.

LANDSCAPE NOTES

1. THE PROPOSED LANDSCAPING AREAS WILL BE DESIGNED UTILIZING APPROPRIATE SPECIES, SOILS, AND IRRIGATION MEASURES TO MAXIMIZE THE OPPORTUNITY FOR HEALTHY PLANTINGS.

2. THE APPLICANT WILL WORK WITH THE CITY ARBORIST TO DESIGN A LANDSCAPE PLAN THAT UTILIZES NATIVE TREES, SHRUBS, PERENNIALS AND GRASSES.

PARKING TABULATION

PARKING REQUIRED:
1.25 SPACES PER UNIT
10 UNITS X 1.25 = 12.5
13 SPACES REQUIRED
15 SPACES PROVIDED

BUILDING HEIGHT CALCULATION

UNIT 1 - TINNER	
EXISTING	PROPOSED
352.60	353.00
352.71	353.00
350.98	351.50
350.98	351.80
351.81	352.32
LOWEST AVG. GRADE	351.81
MAX. BLDG. HT	376.81
FF	353.5
BLDG. HT FROM FF	20.94'
BLDG. HT. ELEVATION	374.44'
TOTAL BUILDING HEIGHT	22.63'

UNIT 2 - TINNER	
EXISTING	PROPOSED
352.40	352.80
352.80	353.00
350.95	351.50
350.99	351.50
351.78	352.20
LOWEST AVG. GRADE	351.78
MAX. BLDG. HT	376.78
FF	353.5
BLDG. HT FROM FF	20.94'
BLDG. HT. ELEVATION	374.44'
TOTAL BUILDING HEIGHT	22.66'

UNIT 3 - TINNER	
EXISTING	PROPOSED
347.34	347.50
346.63	346.50
346.92	346.90
347.34	347.30
347.05	347.05
LOWEST AVG. GRADE	347.05
MAX. BLDG. HT	372.05
FF	349.5
BLDG. HT FROM FF	20.94'
BLDG. HT. ELEVATION	370.44'
TOTAL BUILDING HEIGHT	23.39'

UNIT 4 - WHITNEY	
EXISTING	PROPOSED
348.23	348.70
347.81	348.00
347.49	347.50
347.58	348.00
347.77	348.05
LOWEST AVG. GRADE	347.77
MAX. BLDG. HT	372.77
FF	350
BLDG. HT FROM FF	21.38'
BLDG. HT. ELEVATION	371.38'
TOTAL BUILDING HEIGHT	23.61'

UNIT 5 - WHITNEY	
EXISTING	PROPOSED
348.79	349.70
348.24	349.00
347.72	348.20
348.30	348.60
348.26	348.87
LOWEST AVG. GRADE	348.26
MAX. BLDG. HT	373.26
FF	351
BLDG. HT FROM FF	21.38'
BLDG. HT. ELEVATION	372.38'
TOTAL BUILDING HEIGHT	24.12'

COMMON HOUSE	
EXISTING	PROPOSED
352.53	352.50
352.24	352.10
351.14	351.90
351.88	351.80
351.94	352.07
LOWEST AVG. GRADE	351.94
MAX. BLDG. HT	376.94
FF	353
BLDG. HT FROM FF	21.04'
BLDG. HT. ELEVATION	374.04'
TOTAL BUILDING HEIGHT	22.10'

UNIT 6 - WHITNEY	
EXISTING	PROPOSED
350.72	350.72
349.50	350.00
348.60	349.00
349.41	349.90
349.55	349.90
LOWEST AVG. GRADE	349.55
MAX. BLDG. HT	374.55
FF	352
BLDG. HT FROM FF	21.38'
BLDG. HT. ELEVATION	373.38'
TOTAL BUILDING HEIGHT	23.83'

UNIT 7 - WHITNEY	
EXISTING	PROPOSED
350.91	351.40
351.09	351.60
349.59	349.80
349.88	349.80
350.36	350.65
LOWEST AVG. GRADE	350.36
MAX. BLDG. HT	375.36
FF	352.5
BLDG. HT FROM FF	21.38'
BLDG. HT. ELEVATION	373.88'
TOTAL BUILDING HEIGHT	23.52'

UNIT 8 - WHITNEY	
EXISTING	PROPOSED
350.59	351.30
350.93	351.40
348.31	349.80
348.22	349.80
349.51	350.57
LOWEST AVG. GRADE	349.51
MAX. BLDG. HT	374.51
FF	353
BLDG. HT FROM FF	21.38'
BLDG. HT. ELEVATION	374.38'
TOTAL BUILDING HEIGHT	24.87'

UNIT 9 - WHITNEY	
EXISTING	PROPOSED
350.07	351.00
350.41	351.30
348.31	349.50
348.22	349.80
349.25	350.40
LOWEST AVG. GRADE	349.25
MAX. BLDG. HT	374.25
FF	352.8
BLDG. HT FROM FF	21.38'
BLDG. HT. ELEVATION	374.18'
TOTAL BUILDING HEIGHT	24.93'

UNIT 10 - WHITNEY	
EXISTING	PROPOSED
349.00	351.00
349.85	351.00
347.84	349.50
347.96	350.00
348.66	350.37
LOWEST AVG. GRADE	348.66
MAX. BLDG. HT	373.66
FF	352.2
BLDG. HT FROM FF	21.38'
BLDG. HT. ELEVATION	373.58'
TOTAL BUILDING HEIGHT	24.92'

SHEET INDEX

P-0101 COVER SHEET
P-0301 EXISTING CONDITIONS
P-0401 CONCEPTUAL DEVELOPMENT PLAN
P-0402 CONCEPTUAL LANDSCAPE PLAN
P-0403 FIRE MARSHAL PLAN

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COMMONWEALTH OF VIRGINIA
KAREN L. S. WHITE
Lic. No.041850
PROFESSIONAL ENGINEER

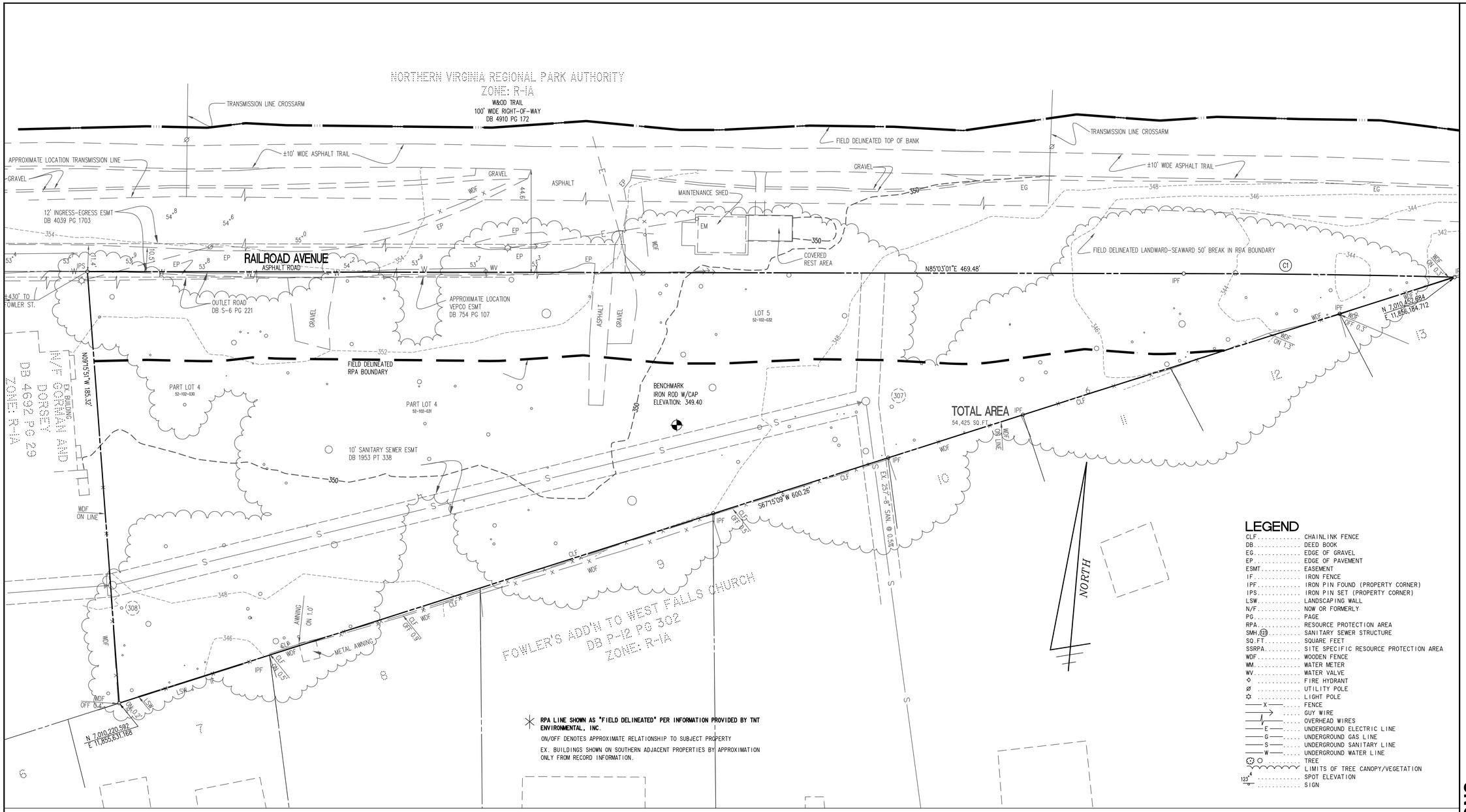
DRAWN: AI
CHECKED: KW
DATE: 2/17/2017; 4/17/2017
SCALE:

REVISION APPROVED BY

NO.	DESCRIPTION	DATE	REV. BY	APPROVED	DATE

COVER SHEET

RAILROAD COTTAGES
CITY OF FALLS CHURCH, VIRGINIA



RPA LINE SHOWN AS "FIELD DELINEATED" PER INFORMATION PROVIDED BY TNT ENVIRONMENTAL, INC.

ON/OFF DENOTES APPROXIMATE RELATIONSHIP TO SUBJECT PROPERTY

EX. BUILDINGS SHOWN ON SOUTHERN ADJACENT PROPERTIES BY APPROXIMATION ONLY FROM RECORD INFORMATION.

LEGEND

CLF	CHAINLINK FENCE
DB	DEED BOOK
EG	EDGE OF GRAVEL
EP	EDGE OF PAVEMENT
ESMT	EASEMENT
IF	IRON FENCE
IPF	IRON PIN FOUND (PROPERTY CORNER)
IPS	IRON PIN SET (PROPERTY CORNER)
LSW	LANDSCAPING WALL
N/F	NOW OR FORMERLY
PG	PAGE
RPA	RESOURCE PROTECTION AREA
SMH (23)	SANITARY SEWER STRUCTURE
SQ.FT.	SQUARE FEET
SSRPA	SITE SPECIFIC RESOURCE PROTECTION AREA
WDF	WOODEN FENCE
WM	WATER METER
WV	WATER VALVE
	FIRE HYDRANT
	UTILITY POLE
	LIGHT POLE
—X—	FENCE
	GUY WIRE
	OVERHEAD WIRES
—E—	UNDERGROUND ELECTRIC LINE
—G—	UNDERGROUND GAS LINE
—S—	UNDERGROUND SANITARY LINE
—W—	UNDERGROUND WATER LINE
	TREE
	LIMITS OF TREE CANOPY/VEGETATION
123.4	SPOT ELEVATION
	SIGN

SANITARY SEWER AS-BUILT

SMH 308	
TOP	349.36
8" INV IN (WEST)	338.41
8" INV OUT (SMH 307)	338.37
SMH 307	
TOP	348.65
8" INV IN (SMH 308)	335.45
8" INV OUT (SMH 305)	335.40
SMH 305	
TOP	341.55
8" INV IN (SMH 307)	334.05
8" INV IN (EAST)	333.92
8" INV OUT (WEST)	333.87

PIPE SIZES ARE FROM RECORD INFORMATION

STORM SEWER AS-BUILT

SD K1291	
GRATE INLET TOP =	343.51
6"DIP IN =	341.56
18" CMP OUT (SD K1290) =	340.36
SD K1290	
JUNCTION BOX TOP =	342.67
18"CMP IN (SD K1291) =	337.49
18"CMP OUT (SD K1230) =	337.42

CURVE TABLE

CURVE	RADIUS	LENGTH	DELTA	TANGENT	CHORD	CHORD BEARING
C1	4582.19'	116.00'	1°27'02"	58.01'	116.00'	N85°42'06"E

20 0 10 20 40 80

(IN FEET)
1 INCH = 20'

EXISTING CONDITIONS

RAILROAD COTTAGES

CITY OF FALLS CHURCH, VIRGINIA

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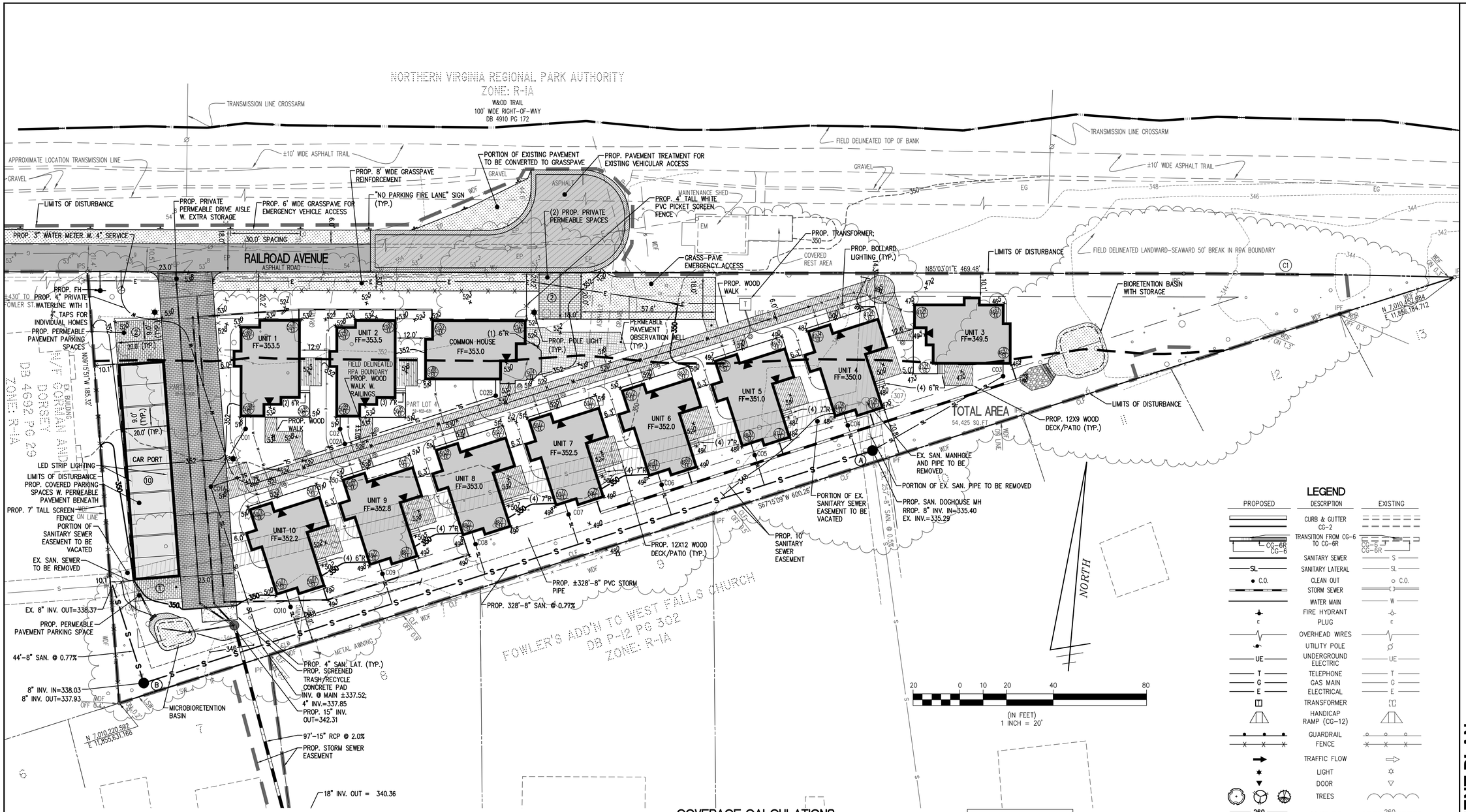
SHEET: P-0301

File No. CB-8 Tax Map No. Job No. 16-081 Cadd Dwg. File: Q:\sdskproj\16081\dwg\Planning\Special Exception\16081P-0301.dwg Xref:



CURVE TABLE

CURVE	RADIUS	LENGTH	DELTA	TANGENT	CHORD	CHORD BEARING
C1	4582.19'	116.00'	1°27'02"	58.01'	116.00'	N85°42'06"E

SANITARY SEWER AS-BUILT

SMH 308	
TOP	349.36
8" INV IN (WEST)	338.41
8" INV OUT (SMH 307)	338.37
SMH 307	
TOP	348.65
8" INV IN (SMH 308)	335.45
8" INV OUT (SMH 305)	335.40
SMH 305	
TOP	341.55
8" INV IN (SMH 307)	334.05
8" INV IN (EAST)	333.92
8" INV OUT (WEST)	333.87

PIPE SIZES ARE FROM RECORD INFORMATION

RPA LINE SHOWN AS "FIELD DELINEATED" PER INFORMATION PROVIDED BY TNT ENVIRONMENTAL, INC.

ON/OFF DENOTES APPROXIMATE RELATIONSHIP TO SUBJECT PROPERTY

EX. BLDGS. SHOWN ON SOUTHERN ADJACENT PROPERTIES ARE APPROXIMATE ONLY FROM RECORD INFORMATION.

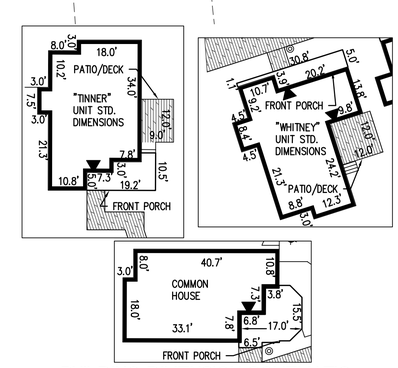
NOTE:
1. ONSITE LANDSCAPING WILL BE MAINTAINED BY THE CONDOMINIUM ASSOCIATION CREATED BY THE DEVELOPMENT.
2. PARKING ENFORCEMENT ON SITE IS AT THE DISCRETION OF THE POLICE DEPARTMENT; PARKING IS NOT PERMITTED ON PRIVATE STREETS; ALL STREETS IN THE DEVELOPMENT SHALL BE PRIVATE AND SHALL BE MAINTAINED BY THE ASSOCIATION OR OTHER OWNER; ALL VEHICULAR PARKING GENERATED BY THE SITE SHALL BE HOSTED ENTIRELY ON THE SITE.

COVERAGE CALCULATIONS:

ITEM	EXISTING (SF)	PROPOSED (SF)	AREA TOWARDS IMPERVIOUS TOTAL WITH 25% CREDIT FOR PERMEABLE PAVEMENT WALKS/DRIVEWAYS (SF)
BUILDING(S)	0	14202	14202
DRIVEWAYS	1479	4218	3163.5
WALKS/MISC	0	664	498
TOTAL	**1479**	**19084**	**17863.5**

SITE AREA:	54,425 SF	
IMPERVIOUS AREA:	17,863.50 SF	
MAX IMPERVIOUS AREA ALLOWED:	35.00%	19,048 SF
TOTAL IMPERVIOUS AREA PROVIDED:	32.82%	17864 SF
MAX BUILDING COVERAGE ALLOWED:	30.00%	16,327 SF
TOTAL BUILDING COVERAGE PROVIDED:	26.09%	14202 SF

NOTE: MINIMUM 596 SF BUILDING TO BE TREATED WITH SOLAR OR GREEN ROOF TO OBTAIN 5% BONUS BUILDING COVERAGE ALLOWANCE ABOVE 25%.



BUILDING DIMENSION SCHEMATIC

SCALE: 1"=20'

NOTE: FINAL BUILDING DIMENSIONS MAY CHANGE THROUGHOUT PLAN DEVELOPMENT.

LEGEND

PROPOSED	DESCRIPTION	EXISTING
	CURB & GUTTER CG-2	
CG-6R CG-6	TRANSITION FROM CG-6 TO CG-6R	CG-6 CG-6R
	SANITARY SEWER	S
SL	SANITARY LATERAL	SL
C.O.	CLEAN OUT	C.O.
	STORM SEWER	
	WATER MAIN	W
	FIRE HYDRANT	
	PLUG	
	OVERHEAD WIRES	
	UTILITY POLE	
UE	UNDERGROUND ELECTRIC	UE
T	TELEPHONE	T
G	GAS MAIN	G
E	ELECTRICAL	E
	TRANSFORMER	
	HANDICAP RAMP (CG-12)	
	GUARDRAIL	
	FENCE	
	TRAFFIC FLOW	
	LIGHT	
	DOOR	
	TREES	
260 264	CONTOURS	260 264
+264 50	SPOT ELEVATION	+264 50
	DRAINAGE FLOW DIRECTION	
TC	TOP OF CURB	TC
BC	BOTTOM OF CURB	BC
TW	TOP OF WALL	TW
BW	BOTTOM OF WALL	BW
HP	HIGH POINT	H.P.
	LIMITS OF CLEARING AND GRADING	

PRELIMINARY STORMWATER NARRATIVE:

WATER QUALITY REQUIREMENT TO BE MET THROUGH A COMBINATION OF BIORETENTION, INFILTRATION, PERMEABLE PAVEMENT, AND/OR OTHER MEANS NECESSARY TO MEET PHOSPHORUS REMOVAL REQUIREMENT.

WATER QUANTITY REQUIREMENT WILL BE MET TO ENSURE THAT RUNOFF EXITING THE SITE WILL NOT INCREASE FROM PRE-DEVELOPMENT CONDITIONS, AND THE FIRST INCH OF RAINFALL FOR THE ROOF AND VEHICULAR AREAS WILL BE CAPTURED AND STORED ONSITE UNTIL IT CAN INFILTRATE INTO THE GROUND.

FINAL STORMWATER QUALITY AND QUANTITY DESIGN TO BE PROVIDED WITH SITE PLAN AND COORDINATED WITH CITY OF FALLS CHURCH PUBLIC WORKS.

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DATE: 2/17/2017; 4/17/2017
SCALE:

COMMONWEALTH OF VIRGINIA
KAREN L. S. WHITE
Lic. No.041850
PROFESSIONAL ENGINEER

NO.	DESCRIPTION	DATE	REV. BY	APPROVED	DATE

REVISION APPROVED BY

CONCEPTUAL DEVELOPMENT PLAN

RAILROAD COTTAGES

CITY OF FALLS CHURCH, VIRGINIA

SHEET: P-0401

±232 LF BUFFER TYPE "A"
20' WIDTH
REQUIRED PLANTINGS:
- 10 CANOPY TREES
- 58 SMALL SHRUBS

PROVIDED PLANTINGS:
- 7 CANOPY TREES
- 2 UNDERSTORY TREES
- 69 SMALL SHRUBS

NORTHERN VIRGINIA REGIONAL PARK AUTHORITY
ZONE: R-1A
W&OD TRAIL
100' WIDE RIGHT-OF-WAY
DB 4910 PG 172

±354 LF BUFFER TYPE "A"
10' WIDTH
REQUIRED PLANTINGS:
- 15 CANOPY TREES
- 89 SMALL SHRUBS

PROVIDED PLANTINGS:
- 13 CANOPY TREES
- 89 SMALL SHRUBS

LIMITS OF DISTURBANCE

RAILROAD AVENUE
ASPHALT ROAD

UNIT 1 FF=353.5
UNIT 2 FF=353.5
FIELD DELINEATED RPA BOUNDARY
COMMON HOUSE FF=353.0
UNIT 3 FF=349.5
UNIT 4 FF=350.0
UNIT 5 FF=351.0
UNIT 6 FF=352.0
UNIT 7 FF=352.5
UNIT 8 FF=353.0
UNIT 9 FF=352.8
UNIT 10 FF=352.2

CAR PORT

W/F CORMAN AND DORSET
DB 4692 PG 29
ZONE: R-1A

LIMITS OF DISTURBANCE

300 SF OF CANOPY COVERAGE PROVIDED BY EX. WALNUT TREE TO REMAIN

950 SF OF CANOPY COVERAGE PROVIDED BY EX. WALNUT TREE TO REMAIN

±600 LF BUFFER TYPE "A"
10' WIDTH
REQUIRED PLANTINGS:
- 24 CANOPY TREES
- 150 SMALL SHRUBS

PROVIDED PLANTINGS:
- 1 EXISTING CANOPY TREE
- 63 EVERGREEN TREES
- 3 EXISTING EVERGREEN TREES
- 11 SMALL SHRUBS

–THE PROPOSED SANITARY EASEMENT RESTRICTS THE PLANTING OF CANOPY TREES. THE CITY HAS ALLOWED THE PLANTING OF EVERGREEN TREES WITHIN THE SANITARY EASEMENT.

FOWLER'S ADD'N TO WEST FALLS CHURCH
DB P-12 PG 302
ZONE: R-1A

NORTH

±185 LF BUFFER TYPE "A"
10' WIDTH
REQUIRED PLANTINGS:
- 8 CANOPY TREES
- 47 SMALL SHRUBS

PROVIDED PLANTINGS:
- 6 CANOPY TREES
- 6 EVERGREEN TREES
- 48 SMALL SHRUBS

–THE PROPOSED SANITARY EASEMENT RESTRICTS THE PLANTING OF CANOPY TREES ALONG THE SOUTHERN PORTION OF THE BUFFER. THE CITY WILL ALLOW THE PLANTING OF EVERGREEN TREES WITHIN THE SANITARY EASEMENT.

✳ RPA LINES SHOWN AS "FIELD DELINEATED" ARE PER INFORMATION PROVIDED BY TNT ENVIRONMENTAL, INC.

ON/OFF DENOTES APPROXIMATE RELATIONSHIP TO SUBJECT PROPERTY

TREE CANOPY REQUIRED	
54,425 SF x 20% = 10,885 SF	
EXISTING TREES (1250 SF x 1.25) =	1,563 SF
CANOPY REQ BY PLANTINGS = 9,322	
PROPOSED TREES	
26 CANOPY TREES @ 175 SF =	4,550 SF
12 UNDERSTORY TREES @ 100 SF =	1,200 SF
69 EVERGREEN TREES @ 25 SF =	1,750 SF
TOTAL PROPOSED CANOPY=	7,500 SF
CREDIT FOR ENERGY CONSERVATION =	344 SF
CREDIT FOR NATIVE PLANT SPECIES =	1,350 SF
CREDIT FOR DIVERSITY BONUS =	793 SF
TOTAL CANOPY PROVIDED=	11,550 SF

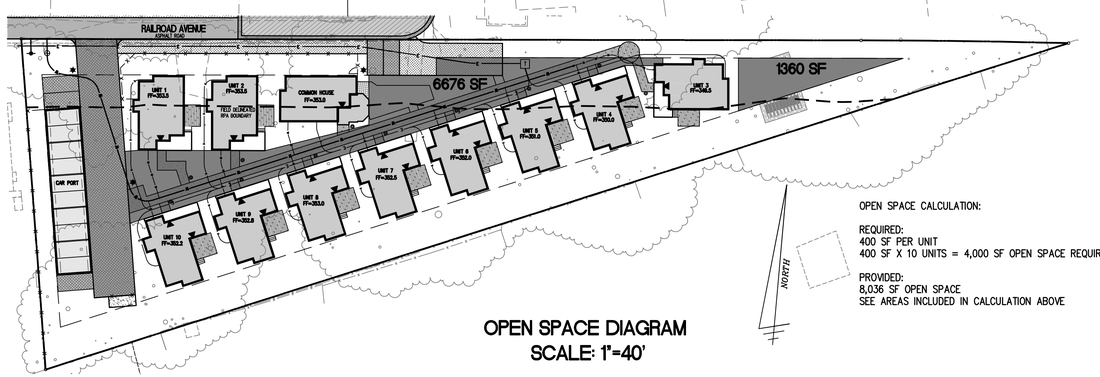
NOTES:
TREE QUANTITIES MAY CHANGE AT TIME OF SITE PLAN REVIEW
TREE SPECIES TO BE DETERMINED AT TIME OF SITE PLAN REVIEW

BUFFERS REQUIRED PER SECTION 48-241.a.14
WAIVERS REQUESTED:
NORTHERN PROPERTY LINE 48-1183.2.a
±232 LF 20' BUFFER TYPE A
REDUCE REQUIRED PLANTING DENSITY TO THAT SHOWN ON THIS SHEET

±354 LF 10' BUFFER TYPE A
REDUCE REQUIRED PLANTING DENSITY TO THAT SHOWN ON THIS SHEET

SOUTHERN PROPERTY LINE 48-1183.2.a
±600 LF 10' BUFFER TYPE A
REDUCE REQUIRED PLANTING DENSITY TO THAT SHOWN ON THIS SHEET

WESTERN PROPERTY LINE48-1183.2.a
±185 LF 10' BUFFER TYPE A
REDUCE REQUIRED PLANTING DENSITY TO THAT SHOWN ON THIS SHEET



OPEN SPACE DIAGRAM
SCALE: 1"=40'

OPEN SPACE CALCULATION:

REQUIRED:
400 SF PER UNIT
400 SF X 10 UNITS = 4,000 SF OPEN SPACE REQUIRED

PROVIDED:
8,036 SF OPEN SPACE
SEE AREAS INCLUDED IN CALCULATION ABOVE

LEGEND

PROPOSED	DESCRIPTION	EXISTING
	CURB & GUTTER CG-2	
CG-6R CG-6	TRANSITION FROM CG-6 TO CG-6R	CG-6 CG-6R
	SANITARY SEWER	S
SL	SANITARY LATERAL	SL
C.O.	CLEAN OUT	C.O.
	STORM SEWER	
	WATER MAIN	W
	FIRE HYDRANT	
c	PLUG	c
	OVERHEAD WIRES	
	UTILITY POLE	
UE	UNDERGROUND ELECTRIC	UE
T	TELEPHONE	T
G	GAS MAIN	G
E	ELECTRICAL	E
	TRANSFORMER	
	HANDICAP RAMP (CG-12)	
	GUARDRAIL	
	FENCE	
	TRAFFIC FLOW	
	LIGHT	
	DOOR	
260 264	CONTOURS	260 264
+264 50	SPOT ELEVATION	+264 50
	DRAINAGE FLOW DIRECTION	
TC	TOP OF CURB	TC
BC	BOTTOM OF CURB	BC
TW	TOP OF WALL	TW
BW	BOTTOM OF WALL	BW
HP	HIGH POINT	H.P.
	LIMITS OF CLEARING AND GRADING	
	TREES	
	SHRUBS	

20 0 10 20 40 80
(IN FEET)
1 INCH = 20'

WALTER L. PHILLIPS INCORPORATED
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Landscape Architects • Arborists
207 PARK AVENUE
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DRAWN: AI
CHECKED: KW

COMMONWEALTH OF VIRGINIA
KAREN L. S. WHITE
Lic. No.041850
PROFESSIONAL ENGINEER

DATE: 2/17/2017; 4/17/2017
SCALE:

REVISION APPROVED BY					
NO.	DESCRIPTION	DATE	REV. BY	APPROVED	DATE

CONCEPTUAL LANDSCAPE PLAN

RAILROAD COTTAGES

CITY OF FALLS CHURCH, VIRGINIA

SHEET: P-0402

File No. CB-8 Tax Map No. Job No. 16-081 Cadd Dwg. File: Q:\sdskproj\16081\dwg\Planning\Special Exception\16081P-0402.dwg Xref:

NORTHERN VIRGINIA REGIONAL PARK AUTHORITY
ZONE: R-1A
W&OD TRAIL
100' WIDE RIGHT-OF-WAY
DB 4910 PG 172

NO PARKING
FIRE LANE

PROP. FIRE HYDRANT

6' WIDE GRASS-PAVE TO WIDEN STREET FOR EMERGENCY ACCESS TO FOWLER STREET

PROP. "NO PARKING; FIRE LANE" SIGNS

GRASS-PAVE REINFORCEMENT FOR ADDITIOANL EMERGENCY PASSING AND TURNAROUND

FIRE TRUCK AUTO-TURN

AREAS INDICATING GRASS-PAVE MATERIAL

PATH TO FURTHEST CORNER OF FURTHEST HOUSE 158' TOTAL

GRASS-PAVE EMERGENCY ACCESS

RAILROAD AVENUE
ASPHALT ROAD

18' WIDE GRASS-PAVE REINFORCEMENT

UNIT 1 FF=353.5

UNIT 2 FF=353.5

FIELD DELINEATED RPA BOUNDARY

COMMON HOUSE FF=353.0

UNIT 3 FF=349.5

UNIT 4 FF=350.0

UNIT 5 FF=351.0

UNIT 6 FF=352.0

UNIT 7 FF=352.5

UNIT 8 FF=353.0

UNIT 9 FF=352.8

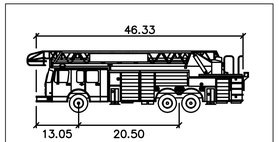
UNIT 10 FF=352.2

CAR PORT

W/F GERMAN AND DORSET
DB 4692 PG 29
ZONE: R-1A

FOWLER'S ADD'N TO WEST FALLS CHURCH
DB P-12 PG 302
ZONE: R-1A

NORTH



Arlington Tower Ladder

	feet
Width	: 8.33
Track	: 7.22
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

AUTO-TURN VEHICLE PROFILE
NTS

* RPA LINE SHOWN AS "FIELD DELINEATED" IS PER INFORMATION PROVIDED BY TNT ENVIRONMENTAL, INC.

ON/OFF DENOTES APPROXIMATE RELATIONSHIP TO SUBJECT PROPERTY

FIRE FLOW INFORMATION FROM FAIRFAX WATER:
EX. FH #40-3-99
S = 39 PSI
R = 34 PSI @ 1000 GPM
Q20= 2100 GPM
HYDRANT ELEV. = 359 FT
LOW HGL = 445 FT
CALCULATION DATE: 3/6/2017

20 0 10 20 40 80
(IN FEET)
1 INCH = 20'

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REVISION APPROVED BY

NO.	DESCRIPTION	DATE	REV. BY	APPROVED	DATE

FIRE MARSHAL PLAN

RAILROAD COTTAGES

CITY OF FALLS CHURCH, VIRGINIA

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SHEET: P-0403