MIXED USE T.O.D

FALLS CHURCH GATEWAY

500-520 N. WASHINGTON STREET | CITY OF FALLS CHURCH, VA | SPECIAL EXCEPTION PACKAGE

SPECIAL EXCEPTION PACKAGE

MIXED - USE DEVELOPMENT

PART 1 OF 2 REVISED 10.15.10

AKRIDGE

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Tab 4 Official Zoning District Map (with site located)
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FALLS CHURCH GATEWAY OVERVIEW

Falls Church Gateway, LLC and Akridge propose to redevelop 500, 510 and 520 North Washington Street as a mixed-use project that will accomplish the City objectives presented in the City's Comprehensive Plan and Design Guidelines. The redevelopment will create an innovative and integrated approach to a mixture of commercial and residential uses. The 2.6-acre property will require a zoning change and special exceptions to allow for the proposed redevelopment. The conceptual development plan has been recognized as a smart growth project by the Smart Growth Alliance.

Existing Condition:

3 Class-C Office Buildings
- Built in 1984
- 64,313 sf

Surface Parking Lot
Automobile-oriented
No Stormwater Filtration

Proposed Development:

Class-A Office Building
- Gateway feature
- 83,272 sf
- Retail opportunity

Residential Building
- 200 Units
- 5,083 commercial sf

- Pedestrian-oriented
- Underground Parking
- Neighborhood Green
- Stormwater Filtration
- Green Roof

AKRIDGE PROFILE

Since 1974, Akridge has provided quality real estate services to the Washington, DC metropolitan area. With three decades of experience as a market leader, Akridge is recognized as a superior, full-service real estate firm in the mid-Atlantic region. Our projects total over 12 million square feet of commercial and residential space at a value of over $2.0 billion. Our experience encompasses developing, repositioning, managing and leasing quality real estate in the Washington, DC market.

Akridge's proven track record is the successful result of unparalleled credibility, comprehensive knowledge of the Washington metropolitan market, in-depth development and transaction expertise, and the experience and organizational wherewithal to deliver the end product.

Akridge provides the highest level of property management services in metropolitan Washington and is nationally recognized. Chairman John E. "Chip" Akridge, III sets the tone for the confident, responsive dedication exhibited by our property managers, as he inspects all properties once a week, a very unusual practice by the leader of a major real estate services organization. Our aggressive management of day-to-day operations results in superior property management performance. The unique Akridge approach is visible in our building operations, leasing, and oversight of renovations and capital improvements.

Our dedication to Client service shows in all we do. In fact, for nine of the past ten years, we have received the CEL & Associates/Building Owners and Managers Association award for the highest-level customer satisfaction in the nation for companies our size. Other awards that have been received by Akridge include:

Developer of the Year (2002): *Greater Washington Commercial Association of Realtors*

Business of the Year (1999): *DC Chamber of Commerce*

Great Place to Work Award (2005): *Washingtonian Magazine*

Best Community Impact Award (2004): *Washington Business Journal (Gallery Place)*

Smart Growth Alliance Recognition: ***Falls Church Gateway (2006)***
5220 Wisconsin Avenue (2006)
The Spectrum, 444 West Broad Street (2003)
Burnham Place (2003)

Building of the Year: *1201 Eye Street (2005)*
1800 K Street (2002)
1200 New York Avenue (1998)
1090 Vermont Avenue (1997)
601 Thirteenth Street (1990)

AKRIDGE CLIENT LIST

As a leading regional developer and landlord, Akridge has established an impressive array of Clients. Akridge's outstanding reputation for service attracts Clients to its projects and has established a brand that is recognized by leasing brokers and the real estate community. Some of the Clients that have occupied buildings built or operated by Akridge include:

Corporations
The Washington Post
Toyota
General Mills
Watson Wyatt Worldwide
Amgen
BASF
ING

Public/Non-Profits
The Smithsonian Institution
The National Park Service
National Public Radio
Fairfax County Public Schools
The District of Columbia Government
The Federal Bureau of Investigation
American Society of Civil Engineers
The American Association for the Advancement of Science

Law Firms
Dewey Ballantine, LLP
Jenner & Block, LLP
White & Case, LLP
Ballard Spahr Andrews & Ingersoll, LLP
Blank Rome, LLP

Retailers
Urban Outfitters
Benetton
City Sports
Bed Bath & Beyond
Washington Sports Club
Banana Republic
Lawsons Gourmet
Regal Cinemas
Vesta Homes
Caribou Coffee

AKRIDGE PROJECTS

Akridge has developed many successful projects in the Washington DC area. In Falls Church, Akridge designed and managed the special exception process for the Spectrum at 444 West Broad Street; Akridge remains a minority partner with Waterford Development for the project. In addition, Akridge assisted with the master planning of the City Center. Some relevant projects that were developed by Akridge are presented below:

The Spectrum (Falls Church, VA)

The Hartford (Clarendon, VA)

Dominion One (Merrifield, VA)

Gallery Place (Washington, DC)

The Homer Building (Washington, DC)

900 Seventh Street (Washington, DC)

FALLS CHURCH GATEWAY REDEVELOPMENT TEAM

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APPLICATION FOR A ZONING MAP AMENDMENT

SUBJECT PROPERTY:

Address:	500, 510 & 520 North Washington Street Falls Church, Virginia 22046
Real Property Code:	53-101-070
Legal Description:	Parcel A, Gateway Plaza
Area:	2.5887 acres

APPLICANT:

Owner:	Falls Church Gateway, LLC

ZONING:

Current:	T-2 (Transitional Business Uses)
Proposed:	B-1 (Limited Business District Uses)

ZONING REQUEST:

The applicant wishes to redevelop the subject property as a mixed-use project that will accomplish the objectives set forth in the City's Comprehensive Plan. In order to redevelop the property, the applicant requests that the official zoning district map be amended according to Section 48-87 of the City's Zoning Ordinance. The applicant requests that the subject property be rezoned from T-2 (Transitional Business Uses) to B-1 (Limited Business District Uses) with the understanding that a new mixed-use development is constructed in accordance with the conceptual development plan included with this application. In addition to rezoning, the redevelopment project will require that the property is granted special exceptions to allow for residential development and a height bonus as contemplated in Section 48-90 and further detailed for the B-1 District in Section 48-455,2 of the City's Zoning Ordinance.

STATEMENT OF JUSTIFICATION FOR ZONING MAP AMENDMENT:

The conceptual development plan for Falls Church Gateway has been specifically tailored to achieve the objectives of the City of Falls Church. The long-term vision for the City is presented in two major policy documents, the City's Design Guidelines and Comprehensive Plan. The plan for Falls Church Gateway exemplifies the six guiding principles of the City's Design Guidelines:

1) Create a Sense of Place
2) Create Pedestrian Connections
3) Create Gateways
4) Transition from Commercial to Residential Areas
5) Allow for Larger Scale Development
6) Improve Façade on [or as compared to] Existing Buildings

The Comprehensive Plan specifically selects the subject property for mixed-use redevelopment as shown in the City's Official Zoning District Map and Future Land Use Map, Figures 4-7 and 4-9 of the Plan. This rezoning request is in direct response to the Comprehensive Plan's request that:

"Low intensity uses closest to the East Falls Church Metro Station and I-66 should be redeveloped to take advantage of this location… The section of the corridor closest to the City's border is only approximately four blocks from the station, making this area ripe for redevelopment that will take advantage of this location. (Ch. 3, p. 20 &21)"

A great deal of thought and conceptual study has been given to the opportunities and challenges presented by the site characteristics, neighborhood context, and community priorities. Entire conceptual plans have been abandoned and reworked to achieve the best possible aesthetics and most vibrant mix of commerce and residence.

The resulting conceptual development plan provides connectivity and transition to the surrounding neighborhood by creatively breaking down the project into distinct buildings, opening the site to pedestrian flow, and reducing the mass of the project to an appropriate human scale. The accessibility of the project is enhanced by placing the parking in an underground garage and providing a mews street. The plan's superior smart growth attributes have caused the project to be recognized by the Smart Growth Alliance.

ZONING INFORMATION
(Per Section 48-87 of City's Zoning Ordinance)

The existing topography of the subject property is shown in the certified plat prepared by VIKA dated December 14, 2006 and titled "Boundary and Topographic Survey." This certified plat also includes the information required by "Application Requirements" in Section 48-87 of the City's Zoning Ordinance:

- Metes and bounds of all property lines and of each zoning district.
- Total area of property presented in acres.
- Scale and north arrow.
- Location of all existing buildings and structures.
- Name and route numbers of all boundary roads and streets, and width of existing rights-of-way.
- Name and certificate number of person preparing the plat.
- An accurate survey of existing features on and around the site.

In addition to the information provided in the certified plat, the following information is set out below to assist the City:

SCHEMATICE LAND USE PLAN: *A schematic land use plan, at an appropriate scale, showing the proposed traffic circulation plan including major streets and major pedestrian, bike and/or bridle paths; all proposed major open space areas; and a schedule showing the number of parking spaces provided and the number required.*

Schematic land use plans showing traffic circulation, pedestrian paths, open spaces, and parking are provided within the proposed development drawings.

SCENIC ASSETS & NATUAL FEAUTRES: *The scenic assets or natural features deserving of protection and preservation, and a statement of how such will be accomplished.*

Currently, the subject property is entirely occupied by an outdated office complex. The site consists of three office buildings surrounded by a surface parking lot. No natural features deserving protection are deemed to be present on the site. However, across Gresham Place is Four Mile Run, a significant stream that feeds the Potomac River.

Four Mile Run: Natural Feature
The restoration of Four Mile Run as an urban stream is a priority of the City and other nearby municipalities. The proximity of the subject property to Four Mile Run places the property within the Chesapeake Bay Preservation Area Overlay District. A portion of the property is within the 100-foot buffer area for the stream. The limit of the buffer area is shown in the proposed development drawings, as RPA Exhibit.

Per the requirements set forth in Section 48-824 et seq. of the Zoning Ordinance, the site plan for the redevelopment will be subject to review by the Chesapeake Bay Interdisciplinary Review Team (CBRIT). Through this additional review process, the redevelopment will be required to reduce the existing pollutant load on the stream from the site. Understanding the importance of Four Mile Run to the project and community, the redevelopment of the site will include several elements that will enhance the water quality of the stream including:

1) ***Remediation:*** The site is believed to have once been an automotive garage and has had a history of petroleum contamination. The Virginia Department of Environmental Quality (DEQ) conducted groundwater remediation at the site from 2000 to 2003. In 2005, the DEQ issued a closure letter stating that no additional clean-up is necessary. However, an environmental site assessment indicates that some soil contamination is still present at the site. The proposed project would a) excavate and remove remaining contaminated soil and b) use carbon filters to remove potential petroleum contamination in groundwater encountered during construction dewatering.

2) ***Stormwater Management***: Currently the site is almost completely occupied by the impervious surfaces of the buildings and parking lot. As the stormwater travels across the pavement, it can become contaminated with sediment and petroleum. This untreated stormwater is currently collected in drains and discharged directly into Four Mile Run. The redevelopment will reduce the amount of stormwater by including green roofs on the office building and a neighborhood green. These green roofs are pervious and can provide stormwater filtration and quantity reduction. In addition, all collected stormwater for the new project will be filtered in below-grade vaults before it is discharged into Four Mile Run. The introduction of stormwater filtration should greatly reduce the site's pollutant load on the stream from its current levels.

3) ***Stream Bank Improvements***: In connection with the redevelopment, the applicant will make a contribution to fund stream bank improvements to Four Mile Run. The contribution will fund a City-directed program that will continue the improvements made by the Westlee project on the other side of the stream. One proposed stream enhancement is an observation deck with benches next to the existing sidewalk along Gresham Place.

The Smart Growth Alliance, which includes the Chesapeake Bay Foundation, has recognized Falls Church Gateway for its positive environmental contributions that include site cleanup, sensitivity to Four Mile Run, and urban redevelopment in general.

Church Steeples: Scenic Assets

Describing the desired future character of North Washington Street, The Comprehensive Plan states, "*The primary features in this area are two church steeples. The view of the steeples should not be obstructed, but rather building mass and open space should be used whenever possible to accentuate these features (Ch. 3, p. 21).*"

Viewshed studies presented in Sheet 3 (Design Guidelines: Gateway to City) of the development drawings indicate that the proposed development will not obstruct the view of the two steeples from North Washington Street in any way. The orientation and low topographic elevation of the site minimize the height of the project.

Gateway: Scenic Assets
In addition, the Design Guidelines suggest that "*developments located at the four gateway areas of the City at the ends of the two major corridors should convey a more dramatic sense of entry and departure from Falls Church (Ch. 3, p. 26)*."

The subject property is on the Washington Street/Lee Highway border with Arlington County. Therefore, it is the first and last property encountered by people as they come to and from the City from Washington D.C. Given the site's prominent location, a broad range of potential gateway features were considered. A turret was rejected as too repetitive, and a steeple would compete with the existing steeples of Christ Crossman and Columbia Baptist Churches. The gateway feature was selected to be an all-glass vertical tower that would be contemporary but have classic clean geometry.

The most prominent vantage of the property was determined to be from North Washington Street upon departing the City. The gateway feature is positioned to maximize this view from North Washington Street and is intended to serve as an orientation element for pedestrians as well as automotive travelers. In addition, the interior location of the all-glass tower of the office building will limit the "light spill" that will fall outside of the boundaries of the property and into the residential neighborhood.

RELATIONSHIP TO COMPREHENSIVE PLAN: *A statement explaining the relationship of the development to the adopted master plan.*

The Comprehensive Plan is defined as "*the City's official policy guide for shaping the future of Falls Church (Ch. 1, p. 1).*" The Comprehensive Plan, which was most recently revised in October 24, 2005, specifically identifies the subject property and the North Washington Street corridor for mixed-use redevelopment.

"*Low intensity uses closest to the East Falls Church Metro Station and I-66 should be redeveloped to take advantage of this location… The section of the corridor closest to the City's border is only approximately four blocks from the station, making this area ripe for redevelopment that will take advantage of this location (Ch. 3, p. 20 &21).*"

The City objectives presented in the Comprehensive Plan have fundamentally shaped the design of the proposed project.

Rezoning for Mixed-Use Redevelopment
The City has identified the subject property as one of four areas for mixed-use redevelopment as presented in the Official Zoning District Map, Figure 4-7 of the

Comprehensive Plan. The City has designated the site as part of the Mixed-Use Redevelopment (MUR)" zoning overlay district, which is "*designed to encourage an innovative and integrated approach to a mixture of residential, retail, and office commercial uses (Ch. 4, p. 38).*"

In addition, the Plan expects that "*some of these sites will require zoning changes to redevelop in accordance with this Plan's Future Land Use Map (Ch. 4, p. 52).*" Such a rezoning for mixed-use redevelopment is requested with this application.

Vision for North Washington Street Corridor

The City presents its vision for North Washington Street in Future Character of North Washington Street (Ch. 3, p. 21) and Planning/Economic Development Opportunity Areas in Falls Church: North Washington Street (Ch. 4, p. 70 Rv) of the Comprehensive Plan. This vision is summarized below:

1) ***Gateway Feature:*** The Plan requests that the property be redeveloped to create a distinctive gateway for travelers on North Washington Street and to better blend with the new development in Arlington County. Currently, the property represents a gap in a newly redeveloped corridor consisting of the Crescent and Westlee projects in Arlington County and the approved North Gate project in Falls Church. The new Falls Church Gateway will project a first-class image for Falls Church by replacing an outdated property with a new vibrant mix-use project that includes an attractive glass tower gateway feature.

2) ***Pedestrian Orientation:*** The Plan requests that the corridor change from the existing auto-oriented suburban condition to a more pedestrian friendly urban corridor that will link the East Falls Church Metro Station with the City Center. Given that the property is the closest mixed-use redevelopment site to Metro, the pedestrian experience is central to the design of the proposed development as demonstrated below:

    a. *Streetscape:* The new project will include streetscape improvements along North Washington Street that encourage pedestrian use. The streetscape will include brick sidewalks, lighting, and landscaping in keeping with the City's North Washington Street streetscape design guidelines adopted in January 2010.

    b. *Building Position:* As directed by the Plan, the development's buildings are located close to the sidewalk, and large retail and commercial windows are included on the first floor.

    c. *Small Public Spaces:* The Plan encourages the addition of small public spaces that have seating and landscaping. The proposed development includes a sidewalk lined mews street and a neighborhood green that will have seating and landscaping away from busy North Washington Street.

d. *Underground Parking:* The current property is dominated by an auto-oriented surface parking lot. The new project will place the automobile parking in a below-grade garage, thus freeing the site for pedestrian movement at the natural ground surface level.

e. *Different Building Materials:* The Plan recommends that different building surface treatments be used to create the perception of smaller distinct buildings. Where other mixed-use redevelopments in the City attempt to reduce the perceived size of one large building by articulating the building's façade, the proposed Falls Church Gateway actually breaks down the project into separate buildings and thus avoids the creation of a monolithic fortress-like development.

f. *Accessibility:* The most important pedestrian feature of the proposed development is the accessibility created by breaking the density into distinct buildings and providing a site grade that is level with surrounding ground surfaces. Pedestrians are accommodated by numerous paths and points of entry throughout the site. The mews street is open to Gresham Place and a proposed observation deck at Four Mile Run. In addition, the attractive North Washington Street streetscape plan will continue into the project's landscaped entrance plaza.

3) ***Design Guidelines:*** The Plan states that that development on North Washington Street should adhere to specific elements from the City's Design Guidelines. The relevant items are discussed below:

a. *"Consolidate lots to allow larger scale and mixed use developments":* Assembly of additional land for the project was considered, but all contiguous land is either separated from the site by public roads or is outside of the mixed-use redevelopment overlay district.

b. *"Encourage pedestrian-oriented development and hospitality uses to take advantage of proximity to the East Falls Church Metro":* Pedestrian orientation is a core element of the project's design, as is previously discussed.

c. *"Develop and create an urban park to promote a positive image of the City as part of its gateway:*
The limited size of the 2.6-acre parcel does not allow for an urban park on the site; however, the development will include a neighborhood green and a cash contribution to enhance the Four Mile Run stream bank.

d. *"Create compatibility with development on adjacent parcels in Arlington County":*
Even though the project's mix of uses, pedestrian oriented site plan, and handsome glass gateway feature will be unique to Falls Church, the project will complete the redeveloped North Washington Street corridor from the approved Crescent project at Fairfax Drive to the recently approved North Gate project at Jefferson Street.

e. *"Protect and consider adjacent residential uses during redevelopment efforts, including the impacts of buildings and potential traffic generation":*
Through its participation in the North Gate rezoning approval process and its extensive discussions with neighbors, the applicant has shown great respect for the protection of the adjacent residential neighborhood.

The original application proposed two 7-story residential buildings and a 6-story office building that stepped down to 4-story townhouses to relate to the adjacent residences. In direct response to requests made by the neighboring East Jefferson Street Neighborhood Association and the Gresham Place HOA, we have significantly revised our development plan.

The maximum residential and office building heights have been reduced by two stories and one story, respectively. Additionally, at the request of the Gresham Place HOA, the proposed townhouses have been eliminated to increase the average building setback from the adjacent Gresham Place properties from 20 feet to 70 feet and the loading and garage entrance have been relocated away from Gresham Place so as to be internal to the project.

The traffic impact of the project will be mitigated by the fact that the site is the City's closest mixed-use property to Metro. Since the incentive to use Metro will be greatest at this location, the additional density will generate the least amount of automotive traffic on a unit basis as compared to other mixed-use redevelopments in the City.

With curb cuts on North Washington Street and dead-end Gresham Place and with easy access to I-66, the traffic impact on adjacent neighborhoods will be minimized. The project will include an additional turning lane on Gresham Place, and the applicant will make a cash contribution to construct an improved traffic signal at Gresham Place and North Washington Street. The traffic study that accompanies this application demonstrates that the traffic created by the project will not exceed the capacity of North Washington Street.

f. *"Create unique and innovative combinations of pedestrian access and public plazas or squares and a balance between the built and natural environment":*
The project has a combination of pedestrian access and public plazas unlike the other mixed-use redevelopments that have been approved or constructed on the North Washington Street Corridor. The separate buildings and sidewalk lined mews street at the natural grade allow unencumbered pedestrian access through the site. The mews street will be open at Gresham Place to allow views and access to Four Mile Run and the adjacent Isaac Crossman Park.

g. *"Consider minimum and maximum building heights determined through an examination of the topography in this area with the aim of preserving the vista of the two existing church steeples":*
The topography of the property is the lowest point of the North Washington Street corridor. In addition, the site is oriented so as not to obstruct any view of the steeples from North Washington Street. The supporting viewshed study is included as Sheet 3 (Design Guidelines: Gateway to City) in the development drawings.

h. *"Develop streetscape treatments similar to those in the West Broad Street Streetscape Plan":*
The project will provide enhanced streetscape along North Washington Street in accordance with the newly adopted guidelines for North Washington Street. At the request of the planning staff, the minimum sidewalk dimension from the curb to the building façade on North Washington Street has been increased to be 20 feet. By comparison, the adjacent Westlee and North Gate projects have minimum sidewalk dimensions of only 16.5 and 14.5 feet, respectively.

i. *"Encourage parking to be concentrated to the rear of or underground redevelopment uses, or in structured facilities":*
The project will provide its parking in the most encouraged location, underground garages.

j. *"Enhance pedestrian linkages to Downtown/City Center area and the East Falls Church Metro Station":*
Enhanced streetscape and large retail and commercial windows will encourage pedestrians to use North Washington Street as a link between the Metro and City Center. The project will complement the other projects on the corridor, and the gateway feature will provide a welcoming beacon and orientation element to entice residents and visitors to venture further on foot than they would otherwise.

k. *"Achieve consistent architectural goals":*
The architecture of the project will be first rate. The Class-A office building will be a gleaming asset that will set the standard for the City and will hopefully attract an entirely new category of office tenant. The buildings with be a handsome combination of traditional brick, wood, metal, and glass materials with a contemporary design that is complementary but not derivative of other nearby projects.

4) ***Natural Resources:*** The subject property is located in the 100-foot buffer area of the Resource Protection Area for Four Mile Run. The urban stream will benefit from the development of the property through the removal of contaminated soil, the inclusion of green roofs on the office building and neighborhood green, and most importantly the installation of a stormwater filtration system where there previously was none. The site plan for the redevelopment will be reviewed and approved by the Chesapeake Bay Interdisciplinary Review Team (CBRIT). The positive impact of the project on Four Mile Run is discussed in more detail in the Section titled "Scenic Assets & Natural Features."

PROTECTION OF ADJACENT PROPERTIES: *Protection of adjacent and neighboring properties from any adverse effects generated by the proposed development; to include vehicular access and site circulation plans; proposed measures of perimeter landscape screening; a minimum ten-foot wide buffer area generally located between the screening and the proposed use or building in the development; dimensions and treatment of all peripheral yards that will be provided for the site, and other necessary mitigating measures. The buffer shall contain screening elements at least six (6) feet in height consisting of either a masonry wall, a combined earthen berm and dense landscaping, a solid wood fence, or a combination of any of these screening elements.*

The proposed development drawings present the building height transition from the North Washington Street to the adjacent residential neighborhood, the vehicular circulation, and landscaped buffer areas. A consistent buffer area of at least 20 feet will be provided between the project and the adjacent residential properties. The screen elements along the Gresham Place townhouses will consist of a brick wall and trees in keeping with the current screening condition. Reasonable efforts will be made to retain a portion of the existing screening condition during construction. The screening along the single-family residence at 111 East Jefferson Street will consist of dense landscaping.

BUILDING HEIGHT: *The maximum height of all proposed buildings in the development, and the general location of all those buildings where the height is proposed to exceed forty (40) feet.*

The maximum height and the general locations of the proposed buildings can be found on Sheet 11 (Roof Plan) in the proposed development drawings. The ground surface

elevations have been estimated based on the proposed plaza elevation and existing topography on East Jefferson Street. The actual building height may vary based on full civil engineering design. The residential buildings will have a maximum height of 5 stories (or 55 feet), the same as the adjacent, existing Westlee and approved North Gate projects. The proposed office building on North Washington Street will be the tallest structure at 5 stories (or 73 feet) and will require a special exception for height bonus. The projected maximum building height table is shown below:

Estimated Maximum Building Heights

Building	Ground Surface El. (ft) *	Max Roof Line El. (ft)	Max Building Height (ft)
A	El. 294.0	El. 367.0	73
B	El. 296.0	El. 351.0	55

* Estimated average ground surface around the building perimeter.

GROSS FLOOR AREA: *The maximum gross floor area and floor area ratio proposed for all uses other than residential.*

The estimated maximum gross floor area for the project is 282,119 gross square feet, which equates to a total FAR of about 2.50. Commercial uses are projected to comprise 88,355 gross square feet of the project, or about 31.3%, a ratio in excess of previously approved mixed-use special exceptions.

DWELLING UNIT COUNT: *The maximum number of dwelling units proposed and the density.*

The maximum number of dwelling units proposed for the site is 200 multifamily dwelling units. Given the estimated residential gross area of 193,764 square feet and the estimated efficiency of 85 percent, the resulting average unit size should be about 825 rentable square feet. The projected unit mix will be approximately 70 percent one-bedroom units and 30% two-bedroom units. The resulting residential density is 77 units per acre.

APPLICABLE ORDINANCES: *The proposed development conforms to the provisions of all applicable ordinances, regulations and adopted standards. Any waiver, exception or variance sought by the applicant from such ordinances, regulations and standards shall be specifically noted on the development plan.*

The applicant is requesting special exceptions for building height and residential use in conjunction with the conditional zoning. Upon receipt of the special exceptions the proposed development will conform to the provisions of all applicable ordinances, regulations and adopted standards.

ON-SITE AMENITIES: *Special amenities that are proposed within the development.*

The special amenities that are proposed within the development have been discussed in more detail in other section but are summarized below:

- Vertical glass tower as gateway feature
- Mews street open to the public
- Underground parking garage that allows emergency radio transmissions
- Additional turning lane provided on Gresham Place
- Green roofs on office building and neighborhood green
- Enhanced streetscape on North Washington Street
- Class-A office building with the potential for first floor retail
- Ground floor commercial space in the residential building with retail potential
- Secure bike rack
- Parking for car sharing program
- Environmental LEED design

PUBLIC IMPROVEMENTS: *Public improvements, both on- and off-site, that are proposed for dedication and/or construction, and an estimate of the timing of providing such improvements.*

The following public improvements are proposed for dedication and/or construction:

- Construction of enhanced streetscape on North Washington Street
- Construction of an additional turning lane on Gresham Place
- Contribution to Four Mile Run stream bank improvements
- Contribution to City-wide transit services
- Contribution to an traffic enhanced signal at Gresham Place and North Washington Street

The timing of such improvements will occur prior to the completion of the project's construction.

CONCLUSION:

The proposed Falls Church Gateway will redevelop the subject property to realize the gateway and mixed-use project that the City's Comprehensive Plan and Design Guidelines specifically request. Therefore, the rezoning of the subject property from T-2 to B-1 should be authorized. The conceptual aspects of the plan of development discussed above are expressly set out in the accompanying applications for special exceptions for mixed use and bonus height, which are requested to be authorized upon the rezoning of the property from T-2 to B-1. The special exceptions will assure completion of the conceptual development plan in the development conditions agreed to in order to obtain approval of the special exceptions.

Date: October 15, 2010
Applicant: Falls Church Gateway, LLC

Michael Gill
Development Manager

APPLICATIONS FOR SPECIAL EXCEPTIONS

SUBJECT PROPERTY:

Address:	500, 510 & 520 North Washington Street Falls Church, Virginia 22046
Real Property Code:	53-101-070
Legal Description:	Parcel A, Gateway Plaza
Area:	2.5887 acres

APPLICANT:

Owner:	Falls Church Gateway, LLC

ZONING:

Current:	T-2 (Transitional Business Uses)
Proposed:	B-1 (Limited Business District Uses)

SPECIAL EXCEPTION REQUESTS:

The applicant wishes to redevelop the subject property as a mixed-use project that will accomplish the objectives set forth in the City's Comprehensive Plan. In order to redevelop the property, the applicant requests that two special exceptions be granted, a special exception to allow residential uses on the subject property and a special exception to allow a height bonus of approximately 18 feet for the proposed new office building. In conjunction with this application, the applicant requests that the subject property be rezoned from T-2 (Transitional Business Uses) to B-1 (Limited Business District Uses) with the understanding that a new mixed-use development is constructed in accordance with the conceptual development plan included with this application. Upon the approval of the zoning amendment for the subject property, the two special exceptions would be requested in accordance with that provided for the B-1 District in Section 48-455 of the City's Zoning Ordinance.

STATEMENT OF JUSTIFICATION FOR SPECIAL EXCEPTIONS:

The applicant proposes to redevelop the 2.6-acre property known as Gateway Plaza, Parcel A. The new mixed-use redevelopment will creatively integrate several uses and building types and will feature underground parking and a neighborhood green. The proposed development, which has been recognized for its superior design by the Smart Growth Alliance, will include:

1) ***Class-A Office Building:*** Located at the corner of North Washington Street and Gresham Place, a six-story Class-A office building will be constructed that will provide 83,272 sf gross square feet of commercial space. The design of first floor

will accommodate retail uses up to 12,270 gross square feet. The intended retail use for the first floor will be neighborhood-serving such as a restaurant or café that will be an amenity to the project as well as the neighborhood. The actual tenancy will depend on leasing activity. For example, it is possible that a single office tenant may require use of the entire building space.

2) ***Residential Units:*** Two hundred (200) residential units will be provided in a building that will have a maximum of five stories stepping down to four and three-story elements. The frontage along North Washington Street will include 5,083 gross square feet of commercial or retail space. Since the previous July 2010 application, this commercial space has been increased by 2,500 gross square feet at the request of the City Council's Economic Development Committee.

SPECIAL EXCEPTION CRITERIA FOR MIXED-USE AND HEIGHT BONUS
(Per Sections 48-90 and 48-455,2 of City's Zoning Ordinance)

According to the City's Zoning Ordinance, special exceptions applications will be evaluated using primary criteria that are essential to the character and well-being of the City and secondary criteria that are discretionary in nature. The new Falls Church Gateway project meets the primary and secondary criteria, as established below:

Primary Criterion #1:
"The resulting development conforms with the city's adopted comprehensive plan and design guidelines"

The proposed project realizes the City's vision for Falls Church as documented in the Comprehensive Plan and Design Guidelines. A full discussion of the relationship of the development with these two policy documents is presented in the Statement of Justification for Zoning Map Amendment. The relationship is summarized herein.

- Low intensity uses closest to the East Falls Church Metro Station and I-66 will be redeveloped.
- Project is an integrated and innovative mixture of residential, retail, and office commercial uses called for in the mixed-use redevelopment (MUR) overlay district.
- Gateway property is improved by new Class-A office building with gateway feature projecting a positive image of Falls Church.
- The vista of the two church steeples is not obstructed.
- Pedestrian-friendly elements are provided throughout the project with at-grade sidewalks.
- Streetscape will be improved with brick sidewalk per North Washington Street guidelines.
- Buildings are positioned near sidewalk to create a more active pedestrian corridor.
- Small public spaces with seating and landscaping are provided on the mews street.
- Project parking is moved into an underground garage.

- The project density is broken down into separate buildings that better integrate with the surrounding context.
- The project complements the adjacent new developments in the corridor.
- The building heights step down to transition from the residential neighborhood from the 5-story office building on North Washington Street to 4-story and 3-story residential building sections.
- Since the site is at the lowest point on North Washington Street, the impact of the increased height is minimized.
- The traffic impact of the project is minimized by the site's proximity to Metro, I-66, Metro bus, and the W&OD Trail.
- Cut-through traffic is minimized by keeping the curb cuts on Gresham Place and North Washington Street.
- Project will include an additional turning lane and a contribution to a traffic signal at Gresham Place.
- The project will have a positive impact on Four Mile Run through the increase of pervious ground surfaces and the introduction of stormwater filtration.
- A contribution will be made for stream bank improvements to Four Mile Run.
- The project's architecture will be a dramatic improvement from the existing 1980s buildings.

Primary Criterion #2:
"The resulting development provides significant net new commercial square footage and allows for a mix of commercial and residential uses"

Since the original special exception application on July 1, 2007, the proposed redevelopment plan has been substantially modified to better address this criterion.

Increased Gross Area
The proposed development will provide significant net new commercial square footage. Currently, the three obsolete office buildings that occupy the property account for 64,313 gross square feet, according to City records. The new project is proposed to increase the commercial square footage by 37% to 88,355 gross square feet.

Increased Rentable Area
Though gross area can be used to measure commercial space, rentable area is more useful measure because it reflects the actual space for which a tenant will pay rent. Unfortunately, the current buildings are quite inefficient and yield only 56,949 rentable square feet, or 88.5% of the gross. New office buildings are considerably more efficient with rentable area typically 95% of the gross area. After applying the modern efficiency factor of 95% to the commercial gross area of the new building, the proposed development is projected to yield 83,937 rentable square feet, **an increase from the existing condition of 47%.**

Increased Commercial Tax Base

The criterion for additional commercial space is an upshot of the City's desire to increase revenue from commercial property tax. Since property tax revenues are a calculated as a percentage of assessed value, commercial property value is what the City more precisely wishes to maximize, as opposed to commercial area. For example, a warehouse and an office building may have the same commercial square footage, but the property value and associated tax revenue produced by the two properties are not equal. So it is with different classes of office buildings.

The existing office buildings were built in 1984 and are Class-C, the lowest tier of office product. Current asking rent for the property is about $22 per square foot. The City's current assessment of property is $9,716,700, or about $151 per gross square foot. The existing property is representative of quality of office space available in Falls Church.

The proposed office building will be a Class-A building that will set the standard for the City. The new office building and associated parking garage is estimated to cost approximately $380 to $400 per gross square foot to construct. As any leasing broker will attest, the construction of Class-A office product in the unproven market of Falls Church is a courageous undertaking. The asking rent for the new project will be $34 per square foot, comparable to the Rosslyn/Ballston corridor.

If the new commercial space is assessed at cost, the new commercial space will provide an increase in commercial tax revenue from the property of **345%**, a significant increase indeed. The proposed increase in commercial space and value is shown in the following table:

Increase in Commercial Space & Value			
Measure	**Current**	**Proposed**	**Increase**
Gross Area	64,313 sf	88,355 sf	37%
Rentable Area	56,949 sf	83,937 sf	47%
Value per Gross Area	$151 per sf	$380 per sf	252%
Value	$9.7M	$33.5M	**345%**

Commercial Use Ratio

During the review process for other mixed-use special exceptions, City officials have identified the ratio of commercial space to residential space as a key measure for mixed-use redevelopment projects. Though the ratio is not expressly stated in the Comprehensive Plan or Design Guidelines, the City Council has repeatedly expressed that its targeted minimum commercial percentage for such projects is 25 percent. In most of the special exception cases approved by the City Council, this target has not been achieved.

Falls Church Gateway has **31.3%** of its proposed square footage dedicated to commercial uses. In addition, the commercial use component is not relegated to a secondary location on the site; it is **at the most prominent location**, the gateway to Falls Church on North Washington Street. Even more compelling, is the quality of the commercial space will represent the highest commercial use sought for this area, Class-A office space.

Primary Criterion #3:
"The resulting development produces substantial positive net new commercial and residential revenue to the City"

The redeveloped Falls Church Gateway will provide substantial positive net new commercial and residential revenue to the City. In conjunction with this application, information has been submitted to the City of Falls Church to be input into the City's cost/revenue impact model to predict the project's net new revenue.

At the request of the City Council's Economic Development Committee, the applicant has agreed to register the individual residential units as separate condominiums tax lots. Depending on the market conditions at the time of delivery, the residential units may be sold individually as condominiums or may be rented as apartments. According to the fiscal impact report dated September 2, 2010, the City estimates the net annual fiscal impact of the redevelopment to be as follows:

ESTIMATED ANNUAL FISCAL IMPACT		
Scenario	**Redeveloped Project**	**Current Property**
Annual Net Revenue	**$786,271**	**$121,897**

Assuming that City assessments reflect market value, it is predicted that **the value of the property will increase about 10 times** the existing assessment.

Considering the information provided above, the redeveloped Falls Church Gateway will meet all primary criteria.

Secondary Criterion #1:
"The resulting development is not disproportionate to surrounding land uses and planned land uses in size, bulk or scale"

The City has called for the site to be redeveloped as a mixed-use project, as indicated by its inclusion in the Mixed-Use Redevelopment overlay district in the Future Land Use Map. The City's Comprehensive Plan calls for the existing property to be redeveloped to take advantage of its proximity to Metro and I-66 and to create a gateway to the City.

The proposed project will be an infill site along the redeveloped North Washington Street corridor between the existing Westlee in Arlington County and approved North Gate in the City. To avoid creating a single monolithic building occupying the entire site, the

project has been broken down into distinct buildings to better relate to the scale of the adjacent residential uses. The layout reduces the bulk of the project and creates a pedestrian friendly mews street. In addition, the site is situated at the low point of the North Washington Street Corridor so that the building heights have less of an impact on the surrounding viewsheds.

The project's building heights are stepped down to relate to the adjacent residences behind the site. The height transitions from the tallest building, the 5-story office building on North Washington Street, to the 4-story residential building wing near the Gresham Place townhouses and 3-story residential building wing near the existing 2-story single family residence at 111 East Jefferson Street.

Secondary Criterion #2:
"The resulting development does not overburden the existing community facilities, including the school, transportation, waste and sewer systems"

The resulting development will not overburden the existing community facilities.

Schools
A voluntary contribution will be made to the City of Falls Church to offset school capital costs as outlined in the City's Adopted Capital Improvement Program. The contribution will exceed $1,200,000.

Transportation
The project's location and design will minimize the impact of the new development on the City's roads.

> *Multimodal Transportation:* The property is the nearest to Metro of any mixed-use redevelopment site in the City. In addition, Metro buses stops are adjacent to the site and provide direct service to Tysons Corner, Rosslyn, Ballston, Annandale, and Fair Oaks. The 45-mile long W&OD trail is within 600 feet of the site. The project will include secure bike racks, parking for a shared car program, and cash contributions will be made to the City's transit programs. The Smart Growth Alliance has recognized the project for its exceptional merits in reducing the dependency on single-occupancy vehicle.
>
> *Reduced Impact on City Streets:* Much of the vehicular traffic from the project will be diverted from City roads because the property is on the City boundary with Arlington County and is the nearest mixed-use redevelopment site to I-66. Furthermore, the curb cuts for the project, on North Washington Street and dead-end Gresham Place, will discourage vehicular traffic from taking short cuts through the surrounding neighborhood streets. The applicant will construct an additional turning lane on Gresham Place and make a cash contribution to the enhancement of the traffic light at Gresham Place and North Washington Street.

Traffic Impact Study: A traffic impact study for the proposed development was conducted by Wells & Associates under the guidance of City staff and VDOT. The traffic impact study does not include the additional 2,500 gross square feet of commercial space recently added to Building B at the request of the City Council's Economic Development Committee. A final revised traffic impact study will be prepared when all comments to the current study have been received. The preliminary conclusions of the study indicate:

- The development is estimated to produce 260 a.m. and 239 p.m. additional peak hour net new trips.
- Though the commercial component is approximately 30 percent of the project's square footage, it accounts for 65 percent of the traffic.
- The North Washington Street corridor will have the capacity to manage the new trips created by the redeveloped project.
- An enhanced traffic signal at Gresham Place would not adversely impact traffic progression on the North Washington Street corridor.

Additionally, the traffic study is believed to overstate the net new vehicular trips because the study's trip assumptions for the office use are much greater than the actual trips observed for the existing office use. For example, the 64,500 sf of existing office was observed to produce only 38 p.m. peak trips whereas the new 71,002 sf of office is projected to produce 143 p.m. peak trips, almost four times more on a per sf basis. This inflated projection can be attributed in part to conservative trip reduction assumptions.

Water & Sewer

The project site is currently served by an 8-inch water line and 15-inch sanitary sewer line provided by the City. The project is believed to be within the capacity of the existing water and sewer facilities; however, the applicant will construct any improvements necessary to accommodate the project.

City of Falls Church's lawsuit against Fairfax County for taking away current business from the Falls Church water department indicates the clear threat that competition will reduce the revenue created by the water department and cause an increase in the overall water rates charged by the City. The hookup and service fees created by the proposed project will strengthen the City water department's customer base and will provide significant revenue to the City going forward.

Secondary Criterion #3:

"The resulting development provides community benefits, such as affordable housing, as it is described in article VII of this chapter"

The development provides numerous community benefits that are discussed more completely in other sections of this application and in the separate voluntary concessions document including:

- Improved architecture with a gateway elements and below-grade parking
- Enhanced pedestrian-friendly streetscape
- Environmental improvements
- Public space
- Road improvements
- Contributions for school impact, stream improvements, traffic signal, and City transit programs

The proposed project will increase the affordability of living in Falls Church. The proposed multi-family housing will offer residents a more affordable option than the predominant housing type in Falls Church, the single family home. Additionally, the project will either provide thirteen (13) affordable dwelling units on-site or make a cash contribution to the City's affordable housing fund.

Secondary Criterion #4:
"The resulting development contributes to a vibrant pedestrian-oriented environment, both onsite and in relation to adjoining properties, with street level activity throughout the day and evening"

The development will contribute to the vibrant pedestrian-oriented environment planned for the North Washington Street corridor. The current site is distinctly automobile-oriented with the majority of the property occupied by a surface parking lot. The new project will move the parking underground and place buildings along the North Washington Street sidewalk to enhance the sense of street and commercial frontage. The new project will complete the planned revitalization of the corridor from the Crescent (approved) to the Westlee (completed) to North Gate (approved). The streetscape will be improved with brick sidewalks and landscaping. The mix of uses will accommodate over 200 employees and 200 residents that will provide a balanced user base throughout the day and evening. Onsite, pedestrians will be offered a wide array of sidewalks and public space as discussed in the follow section, Secondary Criterion #5.

Secondary Criterion #5:
"The resulting development offers creative use of landscaping, open space and/or public parks, public plazas and walkways connecting to adjoining properties"

The development has been designed to create an integrated network of landscaping, open spaces, and walkways within the property and adjoining properties.

<u>Mews Street</u>
Central to the design of the project is the mews street. The mews street will provide a vehicular and pedestrian connection between North Washington Street and Four Mile Run. The mews street will be accompanied by sidewalks and attractively landscaping.

<u>Neighborhood Green</u>
The neighborhood green will be an 84-foot by 100-foot open space that will provide a well-landscaped buffer between the project and the Gresham Place neighborhood.

North Washington Street
With the redevelopment of Falls Church Gateway, the pedestrian corridor on North Washington Street will be connected from Fairfax Drive to Jefferson Street. The basic concrete sidewalk will be improved with brick sidewalk and landscaped planters. The buildings will provide commercial facades to define the streetscape and activate the pedestrian experience. The 20-foot wide sidewalk will be wider than the adjacent 16.5-foot wide Westlee sidewalk and the proposed 14.5-foot wide North Gate sidewalk.

The creation of innovative open space and inter-property connections were primary objectives in the design of the proposed Falls Church Gateway. The concepts of the neighborhood green and enhanced frontage are a product of careful consideration of these objectives, and the resulting conceptual development plan successfully responds to this criterion.

Secondary Criterion #6:
"The resulting development adds to the variety of commercial services and products available to meet the needs of the City residents for entertainment, art, recreation, dining, retail, and an array of consumable goods"

Falls Church Gateway will provide 88,355 square feet of Class-A commercial space. The project will be a significant step forward for the City in its efforts to attract Class-A office and retail tenants. The development will include a 83,272-square foot office building with the potential for 12,270 square feet of retail space. In addition, 5,083 square feet of commercial space will be provided on North Washington Street on the ground floor of the residential building.

Since the project is still in its conceptual stage, no marketing or leasing activity has been conducted for the commercial space at this time. Therefore, the specific services or goods that the commercial space will provide cannot yet be identified. A preferred use for a portion of the ground floor commercial/retail space is neighborhood-serving retail such as a restaurant or café. However, given the unclear leasing demand for the space, the applicant expects that the conditions of the special exceptions will allow the flexibility to rent the ground floor commercial and retail space to retail, commercial services, or office users.

Secondary Criterion #7:
"The resulting development encourages local and independent businesses"

The first floor retail and/or commercial services space along North Washington Street will be marketed to local and independent businesses. In addition to creating opportunities for local and independent businesses, the Class-A office building is designed to attract larger high-quality regional and national business tenants. The City,

through its Economic Development Authority and Comprehensive Plan, expressly encourages commercial redevelopment that can attract both local and national businesses. Mixed-use projects that focus solely on local businesses do not add to the City's overall tenant base. For example, the new Pearson Square office building is home to Tax Analysts, a local business. However, the project caused the tenant to vacate 37,000 square feet of office space elsewhere in the City, including the buildings at Falls Church Gateway. The proposed development is expected to bring new prominent businesses to the City from other commercial submarkets like Washington D.C., Tysons Corner, and the Rosslyn/Ballston Corridor.

Secondary Criterion #8:
"The resulting development provides a reduction of single-use parking requirements through the use of shared parking"

The project will provide 504 parking spaces, mostly located in a below-grade garage. Some visitor spaces will be provided on the mews street. As indicated in our separate request for reduced parking, the project will make use of the maximum shared parking reduction for the proposed mix of uses. We believe that the actual shared parking will include residents using office parking overnight; however, the current City guidelines do not allow for shared parking reductions for residential uses.

Secondary Criterion #9:
"The resulting development encourages multi-modal transportation through design and other techniques to reduce the reliance on single occupancy vehicles and utilizes the sheltered stops for mass transit whenever possible"

As discussed in the Secondary Criterion #2 section, the property is the nearest to Metro of any mixed-use redevelopment site in the City. In addition, Metro bus stops that provide direct service to Tysons Corner, Rosslyn, Ballston, Annandale, and Fair Oaks are located adjacent to the site at Jefferson Street. The 45-mile long W&OD trail is within 600 feet of the site. The project will include secure bike racks, parking for a shared car program, reduced parking for alternative modes of transportation, and contributions to the City's transit programs. The Smart Growth Alliance has recognized the project for its exceptional merits in reducing the dependency on single-occupancy vehicle.

Secondary Criterion #10:
"The resulting development utilizes LEED criteria in the design of the project"

The proposed redevelopment will be sensitive to the environment. The project will adhere to green design principles and incorporate many elements of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) criteria. As the project is further designed, additional criteria will be targeted that relate to the

buildings' engineering. At the conceptual design stage, the project can be said to fulfill the following LEED criteria:

1) *Soil Erosion Plan:* The project will adhere to an erosion and sediment control plan during construction.

2) *Site Selection:* The project site does not contain natural features deserving on protection.

3) *Community Connectivity:* The project is a redevelopment of a previously developed site within ½ mile of City Center.

4) *Development Density:* The project will have the minimum density appropriate for it location.

5) *Brownfield Redevelopment:* The project will rehabilitate an environmentally damaged site.

6) *Public Transportation Access:* The project is within ½ mile of commuter rail and ¼ of multiple bus lines.

7) *Bicycle Storage:* The project will provide secure bicycle storage.

8) *Parking Capacity*: The project has reduced parking according to the City's shared parking and alternative modes of transportation policies.

9) *Car Sharing*: The project will provide parking for a car share program such as Zipcar.

10) *Stormwater Management*: The project will provide stormwater management, including filtration, where previously there was none.

11) *Heat Island Effect*: The project will include green and solar reflective roofs.

12) *Construction Debris Recycling*: The project will employ a recycling program to recover reusable construction debris.

As established by this discussion, the project meets the City's discretionary secondary criteria for the requested special exception.

HEIGHT BONUS
(Per Sections 48-90 and 48-455,2)

A height bonus is necessary for the redevelopment of the property. The increased height makes the redevelopment viable and causes the project to achieve the City's design, use,

and fiscal objectives. The bonus height is compatible with the planned developments on North Washington Street and is tapered to be compatible with the adjacent residential uses behind the property.

Since the original special exception application on July 1, 2007, the applicant has made significant revisions to the redevelopment plan in response to the City's request for an increased commercial use ratio and lower height. The applicant has significantly lowered the height of the project's proposed buildings. Consequently, the applicant is requesting a height bonus solely for the office building at the intersection of North Washington Street and Gresham Place.

The applicant is requesting a height bonus of approximately 18 feet for the office building, referred to as Building A in the proposed development plans; the allowable height bonus is 30 feet, for a maximum allowable building height of 85 feet. The office building will be five stories tall and have the generous ceiling heights needed to attract Class A office and retail tenants. The height bonus is necessary for economic viability, project design, and intended use.

Viability

Other mixed-use developments in Falls Church have been located on vacant lots or properties with no significant income, as is shown below:

- The Spectrum: previously a vacant lot
- The Broadway: previously an out of business Ad Com store
- The Byron: previously an out of business Red Lobster
- Pearson Square: previously an out of business bowling alley
- North Gate: previously an out of business funeral home

Though the outdated office buildings at the property do not reflect the future vision for the North Washington Street corridor, the property does generate significant income. The City assessment separates the property value into two categories, land and buildings. Since 2005, the City has assessed the buildings at between $2.9M and $5.6M. For the development of the new Falls Church Gateway, these buildings will need to be demolished, and the new project will require a below-grade parking garage. The added expense associated with the existing building value and new garage cost requires that the redevelopment include a height bonus. Without the height bonus, the applicant is better served to operate the existing property as-is than to redevelop.

Design

The most unique and appealing aspect to the new project's design is that it is broken up into separate buildings to allow for Class-A office, open space, pedestrian orientation, and reduced scale. The openness of the design minimizes the lot coverage of the buildings. However, since the buildings have a reduced footprint, additional height is required to create the necessary and appropriate density for the location of the site.

The height bonus is requested for the office building located on North Washington Street. This location was selected because it is the furthest from the neighboring residential uses and is the low point of the site. The building heights are stepped down in the rear of the site to be compatible with the adjacent residential uses.

Use

The preferred commercial use for the property is Class-A office. The height bonus will be applied exclusively to the proposed office building. This commercial building will benefit from the development's maximum height and primary street frontage. In addition, depending on leasing activity, the first floor of the office building may also include retail, such as a restaurant or café. However, the City has expressed that retail is not the preferred commercial use for the site because it could detract from City Center, which is to be the primary retail location for the City. Because the height bonus will only be applied to the office component, the height bonus will directly increase the net new commercial square footage by 37 percent.

Fiscal

The height bonus creates the density necessary to provide substantial positive net new commercial and residential revenue to the City. The commercial tax revenue is projected to increase by 345 percent, and the City has estimated the project will increase the net fiscal revenue of the property by $664,000 per year.

City Objectives

The City objectives for height bonus special exceptions are presented in the City's Zoning Ordinance Sections 48-90 and 48-455. Please see the discussion presented above that individually addresses the primary and secondary criteria for special exceptions defined in Section 48-90. In regards to the criteria presented in Section 48-455 the requested height bonus will:

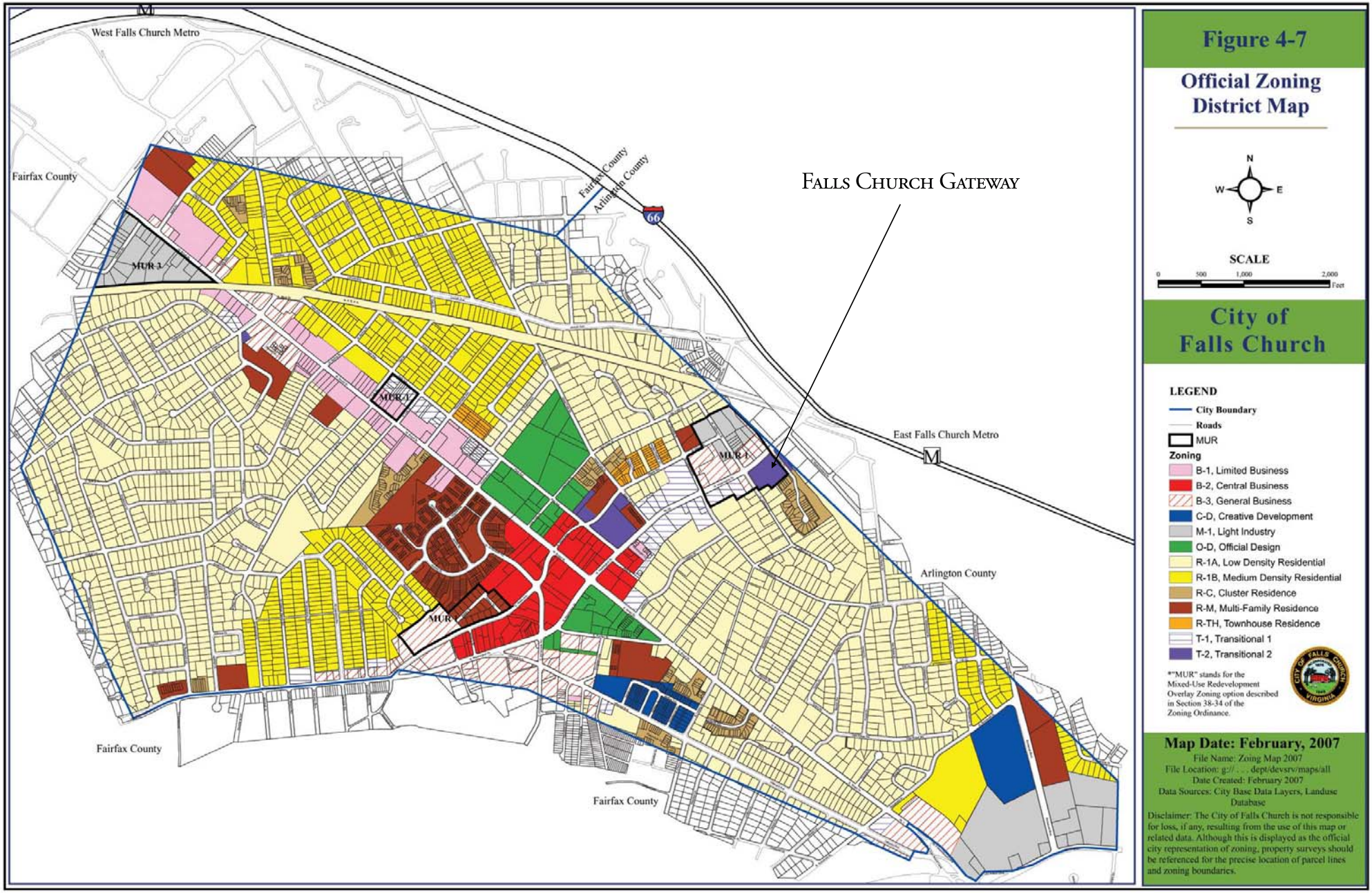
1) Directly contribute to significant new commercial square footage.
2) Produce substantial positive net new commercial and residential revenue.
3) Be applied to Class-A office space, the City's preferred use.
4) Be located on the primary street frontage of North Washington Street.
5) Be located furthest from the existing residential uses with the project heights tapering to be compatible with the abutting "R" districts.

CONCLUSION:

Falls Church Gateway is a redevelopment that fully reflects the City's vision of North Washington Street and Falls Church. The project meets or exceeds the primary and secondary criteria used to evaluate the merits of the special exception. Therefore, the requested special exceptions for residential use and height bonus at the City's gateway should be granted.

Date: October 15, 2010
Applicant: Falls Church Gateway, LLC

_____
Michael Gill
Development Manager


West Falls Church Metro
Fairfax County
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66
FALLS CHURCH GATEWAY
MUR-1
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East Falls Church Metro
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Fairfax County
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Figure 4-7
Official Zoning District Map
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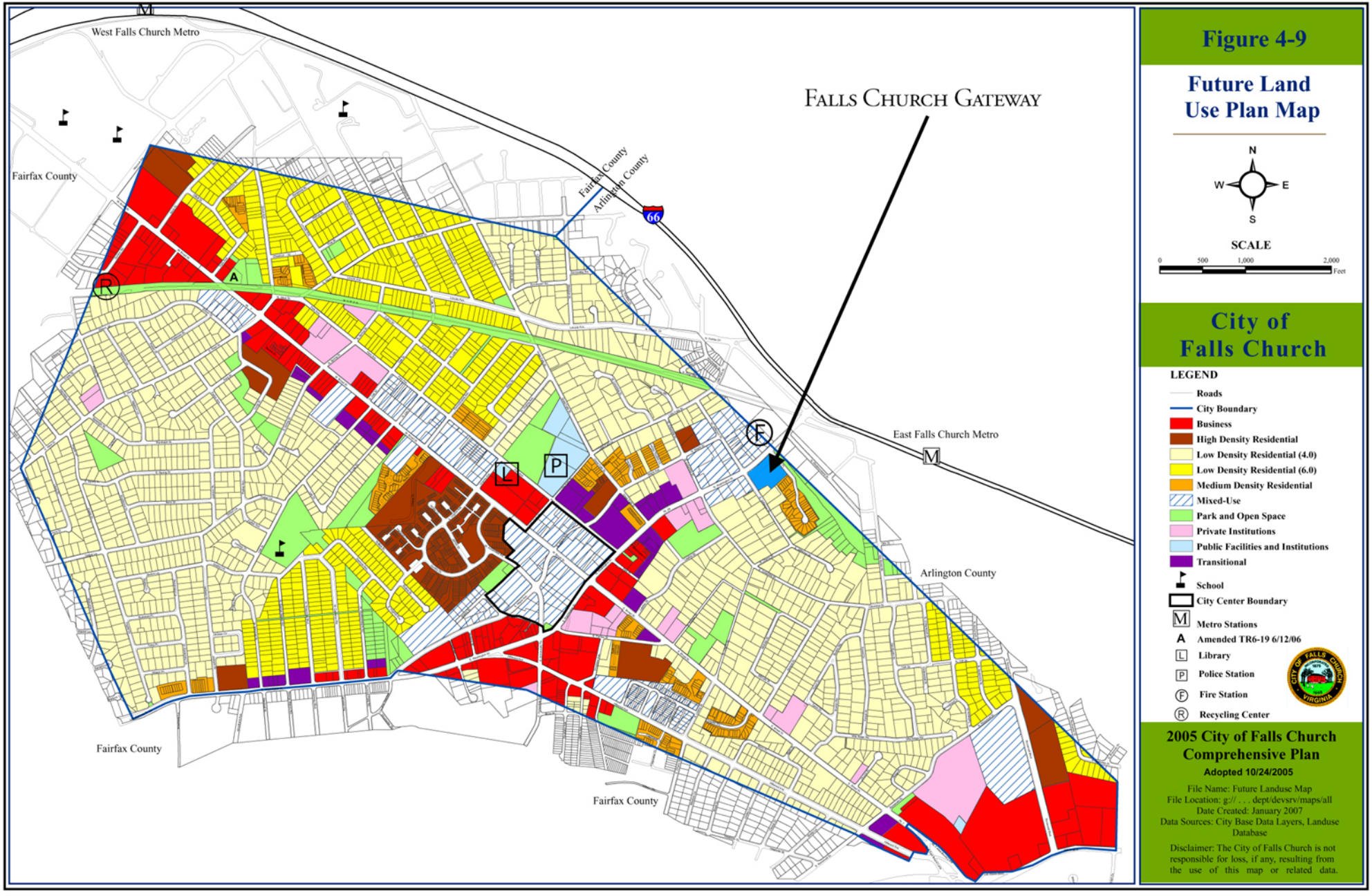
Feet
City of Falls Church
LEGEND
City Boundary
Roads
MUR
Zoning
B-1, Limited Business
B-2, Central Business
B-3, General Business
C-D, Creative Development
M-1, Light Industry
O-D, Official Design
R-1A, Low Density Residential
R-1B, Medium Density Residential
R-C, Cluster Residence
R-M, Multi-Family Residence
R-TH, Townhouse Residence
T-1, Transitional 1
T-2, Transitional 2
*"MUR" stands for the Mixed-Use Redevelopment Overlay Zoning option described in Section 38-34 of the Zoning Ordinance.
Map Date: February, 2007
File Name: Zoing Map 2007
File Location: g:// . . . dept/devsrv/maps/all
Date Created: February 2007
Data Sources: City Base Data Layers, Landuse Database
Disclaimer: The City of Falls Church is not responsible for loss, if any, resulting from the use of this map or related data. Although this is displayed as the official city representation of zoning, property surveys should be referenced for the precise location of parcel lines and zoning boundaries.


West Falls Church Metro
Fairfax County
Falls Church Gateway
Fairfax County
Arlington County
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East Falls Church Metro
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Figure 4-9
Future Land Use Plan Map
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SCALE
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1,000
2,000
Feet
City of Falls Church
LEGEND
Roads
City Boundary
Business
High Density Residential
Low Density Residential (4.0)
Low Density Residential (6.0)
Medium Density Residential
Mixed-Use
Park and Open Space
Private Institutions
Public Facilities and Institutions
Transitional
School
City Center Boundary
Metro Stations
Amended TR6-19 6/12/06
Library
Police Station
Fire Station
Recycling Center
2005 City of Falls Church Comprehensive Plan
Adopted 10/24/2005
File Name: Future Landuse Map
File Location: g:// . . . dept/devsrv/maps/all
Date Created: January 2007
Data Sources: City Base Data Layers, Landuse Database
Disclaimer: The City of Falls Church is not responsible for loss, if any, resulting from the use of this map or related data.

EXECUTIVE SUMMARY

Akridge proposes to redevelop Falls Church Gateway Plaza, which is located less than 1,000 feet of I-66 and within walking distance (between one-quarter and one-half mile) of the East Falls Church Metro station, on N. Washington Street, south of Gresham Place.

The subject site currently is improved with three office buildings that total 64,500 G.S.F. of space. Akridge proposes to raze these existing buildings and re-develop the site as a compact, mixed-use project consisting of 200 residential dwelling units (assumed as apartments), 71,397 S.F. of office space, and 12,781 S.F. of retail space. This change in use and density would result in 260 net new AM peak hour trips, 239 net new PM peak hour trips, and 1,694 daily (24-hour) trips when considering the traffic currently generated by the site. These totals reflect conservative assumptions for non-auto mode share for these uses.

Wells + Associates evaluated existing traffic conditions (2010) and future traffic conditions in 2013 and 2017, with and without redevelopment of Falls Church Gateway.

Access to the site would be provided via the existing driveways on both N. Washington Street and Gresham Place. A total of 485 structured parking spaces would be provided on-site to serve these proposed uses. The proposed parking utilizes shared parking and alternate modes of transportation to reduce the amount of off-street parking required by the City. These spaces would be controlled for residential and commercial uses and managed in order to maximize their efficiency. Loading for 30-foot single-unit trucks would be provided on Gresham Place.

The traffic analyses for existing conditions indicate that all of the signalized intersections currently operate at overall acceptable levels of service during both the AM and PM peak commuting periods, from 8:00 AM to 9:00 AM and from 5:00 PM to 6:00 PM. Some individual approaches or side-street turning movements operate at LOS "E" or "F". Over the last five years, through traffic along the N. Washington Street corridor has decreased by approximately 10 percent, as documented in this study and by VDOT.

Under future conditions without redevelopment of the site, all of the studied intersections would continue to operate at overall acceptable levels of service during both the AM and PM peak hours. The effects of growth along the corridor and other approved development result in LOS "E" or "F" for selected approaches and/or side-street movements at stop controlled intersections.

The redevelopment of Falls Church Gateway Plaza would have no significant impact on most City streets due to its close proximity to the City Limits, I-66, and the East Falls Church Metro. All of the signalized intersections within the study area would continue to operate at overall acceptable levels of service under both 2013 and 2017 conditions with the redevelopment of the site. Some individual approaches and side-street turning movements on would continue to operate at LOS "E" or "F" during the AM and/or PM peak hours.

Akridge proposes to convert the existing emergency traffic signal on N. Washington Street to a fully functional traffic signal that would be coordinated within the N. Washington Street corridor. Since the recently installed traffic signal at Westmoreland Street stops traffic at Gresham Place, the conversion of this signal would not have a significant effect on current travel patterns, but would improve pedestrian mobility and safety and provide for an acceptable level of service. In addition, Gresham Place would be widened along the site frontage to provide two westbound lanes approaching N. Washington Street to better facilitate site-generated traffic and reduce queuing. These improvements effectively mitigate the additional traffic expected to be generated by the site.

The results of the corridor analyses indicate that the additional traffic generated by Falls Church Gateway Plaza would have only a marginal effect on the travel speeds within the corridor during both the AM and PM peak hours. These increases would not significantly impact the travel demands within the N. Washington Street corridor.