

# **ATTACHMENTS**

**Agenda Item 10 (b) (1) and (2)  
Ordinance (TO10-15) and Resolution (TR10-34)**

**Falls Church Gateway  
500, 510 & 520 N. Washington Street**

# FALLS CHURCH GATEWAY

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



See City of Falls Church, Virginia Web site at

[www.fallschurchva.gov](http://www.fallschurchva.gov)

>Government >Development Services >Planning >Development Projects >The Gateway

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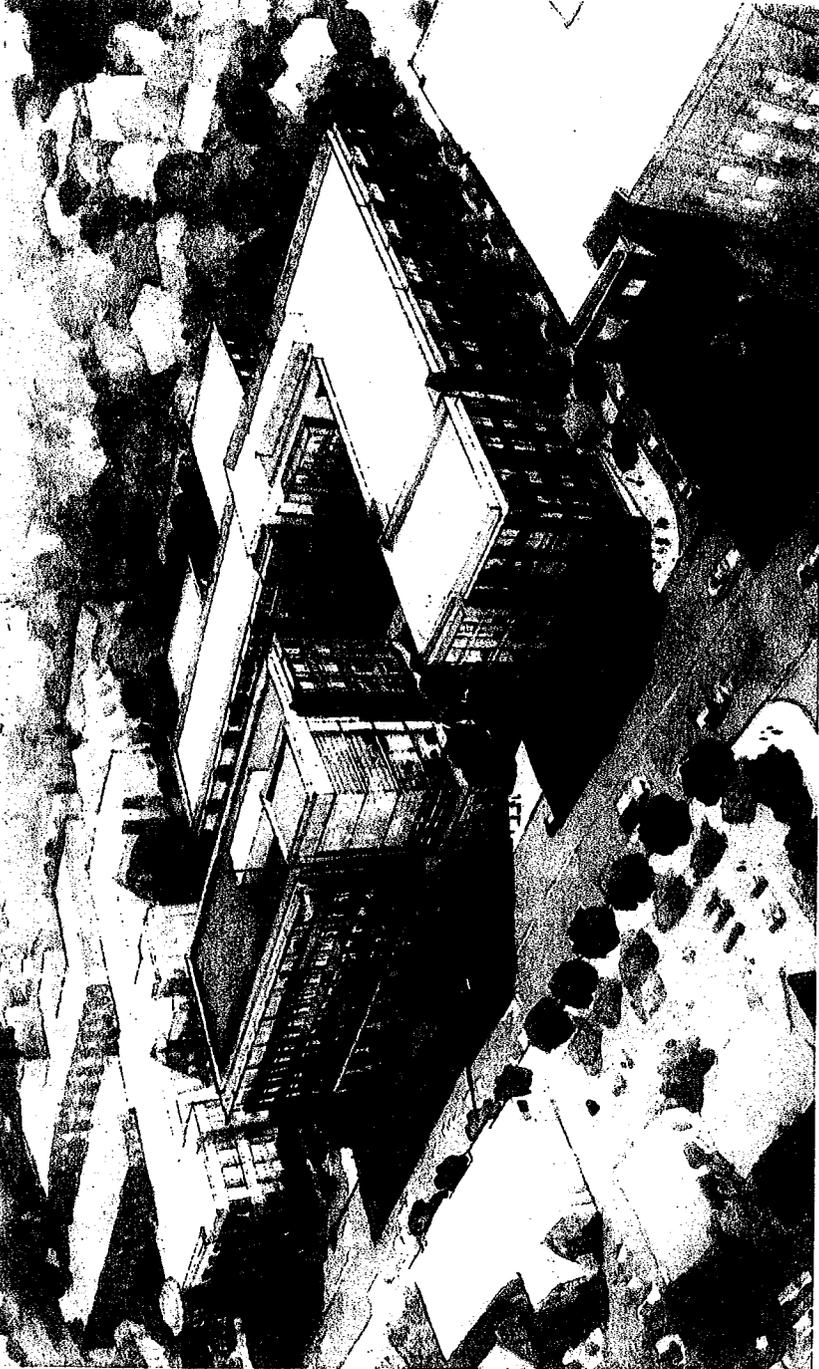
MIXED - USE DEVELOPMENT

PART 1 OF 2 REVISED 10.15.10

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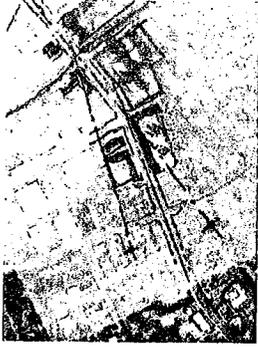
# FALLS CHURCH GATEWAY

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



Falls Church may be a city by name... but it has the heart and soul of a village. Villages are walkable, defined by pedestrians and human scale buildings... they are also "mixed use," which means people live, work and shop there."

Falls Church Design Guidelines p. 15 (12/2001)



RESEARCH & URBAN ANALYSIS



UNDERSTANDING OF PLACE



PEDESTRIAN REALM

## SPECIAL EXCEPTION PACKAGE

MIXED - USE DEVELOPMENT

PART 2 OF 2 REVISED 10.

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**FALLS CHURCH GATEWAY**  
*PROJECT TIMELINE*

July 2006	First Joint Worksession
July & August 2006	Greshman Place & Jefferson Street Neighborhood Meetings
July 2007	Submitted Application for Rezoning and Special Exceptions
September 2007	Second Joint Worksession
June 2008	Submitted Revised Application ( <i>See changes below per City and neighbor input</i> ) <ul style="list-style-type: none"> <li>• <u>Reduced the building height of the residential component.</u>            The residential component was reduced from being a maximum of 7 stories (77 feet) to 5 stories (55 feet), therefore no longer requiring a height bonus.</li> <li>• <u>Increased the commercial ratio.</u>            The percentage of the project by occupied area dedicated to commercial uses was increased from 26% to 30%. When the full structure including below-grade parking is considered, the percentage of the project dedicated to commercial uses is in fact 40%.</li> </ul>
July 2008	Third Joint Worksession
July 2008	Greshman Place & Jefferson Street Neighborhood Meetings
August 2008	Fourth Joint Worksession
August 2008	Gresham Place Neighborhood Meeting
August 2008	Meeting with the Economic Development Subcommittee



September 2009

Gresham Place Neighborhood Meeting (*See changes below per neighbor input*)

- Remove townhouses and mews street.  
Townhouses were removed to provide more of a setback from the Gresham Place neighborhood. The loss of density was counteracted by the addition of two wings to the residential building.
- Increase setback with Gresham Place neighbors.  
The setback along the Gresham Place townhouses was increased from a uniform 20 feet to 30 to 100 feet, for an average of 70 feet. Additionally, the setback area will benefit the existing trees and will not be used for personal backyards.
- Increase setback with Jefferson Street neighbor.  
The setback along 111 E. Jefferson Street was increased from a uniform 20 feet to 20 to 30 feet, for an average of 26 feet.
- Add Neighborhood Green.  
A landscaped 84-ft by 100-ft area was added next to the Gresham Place townhouses.
- Increase Village Green.  
The width of the Village Green was increased from 50 feet to 63.5 feet.
- Improve Gresham Place Frontage.  
The Gresham Place frontage was improved by removing a curb cut, reorienting the residential building, adding front doors, and upgrading the loading dock door.
- Remove Pedestrian Portal on Jefferson Street.  
The pedestrian portal on Jefferson Street was removed due to neighbor concern regarding safety.
- Reduce the Height of the Office Building.  
The office building floorplate was increased, which has allowed the office building maximum height to be decreased from 85 feet (the maximum height bonus allowed) to 73 feet.

February 2010

Jefferson Street Neighborhood Meeting

April 2010

Submit a New Revised Application



## Memorandum

**To** Wendy Block Sanford, Senior Planner

**From** Michael Gill, Development Manager  
Falls Church Gateway, LLC

**Date** July 9, 2010

**Re** Falls Church Gateway (Case 20070528)  
Revised Parking Evaluation

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### Summary

Falls Church Gateway, LLC has applied for the rezoning and special exceptions necessary to redevelop Falls Church Gateway as a mixed-use project. The applicant requests a parking reduction of between 12.8 and 16.0 percent, depending on street-level commercial use, in light of the project's exceptional capacity for shared parking and access to non-automotive means of transportation, as described below:

- **Alternate modes of transportation:** Falls Church Gateway has the best access to alternative modes of transportation in the City. Studies indicate that more than half of the people that will live at Falls Church Gateway will use something other than a car for their primary transportation.
- **Shared Parking:** Project parking is equally allocated to commercial and residential parking uses. Therefore, the 261 residential parking spaces will be supplemented by 252 office and retail parking spaces that will be available to residents or residential visitors.

The parking reduction is in keeping with the City's mixed-use redevelopment regulations that allow for a reduction of up to 20 percent for alternate modes of transportation. The applicant has extensively studied the parking demand and has determined that the proposed parking will be more than sufficient for the following reasons:

- **Clear Precedent:** The parking is more than what is provided by numerous comparable projects.
- **Parking Demand:** The parking plan is supported by recognized professionals, who are most knowledgeable of actual user demand.
- **Jurisdictional Policy:** The parking is more than the zoning requirements for Arlington County or Fairfax County's Tysons Corner.

The applicant submits this parking evaluation to address recent revisions to the project design and provide the planning staff with supporting documentation regarding parking demand.



**Project Parking**

Project parking will be provided in an underground parking garage, which will account for over 30 percent of the construction cost of the redevelopment project. Excavating another garage level would drastically increase the construction cost and would make the redevelopment infeasible. Therefore, the project’s parking capacity is limited to 507 parking spaces provided in the garage plus 6 parallel parking spaces provided on the mews street. The **513 parking spaces** are located in the following areas:

- 1) **On Street:** 6 spaces on the mews street
- 2) **Ground:** 24 spaces on the plaza level in the ground floor of Building B
- 3) **P1:** 238 spaces on the first level of the below-grade parking garage
- 4) **P2:** 245 spaces on the second level of the below-grade parking garage

Please see the parking areas shown in the attached plans.

The parking distribution corresponds with the appropriate locations that best serve the project’s uses. Parking for the commercial and retail users will be provided on the ground level of Building B and on the P1 garage level. The office and retail parking will be combined to allow for shared parking. Should there be a retail tenant in the project, a majority of the parking spaces on the ground level of Building B will be reserved for retail to accommodate visitors who are hesitant to enter into an underground garage. This parking area will have visual openings to the plaza to increase the perceived safety of the parking and clearly direct visitors to their destination.

The applicant concurs with the City planning staff suggestion that residential parking be provided in a dedicated space that is secure from office user and retail visitor traffic. The best location for this secure area is the P2 level, which can be easily gated at the ramp down from the P1 level. Additionally, approximately 16 parking spaces on the ground level of Building B and the P1 level will be reserved for residents and residential visitors.

The overall proposed parking assignment per use is as follows:

Use	SF/Units	Spaces	Ratio	Location
Office	71,002 gsf	178	1 space per 400 sf	P1
Residential	200 units	261	1.31 spaces per unit *	P2
Retail	14,853 gsf	74	1 space per 200 sf	Ground, P1

\* Approximately 1.2 space per 1-bedroom unit; 1.55 spaces per 2-bedroom unit



**City Policy regarding Off-Street Parking**

The City’s standard offsite parking requirements per Section 48-898 of the Zoning Ordinance are as follows:

Use	Spaces
Office (Business, general and governmental buildings)	1 space per 300 sf
Retail (General merchandise)	1 space per 200 sf
Retail (Deli)	1 space per 200 sf
Retail (Restaurant with no drive-thru)	1 space per 100 sf
Multifamily (Studio)	1.0 spaces per unit
Multifamily (1 bedroom)	1.5 spaces per unit
Multifamily (2 bedroom)	2.0 spaces per unit

The design of the project has been significantly modified to respond to the City’s principal request to increase the project’s commercial space and commercial ratio. To add flexibility and accommodate additional parking for commercial and retail uses, current City policy regarding mixed-use special exceptions is to simplify the baseline multi-family parking requirement to be 1.5 spaces per unit, no matter the size. Additional parking reductions are allowed based on shared parking and alternate modes of transportation.

The resulting parking requirement is influenced by the street-level commercial uses. The future use in the space will not be determined until it is leased; however, it will be designed to accommodate office, retail, or restaurant. Should the street-level commercial use be entirely office, the unreduced City parking requirement would be **588 spaces**. Should the street-level commercial use be entirely retail, the unreduced City parking requirement would be **611 spaces**.

Should the street-level commercial use be retail, there will be significant shared parking opportunities according to the Urban Land Institute (ULI) and referenced in Section 48-1079 of the City’s zoning ordinance. Since peak retail parking demand occurs at times other than the office peak demand, the retail demand will be 40 percent less. Considering this relationship, the City would require only **580 spaces**, if a shared parking reduction was requested per Section 48-1079. However, the applicant is requesting a parking reduction for alternative modes of transportation, as discussed below.



**Reduction for Alternative Modes of Transportation (Section 48-1079)**

The mixed-use redevelopment regulations allow for parking reductions of up to **20 percent** when alternate modes of transportation are likely. The project site is the **closest** to Metro of any mixed-use redevelopment site in the City. The East Falls Church Metro Station is located 2,000 feet from the site, which corresponds to less than a 10-minute walk. Moreover, the site is 600 feet from the W&OD Trail and is served by bus stops that provide direct service to Tysons Corner, Rosslyn, Ballston, Annandale, and Fair Oaks. Parking demand is further reduced by the fact that the site’s primary automotive transportation route, I-66, is restricted to high occupancy vehicles (HOV) during rush hour. Understanding that the project will benefit from the best access to multi-modal transportation in the City, we appropriately request a parking reduction to account for non-automotive transportation of between **12.8 and 16.0 percent**, depending on the street-level commercial use.

Supporting data for the parking reduction is found in the *2005 Development-Related Ridership Survey Final Report* published by the Washington Metropolitan Area Transit Authority (WMATA) in March of 2006. Using data that includes a significant sampling from the nearby Ballston and Dunn Loring-Merrifield Metro stations, Metro reported the following distribution of transportation modes for different uses located 2,000 feet from a metro station:

**WMATA Survey Results for a Project that is 2,000 feet from a Metro Station**

Use	Metrorail	Public Transit	Automobile
Residential	37%	41%	48%
Office	16%	22%	75%
Retail	12%	19%	61%

See the attached tables from the WMATA report including:

*Table C-37: Regression Equation Summary for Residential Trips*

*Table C-33: Regression Equation Summary for Office Commute Trips*

*Table C-39: Linear Regression Equation Inputs for Retail Sites by Distance from Station*

As shown by the data, for developments located 2,000 feet from a Metro station, automobile trips only account for between 48% and 75% of all trips, depending on the use. In light of this information, the proposed parking reduction for alternative modes of transportation is justified. A copy of the report has been submitted to the Falls Church Planning Department. Additional copies can be found at: [www.commuterpage.com/pdfdocs/WMATA\\_survey\\_2005.pdf](http://www.commuterpage.com/pdfdocs/WMATA_survey_2005.pdf).

**Actual Market Parking Demand**

Over the last 35 years, the applicant has developed more than 10 million sf of real estate throughout the greater Washington D.C. area. Understanding the needs of our tenants has been critical to our enduring success. Inadequate parking would have a negative impact on the value of the redeveloped property. Therefore, constructing a mixed-use project that is under-parked would be disadvantageous to the



applicant. Consequentially, the applicant has carefully studied the market demand for parking and has concluded that the project parking is more than adequate to meet demand. The proposed parking has been reviewed and endorsed by other top real estate professionals in the area. A breakdown of the parking demand for each use is provided below:

**1. Office Parking**

The project will provide office parking at 1 space per 400 sf. The current parking requirement for Falls Church is one parking space per 300 square feet of office space. By contrast, the parking requirement in Washington D.C. is one parking space per 1,800 square feet of office, six times less parking than in Falls Church. Furthermore, Arlington County’s current site plan policy is to require office parking to be provided at one parking space per 580 square feet, nearly two times less parking than in Falls Church. The following table shows the range of office parking policies in the area:

**Proposed Office Parking (71,002 sf) as compared to Nearby Jurisdictions:**

Locality	Policy	Parking	Comments
Washington D.C.	1 space per 1,800 sf	40 spaces	Zoning Ordinance (Chapter 21.01)
Arlington County	1 space per 580 sf	123 spaces	Current Policy for Site Plans*
<b>Falls Church Gateway</b>	<b>1 space per 400 sf</b>	<b>178 spaces</b>	<b>Proposed parking reflecting market office demand for the project</b>
Fairfax County	1 space per 333 sf	213 spaces	For buildings over 50,000 sf per Zoning Ordinance (Section 11-100)**
City of Falls Church	1 space per 300 sf	237 spaces	Zoning Ordinance (Section 48-898)
Loudoun County	1 space per 300 sf (beyond 30,000 sf)	256 spaces	Zoning Ordinance (Section 5-1100)

\* Currently being considered to be revised downward to 1 space per 750 sf.

\*\* Currently proposed to be eliminated in Tysons Corner per Zoning Ordinance Amendment.

As indicated in the table above, Fairfax County is in the process of adopting a zoning ordinance amendment for Tysons Corner that will eliminate minimum parking requirements for office projects with ½ mile from a Metro station and cap office parking at a maximum of one space per 455 sf. Falls Church Gateway is less than a ½ mile from the East Falls Church Metro Station. Therefore, Fairfax County’s policy for a similar project would be limit the office parking to 159 spaces as opposed to the 180 spaces that is proposed.

The standard parking requirement employed by Falls Church reflects parking typically provided for secluded office campus settings with little to no access to non-automotive transportation. The project will be an infill project on an established higher density mixed-use corridor with excellent multi-modal transit service; therefore, the applicant suggests a ratio more in line with comparable projects



in Arlington County and the City of Alexandria. Examples of successful office projects with similar parking have been included for your consideration.

**2. Residential Parking**

The project will provide residential parking at 1.31 spaces per unit. Similar to the project’s office parking, residential parking will be greater than that required by Arlington County. Additionally, Fairfax County is in the process of adopting a new residential parking criteria for projects within ½ mile of Tysons Corner Metro stations that would require less parking than what is proposed for Falls Church Gateway. The following table shows the range of residential parking policies in the area:

**Proposed Residential Parking (200 units) as compared to Nearby Jurisdictions:**

Locality	Policy (per unit)	Parking	Comments
Washington D.C.	0.25 - 0.5 space	50 - 100 spaces	Zoning Ordinance (Chapter 21.01)
Arlington County	1.125 spaces	225 spaces	Zoning Ordinance (Section 33)
<b>Falls Church Gateway</b>	<b>1.31 spaces</b>	<b>261 spaces</b>	<b>Proposed parking reflecting market office demand for the project</b>
City of Falls Church	1.5 spaces	300 spaces	Mixed-use redevelopment baseline
Fairfax County	1.6 spaces	320 spaces	Zoning Ordinance (Section 11-100)*
Loudoun County	1.5 spaces / 1-Bed 2.0 spaces / 2-Bed	330 spaces	Zoning Ordinance (Section 5-1100)

\* *Current Tysons Corner Zoning Ordinance Amendment would require only 230 spaces*

The parking demand for the residential building is significantly reduced by three factors: alternate modes of transportation, shared parking, and unit size.

- 1) **Alternate modes of transportation:** According to the previously mentioned WMATA study, more than half of the people that live at Falls Church Gateway will use something other than a car for their primary transportation.
- 2) **Shared Parking:** Overnight, the 261 residential parking spaces will be augmented by 252 office and retail parking spaces that will be available to residents or residential visitors. This potential for shared parking is not considered in shared parking allowances provided in the City’s Zoning Ordinance.
- 3) **Smaller unit size:** Given the proposed residential square footage, typical building efficiency, and the unit count, the average unit size of the project will be about 820 sf. The project’s



estimated unit mix will be approximately 70% one-bedroom units and 30% two-bedroom units. The average unit size for existing mixed-use projects in Falls Church ranges from 1,200 to 1,600 sf.

The unit mix and sizes were developed in consultation with the top condominium brokerage firm in the area and represent the most popular condominium unit layouts. The smaller units are a result of eliminating less functional space like dens and offices without windows. The reduced unit size will logically result in less residents per unit and therefore less parking per unit.

The amount of residential parking has been derived to allow 1.20 parking space per one-bedroom unit and 1.55 parking spaces per two-bedroom unit. Given the excellent access to alternate transportation, potential for shared parking, and unit mix; condominium brokers and apartment managers agree that the proposed parking will accommodate the parking demand of the project's residents. By comparison, the Fairfax County zoning amendment for Tysons Corner reduces the parking requirement for projects within ½ mile of Metro stations to 1.1 space per one-bedroom unit and 1.35 per 2-bedroom unit. The resulting parking requirement would be 31 spaces less than what is proposed for Falls Church Gateway.

Examples of successful residential projects with similar or less parking have been included for your consideration. The adjacent Westlee project provides excellent insight into actual residential parking demand. A comparison between Falls Church Gateway and the Westlee is provided below:

**The Westlee:** The 128-unit condominium project adjacent to Falls Church Gateway is parked at the same 1.3 spaces per unit, above the required countywide Arlington requirement of 1.125 spaces per unit. The parking demand factors for the Westlee and Falls Church Gateway are compared below:

- 1) **Alternate modes of transportation:** Same
- 2) **Shared Parking:** 24 retail spaces, or 13% of the project parking (Westlee)  
252 office and retail spaces, or 49% of the project parking (FCG)
- 3) **Unit Mix:** 50% one-bedrooms; 50% two-bedrooms (Westlee)  
70% one-bedrooms; 30% two-bedrooms (FCG)

If the Westlee was parked at the same ratio per unit type as Falls Church Gateway, it would have two more parking spaces. Therefore, the applicant requests a parking reduction less than what already exists at the Westlee; even though Falls Church Gateway will have smaller unit sizes and better opportunity for shared parking.

Even more compelling is our survey of existing residential properties in the City of Falls Church. Every apartment building in the City of Falls Church that has more than 90 units and was not a mixed-use special exception has parking ratio less than that proposed for Falls Church Gateway, as shown in the table below:



**Conclusion:**

The applicant is experienced in developing successful mixed-use projects. The 513 parking spaces provided in the Falls Church Gateway redevelopment project will adequately accommodate the parking demand created by the users of the project. The parking will be allocated to the project's uses as follows:

**Office:** one space per 400 square feet

**Residential:** 1.31 spaces per unit (*1.2 space per 1-bdrm unit; 1.55 spaces per 2-bdrm unit*)

**Retail:** one space per 200 square feet

The project will provide more parking than would be required by Arlington County, which is less than 100 feet away from the property. Many successful projects exist that have similar locations and lower parking ratios. The project parking has been endorsed by top office and residential professionals, who are the recognized experts regarding their client's needs. Depending on the use for the street-level commercial space, the applicant is requesting a parking reduction of between 12.8 and 16.0 percent. The site has the best access to alternate mode of transportation in the entire City, but the requested parking reduction is less than the maximum 20 percent parking reduction that the City suggests for alternate mode of transportation.

**Attachments:**

- 1) Falls Church Gateway - Parking Garage Plans
- 2) WMATA Ridership Survey Results
- 3) Existing Projects with Similar Location and Parking:
  - Office Projects
  - Residential Projects
- 4) Parking endorsement letters from Third-party Experts from the April 2 Parking Evaluation:
  - Millennium Realty Advisors
  - McWilliams Ballard
  - Wells + Associates



**Parking for Residential Properties in the City of Falls Church:**

Property	Units*	Parking*	Spaces per Unit	Comments
Oakwood Apts	576 units	705 spaces	1.22	3,500 ft from Metro with no shared parking.
Roosevelt Towers	191 units	239 spaces	1.25	3,500 ft from Metro with no shared parking.
Merrill House	159 units	198 spaces	1.25	5,500 ft from Metro with no shared parking.
Lee Square	115 units	137 spaces	1.19	6,500 ft from Metro with no shared parking.
Broad Falls	113 units	100 spaces	0.88	4,500 ft from Metro with an additional 91 spaces for retail.
The Madison	100 units	124 spaces	1.24	3,500 ft from Metro with no shared parking.
Fields of Falls Church	96 units	105 spaces	1.09	3,500 ft from Metro with 0.64 off-street spaces per unit.

\* Unit count per City documents; parking count from aerial photographs

This information clearly demonstrates that a parking ratio of 1.31 spaces per residential unit meets the actual parking demand of City of Falls Church residents and has for the last thirty years, even for properties that have considerably less opportunities for shared parking and access to alternative modes of transportation.

**3. Retail Parking**

Should the street-level commercial space be occupied by a retail tenant, the project will provide retail parking at the City’s current general retail parking requirement of 1 space per 200 retail square feet. In the improbable event that the entire street-level commercial space is occupied by restaurant uses, the current City policy is to require the parking to be provided at 1 space per 100 restaurant square feet; however, the City’s shared parking policy in Section 48-1079 suggests that a 50 percent reduction in restaurant parking can be applied to this project, which has the effect of reducing the needed parking to the original one space per 200 square feet that is proposed. Therefore, the applicant is not requesting any parking reduction for retail use.

Attachment 1:

Falls Church Gateway - Parking Garage Plans

# FALLS CHURCH GATEWAY

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

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Addendum

Boundary and Topographic Survey (VIKA)

RPA Exhibit (VIKA)

## DEVELOPMENT SUMMARY

<b>Existing and Proposed Property Data:</b>	
Existing Zoning	T-2 (Transitional)
Proposed Zoning	B-1 (Business)
Site Area	112,765 sf
Proposed Development	2,5887 acres
<b>Building A</b>	
Class-A Office Building (5-story)	
Office	71,002 sf
Retail (Commercial)	12,270 sf
<b>Building B</b>	
Residential (Floors 2 to 5)	
200-Dwelling Units	183,764 sf
Commercial (Retail)	2,583 sf
<b>Total Development Summary</b>	
Office	71,002 sf
Retail (Commercial)	12,270 sf
Commercial (Retail)	2,583 sf
Multi-Family Residential	183,764 sf
<b>Parking</b>	
Motor Court Entry (parallel)	6 spaces
Ground Floor	24 spaces
P1	238 spaces
P2	245 spaces
TOTAL	513 spaces
<b>Total Square Footage</b>	
Total Commercial/Office Square Footage	279,619 sf
Commercial Use Ratio	85,855 sf
	30.7 %

## DEVELOPMENT TEAM

<b>Owner:</b>	<b>Civil Engineer:</b>
Falls Church Gateway, LLC 601 Thirteenth Street, NW Suite 300 North Washington DC 20005 Contact: Mike Gill (202) 207-3918 mgill@akridge.com	VIKA Incorporated 8180 Greensboro Drive Suite 200 McLean VA 22102 Contact: Edmund Ignacio (703)442-7800
<b>Developer:</b>	<b>Traffic Engineer:</b>
Falls Church Gateway, LLC 601 Thirteenth Street, NW Suite 300 North Washington DC 20005 Contact: Mike Gill (202) 207-3918 mgill@akridge.com	Wells & Associates, LLC 1420 Spring Hill Rd. Suite 600 McLean VA 22102 Contact: Marty Wells (703) 917-6620 mjwells@mjiwells.com
<b>Architects:</b>	<b>Land Use Attorney:</b>
Cunningham   Quill Architects, PLLC 1054 31st Street NW Suite 315 Washington DC 20007 Contact: Lee Quill (202) 337-0090 lquill@cunninghamquill.com	Venable LLP 8010 Towers Crescent Drive Suite 300 Vienna VA 22182 Contact: David Lasso (703) 760-1678 drlasso@venable.com

## SPECIAL EXCEPTION PACKAGE

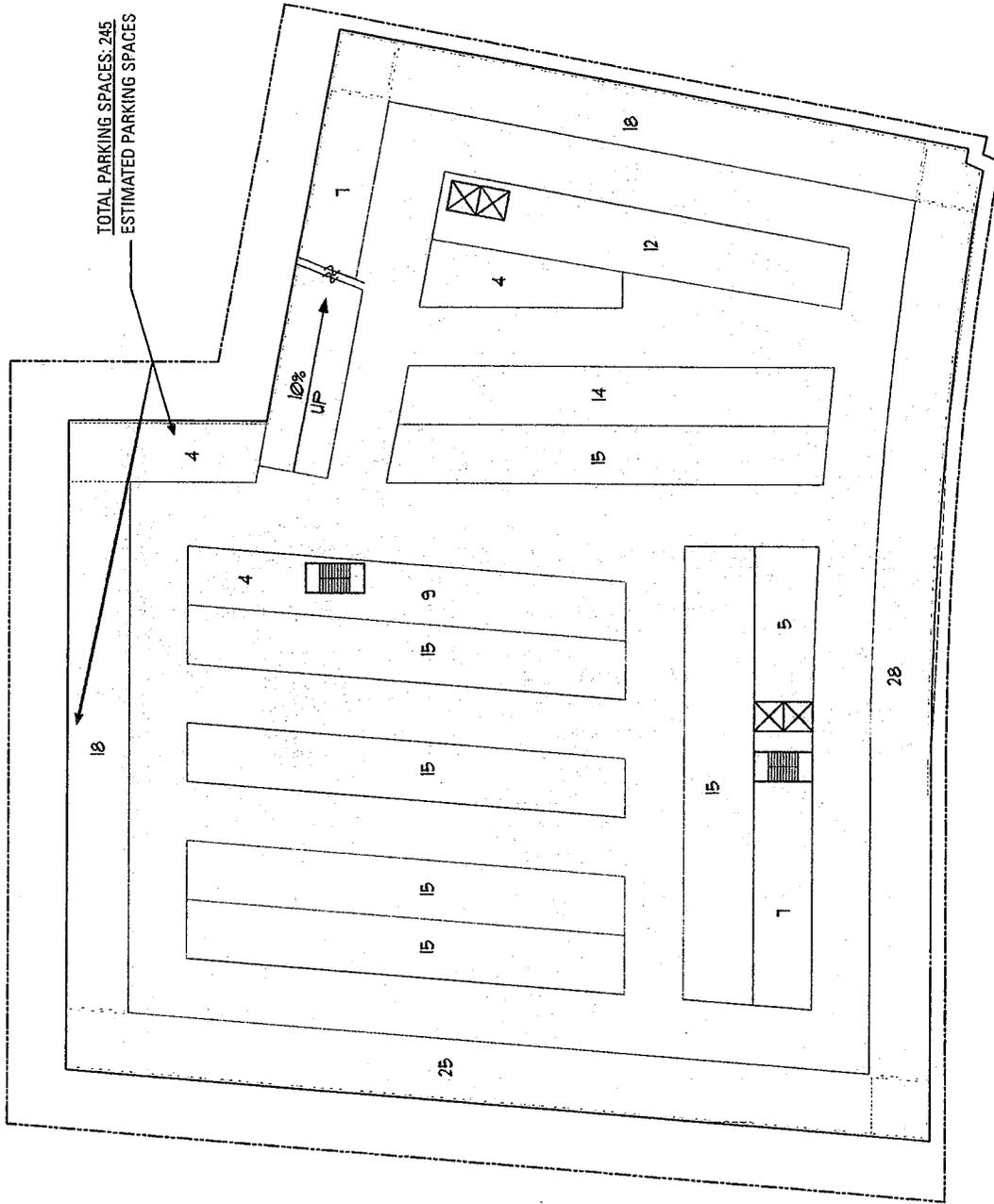
MIXED - USE DEVELOPMENT

## CONTENTS AND DEVELOPMENT SUMMARY

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SCALE: 1" = 40'  
 P2 PLAN  
 July 9, 2010

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FALLS CHURCH GATEWAY

MIXED - USE DEVELOPMENT, SPECIAL EXCEPTION PACKAGE  
 CITY OF FALLS CHURCH

Attachment 2:

WMATA Ridership Survey Results

# WMATA 2005 DEVELOPMENT-RELATED RIDERSHIP SURVEY INFORMATION

**Table C-33**  
**Regression Equation Summary for Office Commute Trips**

Distance (feet)	Mode		
	Metrorail	All Transit	Auto
0	35%	46%	48%
250	33%	43%	52%
500	31%	40%	55%
750	28%	37%	58%
1000	26%	34%	62%
1500	21%	28%	68%
2000	16%	22%	75%
2500	11%	16%	81%
3000	7%	10%	88%

**Table C-37**  
**Regression Equation Summary for Residential Trips**

Distance (feet)	Mode		
	Metrorail	All Transit	Auto
0	54%	55%	29%
250	52%	53%	31%
500	50%	51%	33%
750	48%	49%	36%
1000	45%	48%	38%
1500	41%	44%	43%
2000	37%	41%	48%
2500	32%	37%	53%
3000	28%	33%	58%

**Table C-39**  
**Linear Regression Equation Inputs for Retail Sites by Distance from Station and by  
Housing Density**

Mode	Slope	Y-Intercept	R-Square
<b>Distance Between Station Exit Entrance and Site<sup>1</sup></b>			
Metrorail	-1.29	38.20	0.53
Transit	-1.41	47.27	0.57
Auto	1.96	21.41	0.56
<b>Housing Density<sup>2</sup></b>			
Metrorail	1.54	11.39	0.30
Transit	2.15	12.67	0.52
Auto	-1.67	54.67	0.16

Notes: <sup>1</sup> Percentage point for every 100 feet.  
<sup>2</sup> Percentage point for every housing unit per acre.

Attachment 3:

Existing Projects with Similar Location and Parking:

Office Projects

Residential Projects

# FALLS CHURCH GATEWAY

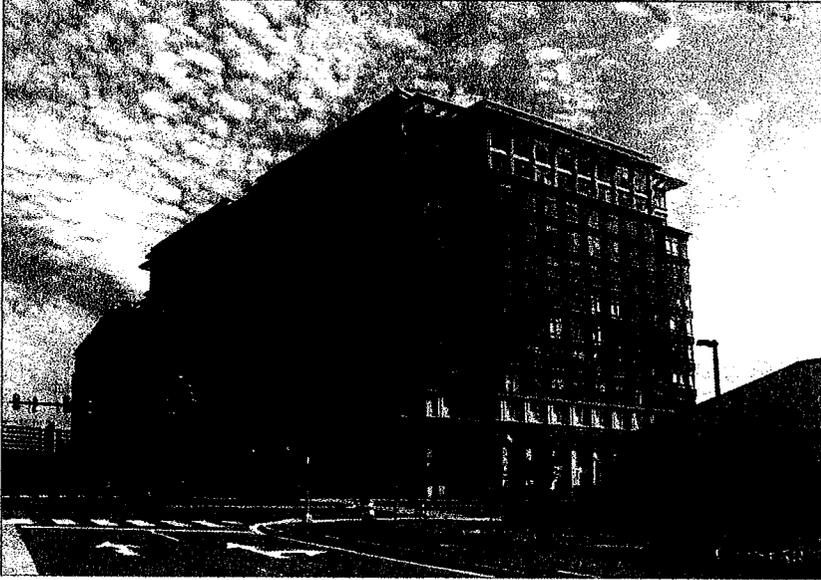
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## *Parking Evaluation*

### OFFICE

#### One Potomac Yard (2777 Crystal Drive, Arlington, VA)

Parking Ratio: 1 space per 675 square feet



#### Project Information:

Office Area: 318,418 rsf  
Number of Parking Spaces: 471

Distance to Metro Station: 2,800 ft (Reagan National Airport)





# FALLS CHURCH GATEWAY

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## *Parking Evaluation*

### OFFICE

#### Towngate Executive Office IV (635 Slaters Lane, Alexandria, VA)

Parking Ratio: 1 space per 400 square feet



#### Project Information:

Office Area: 56,500 rsf

Number of Parking Spaces: 141

Four building complex that is all parked at or below 1 space per 400 sf.

Distance to Metro Station: 4,500 ft (Braddock Road)

# FALLS CHURCH GATEWAY

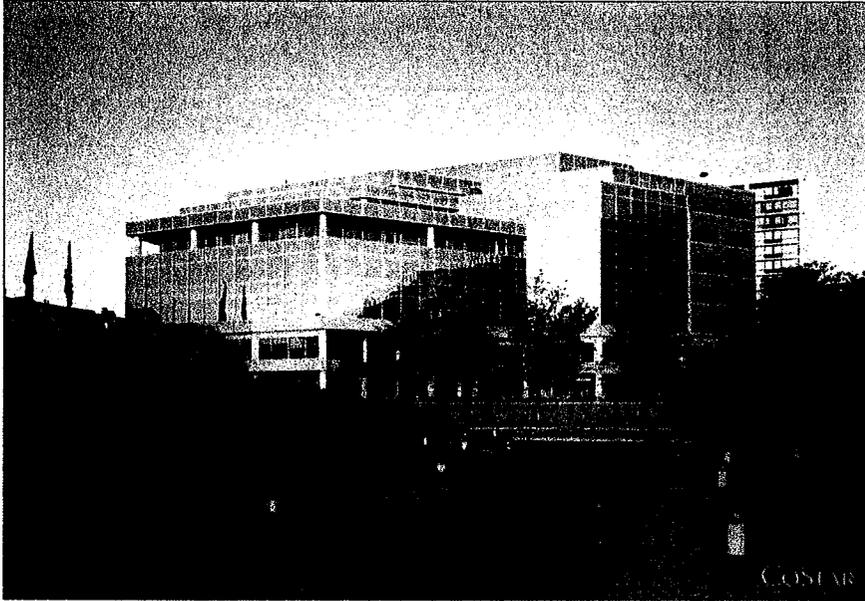
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## *Parking Evaluation*

OFFICE

### Canal Center Plaza (66 Canal Center Plaza, Alexandria, VA)

Parking Ratio: 1 space per 850 square feet



#### Project Information:

Office Area: 131,957 rsf  
Number of Parking Spaces: 154 +/-

Four building complex that is all parked at a similar parking ratio.

Distance to Metro Station: 4,500 ft (Braddock Road)

# FALLS CHURCH GATEWAY

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## *Parking Evaluation*

OFFICE

**Ballston Plaza (1010, 1100, 1110 N. Glebe Road, Arlington, VA)**

Parking Ratio: 1 space per 470 square feet



**Project Information:**

Office Area: 672,000 rsf

Number of Parking Spaces: 1,425

Distance to Metro Station: 1,700 ft (Ballston)

# FALLS CHURCH GATEWAY

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## *Parking Evaluation*

OFFICE

**800 North Glebe Road (Arlington, VA)**

Parking Ratio: 1 space per 590 square feet



### **Project Information:**

Office Area: 316,000 gsf

Number of Parking Spaces: 535

Street-level retail space of 28,000 sf is included in the project.

Distance to Metro Station: 1,200 ft (Ballston)

# FALLS CHURCH GATEWAY

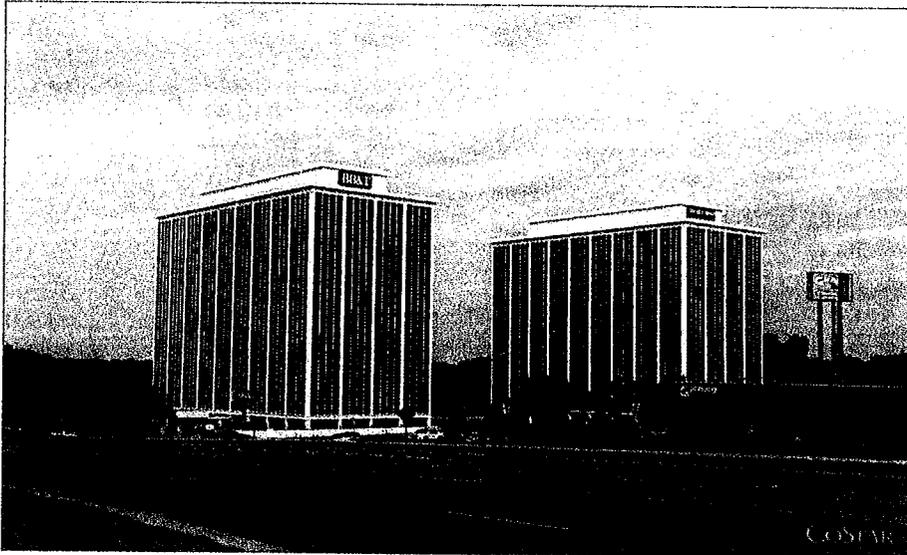
## *Parking Evaluation*

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OFFICE

### **Falls Church Corporate Center (6400 & 6402 Arlington Blvd, Fairfax, VA)**

Parking Ratio: 1 space per 345 square feet



#### **Project Information:**

Office Area: 420,096 gsf

Number of Parking Spaces: 1,218

Distance to Metro Station: 4,800 ft (East Falls Church)

# FALLS CHURCH GATEWAY

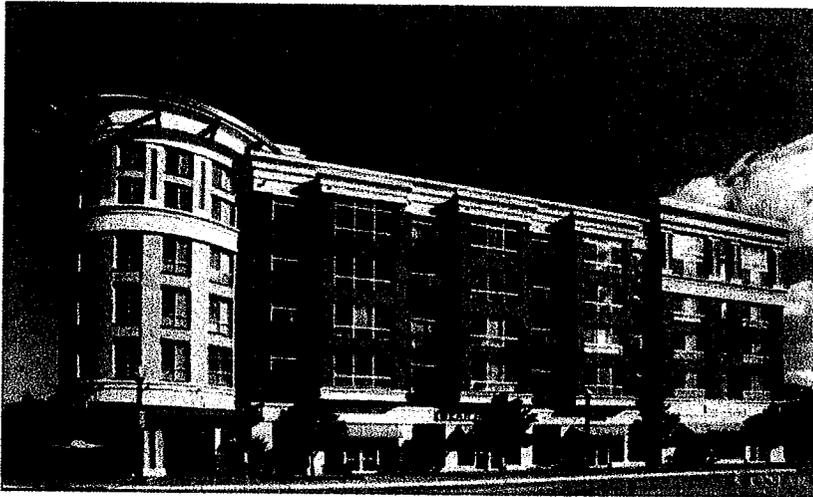
## *Parking Evaluation*

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### RESIDENTIAL

#### Westlee (2200 N. Westmoreland Street, Arlington, VA)

Parking Ratio: 1.30 per unit



#### Project Information:

Number of Units: 128

Number of Parking Spaces: 166

Unit Mix: 64 One-bedrooms; 64 two-bedrooms

Parking Mix: 1 space per one-bedroom; 1.59 spaces per two-bedrooms

Opportunity for Shared Parking: 24 retail spaces

Distance to Metro Station: 1,700 ft (East Falls Church)

# FALLS CHURCH GATEWAY

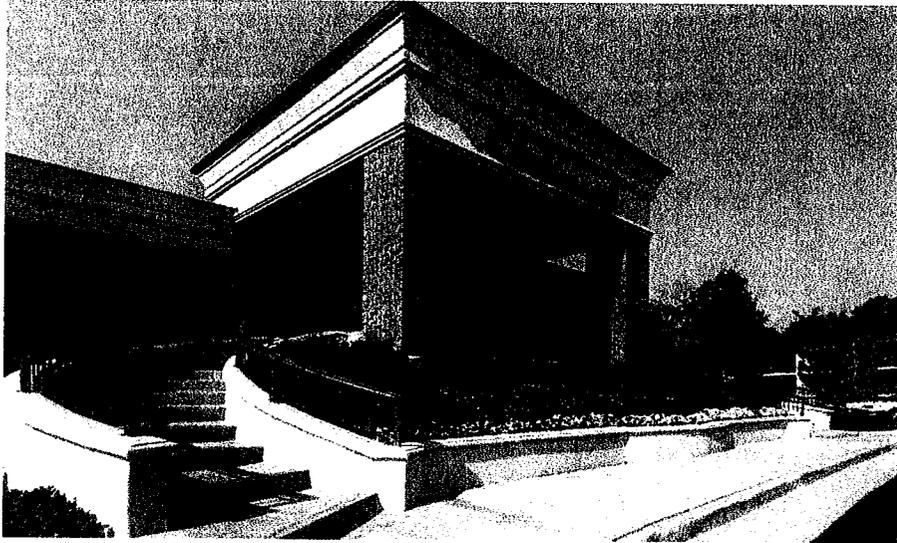
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## *Parking Evaluation*

### RESIDENTIAL

#### Oakwood Apartments (501 N. Roosevelt Blvd., Falls Church, VA)

Parking Ratio: 1.31 per unit



#### Project Information:

Number of Units: 576  
Number of Parking Spaces: 705

Opportunity for Shared Parking: None

Distance to Metro Station: 3,500 ft (East Falls Church)

# FALLS CHURCH GATEWAY

---

## *Parking Evaluation*

### RESIDENTIAL

#### Roosevelt Towers (500 N. Roosevelt Blvd., Falls Church, VA)

Parking Ratio: 1.25 per unit



#### Project Information:

Number of Units: 191

Number of Parking Spaces: 260

Opportunity for Shared Parking: None

Distance to Metro Station: 3,500 ft (East Falls Church)

# FALLS CHURCH GATEWAY

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## *Parking Evaluation*

### RESIDENTIAL

#### Merrill House (210 E. Farifax St., Falls Church, VA)

Parking Ratio: 1.25 per unit



#### Project Information:

Number of Units: 159

Number of Parking Spaces: 198

Opportunity for Shared Parking: None

Distance to Metro Station: 5,500 ft (East Falls Church)

# FALLS CHURCH GATEWAY

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## *Parking Evaluation*

### RESIDENTIAL

#### Lee Square (126 Chanel Terrace, Falls Church, VA)

Parking Ratio: 1.19 per unit



#### Project Information:

Number of Units: 115

Number of Parking Spaces: 137

Opportunity for Shared Parking: None

Distance to Metro Station: 6,500 ft (East Falls Church)

# FALLS CHURCH GATEWAY

---

## *Parking Evaluation*

### RESIDENTIAL

#### Broad Falls Apartments (809 W. Broad St., Falls Church, VA)

Parking Ratio: 0.88 per unit



#### Project Information:

Number of Units: 113

Number of Parking Spaces: 100

Opportunity for Shared Parking: 91 retail spaces (for 18,307 sf)

Distance to Metro Station: 4,500 ft (West Falls Church)

# FALLS CHURCH GATEWAY

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## *Parking Evaluation*

### RESIDENTIAL

#### The Madison (600 N. Roosevelt Blvd., Falls Church, VA)

Parking Ratio: 1.24 per unit



#### Project Information:

Number of Units: 100

Number of Parking Spaces: 124

Opportunity for Shared Parking: None

Distance to Metro Station: 3,500 ft (East Falls Church)

# FALLS CHURCH GATEWAY

---

## *Parking Evaluation*

### RESIDENTIAL

#### Fields of Falls Church (912 Ellison St., Falls Church, VA)

Parking Ratio: 1.09 per unit



#### Project Information:

Number of Units: 96  
Number of Parking Spaces: 105 (61 of which are off-street)

Opportunity for Shared Parking: None

Distance to Metro Station: 3,500 ft (West Falls Church)

# FALLS CHURCH GATEWAY

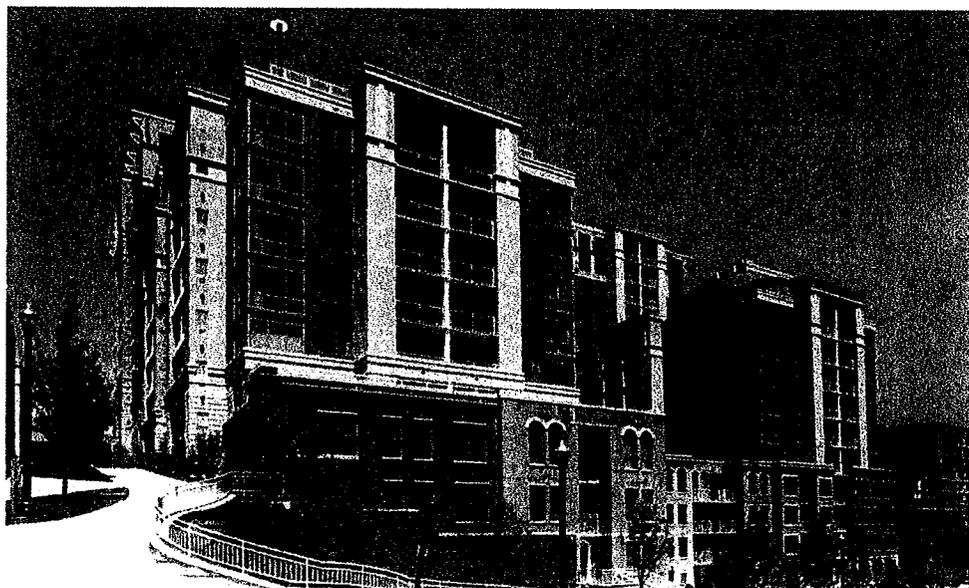
## *Parking Evaluation*

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### RESIDENTIAL

### Palatine (1301 N. Troy Street, Arlington, VA)

Parking Ratio: 1.11 per unit



#### Project Information:

Number of Units: 262

Number of Parking Spaces: 291

Opportunity for Shared Parking: None

Distance to Metro Station: 1,400 ft (Courthouse)

# FALLS CHURCH GATEWAY

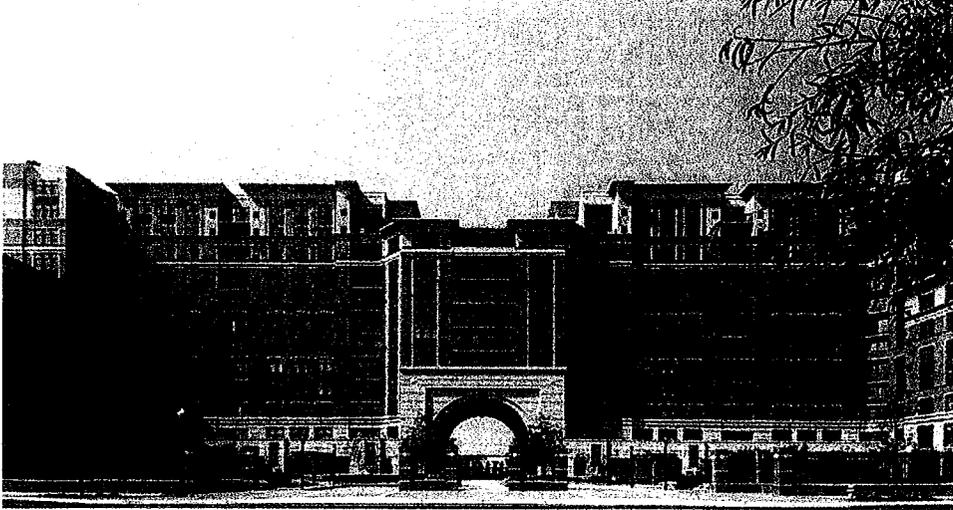
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## *Parking Evaluation*

### RESIDENTIAL

#### Camden Potomac Yard (3535 South Ball Street, Arlington, VA)

Parking Ratio: 1.31 per unit



#### Project Information:

Number of Units: 386

Number of Parking Spaces: 506

Opportunity for Shared Parking: 16 retail spaces

Distance to Metro Station: 5,000 ft (Crystal City)

# FALLS CHURCH GATEWAY

---

## *Parking Evaluation*

### RESIDENTIAL

### Post Carlyle (501 Holland Lane, Alexandria, VA)

Parking Ratio: 1.13 per unit



#### Project Information:

Number of Units: 205

Number of Parking Spaces: 232

Additional Phase 2 approved for 332 units with a parking ratio of 1.10 spaces per unit

Opportunity for Shared Parking: 7,000 sf of retail with some parking

Distance to Metro Station: 1,800 ft (King Street)

# FALLS CHURCH GATEWAY

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## *Parking Evaluation*

### RESIDENTIAL

### 900 North Washington Street (Alexandria, VA)

Parking Ratio: 1.00 per unit



#### Project Information:

Number of Units: 57

Number of Parking Spaces: 57

Opportunity for Shared Parking: None

Distance to Metro Station: 2,300 ft (Braddock Road)

# FALLS CHURCH GATEWAY

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## *Parking Evaluation*

### RESIDENTIAL

### Warwick House (1221 South Eads Street, Arlington, VA)

Parking Ratio: 1.01 per unit



#### Project Information:

Number of Units: 320

Number of Parking Spaces: 323

Opportunity for Shared Parking: None

Distance to Metro Station: 2,000 ft (Pentagon City)

# FALLS CHURCH GATEWAY

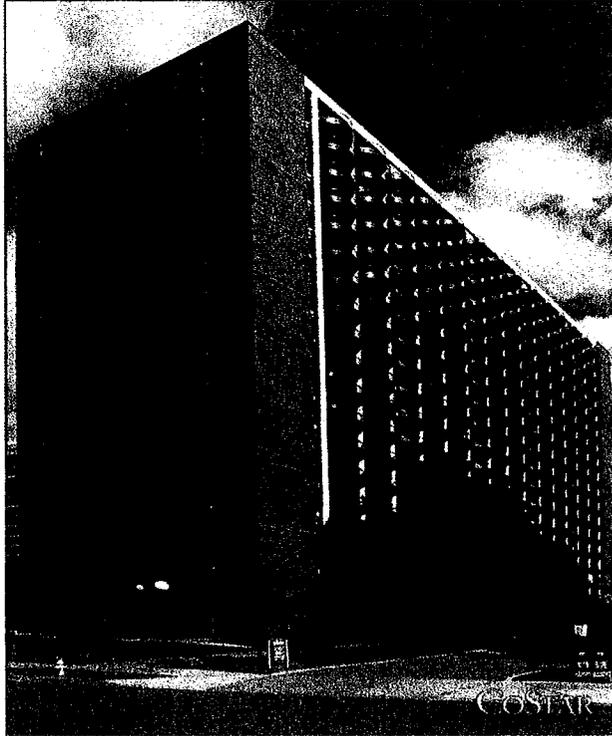
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## *Parking Evaluation*

### RESIDENTIAL

### The Bennington (1201 South Eads Street, Arlington, VA)

Parking Ratio: 1.01 per unit



#### Project Information:

Number of Units: 348

Number of Parking Spaces: 350

Opportunity for Shared Parking: None

Distance to Metro Station: 2,000 ft (Pentagon City)

# FALLS CHURCH GATEWAY

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## *Parking Evaluation*

### RESIDENTIAL

#### Hyde Park (4141 N. Henderson Road, Arlington, VA)

Parking Ratio: 1.02 per unit



#### Project Information:

Number of Units: 322

Number of Parking Spaces: 329

Opportunity for Shared Parking: None

Distance to Metro Station: 2,400 ft (Ballston)

Attachment 4:

Parking endorsement letters from Third-party Experts:

Millennium Realty Advisors

McWilliams Ballard

Wells + Associates



March 17, 2010

Mike Gill  
Akridge  
601 13<sup>th</sup> Street, NW  
Suite 300 North  
Washington, D.C. 20005

Re: Parking for the Redevelopment of Falls Church Gateway

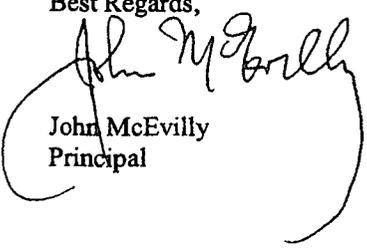
Mike,

I was happy to review your redevelopment plans for Falls Church Gateway. As you stated, the project will be a big step for the City of Falls Church office submarket, but if anyone can pull it off, Akridge can!

In regard to the parking, the location of the project should merit a parking ratio of about 2 to 2.5 parking spaces per 1,000 rentable square feet. The fact that the project is inside the beltway with good access to the Orange line and Metro buses differentiates it from a typical suburban office park that would require a parking ratio of 3.3 spaces per 1,000 sf. This is more parking than our current listing at 800 N. Glebe in Ballston (1.7 spaces per 1,000 rsf) and the EPA pre-lease deal I did in Potomac Yards (1.4 spaces per 1,000 rsf). Both projects have access to public transportation that is comparable to your project in Falls Church.

Let me know if I can be of any further assistance as you go forward with the design, construction, and marketing of the project.

Best Regards,



John McEvilly  
Principal

8300 Greensboro Drive Suite 975 McLean, VA 22102 (703) 760-9050 (703) 760-9065 fax

COMMERCIAL LEASING | SALES | FINANCE

625 N. Washington Street  
 Suite 304  
 Alexandria, VA 22314  
 p. 703.535.5550  
 f. 703.535.5551  
 mcwilliamsballard.com

March 16, 2010

Michael Gill  
 Development Manager  
 Akridge  
 601 Thirteenth Street, NW  
 Suite 300 North  
 Washington, DC 20005

Subject: Falls Church Gateway

Dear Mike,

As you have requested, I have provided this letter as confirmation to the City of Falls Church that McWilliams Ballard has contributed our expertise to the design of the Falls Church Gateway redevelopment project. The project reflects our candid professional opinion as to what is most marketable to potential residential owners and renters, who would be interested in living at Falls Church Gateway. Particularly, we have advised that 1) the project unit mix emphasize one-bedroom units with an efficient floorplan and 2) that one parking space per one-bedroom unit and 1.5 parking spaces per two-bedroom unit will adequately accommodate the parking needs of the project given the attributes of its location.

McWilliams Ballard has been in business for 14 years and has sold or marketed more than 20,000 homes. In 2008, we were listed as the 5<sup>th</sup> largest residential real estate company in the area by the Washington Business Journal. Moreover, McWilliams Ballard is specifically qualified to render opinions regarding the residential market demand for Falls Church Gateway considering that we are currently marketing the condominiums at the Spectrum at 444 West Broad Street.

Please feel free to contact me, should the City of Falls Church require any additional information regarding the residential real estate market.

Sincerely,



Chris Ballard  
 Principal



WELLS + ASSOCIATES

March 22, 2010

**VIA ELECTRONIC DELIVERY**

Michael Gill  
Akridge  
601 Thirteenth Street, N.W.  
Suite 300 North  
Washington, D.C. 20005

Re: Falls Church Gateway  
Review of Proposed Parking;  
City of Falls Church, Virginia

Dear Mike:

As requested, Wells + Associates has reviewed the proposed parking supply for Falls Church Gateway as outlined in your document dated March 15, 2010 that requests a parking reduction.

We understand that the site will contain the following uses:

Office: 71,397 GSF  
Residential: 200 units/260 bedrooms (140 one bedroom, 60 two bedroom)  
Retail: 12,781 SF

The proposed parking supply would be 485 spaces, delineated as follows:

Office: 180 spaces (1 space per 400 SF/2.52 spaces per 1,000 SF)  
Residential: 240 spaces (1.2 spaces per unit/0.92 spaces per bedroom)  
Retail: 65 spaces (1 space per 200 SF, meets code requirement)  
Total 485 spaces

The City requirement for office space is one space per 300 SF (or 238 spaces), and would require a reduction of 24 percent. However, the shared-use nature of the project (as identified in the document) would allow office workers and visitors to use a portion of the spaces during the midday peak period. Thus, the "effective" parking reduction is approximately 13 percent.

A review of the census data indicates a non-auto mode share of 26 percent and auto occupancy of 1.10 persons per vehicle for this area. Understanding that this information is dated (year 2000 data), it is likely that the non-auto mode split for this area has increased. The WMATA information further supports this estimate. We agree that this project will experience a robust non-auto mode split given its proximity to transit in the area, bus service in the corridor, and access to trails.

A review of the office information indicates that this project would be in-line with others in the region that has recently been developed. Given these factors, it appears that the proposed parking supply for office would be adequate. Note that since the retail parking requirement is met and exceeded under the shared parking approach, a reduction in this parking is not required or requested.

Careful management and monitoring of the office/retail spaces will be necessary to ensure that conflicts between office workers and retail customers are minimized. Further, the ability of residents to utilize office/retail parking during non-peak hours would eliminate the potential for spillover parking to occur within the adjacent neighborhood.

The success of the parking program for Falls Church Gateway can be further strengthened by a TDM program that includes encouraging transit use by office workers and retail employees and the potential to provide a car-sharing service to encourage residents not to own a vehicle. These measures would ensure the non-auto mode share targets are achieved.

Parking supply for residential is influenced by availability of transit, non-auto mode share, and auto ownership. The census data for this tract indicates that the auto ownership for owner occupied units is 1.53 vehicles per household and 1.21 vehicles per household for renter occupied units. However, this data should be considered to be conservative since it is based on the year 2000 census and is within an area with high portions of single-family detached housing units, and other projects that have been approved and developed within the last 10-years have likely provided reduced parking for residential. This is illustrated by the Westlee project that was approved at 1.30 spaces per unit. In addition, Falls Church Gateway proposes to provide 0.92 spaces per bedroom. An independent study by Wells + Associates in 2009 at a residential project in the Columbia Pike corridor of Arlington County that is not in close proximity to Metrorail indicated a parking ratio of 0.89 spaces per occupied bedroom. Thus, the parking provided for residential uses appears to be adequate.

Based on the provided information, we agree that the proposed parking provided for Falls Church Gateway would adequately serve the site.

Sincerely,



Michael J. Workosky, PTP, TOPS  
Principal Associate



## MEMORANDUM

To Juergen Tooren (Gresham Place Homeowners Association)

From Michael Gill – Development Manager (Akridge)

Date December 18, 2009

Re Falls Church Gateway – September 23 Meeting Comments

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Thank you and Don Rea for your excellent work enabling the Gresham Place neighborhood's full participation in the redevelopment planning of Falls Church Gateway. Our meeting on September 23<sup>rd</sup> was a success due in large part to your ability to get exceptional attendance from your members and to manage the wide-ranging discussion.

We appreciate your recognition that great progress has been made in addressing the primary concerns of the Gresham HOA. This was our fourth meeting with the Gresham Place HOA; our previous meetings were held on July 2006, July 2008, and August 2008. Through the process, Akridge has devoted considerable effort to respond to concerns raised by members of the neighborhood. Before addressing the current Gresham comments, I would like to review our cooperative efforts up to this point.

### July 2006 Meeting

At our 2006 meeting, HOA insisted that a traffic signal at Gresham Place and North Washington Street was mandatory for the project to receive the support of the neighborhood. At the time, the City was opposed to converting the existing flashing firehouse traffic signal to a fully functioning light. In our subsequent discussions with City staff, Akridge has aggressively advocated for the installation of a traffic signal and incorporated an additional turning lane for Gresham Place to facilitate traffic movement at the intersection.

Additionally, the Gresham Place HOA expressed concern over the impact of the proposed maximum building heights of office and residential buildings of 85 feet and 77 feet, respectively. In response, Akridge reduced the proposed maximum residential building height from 77 feet to 55 feet.

### July 2008 & August 2008 Meetings

In 2008, the HOA expressed its strong objection to the proposed row of townhouses and the setback. We had included the townhouses in our design expressly to create a similar building typology and scale that would better integrate with the adjacent row of existing Gresham Place townhouses. The HOA requested that the townhouses be removed and that the proposed multi-family residential buildings be increased to

# Akridge

accommodate the lost density. The requested plan would then provide a greater setback and allow for an improved buffer between the development and the neighborhood.

Also, high amongst the other concerns expressed by some members of the HOA was the secondary treatment of the street, Gresham Place, as a service road. Akridge was asked to have building facades better address the street and to improve the external appearance of the office loading dock.

The demands of the Gresham Place HOA were unanticipated by the Akridge design team, and they dramatically affected the fundamental design of the project. Initially, Akridge was reluctant to revise our plan that was three years in the making; however, we resolved to fully consider the HOA's suggested modifications. We asked that the HOA allow us time to study the revisions and said that we would review our design study with the HOA before moving forward with our redevelopment application. This was the purpose of our most recent meeting.

## Revised Plan (2009)

In September, Akridge presented our revised redevelopment plan that responds to a majority of the concerns raised by the HOA in our 2008 meetings. The meeting handout showing the 2008 plan and the revised 2009 plan have been attached for reference. A summary of the plan revisions that respond to the Gresham comments is as follows:

- 1) Townhouses have been removed.
- 2) The setback has been increased from a uniform 20 ft to an average of 70 ft.
- 3) Created 84 ft x 100 ft Gresham Green.
- 4) Buffer area will not be used as individual backyards.
- 5) Existing brick wall is to remain.
- 6) Existing trees are provided additional space.
- 7) Second vehicle entrance on Gresham Place street has been removed.
- 8) Enhanced Gresham Place frontage with front doors and increased Village Green width.

Additionally, the office building was reduced by one story and now will have a maximum height of approximately 72 feet, 13 feet less than the original proposed height of 85 feet.

During our meeting, the Gresham Place HOA recognized that the Akridge team had made considerable accommodations to the requests that were made in the 2008 meetings. After our meeting, the Gresham Place HOA provided the Akridge team with a memorandum that expressed gratitude for our progress to date and provided a comprehensive list of the outstanding issues that the Gresham Place residents wished to be addressed; they are as follows:

- 1) Buffer: Akridge should do everything in its power to preserve the existing trees.
- 2) Loading Dock: The loading dock will be unpleasant. The office lobby and loading dock should be flipped so the loading dock is not on the Gresham Place street.

# Akridge

- 3) Traffic: No traffic should be allowed into the Gresham Place neighborhood. Traffic queuing should be studied.

We have considered these outstanding items, and we offer the following response:

Buffer: The Gresham memo states that the only outstanding issue regarding the buffer is that Akridge needs to do its best to preserve the existing trees along the property line. As suggested, we intend to engage the City of Falls Church's arborist and agree upon a tree protection strategy. An effective buffer is important to Akridge and will be beneficial to the success of the redeveloped project. To that end, we have increased the setback between the proposed new building and the trees.

According to our tree survey, the proposed buildings will not intrude into the branches of the existing trees. Additionally, if the root mass is simplistically estimated to mirror the above-grade drip line, the only tree that will be impacted by the below-grade parking structure is the large Pin Oak, and only about 15 percent of the tree's root mass should be effected. The method of excavation for the below-grade garage will be a topic of discussion with the City's arborist.

Loading Dock: The office building loading dock will be accessed from the street, Gresham Place, approximately 250 feet from the nearest neighboring property in the Gresham Place neighborhood. The Akridge design team has considered the flipped lobby/loading location proposed by the Gresham Place HOA and has concluded that the suggestion will not be viable. The plan's loading dock location is the result of the several design requirements including:

- 1) Perimeter location: Office loading dock and garage entrances are typically grouped together to share a single curb cut. The consolidation of service uses allows for a more efficient and functional building floorplan. The entrance to the garage needs to be at the perimeter of the site to maximize garage circulation and efficiency.
- 2) Visibility: As discovered by our view study, the curve in North Washington Street creates a visual focal point at the west corner of the office building. This is where we have located our distinctive architectural element, the glass tower, and the office lobby entrance. Locating the loading dock at this precise spot would be a mistake for the project and the City. The project will be seen from the 24,000 cars that travel on North Washington Street daily, and the current design will minimize their view of the loading dock.
- 3) Traffic: The hardscaped plaza area at the North Washington entrance will best accommodate visitor parking and the frequent in-and-out visits to the office and residential lobbies. Should the office lobby be moved to the Gresham Place street, these brief office lobby visits and the associated parking "with the flashers on" would potential disrupt the traffic circulation on the street.

# Akridge

4) Usage: As you stated, “if the loading dock is not changed, it is important to understand its usage.” Akridge currently manages over 6M sf of commercial property and has enjoyed the highest client satisfaction in the nation 9 of the last 10 years, according to a recognized industry survey. We project the office loading dock traffic will be as follows:

- Trash: 1 trip per 1 – 2 weeks
- Recycling: 1 trip per 1 – 2 weeks
- Cleaning Staff deliveries: 1 trip per 1 – 2 weeks
- Office deliveries: 2 – 3 trips per day

The presence of a restaurant on-site would approximately double the loading dock traffic with about 4 additional trips per day. Fortunately, the loading dock deliveries will occur during the workday, which should cause Gresham Place residents the least disturbance. We expect that the trash and recycling trips will be performed by the same size trucks that perform similar pickups for the surrounding neighborhoods. The other deliveries will almost exclusively be performed by box trucks such as those driven by UPS and FedEx. Larger trucks may be used when tenants move in; however, these larger trucks can be accommodated in the hardscaped plaza area between the two lobbies off North Washington Street.

At our meeting, the Gresham residents were split regarding their desire to have a convenient restaurant nearby and their concern regarding the disposal of the associated food waste. As our track record indicates, Akridge will manage the project and loading dock in a Class-A manner and will be responsive to any complaints that Gresham Place residents should have. Successful Akridge mixed-use projects that have integrated office/residential/restaurant uses include Gallery Place (Clyde’s, Zengo, Thai Chili) in Chinatown and Hartford Building (Sette Bello) in Clarendon. Akridge typically controls dumpster odor by keeping the loading dock area clean and using automatically triggered air fresheners. Additionally, when not in use, the loading dock door should remain closed.

To address the aesthetic concerns of the Gresham Place HOA, we have offered to upgrade the overhead door for the loading dock to feature frosted glass. Examples of such loading dock doors are attached, with the most applicable example being from the Georgetown Ritz-Carlton project on K Street. The best safeguard for your concerns regarding loading dock operation is that the new residents of the project will be within 65 feet of the loading dock and will be well incentivized and empowered to ensure the proper management of the development.

Traffic: As we have stated before, Akridge has been a staunch advocate of getting a fully functioning light at the Gresham Place/North Washington Street intersection, and it appears that the City now supports this improvement as well. As requested, Wells & Associates have been re-engaged to study the revised plan and the new traffic patterns. We agree to prohibit vehicles exiting our project from making a right turn into the Gresham Place neighborhood. Therefore, queuing out of the project will be contained

# Akridge

to the project's garage and plaza areas. Additionally, we recognize that the value of the additional turn lane on Gresham Place needs to be re-assessed now that there is no second curb cut on Gresham Place.

Additional Questions: In addition to the outstanding issues, you have asked for the following clarifications:

- 1) *Are the residential units "rental" or "for sale"? If they are for sale then why is there a "Rental Office"? If the residential units are for rent, is there a limit to the number of rental properties?*

As we stated in the meeting, it is critical to the viability of the redevelopment that the units are allowed to be sold or rented individually, at the owner's discretion. The economics of condos vs. apartments are continuously shifting and the redevelopment risk cannot be enhanced by "for rent / for sale" restrictions. Akridge began this project with the intention to sell the resident units as condominiums; however, since we cannot commit to do for sale or for rent, the office in the lobby should be labeled "management office." For this reason, the percentage of units that can be rented will not be limited.

- 2) *We have the handout from the meeting at the Community Center but there is no view of the projected project from N. Washington St. (Lee Highway). It would be good to have that view in color also. There are 2 views in color but both are from Gresham Place.*

Please see the attached preliminary rendering from North Washington Street.

- 3) *On the drawing there is a blank space (27' 10" wide setback) on the right side in the back. What is this space for? Is it part of the "green area"?*

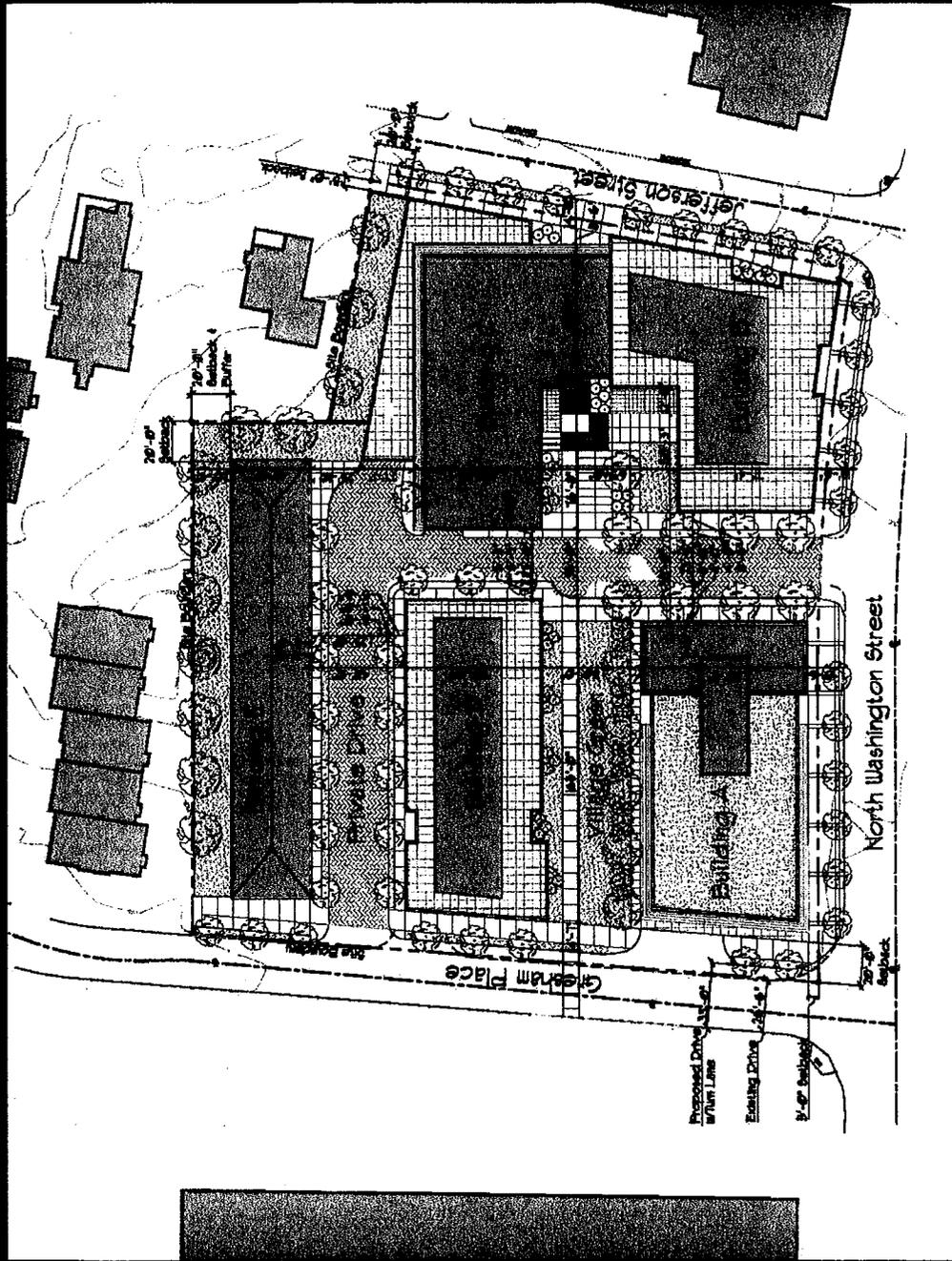
It is the dimension of the setback from the property at 111 East Jefferson Street. It will be landscaped green area.

- 4) *Can we assume that anyone who parks in the Akridge project can egress via either N. Washington St. or Gresham Place?*

Yes.

Again, we look forward to closely working together with the Gresham Place HOA as we continue the application process. Thank you for your excellent responsiveness and organization to date. Please let your members know that they can call me at (202) 207.3918 or email me at [mgill@akridge.com](mailto:mgill@akridge.com), should they have any questions.

cc: Gary Fuller (City of Falls Church)

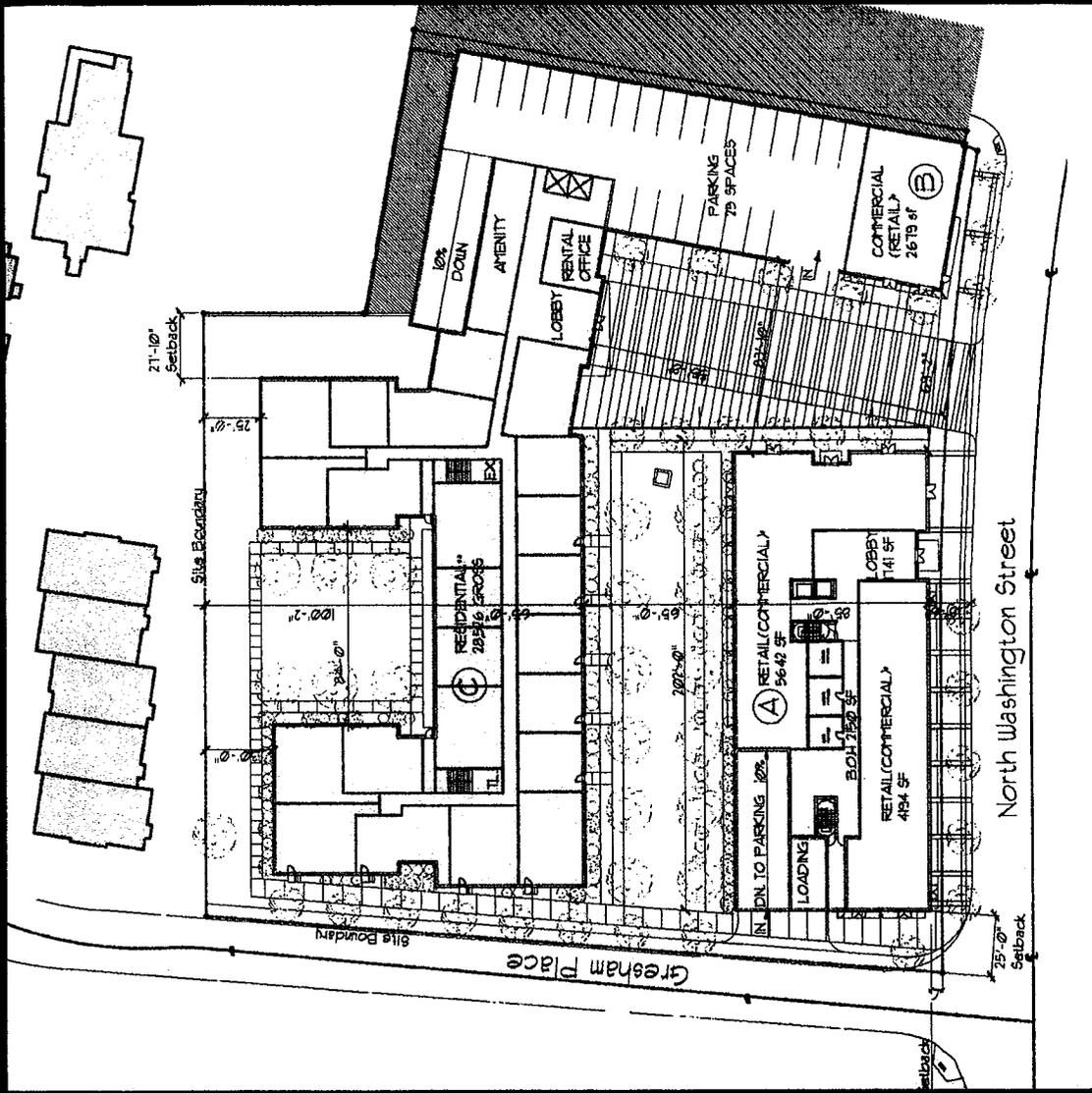


August 2008 Plan

AKRIDGE

CUNNINGHAM | QUILL ARCHITECTS

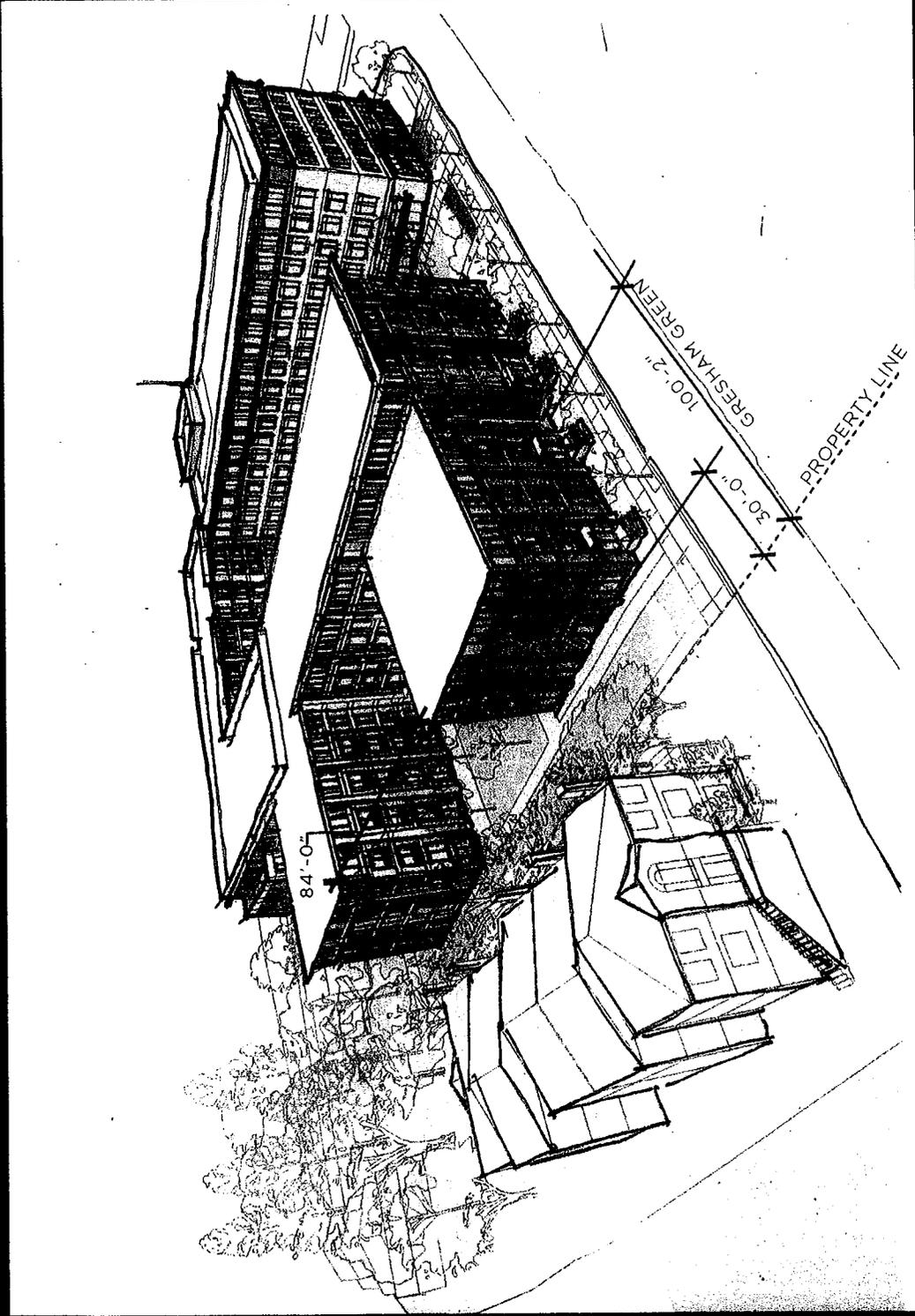
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5. Existing brick wall to remain (addition screening can be provided).
6. Existing trees will be provided more space.
7. Second vehicle entrance on Gresham Place removed.
8. Enhanced Gresham Place frontage with front doors and increased Village Green.



## Proposed First Floor Plan

AKRIDGE

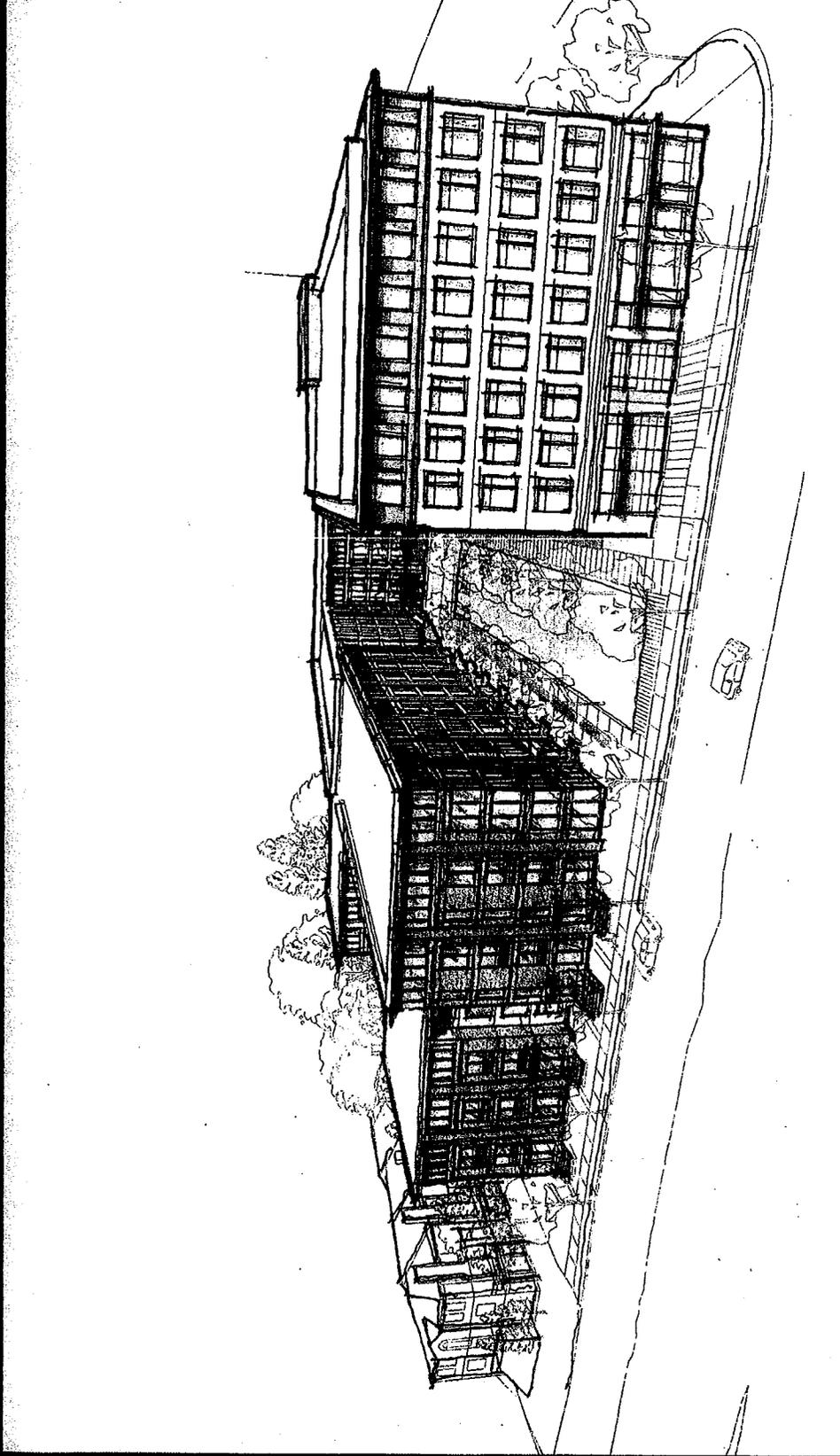
CUNNINGHAM IQUILL ARCHITECTS



Rendering : Gresham Street View

AKRIDGE

CUNNINGHAM | QUILL ARCHITECTS

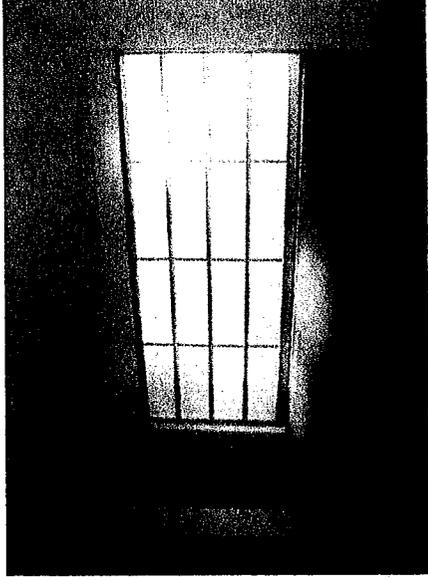


Rendering : Gresham Street View

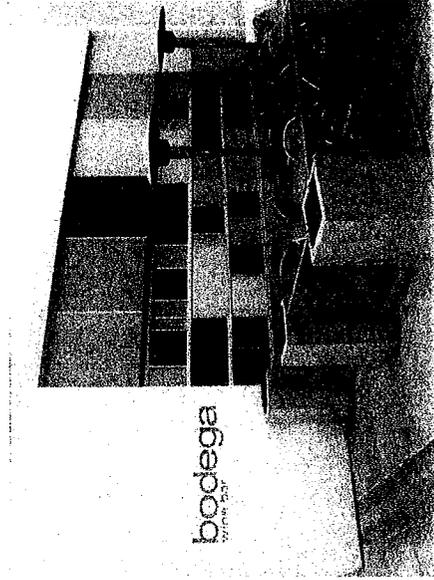
AKRIDGE

CUNNINGHAM | QUILL ARCHITECTS

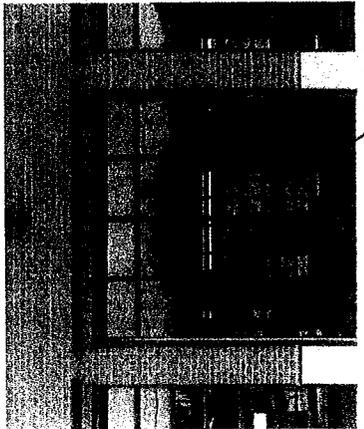
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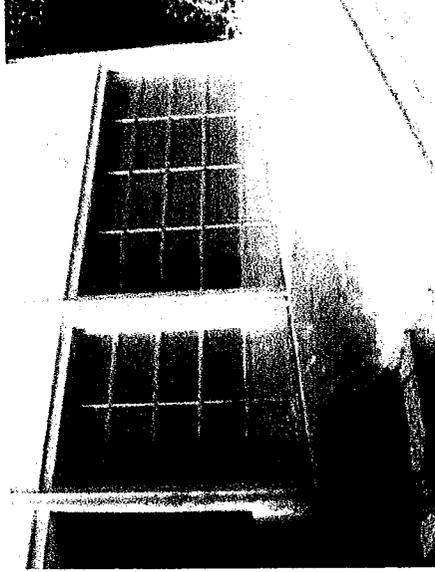
FROSTED GLASS GARAGE DOOR



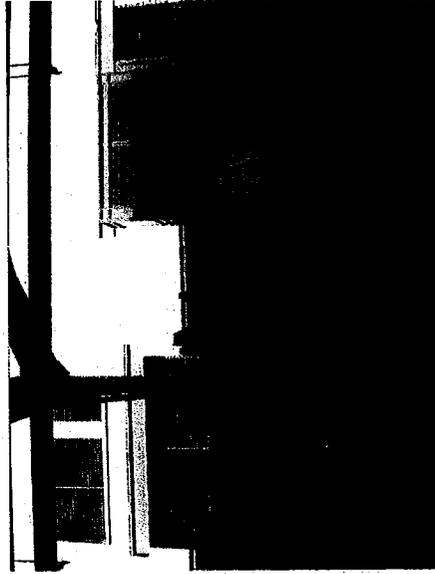
GARAGE DOOR USED FOR STOREFRONT (PANELIZED WITH SQUARES)



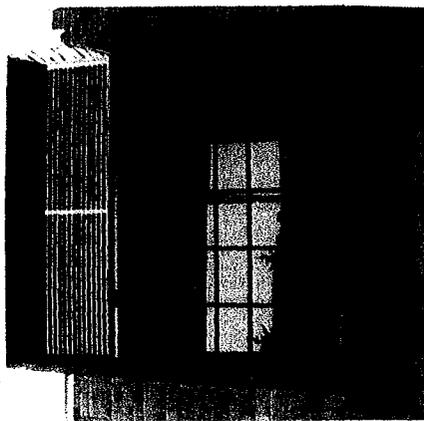
GLASS DOOR LOADING DOCK



FROSTED GLASS LOADING AND GARAGE ENTRY



WASHINGTON DC LOADING DOCK AND PEDESTRIAN ENTRY TO BELOW GRADE PARKING GARAGE



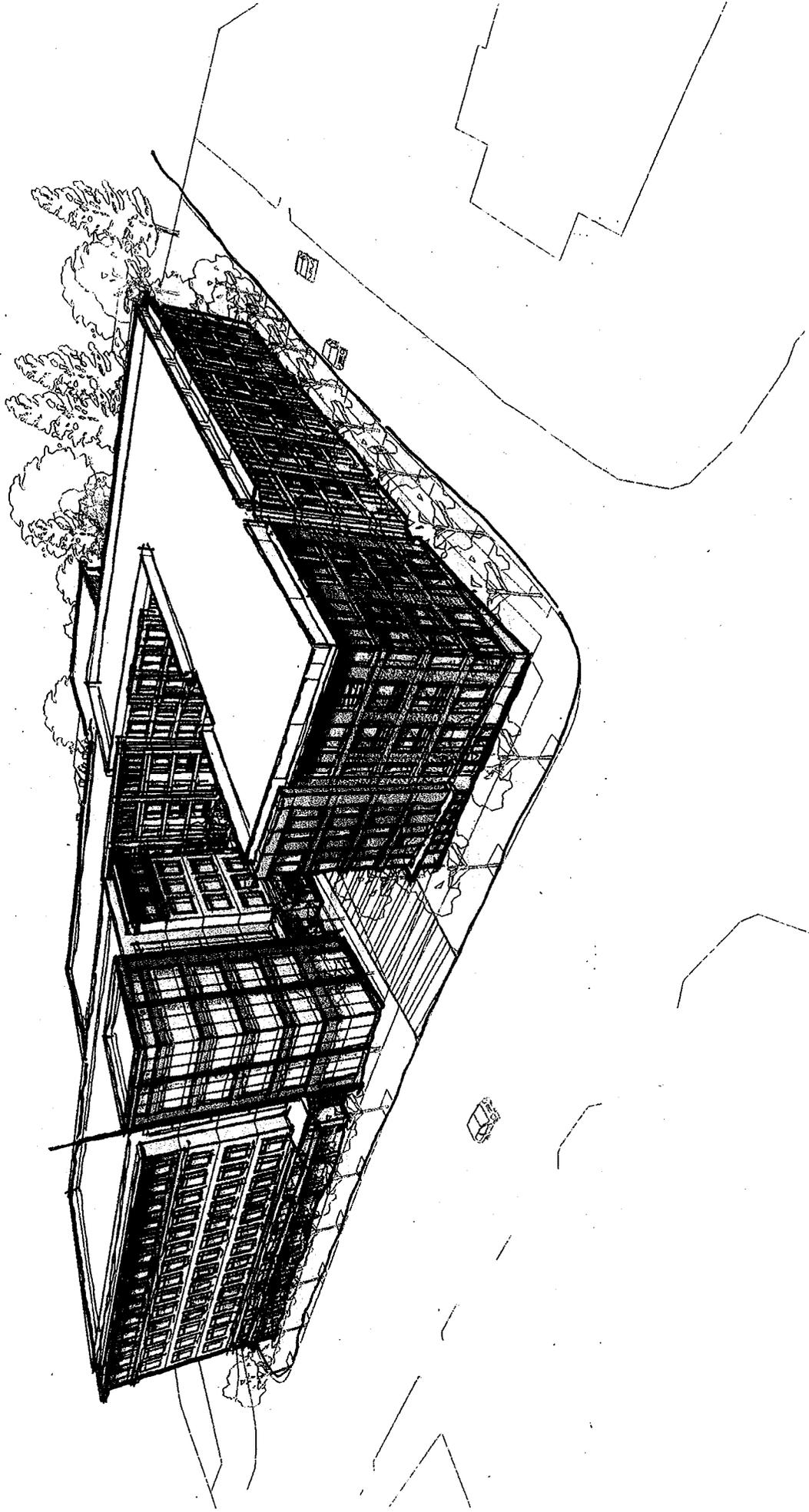
WASHINGTON DC LOADING DOCK AND GARAGE ENTRY

FROSTED GLASS/COLORED GLASS STOREFRONT - LOADING DOCK AND GARAGE ENTRY EXAMPLES

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## FALLS CHURCH GATEWAY

MIXED - USE DEVELOPMENT, SPECIAL EXCEPTION PACKAGE  
CITY OF FALLS CHURCH



Voluntary Concessions, Community Benefits, Terms and Conditions  
Falls Church Gateway

In association with the requested rezoning and special exceptions to allow the mixed-use redevelopment of 500, 510 and 520 North Washington Street, Falls Church Gateway, LLC (the "Developer") voluntarily proposes to make the following concessions for the benefit of the community and the City of Falls Church (the "City"):

1. Affordable Housing: The Developer agrees to provide new affordable housing in the City by one of the following three ways: 1) making a cash contribution to the City's affordable housing fund, 2) constructing affordable units within the redevelopment project, or 3) a combination of a cash contribution to the City's affordable housing fund and constructing affordable units within the redevelopment project. The Developer agrees to provide affordable housing on the terms provided herein.
  - a) The Developer will contribute \$1,300,000 to the City at the time of first certificate of occupancy issuance for the residential building. Any cash contribution whether for the \$1,300,000 or a portion thereof shall include an additional amount as calculated by the percentage increase in average assessment value for existing multi-family units in the City at the time building permit are issued, but not less than the original amount of \$162,500 per unit.
  - b) In lieu of (a) above, the City may elect, at a time no later than Site Plan Approval, to have the Developer construct up to eight (8) affordable dwelling units ("ADUs") in the residential building of the redevelopment project. Five (5) of the ADUs will be one-bedroom units and three (3) of the ADUs will be two-bedroom units, consistent with the ratio of market-rate one- and two-bedroom units. The ADU size will be in keeping with the typical project size for each unit type. The Developer will provide one parking space per ADU or at least the same number of parking spaces allotted to each market-rate unit. Should the City elect to have the Developer construct less than eight (8) ADUs, then the Developer will contribute \$162,500 for each unit less than the maximum of eight (8) units that will be constructed within the redevelopment project. The cash contribution will be paid at the time of certificate of occupancy issuance for the residential building. For example, if the City elects to have the Developer construct four (4) ADUs within the redevelopment project, then the Developer will contribute \$650,000 to the City at the time of certificate of occupancy issuance for the residential building. ADU construction of less than eight but five or more units shall include at least two (2) 2-bedroom units; ADU construction of four or less units shall include at least one (1) 2 bedroom unit. Should the City elect to have ADUs constructed within the redevelopment project, the following terms will apply:
    - i) The Developer agrees to accept Restrictive Covenants, which shall define terms and conditions of the ADUs regarding issues including, but not

limited to, price control periods and owner/renter occupancy. These Covenants shall run with the land and be an encumbrance on the ADUs. The Restrictive Covenants shall be recorded with the City's land records in Arlington County.

- ii) The Developer agrees that the City or its designee shall sell or rent the ADUs directly or through its designated agent to qualified buyers or renters. The City shall regulate and establish ADU qualification priorities and evaluate and qualify prospective applicants in accordance with the Affordable Unit Program official administrative procedures and regulations adopted September 12, 2005. All ADUs shall be dispersed throughout the project.
- iii) If rented, the monthly rent for the ADUs shall be \$1,449 for one-bedroom units and \$1,656 for the two-bedroom units in accordance with the 80% HUD median income rents approved by the Housing Commission for a term of 20 years. The ADU monthly rent shall include an additional amount as calculated by the percentage increase in HUD median income, but not less than the original ADU monthly rents listed above.
- iv) If any ADU rental units are marketed for sale as individually and separately owned condominiums within 20 years after the certificate of occupancy is issued for the residential building, then such ADU units shall become home ownership units subjected to the conditions in (v). The City shall be notified a minimum of 120 days prior to the time of the first proposed condominium sale. All ADUs which the Developer desires to sell shall be made available for sale within the six (6) month period. Tenants of individual ADU units shall be given the right to purchase their individual unit at prices established under (v). ADU tenants opting not to purchase shall receive relocation benefits from the Developer as outlined in the City of Falls Church Voluntary Relocation policy.
- v) If sold as a condominium, the Developer agrees to use commercially reasonable efforts in working with the condominium fees for such ADUs as allowed by the Virginia Condominium Act and applicable law. Upon written notification by the Developer (as outlined by the City) that an ADU is available for sale, the City or its designee shall have the right of first offering to purchase the for-sale ADU for a sixty-day (60) purchase period. In the event that the City does not exercise such right to purchase the ADU or settle on the ADU, the ADU shall be offered for sale exclusively to City qualified and designated non-profit organizations for a period of thirty (30) days. In the event that the ADU is not sold as outlined above, the Developer shall be entitled to sell the ADU without further restrictions except as set forth in this document at market rates. Net sale proceeds received by the Developer in excess of the ADU price shall be divided equally between the City and the Developer. The Developer agrees that the ADU sales price shall be \$246,942 for one-

bedroom units and \$288,699 for the two-bedroom units in accordance with the 100% HUD median income and For Sale Affordable Dwelling Units (ADUs) prices approved by the Housing Commission. The ADU sales price shall include an additional amount as calculated by the percentage increase in HUD median income at the time building permits are issued, but not less than the original sales prices listed above. The limitations on sale of ADUs shall apply for a period of fifteen (15) years following the initial sale and with resale within that first fifteen (15) years of each subsequent owner's date of purchase.

vi) Tenants/owners of the ADUs shall have all duties, rights and privileges as all tenants/owners in the project.

vii) The Developer shall comply with all applicable fair housing laws.

2. Pedestrian-Oriented Design Elements: In order to create a more pedestrian-oriented environment and beautify the Washington Street gateway to the City, the project will include the following:

- a) Streetscape improvements will be constructed and furnished by the Developer along North Washington Street in a 20-foot dedicated right-of-way including brick sidewalks, lighting, landscaping, refuse and recycling receptacles, stormwater management for public drainage, street furniture, utility undergrounding, and other features as shown on the adopted N. Washington Street Streetscape. No ground surface building features (i.e. steps, landings, integrated planters) may encroach into the 20-foot right-of-way.
- b) Intra-parcel pedestrian connections at existing grades such as the entrance plaza and sidewalks lining the mews street with public seating and landscaping.
- c) Distinct buildings oriented along the North Washington Street sidewalk to activate the new pedestrian corridor.

3. Transportation Improvements: Since the property is located on the City limits near Metro, I-66, the W&OD Trail, and Metro bus routes, the traffic impact of the redevelopment will be reduced. Additionally, traffic through the surrounding neighborhood streets will be minimized because no curb cuts are proposed on Jefferson Street. Beyond these factors the applicant proposes the following concessions:

- a) Gresham Place will be widened by one vehicle lane along the site's property line (not to encroach further into the RPA) to provide two vehicle lanes approaching North Washington Street, designated as a shared left-through lane and a separate right turn lane. This improvement would facilitate right turns by providing storage for left turning vehicles at the intersection, thereby reducing delays and queuing potential.
- b) A cash contribution of \$150,000 will be made to the City no later than thirty (30)

days after the issuance of building permits. With these funds, the City will make improvements in the vicinity of the redevelopment project in the following order of priority.

- i) At a minimum, the City will upgrade the existing traffic signal at Gresham Place and North Washington Street to a fully functioning signal. The City will use its best efforts to upgrade the traffic signal in a timely manner. The City and Developer will coordinate connections related to the traffic signal.
  - ii) Any remaining funds will be applied to stream/stream bank improvements for Four Mile Run directly across from the redevelopment project or other water quality/quantity improvements in the vicinity of the redevelopment project area. The final choice of project and location will be at the sole discretion of the City; however, the City will be mindful of a nexus to the project. A potential project may be within Crossman Park just downstream of the project site.
- c) Contingent on receipt of VDOT and City approval at site plan, the Developer will install a raised median along the centerline of N. Washington Street between Gresham Place and Jefferson Street. The Developer will be responsible for diligently pursuing and obtaining VDOT approval. In the event VDOT approval is not granted, the Planning Director in consultation with the Director of Engineering and Construction will determine and require appropriate site plan changes of the Developer to enforce the "No Left Turn" into and out of the site at the N. Washington Street curb cut.
- d) Gresham Place Improvements: Developer will make the following repairs to Gresham Place at the end of construction: repair broken and heaving sidewalk sections on north (stream) side of Gresham Place and ensure ADA compliance, as needed by code; replace failing guardrail along Gresham Place; construct new sidewalk along southern (project) side of Gresham Place; reinstall or replace three City-owned Acorn-type street lights on southern side of street (final installation must be in accordance with city guidelines for street lights with respect to circuit design, appurtenances); and repave Gresham Place from eastern property corner to N. Washington St. All repairs are subject to City Engineer review and approval.
- e) E. Jefferson Street Improvements: Developer will repair broken and heaving sidewalk sections on North (project) side of Jefferson Street and ensure ADA compliance, as needed by code. Developer will also underground all utilities on E. Jefferson Street from N. Washington Street to the easternmost property corner.
4. Stream Improvements: The property is located across Gresham Place from Four Mile Run. In order to protect this natural feature, the redevelopment will include several elements that will benefit the environmental quality of the stream. The site is believed to contain some petroleum contamination as a result of previous nearby automotive uses. Any contaminated soil encountered during excavation will be removed from the site and properly disposed. Additionally, since the existing property has no stormwater

management, the installation of a stormwater filtration system will result in a significant reduction in the site's pollutant load on the nearby stream. In addition to these beneficial features, the project will include the following concessions:

- a) The project will treat all roof area drainage with either a vegetative green roof or cisterns or combination. The Office Building A will have a vegetative green roof. In addition, storm drainage from areas where cars travel that are exposed to rainfall and/or runoff (e.g., drive aisles, surface parking) will be directed to an appropriately sized BMP(s).
  - b) Funds received from the Developer cash contribution referred to in Section 3(b) above will be used to make stream and water quality improvements as described in Section 3(b)(ii).
  - c) As part of construction, the developer will remove all contaminated soil from the site and surrounding area that is disturbed through construction. Any off site areas will be restored as directed by the City. In addition, Developer will provide documentation regarding the extent of soil contamination as explored by a licensed professional in an Environmental Site Assessment. Developer will conduct its redevelopment work in accordance with applicable environmental state and federal regulations and provide documentation to the City.
  - d) Developer will install a structural BMP (Stormceptor, Downstream Defender, Bay Saver, Vortechincs) in the City's ROW along Gresham Place to treat stormwater prior to discharge to Four Mile Run. All designs will be approved by the City Engineer.
5. Underground Parking: The project will provide parking in a below-grade garage to create better pedestrian circulation and site amenities. The garage will be constructed in a manner that permits 800 MHz radio signals to be transmitted and received from within the garage. Public access to the garage commercial parking after hours shall be given, subject to safety considerations and reasonable rules, as mutually agreed to by the Developer and City.
6. School Capital Cost Contribution: 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 equal \$7,129 for each residential unit. The total contribution shall be paid at the time of the issuance of the first residential certificate of occupancy.
7. LEED Criteria: The Developer agrees to have the project designed such that a Leadership in Energy and Environmental Design (LEED) Accredited Professional can and will certify that the project is likely to yield at least the points necessary to achieve status of LEED Silver under LEED CS for the office building and LEED certified under LEED NC for the residential building. Prior to Site Plan Approval the Developer will provide the City with a LEED checklist as prepared by a LEED Accredited Professional. Following completion of construction and occupancy, and in accordance with LEED

guidelines, the Developer will prepare necessary documentation and seek official LEED certifications from the U.S. Green Building Council. Prior to the issuance of building permits, the Developer will post a \$50,000 bond or letter of credit for each of the two proposed buildings (totaling \$100,000). If the building achieves the intended LEED certification, then the associated bond or letter of credit will be released by the City. If the project does not achieve the intended LEED certification within three (3) years after the issuance of the respective certificate of occupancy for each building, then the City will redeem the associated bond or letter of credit for City improvements associated with climate change.

8. Phasing: No certificate of occupancy (CO) for any residential unit will be issued until the office building core/shell certificate of occupancy is issued by the City.
9. Residential Unit Ownership: The residential building of the redevelopment project shall be a residential condominium complying with the condominium laws of the Commonwealth of Virginia, which requires, among other things, that each unit is recorded and taxed as a separate lot of real estate. The Developer and future residential condominium unit owners shall have the right to rent each condominium unit.
10. Street-level Retail Uses: The Developer agrees to reserve a portion of the street-level commercial space in the redevelopment project solely for the retail and service uses described herein. The reserved space shall be located along the frontage of North Washington Street and will be a minimum of 4,000 gross square feet in the Office Building A and minimum 2,000 gross square feet in the Residential Building B. The allowable uses in the reserved space shall include retail business uses allowed, by right, in the B-1, business zoning district, as well as, restaurants and museums. The allowed retail uses shall include food stores, beverage stores, drugstores, bakeries, confectioneries, clothing stores, variety stores, gift shops, studios, banks, antique shops, jewelry stores, florists, photo shops, music stores, bookstores or stationery stores, appliance stores, office equipment stores, furniture stores, hardware stores, garden supply stores, department stores, convenience stores, theaters and any other retail uses determined by the Zoning Administrator to be consistent with uses permitted in the B-1 limited business district. The definition of retail is an establishment where new and used goods are exchanged for purchase and removal from the premises. The reserved retail space in Office Building A shall provide a slab-to-slab story height of approximately 20 feet and ventilation options to the roof appropriate for restaurant uses.
11. Other Terms and Conditions
  - a) Developer acknowledges that Special Exceptions as granted, run with the land and they are not transferable to other land.
  - b) Developer acknowledges that if granted, the Special Exceptions will be contingent upon the conditions noted above, and shall not relieve the Developer from compliance with the provisions of all applicable ordinances, regulations, or adopted standards.

- c) Developer acknowledges that the Special Exceptions shall automatically expire, without notice, thirty-six (36) months after the date of approval unless the use has been established or construction has commenced and been diligently pursued, in accordance with Division 3. Section 48-90. (d), (6) of the City of Falls Church Zoning Ordinance.
- d) Site plan approval is defined as approval of the site plan for the subject project by the Planning Commission. Developer shall apply within 90 days of that Site plan approval for the associated administrative staff approvals and related bonds using good faith efforts to complete these approvals in a timely manner. There may be consideration of one extension of 3 months for the above timeframe at the discretion of the Planning Director/General Manager of the Department of Development Services (DDS).
- e) Should the Developer sell its interests or a portion thereof, rights, approvals, or convey a controlling interest to their respective corporations or similar legal entity, any purchaser of such interests, rights, approvals, or controlling interest shall be bound by the terms and conditions contained herein.
- f) Developer voluntarily submits the foregoing concessions, terms, and conditions to the City Council to be incorporated by reference within the Resolution for the Special Exceptions, should City Council grant the applications for Special Exceptions.
- g) Developer acknowledges that the City Council has the legislative prerogative to grant or deny the applications based upon the City Council's fair determination of the best interests of the public within the limits of the applicable laws as balanced against the private property rights of the Developer.
- h) The Developer acknowledges, understands and agrees that the property shall only be developed in accordance with the Special Exception as granted.

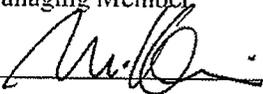
Binding Effect of Voluntary Concessions, Terms and Conditions: Each reference to the Developer in this Voluntary Concessions, Terms and Conditions Agreement shall include within its meaning and shall be binding upon the Developer's successor in interest of the site or any portion of the site.

FALLS CHURCH GATEWAY, LLC,  
a Delaware limited liability company

By: AKRIDGE OFFICE FUND, LLC,  
A Delaware limited liability company,  
Managing Member

By: AKRIDGE FUND MANAGER, LLC  
Its Managing Member

By: JACO MANAGER, INC.,  
A Delaware corporation,  
Managing Member

By: 

Name: MATHEW J. KLEIN

Title: PRESIDENT

AP  
MG  
TKW



# CITY OF FALLS CHURCH

**DATE:** September 22, 2010  
**TO:** Gary Fuller, Principal Planner  
**FROM:** Wendy Block Sanford, Principal Planner  
**SUBJECT:** Gateway Proposed SE Comprehensive Plan Analysis

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## Background

This application is for a Rezoning and Special Exception to construct a mixed use project on a 2.6 acre site where three office buildings currently exist. The parcels are currently zoned T-2 Transitional. The applicant is requesting a rezoning to B-1 Business District to allow for the Special Exception for a mixture of residential and commercial uses on a commercially zoned site and a Special Exception for height up to 73 feet.

Prior to 1997, the land use designation for this property was "Transitional". The 1997 Comprehensive Plan changed this future land use designation to "Mixed-Use", because the City decided that a mixture of commercial and residential uses was more appropriate than transitional types of uses in this location. The 2005 Comprehensive Plan maintained the "Mixed-Use" future land use designation for this property. The 2005 Comprehensive Plan describes the "Mixed-Use" category as "an innovative and integrated approach to a mixture of residential, retail, and office commercial uses."

The Plan's definition of "Mixed-Use" includes language that notes that several City sites designated for "Mixed-Use" are also transitional in nature, due to the fact that they abut low-to medium-density residential neighborhoods. For this reason, the Plan states that redevelopment projects should be designed to protect and enhance adjoining properties.

## North Washington Corridor Vision

The Comprehensive Plan envisions infill and redevelopment along the North Washington Street corridor in the form of mid-rise buildings with structured or underground parking. The Plan recommends consolidation of lots to achieve redevelopment. The Plan also recommends the protection of residential areas through the creation of well-designed transitions between residential and commercial districts. It recommends appropriate buffering to protect neighborhoods from the negative impacts of noise, traffic, light, odors, and visual incompatibility.

This site is located within the four block area between Columbia Street and I-66 that is described in the Comprehensive Plan and in the 1993 Village Preservation and Improvement Society Report as viable for a somewhat higher intensity mixture of commercial and residential uses. The Plan emphasizes that this mixture of uses should be designed to take advantage of the close proximity to the East Falls Church Metro Station and mixed-use development plans in Arlington County. The Plan specifically cites “pedestrian-oriented development and hospitality uses” as appropriate to take advantage of the proximity to the metro station. These could include restaurants, entertainment venues, and hotels. The Plan also specifically cites the need for the protection and consideration of adjacent residential uses during redevelopment efforts, including the impacts of buildings and potential new traffic generation.

Specific design guidelines for the North Washington Street corridor in the 2005 adopted Plan include:

- Consolidate lots to allow larger scale and mixed-use development;
- Encourage pedestrian-oriented development and hospitality uses to take advantage of proximity to The East Falls Church Metro Station;
- Develop and create an urban park to promote a positive image of the City as part of one of its gateways;
- Coordinate with Arlington County to create an attractive open space buffer on the Arlington side of Four Mile Run and to complement the new park area created in the City in conjunction with the Fire Station;
- Create compatibility with development on adjacent parcels in Arlington County;
- Protect and consider adjacent residential uses during redevelopment uses, including the impacts of buildings and potential new traffic generation;
- Encourage parking to be concentrated to the rear of or underground redeveloped uses, or in structured facilities;
- Enhance pedestrian linkages to the Downtown/City Center area and the East Falls Church Metro Station;
- Create unique and innovative combinations of pedestrian access and public plazas or squares and a balance between the built and natural environment;
- 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;
- Develop streetscape treatments similar to those in the West Broad Street Streetscape Plan;
- Encourage parking to be concentrated to the rear of or underground redeveloped uses, or in structured facilities;
- Achieve consistent architectural goals (building materials, window types, roof overhangs, roof pitch, and porches).

### **The Project Site**

Some specific goals and strategies of the Comprehensive Plan that relate to this site are reflected below:

- **Encourage mixed-use development to move persons closer to business and shopping areas.**

Mixed-use is promoted in the City to create lively pedestrian environments, provide persons with the ability to potentially live, work, and shop in close proximity and to reduce automobile trips and improve quality of life. Any mixed use project in this location should contain uses that not only serve the residents of that project, but also those that might work within the project or nearby and those that might live nearby. This type of relationship is what will bring vitality to an area, such that people may be seen walking to and from the commercial uses at all times of the day. The Plan encourages efficient land utilization adjacent to metro stations, major thoroughfares, and commercial areas with development that is compatible with the residential nature of the City. This property is the closest property to a metro station within the City.

- **Preserve and improve the identity, character, and integrity of residential neighborhoods.**

The scale and mass of this proposed project, given the lower building height of the residential building, is complementary to the adjacent medium-density townhouse Gresham Place residential neighborhood and single-family detached homes, although the proposed 55-foot height is higher than the adjacent townhouses. Appropriate vegetative buffering would help protect the adjoining properties.

- **Strongly encourage development within the City's two watersheds that minimizes the impact to the overall health of those watersheds.**

The Chesapeake Bay Ordinance classifies the northern edge of this property as Resource Protection Area, and any portion of this area that is not currently impervious must remain vegetated. This is an environmentally sensitive area, and the applicant should consider measures to improve the streambank and enhance the buffer in this area. Any open space on this project should be created as pervious and landscaped with trees and shrubs if possible. Open space within the RPA should be planted as a bioretention area. The applicant should consider LEED certification of the buildings and related measures such as incorporating rooftop vegetation to reduce the amount of impervious cover on the site. The applicant should also be aware that best management practices will likely be required to reduce the non-point source pollution load of this project per the Chesapeake Bay Overlay District Resource Management Area requirements. The Chesapeake Bay Interdisciplinary Review Team will review this project to ensure conformance with the Chesapeake Bay Preservation Ordinance.

- **Encourage commercial development that is as open and accessible to pedestrian traffic as it is to automobile traffic.**

The applicant has offered to construct streetscape along the N. Washington Street frontage of the project. Bicycle racks should be included for visitors to the site, and internal bicycle storage should be included for the residents.

- **Preserve commercial land area by discouraging the conversion of commercial areas to residential development.**

The applicant is replacing the commercial uses that are currently located on the site; however, the Plan also states that the greatest level of net new, sustainable commercial space and commercial revenue should be created. Approximately 22,000 new square feet of commercial space would be provided with this proposal.

- **Encourage the relocation of attractive office space within walking distance of shops and restaurants.**

Although there is existing office space on this property, new Class-A office space would certainly encourage greater retail development in this area.

- **Reduce the need for automobile usage and parking by making pedestrian, bicycle, and mass transit access to commercial areas easy and efficient.**

This project is located within a quarter mile from the East Falls Church Metro Station. The applicant should provide safe crosswalks across Gresham Place and East Jefferson Street. The applicant should provide a wide pedestrian waiting area on both project corners on N. Washington Street. It should provide convenient parking for flex and hybrid vehicles on the site. The project should also include bicycle racks and consider including locker and shower facilities on site such that the commercial employees could have the option of cycling to work.

- **Ensure that parking solutions enhance the character and efficiency of commercial areas.**

The Plan encourages the construction of structured or underground parking facilities as well as the use of on-street parking in various locations throughout the commercial corridors. The proposed development would construct underground parking. On-street, parallel parking should be constructed wherever possible on the streets internal to the development.

### **Conclusions:**

Mixed use development with underground parking is consistent with the land use goals stated in the Comprehensive Plan for this area on N. Washington Street. There are important issues to consider though, including the percentage of commercial development, protection of the adjacent residential neighborhoods, traffic and transportation issues, and the protection of the adjacent Four Mile Run Stream.

	DEVELOPMENT PROGRAM	Housing Units	Housing SF	Retail SF	Office SF	Estimated Gross Annual Revenue	Estimated Net Annual Revenue (0.10 pupils)	Estimated Net Annual Revenue (0.19 pupils)	Estimated Net Annual Revenue (0.31 pupils)	Commercial Component (% of sq. ft.)
<b>PROPOSED BY AKRIDGE</b>										
1	Mixed Use with Apts.	200	193,764	14,853	71,002	\$1,566,928	\$854,879	\$631,241	\$333,056	31%
2	Mixed Use with Condos	200	193,764	14,853	71,002	\$1,685,409	\$1,009,910	\$786,271	\$488,087	31%
<b>OTHER SCENARIOS SUGGESTED BY EDC</b>										
3	Akridge Proposal with Additional 2583 sf Retail (apartments)	200	193,764	17,436	71,002	\$1,594,906	\$878,790	\$655,151	\$356,967	31%
4	Akridge Proposal with Additional 2583 sf Retail (condos)	200	193,764	17,436	71,002	\$1,713,387	\$1,033,820	\$810,180	\$511,997	31%
5	Akridge Proposal without One Residential Wing (20 apts.)	180	166,264	14,853	71,002	\$1,461,726	\$675,304	\$474,030	\$205,664	34%
6	Akridge Proposal without One Residential Wing (20 condos)	180	166,264	14,853	71,002	\$1,568,358	\$952,324	\$751,049	\$482,683	34%
7	Akridge Proposal with Extra Floor of Office (assume apartments)	200	193,764	14,853	87,002	\$1,574,166	\$921,708	\$698,070	\$399,885	34%
8	Akridge Proposal with Extra Floor of Office (assume condos)	200	193,764	14,853	87,002	\$1,765,185	\$1,076,738	\$853,100	\$554,915	34%
9	Akridge Proposal w/ Extra Floor of Office & 2583 More Retail (apts.)	200	193,764	17,436	87,002	\$1,597,492	\$945,618	\$721,980	\$423,795	35%
10	Akridge Proposal w/ Extra Floor of Office & 2583 More Retail (condos)	200	193,764	17,436	87,002	\$1,793,163	\$1,100,649	\$877,010	\$578,826	35%
11	Akridge Proposal w/ Extra Floor Office, 2583 sf Add. Retail, w/o 20 apts.	180	166,264	17,436	87,002	\$1,569,480	\$903,536	\$702,261	\$433,985	39%
12	Akridge Proposal w/ Extra Floor Office, 2583 sf Add. Retail, w/o 20 condos	180	166,264	17,436	87,002	\$1,676,113	\$1,043,063	\$841,788	\$573,422	39%
13	Akridge Proposal w/ 196-Room Hotel Replacing Office (assume apts.)	200	193,764	0	0	\$1,529,656	\$871,700	\$648,051	\$349,877	29%
14	Akridge Proposal w/ 196-Room Hotel Replacing Office (assume condos)	200	193,764	0	0	\$1,648,137	\$1,026,730	\$803,091	\$504,907	29%
15	50% Residential (Apts) and 50% Commercial	144	139,810	14,853	124,957	\$1,541,381	\$962,406	\$801,388	\$586,693	50%
16	50% Residential (Condos) and 50% Commercial	144	139,810	14,853	124,957	\$1,626,687	\$1,074,028	\$913,008	\$698,315	50%
17	All Office Space Akridge's 1.0 FAR Example	0	0	0	175,000	\$872,554	N/A	\$730,937	N/A	100%
18	Office with 1st Floor Retail: EDC's 2.6 FAR Example	0	0	14,853	264,766	\$1,481,012	N/A	\$1,243,362	N/A	100%

## NOTES:

Real estate revenue accounts for 68-82% of gross revenue for these scenarios.

Gross revenue on projects containing residential will vary depending upon pupil ratio used. Only gross revenue using 0.19 pupil ratio is shown.

Pupil ratio of 0.19 is based on July 2010 enrolled public school population from 517 occupied residential units regardless of size in mixed use buildings.

EDC development scenarios are illustrative and have not been analyzed for parking feasibility or other construction cost factors.

Assume that a larger office building with more levels of underground parking will require higher rent to recover costs.

Hotel estimated at 77,500 sf.

Net annual fiscal impact of existing uses on the Akridge site is \$121,897.

Gateway Scenarios, 082610

**Existing conditions analysis:**

Current total assessed value of property/bldgs. = \$9,716,700 X .0124 = \$120,487

Total current square feet occupied and generating City revenue/expenses (per Co-Star) = 34,594 SF

34,594 SF of office run through the model for revenues (excluding real estate taxes) and expenses = \$1,392 in net revenues currently being generated (OTHER than real estate taxes)

\$1,392 – model projected revenues - expenses (OTHER than real estate taxes)

\$120,487 – ACTUAL real estate taxes being paid

Current projected net annual fiscal impact result: **\$121,897**

## 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.

**FALLS CHURCH GATEWAY PLAZA  
TRAFFIC IMPACT ANALYSIS  
FALLS CHURCH, VIRGINIA**

Submitted on behalf of:  
Akridge

Prepared by:  
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April 9, 2010

## SECTION I INTRODUCTION

### STUDY SCOPE

This report presents the results of a traffic impact study for Falls Church Gateway Plaza as part of a rezoning application that would redevelop the existing site currently improved with three office buildings that total 64,500 gross square feet (or 56,949 rentable square feet) of space.

Akridge proposes to raze these existing buildings and re-develop the site as a compact, mixed-use project consisting of the following uses:

- 200 residential dwelling units (apartments),
- 71,397 S.F. of office space, and
- 12,781 S.F. of retail space.

This traffic presents an update to the previously prepared report, dated July 12, 2007. It has been reformatted and revised to meet Chapter 527 requirements in expectation of a full review with the submission of the site plan subsequent to gaining approval by the City.

### PURPOSE

The purpose of this traffic study is to evaluate the adequacy of the existing transportation network in conjunction with the proposed rezoning and special exception application, and to identify potential mitigation measures to off-set its traffic impacts. This study was conducted in accordance with Fairfax County's "Recommended Guidelines for Traffic Impact Studies" and the recently adopted 527 Traffic Impact Study Guidelines published by VDOT. The study area was determined with VDOT and City staff based on a traffic scoping meeting. The approved VDOT scoping form is included as Appendix A.

The traffic impacts were evaluated at project buildout (2013) and four (4) years after in 2017.

## STUDY OBJECTIVES/METHODOLOGY

Tasks undertaken in this study included the following:

1. Review the proposed development plans, other traffic impact studies conducted in the immediate site vicinity, the City's Comprehensive Plan, and other background data.
2. A field reconnaissance of existing roadway and intersection geometrics, traffic controls, traffic signal phasings/timings, and speed limits.
3. Agreement with City of Falls Church staff and Virginia Department of Transportation (VDOT) staff regarding the traffic study scope.
4. Counts of existing traffic at seven (7) key intersections.
5. Analysis of existing levels of service at these intersections.
6. Preparation of background future traffic forecasts for a project buildout years of 2013 and 2017.
7. Calculation of background levels of service at key intersections based on background traffic forecasts, existing traffic controls, and existing/planned intersection geometrics.
8. Estimation of the number of weekday AM and PM peak hour, and daily trips that would be generated by the proposed project based on Institute of Transportation Engineers (ITE) trip generation rates and estimates of transit, internal, and passby trips.
9. Preparation of total future traffic forecasts to reflect 2013 and 2017 conditions.
10. Calculation of total future levels of service at key intersections based on total future traffic forecasts, existing traffic controls, and existing/planned intersection geometrics.

11. Identification of the roadway improvements required to adequately accommodate the future traffic impacts of the project.

This analysis was undertaken in accordance with the Virginia Department of Transportation's Traffic Impact Regulations (527 Report). Sources of data for this analysis included the Institute of Transportation Engineers (ITE), City of Falls Church, the Virginia Department of Transportation (VDOT), Akridge, the Washington Metropolitan Area Transit Authority, and previous studies prepared by Wells + Associates.

#### **STUDY AREA**

Wells + Associates studied the following area intersections in accordance with City of Falls Church and VDOT guidelines:

1. Lee Highway/Fairfax Drive/Washington Boulevard.
2. Lee Highway/Westmoreland Street.
3. North Washington Street/Gresham Place.
4. Gresham Place/Site Access.
5. North Washington Street/Site Access.
6. North Washington Street/Jefferson Street.
7. North Washington Street/Columbia Street.

Figure I-1 shows the limits of the study area.

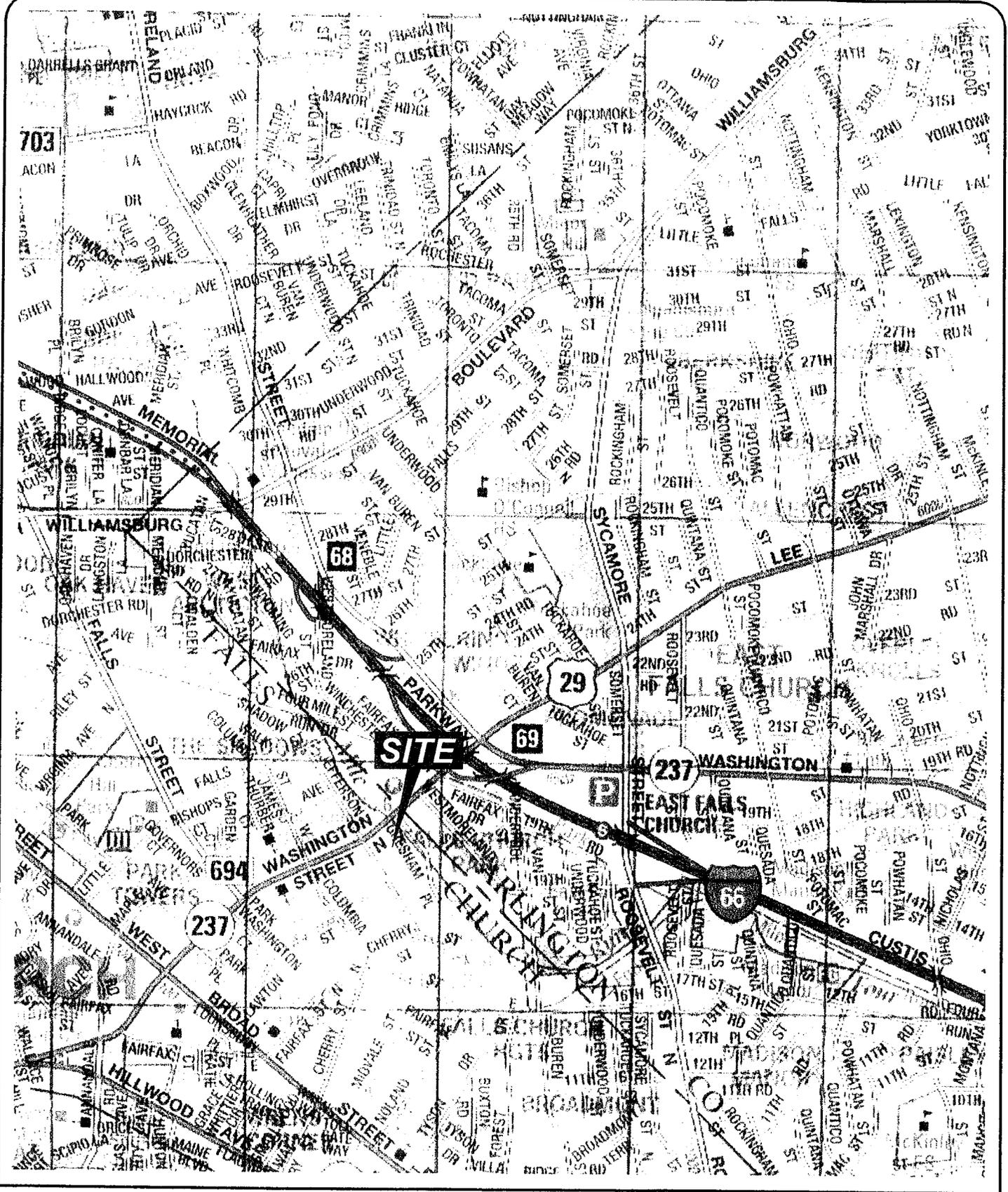
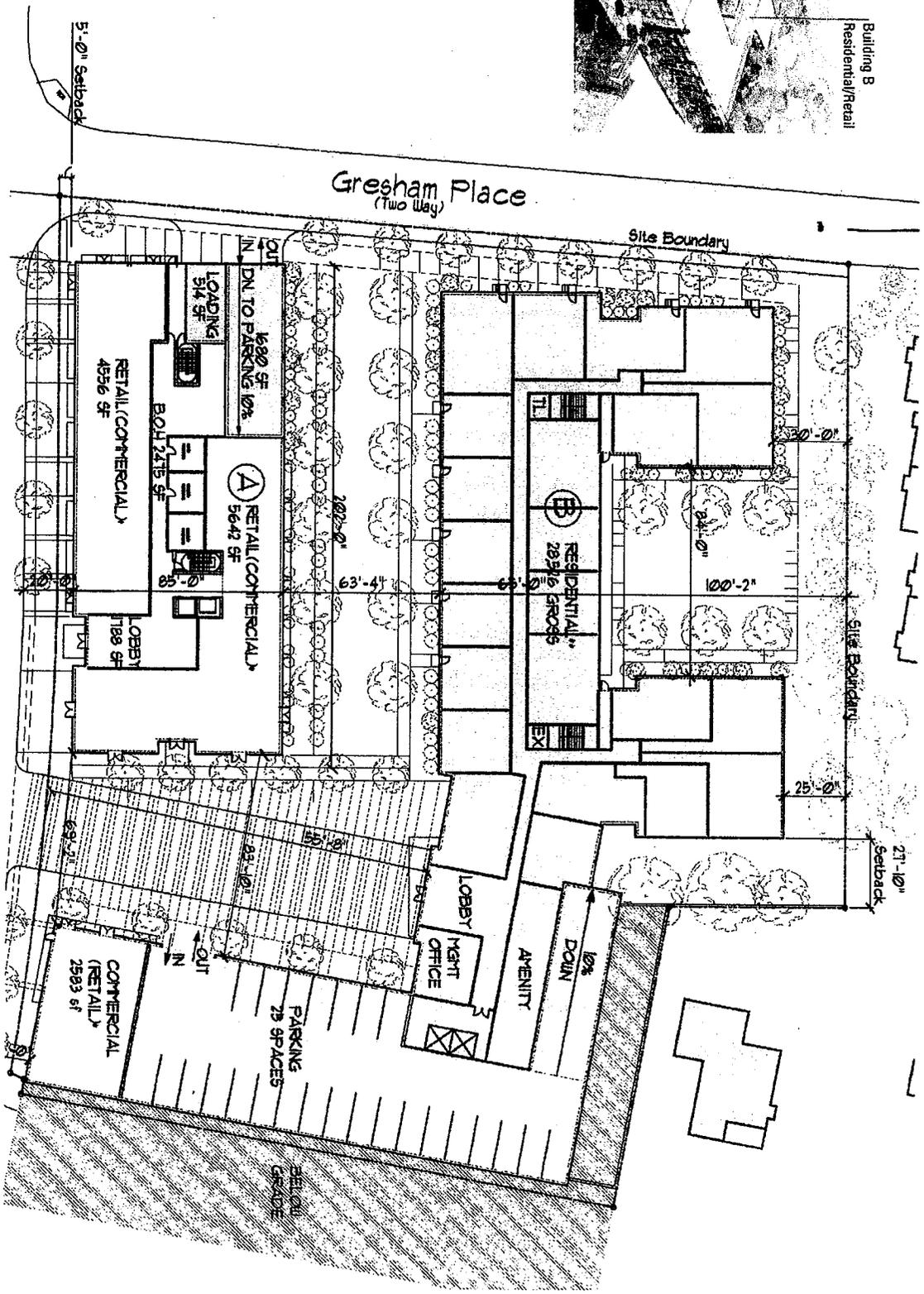
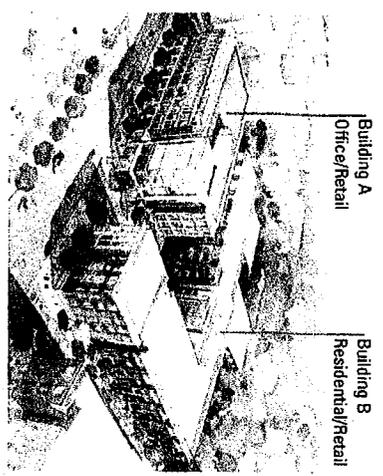


Figure 1-1  
Limits of Study Area



Falls Church Gateway  
City of Falls Church, Virginia





**Notes:**

- \* Retail and/or commercial uses: space can accommodate a retail user. Depending upon leasing demand, actual tenant may include retail, office, or commercial service user.
- \*\* Residential demising walls and unit layout are preliminary.

Figure 2-1  
Proposed Site Plan Reduction

Plan Provided By: Cunningham-Quill Architects



## ZONING

The overall site is comprised of 2.5887 acres and is currently zoned T-2 (Transitional 2).

Akridge has filed a rezoning application and special exception to change the designation to B-1 (Limited Business) zoning to redevelop the site with a combination of retail, office, and residential uses.

2. Gresham Place/Site Access.
3. North Washington Street/Site Access.

The existing lane use and traffic control are shown on Figure 2-3.

## ROADWAY NETWORK

**Existing Network.** Regional access to Falls Church Gateway Plaza is provided by Interstate 66 to the east and Routes 7 and 29 to the west. Local access is provided by North Washington Street and Gresham Place.

**North Washington Street/Lee Highway** will provide primary access to the subject site. This four-lane undivided roadway has a posted speed limit of 30 miles per hour (mph) and is classified as a Principal Arterial in the City's Comprehensive Plan. The intersections of Washington Street with Lee Highway and Columbia Street are controlled by traffic signals. A new signal has recently been installed at Westmoreland Street.

**Gresham Place** is a two-lane road that extends east along the site frontage from North Washington Street terminating at a cul-de-sac. This roadway also serves 33 residential townhouses east of the site.

**Existing Roadway Conditions.** The following study intersections currently operate under signal control:

1. Lee Highway/Fairfax Drive/Washington Boulevard.
2. Lee Highway/Westmoreland Street.
3. North Washington Street/Gresham Place. (existing emergency signal with preemption),
4. North Washington Street/Columbia Street.

The following study intersections currently operate under stop sign control:

1. North Washington Street/Jefferson Street.

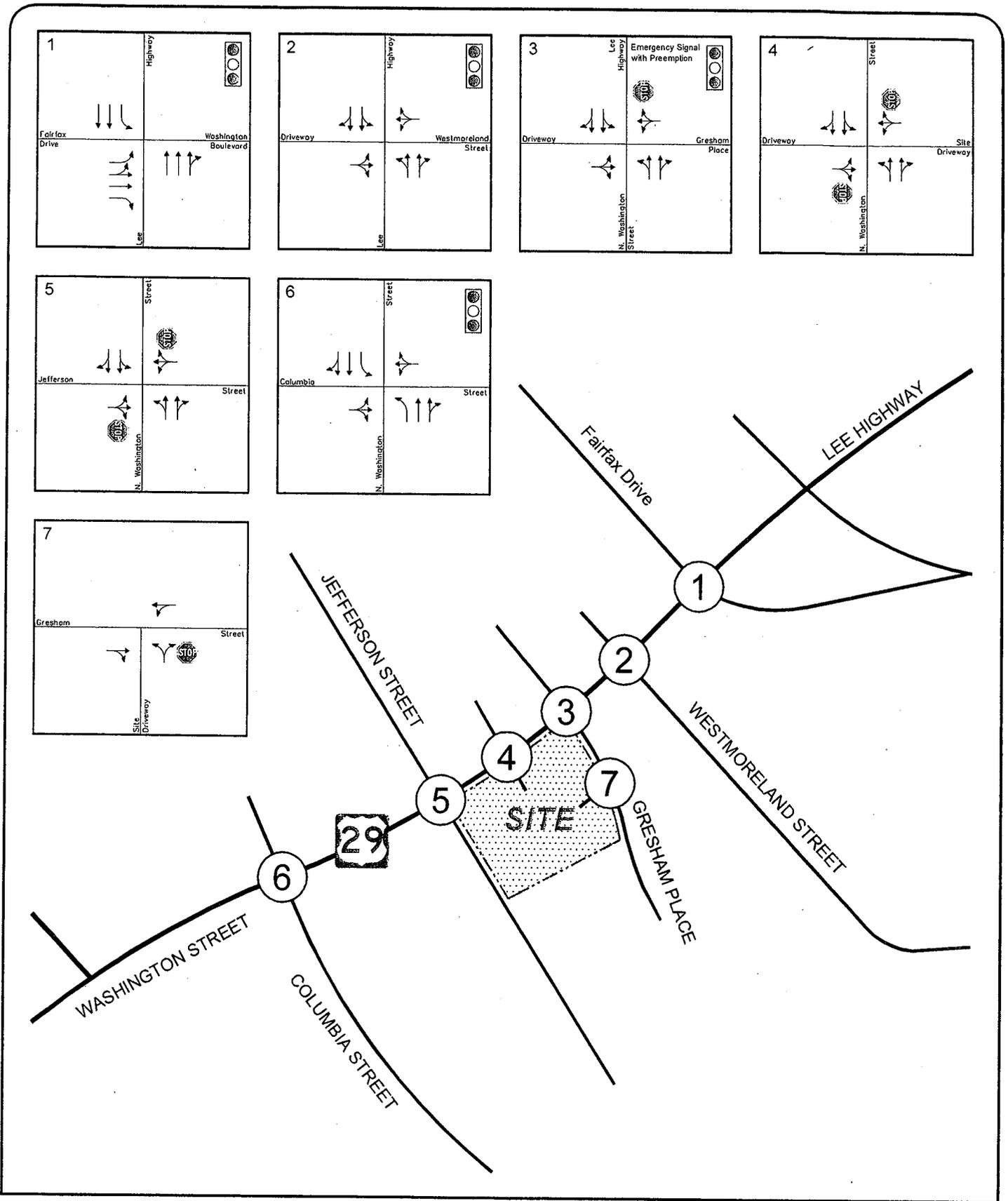


Figure 2-3  
Existing Lane Use and Traffic Control

- ← Represents One Travel Lane
- Ⓢ Signalized Intersection
- Ⓢ Stop Sign
- ▲ North

**Programmed Improvements.** There are no currently programmed improvements within the site vicinity.

**Proffered Improvements.** The following roadway improvements are proffered by others in the study area.

1. Install new traffic signal at the North Washington Street/Westmoreland Street intersection. (Recently completed as part of the Westlee project).

**Public Transit Service.** The site area is served by the East Falls Church Metro station, which serves the Orange Line, and is located less than one-half mile (2,000 feet) northeast of the subject site. The station is accessible on foot by using the W & OD trail and Westmoreland Street.

A number of transit buses use the Lee Highway/North Washington Street corridor. These include the George (City of Falls Church) 26E line with a stop at the North Washington Street/Jefferson Street intersection. This bus runs on weekdays from 6:00 AM to 9:40 AM and from 4:00 PM to 7:40 PM with 25-minute headways. Service is provided to East Falls Church Metrorail station. No service is provided on weekends or holidays.

Metrobus lines 2A, 2B, 2C, and 2G serve North Washington Street. Several other bus lines are accessible via the East Falls Church Metrorail station.

A bicycle route exists along the W & OD trail northeast of the site. This is accessible via Westmoreland Street and sidewalks along North Washington Street.

## **SURROUNDING LAND USE**

The land parcels north of the subject site are occupied by commercial uses with access from North Washington Street. A total of 33 townhouses are served by Gresham Place that borders the east boundary of the site. Other residential properties are served from East Jefferson Street that border the west boundary.

**Pipeline Developments.** Pipeline project development projections were prepared for project buildout (2013) and future conditions (2017) based on previously prepared and on-going traffic studies in the site vicinity. The approximate location of each pipeline development is shown on Figure 2-4. The following projects were considered in this traffic study (refer to Figure 2-4):

1. Easton. (Renamed The Crescent)
2. Northgate – Falls Church.
3. Falls Church Gateway (vacant space).

Approximately 310 residential dwelling units, 31,400 S.F. of retail space, and 14,452 S.F. of commercial office space is anticipated to be built and occupied in the study area by 2013.

The traffic generated by the vacant portion of the existing Falls Church Gateway development is based on information provided by Akridge and the driveway counts collected on January 14, 2010 when a total of 44,737 S.F. of space was occupied. The balance of this space (19,763 S.F.) was assumed to be fully occupied for background conditions.

## **SECTION 3 ANALYSIS OF EXISTING CONDITIONS**

### **TRAFFIC VOLUMES**

Existing AM and PM peak period traffic counts were conducted on Thursday, January 14, 2010 by Wells + Associates at the following intersections:

1. Lee Highway/Fairfax Drive/Washington Boulevard.
2. Lee Highway/Westmoreland Street.
3. North Washington Street/Gresham Place.
4. Gresham Place/Site Access.
5. North Washington Street/Site Access.
6. North Washington Street/Jefferson Street.
7. North Washington Street/Columbia Street.

The 2010 weekday vehicular traffic volumes are shown on Figure 3-1.

Traffic count worksheets are contained in Appendix B.

The results of the existing counts indicate that the weekday peak hour generally occurred from 8:00 AM to 9:00 AM in the morning and from 5:00 PM to 6:00 PM in the evening.

Figure 3-1 indicates that North Washington Street, adjacent to the site, presently carries 2,026 AM peak hour trips and 2,336 PM peak hour trips. The existing count data indicates that the majority of traffic (approximately 60 percent) travels northbound to I-66 during both the AM peak hour and southbound from I-66 during PM peak hour on weekdays.

As noted in the scoping agreement and shown on Table 3-1, a comparison of the existing traffic counts indicates that area traffic volumes have decreased over the five-year period between 2004 and 2009.

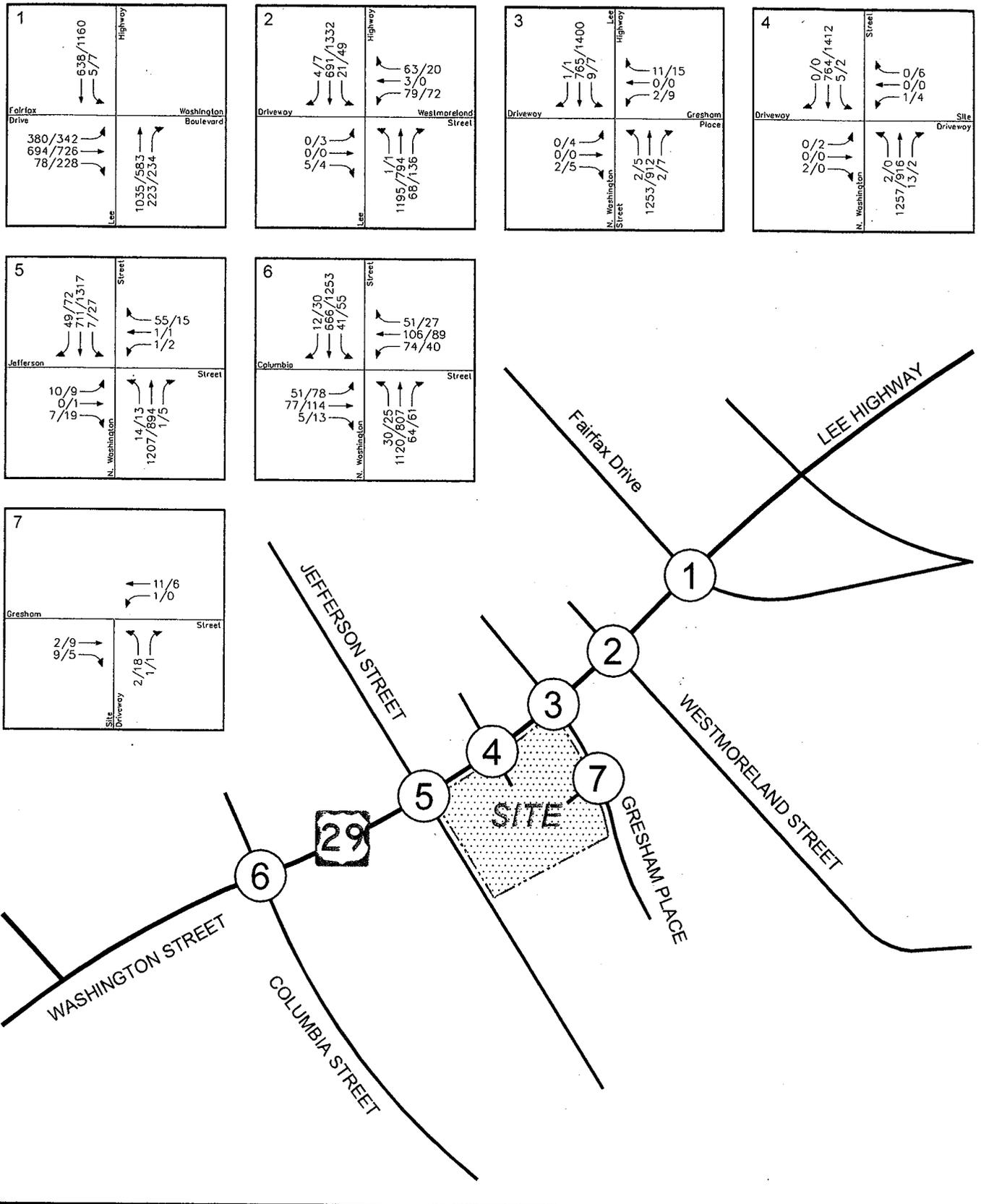


Figure 3-1  
Existing Peak Hour Traffic Volumes

AM PEAK HOUR  
PM PEAK HOUR  
000/000



North



Table 3-1  
 Falls Church Gateway  
 2006 Baseline and 2010 Traffic Count Comparison (All Intersection Movements) (1) (2) (3)

Intersection	Turning Movement	AM Peak Hour (8-9AM)			PM Peak Hour (5-6PM)		
		2006	2010	% Change	2006	2010	% Change
Lee Highway/ Fairfax Drive	EBL	435	380	-13%	419	342	-18%
	EBT	622	694	12%	893	726	-19%
	EBR	135	78	-42%	171	223	30%
	NBT	1112	1008	-9%	583	552	-5%
	NBR	351	217	-38%	373	221	-41%
	SBL	15	5	-67%	25	7	-72%
	SBT	633	640	1%	1355	1136	-16%
<b>Overall:</b>		3303	3022	-9%	3819	3207	-16%
Lee Highway/ Westmoreland Street	WBL	43	79	84%	25	72	188%
	WBR	49	63	29%	25	20	-20%
	NBT	1414	1195	-15%	931	794	-15%
	NBR	54	68	26%	123	136	11%
	SBL	25	21	-16%	43	49	14%
	SBT	743	691	-7%	1483	1332	-10%
	<b>Overall:</b>		2328	2117	-9%	2630	2403
North Washington Street/ Gresham Place/ Driveway	EBL	5	0	-100%	1	4	300%
	EBT	0	0	-	0	0	-
	EBR	6	2	-67%	7	5	-29%
	WBL	2	2	0%	17	9	-47%
	WBT	1	0	-	0	0	-
	WBR	24	11	-54%	24	15	-38%
	NBL	12	2	-83%	7	5	-
	NBT	1442	1253	-13%	1024	912	-11%
	NBR	3	2	-33%	14	7	-50%
	SBL	13	9	-31%	13	7	-46%
	SBT	761	765	1%	1494	1400	-6%
	SBR	12	1	-92%	1	1	-
	<b>Overall:</b>		2281	2047	-10%	2602	2365
North Washington Street/ Site Driveway	WBL	1	1	0%	15	4	-73%
	WBR	3	0	-100%	17	6	-65%
	NBT	1454	1257	-14%	1028	916	-11%
	NBR	26	13	-50%	14	2	-86%
	SBL	7	5	-29%	1	2	100%
	SBT	774	764	-1%	1523	1412	-7%
	<b>Overall:</b>		2265	2040	-10%	2598	2342
North Washington Street/ Jefferson Street	EBL	13	10	-23%	26	9	-65%
	EBT	1	0	-100%	2	1	-50%
	EBR	16	7	-56%	26	19	-27%
	WBL	2	1	-50%	3	2	-33%
	WBT	3	1	-67%	2	1	-
	WBR	48	55	15%	24	15	-38%
	NBL	17	14	-18%	18	13	-28%
	NBT	1419	1207	-15%	992	894	-10%
	NBR	6	1	-83%	9	5	-44%
	SBL	8	7	-13%	33	27	-18%
	SBT	730	711	-3%	1408	1317	-6%
	SBR	37	49	32%	92	72	-26%
	<b>Overall:</b>		2300	2063	-10%	2640	2375
North Washington Street/ Columbia Street	EBL	78	51	-35%	67	78	16%
	EBT	93	77	-17%	112	114	2%
	EBR	10	5	-50%	8	13	63%
	WBL	62	74	19%	38	40	5%
	WBT	127	106	-17%	104	89	-
	WBR	71	51	-28%	38	27	-29%
	NBL	21	30	43%	26	25	-4%
	NBT	1293	1120	-13%	914	807	-12%
	NBR	22	64	191%	30	61	103%
	SBL	24	41	71%	44	55	25%
	SBT	710	666	-6%	1366	1253	-8%
	SBR	14	12	-14%	27	30	11%
	<b>Overall:</b>		2525	2297	-9%	2774	2592
<b>Average Arterial Growth:</b>		<b>15002</b>	<b>13586</b>	<b>-10%</b>	<b>17063</b>	<b>15284</b>	<b>-10%</b>

Notes:  
 (1) 2006 Baseline Volumes Were Derived From Wells + Associates' July 12, 2007 Falls Church Gateway TIA.  
 (2) 2010 Counts Performed on January 14, 2010.  
 (3) Counts provided in this table have been balanced between study intersections for each year

## CAPACITY ANALYSIS

Existing peak hour levels of service were estimated at the seven key existing intersections in the study area based on the existing lane usage and traffic control, the existing traffic volumes, and the Highway Capacity Manual methodology (Synchro version 7).

The Synchro model used in this study contained intersections that are outside of the study area. At the request of City staff, these intersections were included in the traffic operation simulations in order to most accurately model vehicle progression along the Washington Street corridor. Capacity analysis results are not reported for those intersections located outside of the study area.

Existing traffic signal timings were provided by the City and/or Arlington County for this study.

The results are presented in Appendix C and summarized in Table 3-2 and Figure 3-2, and indicate the following:

1. All of the approaches and overall intersections operate at acceptable levels of service at the following signalized locations:
  - Lee Highway/Fairfax Drive/Washington Boulevard.
  - N. Washington Street/Gresham Place.
  - N. Washington Street/Columbia Street.

Note that while the Gresham Place intersection is currently controlled by an emergency traffic signal, gaps in through traffic on N. Washington Street are created by the traffic signal at Westmoreland Street. The Synchro analysis has been modeled to reflect this condition.

2. All approaches and intersection operate at acceptable levels of service at the Lee Highway/N. Washington Street/Westmorland Street signalized intersection, with the exception of the eastbound and westbound Westmoreland Street approaches that currently operates at LOS "E" or "F" during the AM and/or PM peak hour. These side-street delays are

likely due to the amount of green time currently allocated to the through traffic on N. Washington Street that operates at LOS "A" or "B".

3. All of the turning movements at the stop sign controlled Site Entrance and Jefferson Street intersections on N. Washington Street and the Gresham Place/Site Entrance intersection currently operate at acceptable levels of service during both the AM and PM peak hours.

In general, all of the intersections currently operate at overall acceptable levels of service during both the AM and PM peak hours. A few limited movements and/or approaches currently operate at LOS "E" during one of these periods.

## QUEUING ANALYSIS

Queuing analyses and results are summarized on Table 3-3 and report the 95<sup>th</sup> percentile queue for each of the intersections studied.

The overall results show that significant queuing is currently experienced in the peak hour, peak direction (northbound during the AM peak hour, southbound during the PM peak hour) along North Washington Street. This will primarily occur at the major intersections of Fairfax Drive, Westmoreland Street, and Columbia Street.

Under existing conditions, the northbound North Washington Street through movements reaches or exceeds the available storage at the Fairfax Drive intersection during both the AM and PM peak hours. This causes the queue to extend beyond the Westmoreland Street intersection, located approximately 285 feet to the south.

Table 3-2

Falls Church Gateway

Existing Intersection Level of Service Summary

Intersection	Operating Condition	Approach/ Movement	Without Falls Church Gateway	
			Existing 2010	
			AM	PM
1: Lee Highway/Fairfax Drive/ Washington Boulevard	Signal	EBL	D(53.6)	D(46.5)
		EBT	D(50.2)	D(49.9)
		EBR	D(35.9)	D(39.2)
		NBT	C(20.2)	C(30.6)
		SBL	B(10.9)	B(10.3)
		SBT	A(5.9)	B(12.2)
		<b>Overall</b>	<b>C(28.6)</b>	<b>C(30.6)</b>
2: Lee Highway/Westmoreland Street	Signal	EBLTR	E(58.5)	E(60.4)
		WBLTR	F(102.8)	E(77.7)
		NBLTR	A(6.1)	A(5.4)
		SBLTR	A(9.3)	B(14.9)
		<b>Overall</b>	<b>B(13.8)</b>	<b>B(13.7)</b>
3: N. Washington Street/Gresham Place	Emergency Signal With Preemption	EBLTR	D(48.9)	D(50.6)
		WBLTR	D(49.0)	D(50.9)
		NBLTR	A(6.9)	A(5.1)
		SBLTR	A(1.7)	A(4.0)
		<b>Overall</b>	<b>A(5.2)</b>	<b>A(5.1)</b>
4: N. Washington Street/Site Entrance	STOP	EBLTR	B[10.0]	E[35.5]
		WBLTR	E[36.9]	B[14.9]
		NBL	A[0.1]	A[0.0]
		SBL	A[0.3]	A[0.1]
5: N. Washington Street/Jefferson Street	STOP	EBLTR	C[18.1]	C[19.9]
		WBLTR	B[11.0]	B[13.4]
		NBL	A[0.4]	A[0.8]
		SBL	A[0.5]	A[0.9]
6: N. Washington Street/Columbia Street	Signal	EBLTR	D(37.0)	D(47.0)
		WBLTR	D(44.2)	C(34.4)
		NBL	B(11.3)	C(20.9)
		NBTR	B(18.5)	C(24.3)
		SBL	B(13.6)	B(10.2)
		SBTR	B(10.2)	B(13.3)
		<b>Overall</b>	<b>B(19.5)</b>	<b>C(20.9)</b>
7: Gresham Place/Site Entrance	STOP	WBLT	A[0.6]	A[0.0]
		NBLR	A[8.5]	A[8.7]

Notes: Numbers in parentheses () represent delay at signalized intersections in seconds per vehicle.  
 Numbers in square brackets [] represent delay at unsignalized intersections in seconds per vehicle.

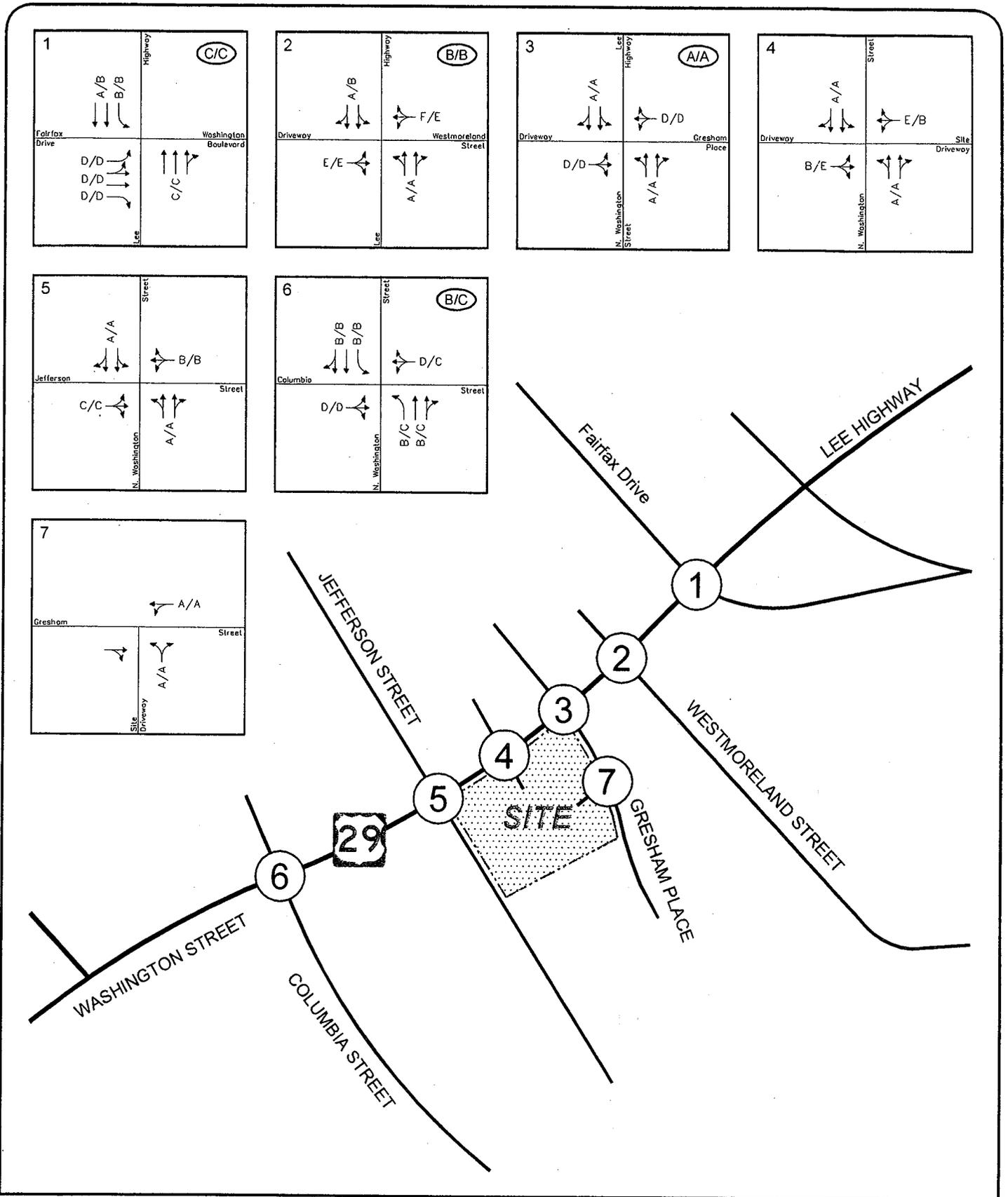
Table 3-3  
 Falls Church Gateway  
 Existing 95th Percentile Queue Summary

Intersection	Operating Condition	Approach/ Movement	Available Stacking Distance	W/O Falls Church Gateway Project	
				Existing 2010	
				AM	PM
1. Washington Street/ Fairfax Drive	Signal	EBL		512	406
		EBT		454	452
		EBR		83	203
		NBT	284	252	290
		SBL		m3	m6
		SBT		m98	m456
2. Washington Street/ Westmoreland Street	Signal	EBLTR		0	19
		WBLTR		254	136
		NBT	233	362	231
		SBT	284	127	417
3. Washington Street/ Gresham Place	Emergency Signal With Preemption	EBLTR		0	20
		WBLTR		32	35
		NBLTR	204	253	163
		SBLTR	233	m44	96
4. Washington Street/ Site Entrance	STOP	EBLTR		0	1
		WBLTR		1	2
		NBL	471	0	0
		SBL	204	1	0
5. Washington Street/ Jefferson Street	STOP	EBLTR		5	9
		WBLTR		7	3
		NBL	471	1	2
		SBL	142	1	3
6. Washington Street/ Columbia Street	Signal	EBLTR		134	194
		WBLTR		213	135
		NBL		m21	m19
		NBT		391	313
		SBL	471	30	36
		SBT	471	181	404
7. Gresham Place/ Site Entrance	STOP	NBL		0	2

Notes: 95th Percentile Queue is measured in feet.

"m" Volume for 95th percentile queue is metered by upstream signal.

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JCP



## **SECTION 4 ANALYSIS OF FUTURE CONDITIONS WITHOUT DEVELOPMENT**

### **TRAFFIC VOLUMES**

For the purposes of this analysis, it was assumed that the proposed development would be complete and occupied by 2013. Background traffic forecasts without the development of the subject property for both 2013 and 2017 conditions were derived through a composite of existing traffic, traffic associated with pipeline developments, and increases in traffic associated with regional growth were developed.

**Methodology/Assumptions.** The existing lane use and traffic control shown on Figure 3-2 was used in the future conditions without development analysis.

**Pipeline Developments.** Traffic generated by three (3) other developments mentioned previously was included in this study.

The number of trips expected to be generated by the adjacent development projects was calculated using the standard rates and equations published in the Institute of Transportation Engineers Trip Generation, Eighth Edition. Development densities for each of the projects listed were derived from previous studies in the area obtained or prepared by Wells + Associates.

A summary of the background trip generation information is shown in Table 4-1 for 2013 buildout conditions and indicates that a total of 239 weekday AM peak hour trips, 368 weekday PM peak hour trips, and 3,225 daily trips would be added to the existing roadway network in 2013.

Traffic generated by the pipeline developments were applied to the roadway network based on previous studies, where applicable. A composite of pipeline development trips are shown on Figure 4-1. Individual traffic assignments are contained in Appendix D.

**Regional Growth.** Based on discussions with City staff and VDOT, an annual growth rate of 1.5 percent per year from 2010 to 2013 and 2010 to 2017 was applied to existing volumes. Regional traffic growth volumes are shown on Figures 4-2 for the year 2013 and 4-3 for 2017, respectively.

**Future Traffic Volumes Without Development.** Background future forecasts for 2013 and 2017 were developed by adding the existing traffic volumes (Figure 3-1) to traffic generated by pipeline developments (Figure 4-1) and regional growth rates (Figures 4-2 and 4-3). The resultant forecasts are summarized on Figures 4-4 and 4-5.

Table 4-1  
Falls Church Gateway  
Pipeline Development Trip Generation Summary

Land Use	ITE Land Use Code	Amount	Units	AM Peak Hour			PM Peak Hour			Average Daily Traffic
				In	Out	Total	In	Out	Total	
<b>Easton</b>										
<b>ITE Vehicle-Trips (1)</b>										
Residential	230	205	D.U.	16	76	92	72	36	108	1,198
Retail	814	8,500	S.F.	0	0	0	18	24	42	365
<b>Total</b>				<b>16</b>	<b>76</b>	<b>92</b>	<b>91</b>	<b>59</b>	<b>150</b>	<b>1,563</b>
<b>ITE Person-Trips (2) (4)</b>										
Residential	230	205	D.U.	18	88	105	83	41	124	1,378
Retail	814	8,500	S.F.	0	0	0	30	38	67	584
<b>Total</b>				<b>18</b>	<b>88</b>	<b>105</b>	<b>113</b>	<b>79</b>	<b>191</b>	<b>1,962</b>
<b>Site Generated Trips (3)</b>										
Residential	230	205	D.U.	10	46	55	43	21	65	719
Retail	814	8,500	S.F.	0	0	0	16	20	37	318
<b>Total</b>				<b>10</b>	<b>46</b>	<b>55</b>	<b>59</b>	<b>42</b>	<b>101</b>	<b>1,037</b>
<b>Northgate - Falls Church (1)</b>										
<b>Previous Program</b>										
Apartment	220	124	DU	13	50	63	50	27	77	896
Shopping Center	820	22,900	SF	15	9	24	41	45	86	983
<i>Transit Reduction, 5% (Residential Only)</i>										
				1	3	4	3	1	4	45
<i>Pass-by Reduction, 2% (Retail Only)</i>										
				0	0	0	1	1	2	20
<b>Total New Trips</b>				<b>27</b>	<b>56</b>	<b>83</b>	<b>87</b>	<b>70</b>	<b>157</b>	<b>1,815</b>
<b>Current Program</b>										
Apartment	220	95	DU	10	38	48	38	21	59	721
Condo/Townhouse	230	10	DU	1	3	4	3	2	5	59
Shopping Center	820	22,900	SF	15	9	24	41	45	86	983
General Office	710	14,452	SF	19	3	22	4	18	22	159
<i>Transit Reduction, 5% (Residential Only)</i>										
				1	2	3	2	1	3	36
<i>Pass-by Reduction, 2% (Retail Only)</i>										
				0	0	0	1	1	2	20
<b>Total New Trips</b>				<b>43</b>	<b>48</b>	<b>91</b>	<b>80</b>	<b>82</b>	<b>162</b>	<b>1,807</b>
<b>Falls Church Gateway Existing Building (1)</b>										
Total Existing Office Square Feet	710	64,500	SF	116	16	132	26	125	151	952
<i>Non-Auto Trip Reduction 5%</i>										
Net Vehicle-Trips				-6	-1	-7	-1	-6	-8	-48
Existing Occupied Space Site Trips (5)		44,737	SF	110	15	125	25	119	143	904
<b>Total New Site Trips (Vacant Space)</b>		<b>19,763</b>	<b>SF</b>	<b>82</b>	<b>11</b>	<b>93</b>	<b>16</b>	<b>90</b>	<b>105</b>	<b>411</b>
<b>Total Background Trips</b>				<b>135</b>	<b>105</b>	<b>239</b>	<b>155</b>	<b>214</b>	<b>368</b>	<b>3,255</b>

Notes:

(1) Trip generation based on the Institute of Transportation Engineers' *Trip Generation*, 8th Edition.

(2) Assumptions

	Residential	Retail
Non-auto mode split	0%	0%
Average vehicle occupancy (persons per vehicle)	1.15	1.60

(3) Assumptions

	Residential	Retail
Non-auto mode split	40%	13%
Average vehicle occupancy (persons per vehicle)	1.15	1.60

(4) Non-auto mode splits were adapted from the *Development-Related Ridership Survey II*, Washington Metropolitan Area Transit Authority, December 1989.

(5) Based on counts collected on Thursday, January 14, 2010

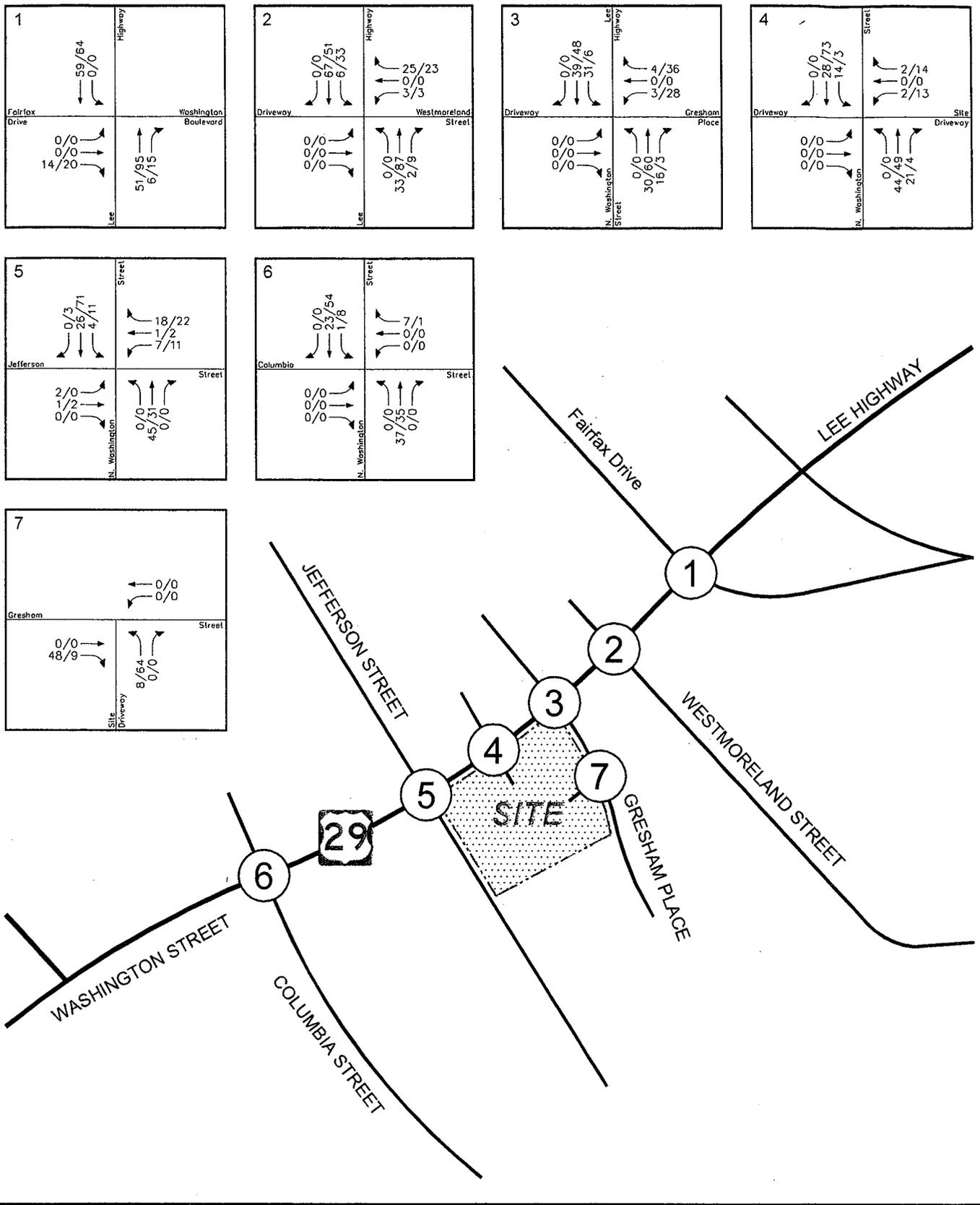


Figure 4-1  
Trips Generated by All Pipeline Developments

AM PEAK HOUR  
PM PEAK HOUR  
000/000

North

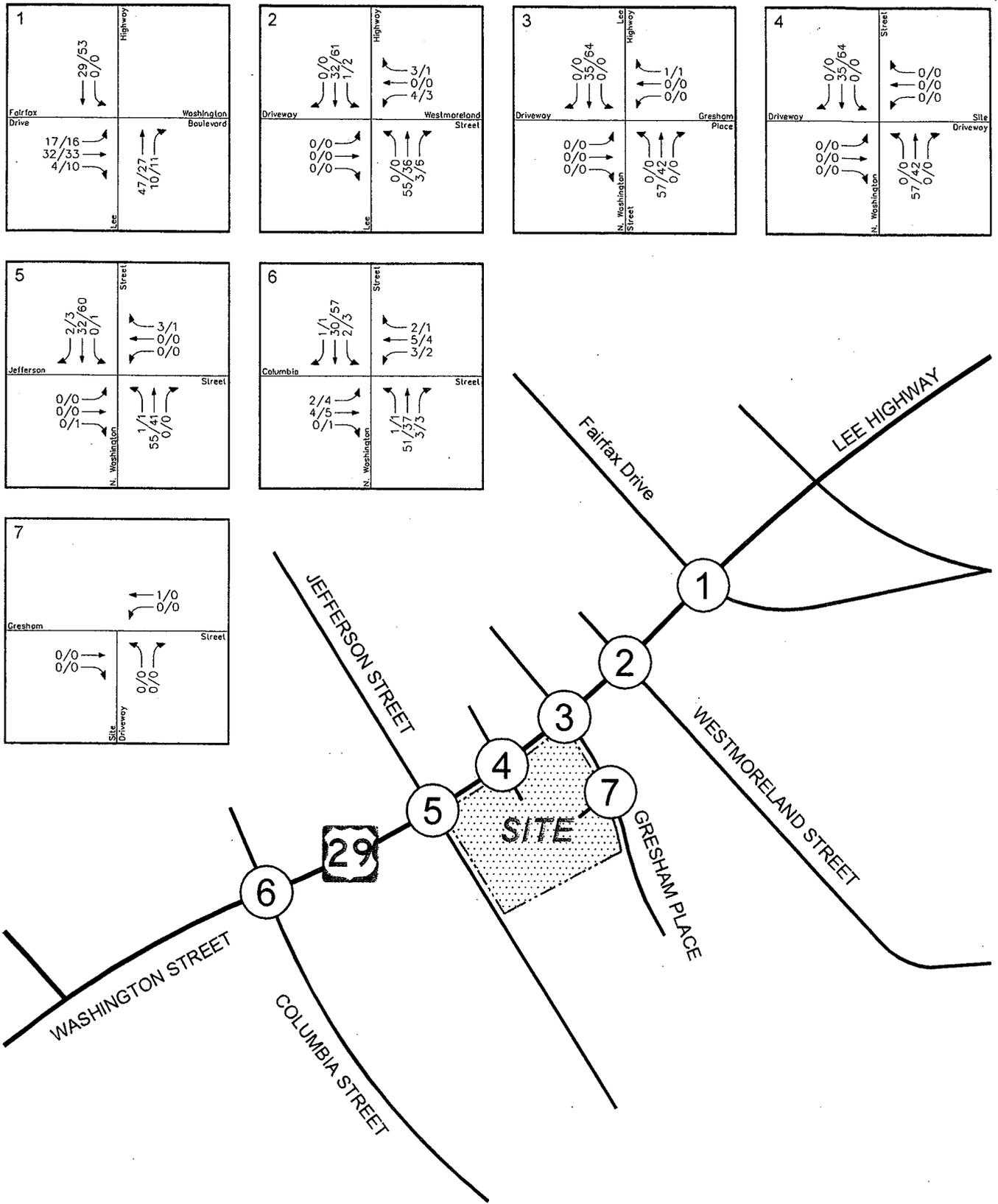


Figure 4-2  
2013 Regional Growth for Build-Out



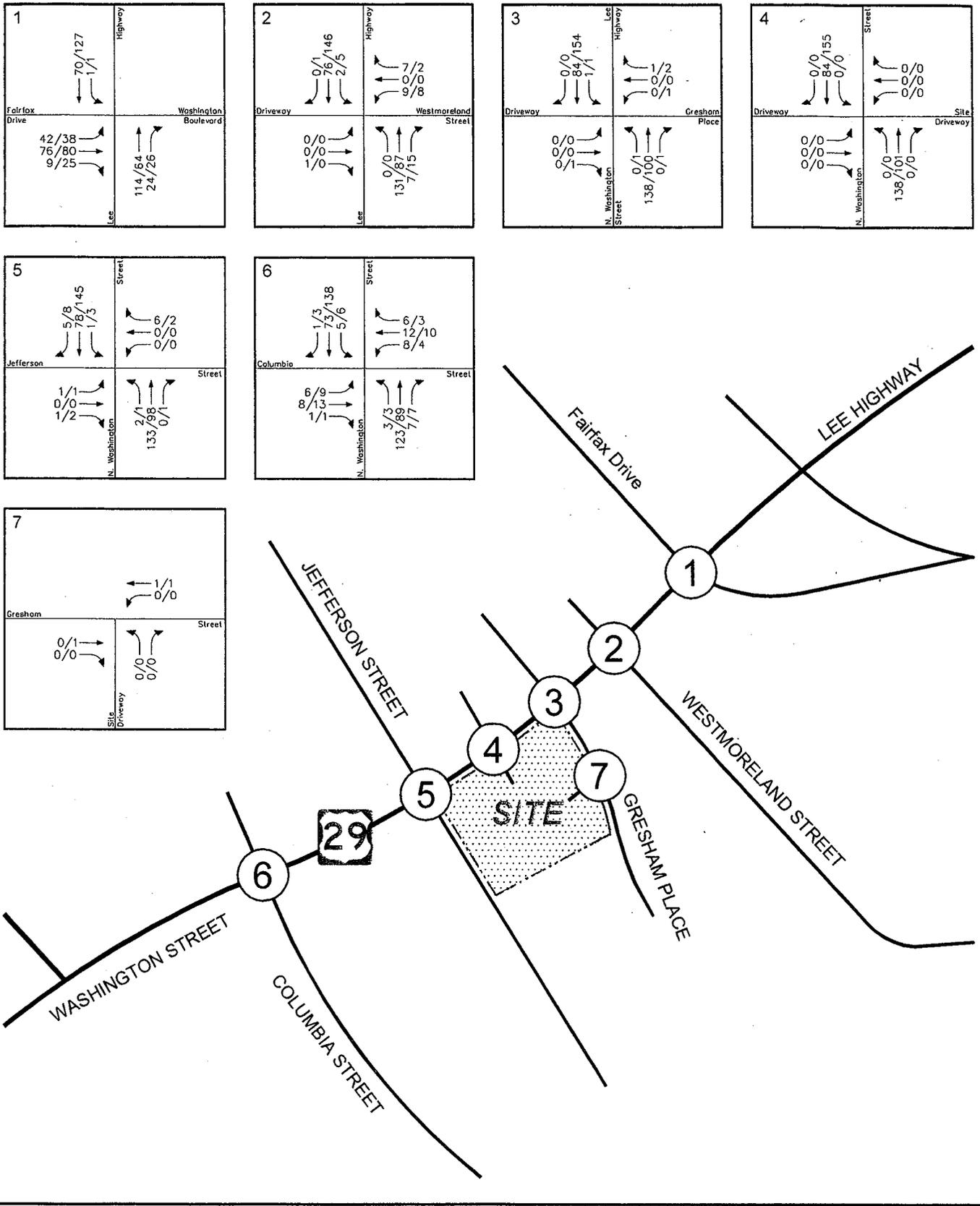


Figure 4-3  
2017 Regional Growth for Build-Out



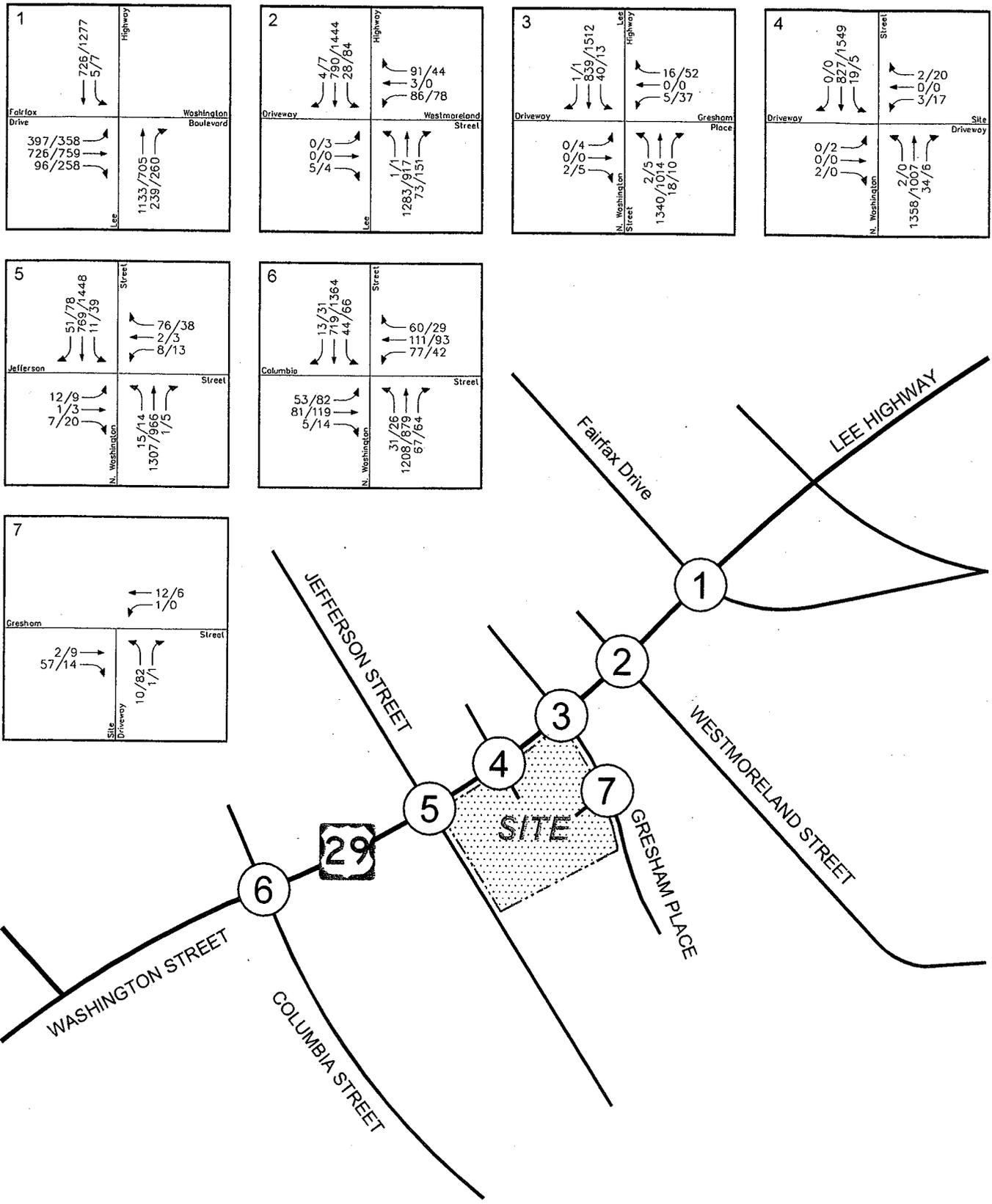


Figure 4-4  
2013 Peak Hour Traffic Forecasts without Development



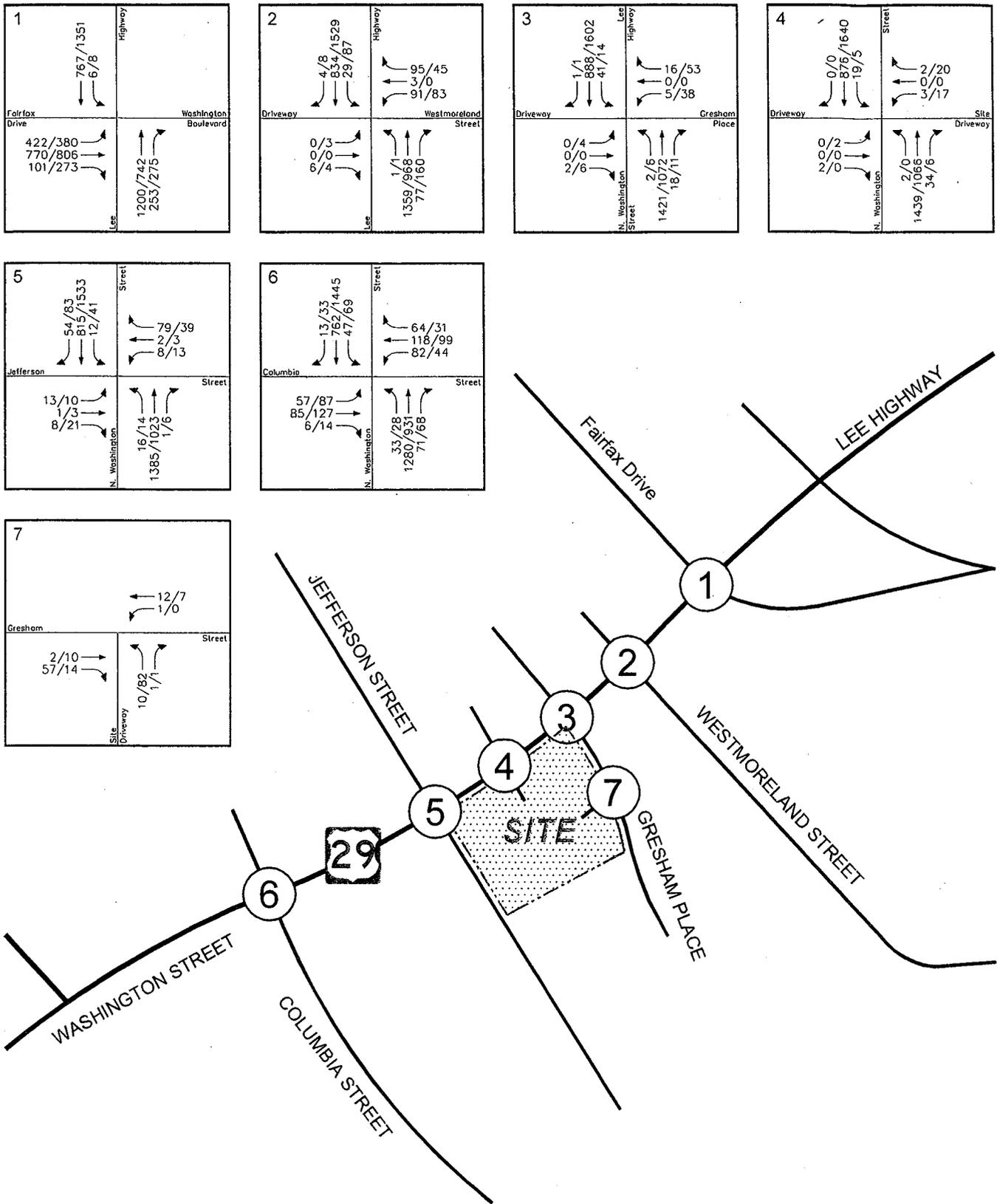


Figure 4-5  
2017 Peak Hour Traffic Forecasts without Development

AM PEAK HOUR  
000/000  
PM PEAK HOUR



## CAPACITY ANALYSIS

Future peak hour levels of service, without the redevelopment of the proposed Falls Church Gateway Plaza, were calculated at all intersections in the study area for 2013 and 2017. The analyses are based on the existing lane use and traffic control shown on Figure 3-1 and the Synchro 7 methodology. The results are presented in Appendices E and F and are summarized in Table 4-2. They are shown on Figures 4-6 and 4-7 and discussed below:

### Year 2013

1. All approaches and overall intersection would continue to operate at acceptable levels of service at the Lee Highway/Fairfax Drive/Washington Boulevard signalized intersection, with the exception of the eastbound left turn movement from the I-66 off-ramp during the AM peak hour that would operate at LOS "E".
2. The overall level of service at the Lee Highway/N. Washington Street/Westmorland Street signalized intersection would continue to be realized in 2013. However, as identified under existing conditions, the eastbound and westbound Westmoreland Street approaches would continue to operate at LOS "E" or "F" during the AM and/or PM peak hours based on existing signal timings and phasing.
3. All of the approaches and overall intersection would continue to operate at acceptable levels of service at the N. Washington Street/Gresham Place intersection and at the N. Washington Street/Columbia Street intersection during both the AM and PM peak hours.
4. The westbound side-street approach at the N. Washington Street/Site Entrance is anticipated to operate at LOS "E" during the PM peak hour.
5. All of the turning movements at the stop sign controlled N. Washington

Street/Jefferson Street and Gresham Place/Site Entrance intersections would continue to operate at acceptable levels of service during both the AM and PM peak hours.

### Year 2017

The results for 2017 without redevelopment of Falls Church Gateway are generally consistent with those identified under 2013 conditions. All of the signalized intersections would continue to operate at overall acceptable levels of service. Some increases in delay would be realized on the side street approaches, with selected movements and/or approaches expected to operate at LOS "E".

## QUEUING ANALYSIS

Queuing analyses and results are summarized on Table 4-3 and report the 95<sup>th</sup> percentile queue for each of the intersections studied.

The results are generally consistent with existing conditions, with increases in vehicle queues primarily in the peak hour, peak direction.

Table 4-2

## Falls Church Gateway

## Background Intersection Level of Service Summary

Intersection	Operating Condition	Approach/Movement	Without Falls Church Gateway Project					
			Existing 2010		Background 2013		Background 2017	
			AM	PM	AM	PM	AM	PM
1: Lee Highway/Fairfax Drive/ Washington Boulevard	Signal	EBL	D(53.6)	D(46.5)	E(57.3)	D(48.1)	E(64.0)	D(51.0)
		EBT	D(50.2)	D(49.9)	D(52.7)	D(52.4)	E(57.9)	E(57.4)
		EBR	D(35.9)	D(39.2)	D(36.3)	D(40.4)	D(36.5)	D(41.4)
		NBT	C(20.2)	C(30.6)	C(21.2)	C(31.1)	C(22.6)	C(31.4)
		SBL	B(10.9)	B(10.3)	B(12.9)	B(11.8)	B(14.9)	B(12.8)
		SBT	A(5.9)	B(12.2)	A(7.2)	B(13.7)	A(7.8)	B(14.7)
		<b>Overall</b>	<b>C(28.6)</b>	<b>C(30.6)</b>	<b>C(29.7)</b>	<b>C(31.8)</b>	<b>C(32.4)</b>	<b>C(33.7)</b>
2: Lee Highway/Westmoreland Street	Signal	EBLTR	E(58.5)	E(60.4)	E(58.1)	E(59.4)	E(58.1)	E(59.1)
		WBLTR	F(102.8)	E(77.7)	F(149.0)	F(89.2)	F(167.0)	F(94.3)
		NBLTR	A(6.1)	A(5.4)	A(6.6)	A(6.6)	A(7.0)	A(6.7)
		SBLTR	A(9.3)	B(14.9)	B(10.4)	C(27.3)	B(10.7)	C(34.6)
		<b>Overall</b>	<b>B(13.8)</b>	<b>B(13.7)</b>	<b>B(18.9)</b>	<b>C(22.0)</b>	<b>C(20.5)</b>	<b>C(26.4)</b>
3: N. Washington Street/Gresham Place	Emergency Signal With Preemption	EBLTR	D(48.9)	D(50.6)	D(48.5)	D(49.7)	D(48.5)	D(49.4)
		WBLTR	D(49.0)	D(50.9)	D(48.8)	D(52.1)	D(48.8)	D(51.9)
		NBLTR	A(6.9)	A(5.1)	A(7.6)	A(5.8)	A(8.1)	A(6.1)
		SBLTR	A(1.7)	A(4.0)	A(2.3)	A(3.5)	A(2.4)	A(3.3)
		<b>Overall</b>	<b>A(5.2)</b>	<b>A(5.1)</b>	<b>A(6.0)</b>	<b>A(6.2)</b>	<b>A(6.3)</b>	<b>A(6.2)</b>
4: N. Washington Street/Site Entrance	STOP	EBLTR	B[10.0]	E[35.5]	B[10.1]	E[43.3]	B[10.2]	E[44.8]
		WBLTR	E[36.9]	B[14.9]	D[30.1]	C[18.0]	D[32.8]	C[17.8]
		NBL	A[0.1]	A[0.0]	A[0.1]	A[0.0]	A[0.1]	A[0.0]
		SBL	A[0.3]	A[0.1]	A[1.2]	A[0.2]	A[1.3]	A[0.2]
5: N. Washington Street/Jefferson Street	STOP	EBLTR	C[18.1]	C[19.9]	C[21.7]	D[26.7]	C[22.3]	D[28.2]
		WBLTR	B[11.0]	B[13.4]	C[15.7]	C[19.6]	C[16.6]	C[19.9]
		NBL	A[0.4]	A[0.8]	A[0.5]	A[1.0]	A[0.6]	A[1.1]
		SBL	A[0.3]	A[0.9]	A[0.5]	A[1.3]	A[0.6]	A[1.5]
6: N. Washington Street/Columbia Street	Signal	EBLTR	D(37.0)	D(47.0)	D(36.5)	D(48.0)	D(36.7)	D(50.0)
		WBLTR	D(44.2)	C(34.4)	D(44.9)	C(33.9)	D(46.7)	C(33.5)
		NBL	B(11.3)	C(20.9)	B(13.2)	C(22.1)	B(13.4)	C(24.0)
		NBTR	B(18.5)	C(24.3)	C(21.5)	C(23.6)	C(22.2)	C(23.9)
		SBL	B(13.6)	B(10.2)	B(17.7)	B(11.8)	C(21.2)	B(13.5)
		SBTR	B(10.2)	B(13.3)	B(10.9)	B(15.9)	B(11.6)	B(17.8)
		<b>Overall</b>	<b>B(19.5)</b>	<b>C(20.9)</b>	<b>C(21.4)</b>	<b>C(21.9)</b>	<b>C(22.2)</b>	<b>C(23.2)</b>
7: Gresham Place/Site Entrance	STOP	WBLT	A[0.6]	A[0.0]	A[0.6]	A[0.0]	A[0.6]	A[0.0]
		NBLR	A[8.5]	A[8.7]	A[8.8]	A[9.1]	A[8.8]	A[9.1]

Notes: Numbers in parentheses () represent delay at signalized intersections in seconds per vehicle.

Numbers in square brackets [] represent delay at unsignalized intersections in seconds per vehicle.

## SECTION 5 TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT

### TRIP GENERATION

The volume of trips generated by the proposed Falls Church Gateway Plaza was calculated using the standard rates and equations published in the Institute of Transportation Engineers Trip Generation, Eighth Edition.

As discussed with the City and VDOT, adjustments for non-auto mode share, internal trips, and passby trips were made to reflect the project's proximity to the Metrorail station, bus routes, and trails.

The following adjustments were made:

#### Non-Auto Adjustments:

Retail:	0 percent
Office:	5 percent
Residential:	20 percent

Adjustments for internal trips (5 percent) and retail passby trips (2 percent) were also applied based on discussions with the City and consistent with the traffic study scoping agreement.

These adjustments are considered to be conservative since data published in WMATA's 2005 Development-Related Ridership Survey suggests that the non-auto mode share would be much greater for each of the uses studied.

The results are summarized on Table 5-1, and indicate that the mixed-use project would generate 292 trips (169 in and 123 out) during the AM peak hour, 277 trips (105 in and 174 out) during the PM peak hour, and 2,394 daily (24-hour) trips.

When subtracting the traffic currently generated by the site (32 AM trips/38 PM trips), the proposed project would generate 260 net new trips (141 in and 119 out) during the AM peak hour, 239 net new trips (96 in and 145 out) during the PM peak hour, and 1,694 daily (24-hour) trips.

### SITE TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of peak hour trips generated by Falls Church Gateway Plaza and other approved projects was determined based on existing travel patterns and previous traffic studies in the area. The following distribution was used for site-generated traffic:

- 27 percent from the west via North Washington Street.
- Three (3) percent from the north via Jefferson Street.
- 10 percent from the north via Fairfax Drive.
- 45 percent from the east via Lee Highway.
- Six (6) percent from the south via Jefferson Street.
- Nine (9) percent from the south via Columbia Street.

Note that the outbound trips are split in the eastbound direction to utilize Westmorland Street, I-66 and Lee Highway.

The vehicle trips were assigned to the road network to utilize both the existing driveway on North Washington Street and Gresham Place based on the location and operation of the parking that will be provided on-site.

Direct access to the parking garage will be provided from Gresham Place. Thus, all of the office generated trips were assigned to this entrance. The majority of retail trips were assigned to the North Washington Street entrance since access to the parking garage intended to serve these uses will be provided from this driveway. Residential trips were assumed to use both the North Washington Street and Gresham Place entrances since while residents will understand the site, a portion of these trips will be visitors and deliveries, etc.

The resulting traffic assignments and directional distributions are shown on Figure 5-1. Individual assignments for office, retail, and residential uses are shown in Appendix G.

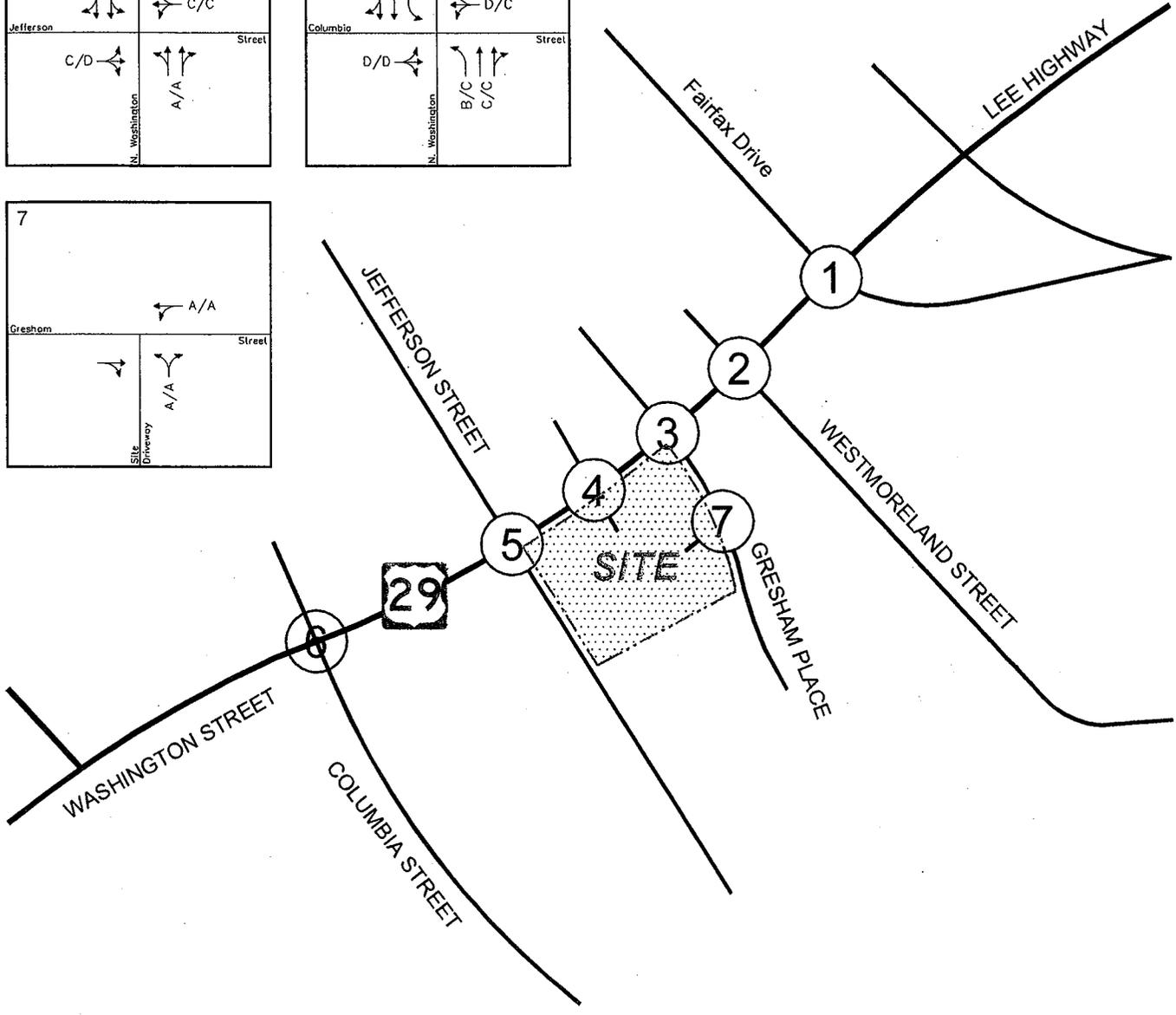
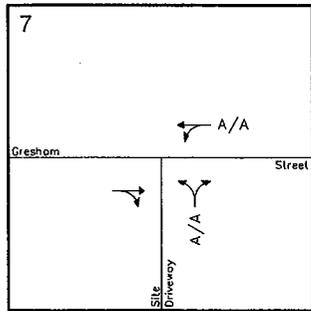
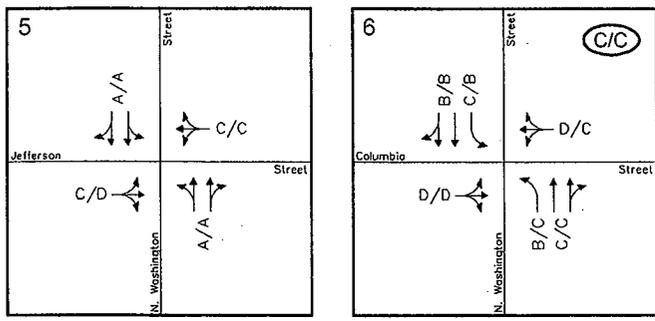
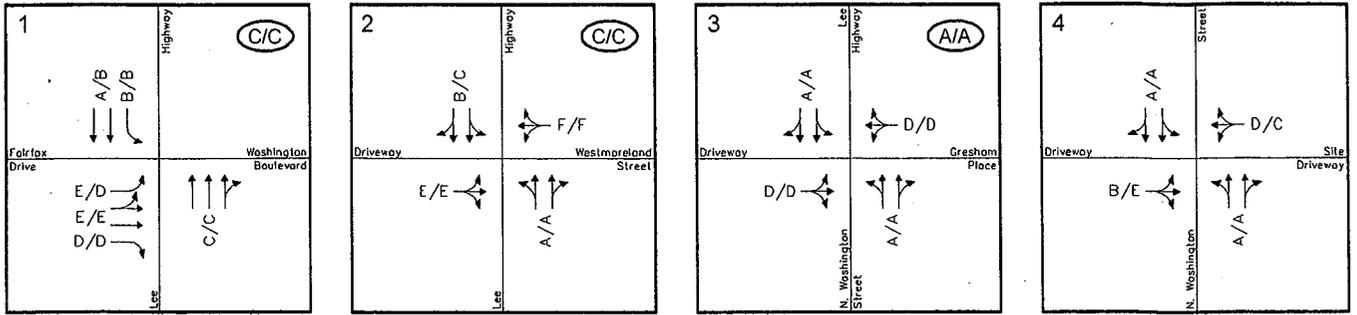


Figure 4-7  
2017 Levels of Service Without Development



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Table S-1  
Falls Church Gateway  
Site Trip Generation (1)

Development	ITE Land Use Code	Amount	Units	AM Peak Hour		PM Peak Hour		Average Daily Traffic
				In	Out	In	Out	
Apartment	220	200	DU	20	82	83	45	1,336
		200	DU	20	82	83	45	1,172
Specialty Retail	814	12,781	SF	42	45	15	20	566
General Office	710	71,397	SF	126	17	27	132	1,029
		84,178	SF	168	62	42	152	1,595
<b>Total Trips</b>				<b>188</b>	<b>144</b>	<b>125</b>	<b>197</b>	<b>2,767</b>
Internal Trip Reduction, 5%				-8	-3	-11	-8	-80
Total External Residential Trips				20	82	83	45	1,172
Total External Specialty Retail Trips				40	43	14	19	538
Total External General Office Trips				120	16	26	125	978
<b>Total External Trips</b>				<b>180</b>	<b>141</b>	<b>123</b>	<b>189</b>	<b>2,687</b>
Transit Trip Reductions				-4	-16	-17	-9	-234
Residential Non-Auto Trip Reduction	20%			0	0	0	0	0
Retail Non-Auto Trip Reduction	0%			-6	-1	-1	-6	-42
Office Non-Auto Trip Reduction	5%			-10	-17	-18	-15	-283
Total Non-Auto Trip Reductions:								
Total External Non-Transit Residential Trips				16	66	66	36	938
Total External Non-Transit Retail Trips				40	43	14	19	538
Total External Non-Transit Office Trips				114	15	25	119	1,433
<b>Total External Non-Transit Trips</b>				<b>130</b>	<b>81</b>	<b>91</b>	<b>155</b>	<b>1,867</b>
Passby Trip Reduction, 2%				-1	-1	0	0	-11
New Total Residential Trips				16	66	66	36	938
New Total Retail Trips				39	42	14	19	527
New Total Office Trips				114	15	25	119	1,433
<b>Total New Trips</b>				<b>169</b>	<b>123</b>	<b>105</b>	<b>174</b>	<b>2,394</b>
Displaced Existing Office Trips(2)		64,500	GSF(3)	-28	-4	-32	-22	-710
<b>Total Net New Trips</b>				<b>141</b>	<b>119</b>	<b>96</b>	<b>145</b>	<b>1,684</b>

Note: (1) Trip generation based on Institute of Transportation Engineers Trip Generation, 8th Edition.

(2) Based on counts collected on Thursday, January 14, 2010

(3) Average Daily Traffic estimated based on ITE rates for General Office.

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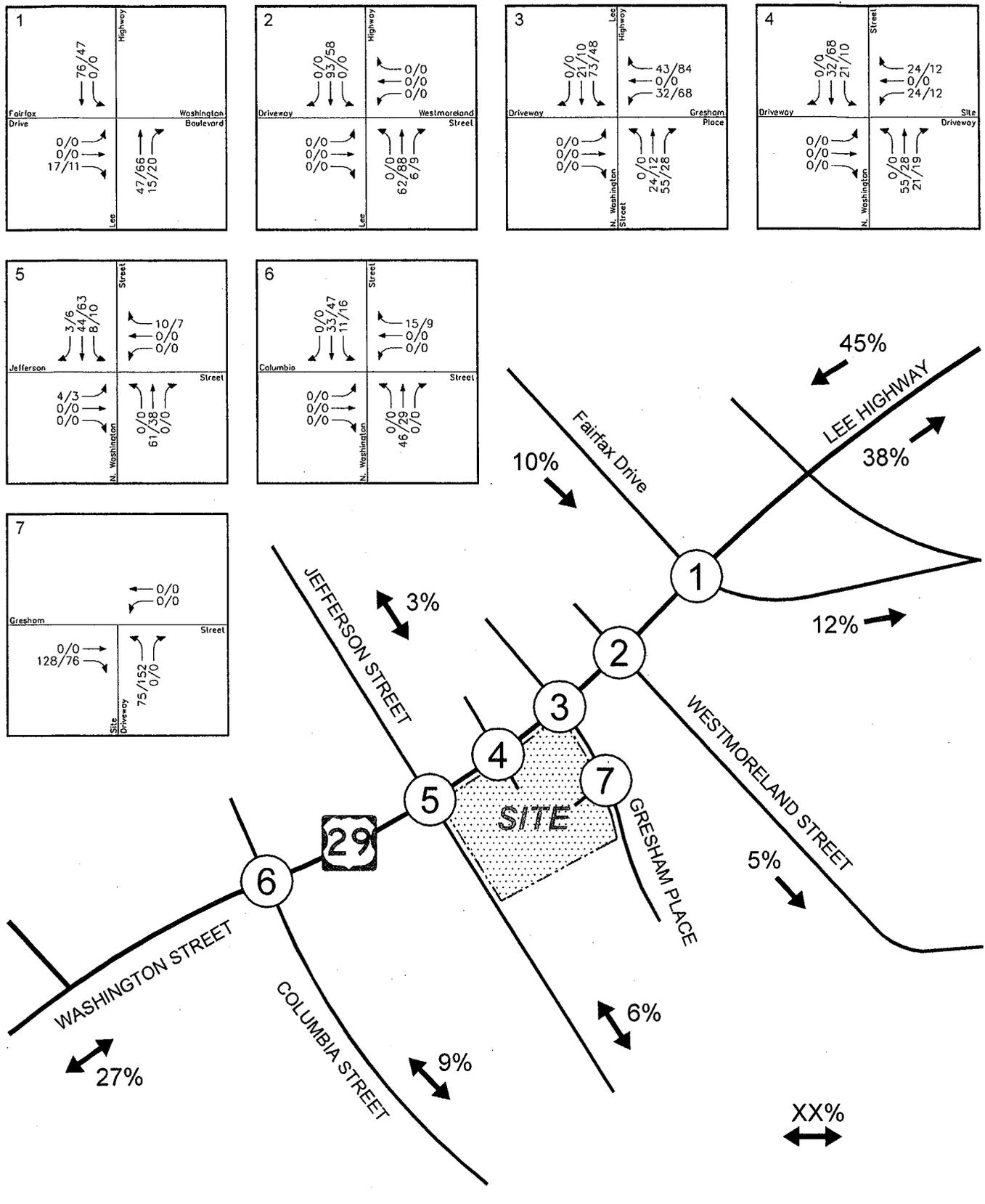


Figure 5-1  
Site Trip Distribution and Assignments

AM PEAK HOUR  
PM PEAK HOUR  
000/000

North

JCP

## **SECTION 6 ANALYSIS OF FUTURE CONDITIONS WITH DEVELOPMENT**

### **TRAFFIC VOLUMES**

Total future forecasts for were developed by adding the existing traffic volumes, traffic generated by adjacent developments, and the traffic generated by the proposed project, and are summarized on Figures 6-1 and 6-2 for 2013 and 2017 conditions.

### **CAPACITY ANALYSIS**

Future peak hour levels of service with Falls Church Gateway Plaza were estimated at the key intersections in the study area based on the total future traffic forecasts are shown on Figures 6-1 and 6-2, the existing lane usage and traffic controls shown on Figure 3-1, and the Synchro 7 methodology. The results are presented in Appendices H and I. They are summarized in Table 6-1 and Figures 6-3 and 6-4 and discussed below.

#### Year 2013 (Project Buildout)

1. All of the signalized intersections would continue to operate at overall acceptable levels of service during both the AM and PM peak hours with redevelopment of Falls Church Gateway.
2. All of the movements at the signalized Lee Highway/Fairfax Drive/Washington Boulevard intersections would continue to operate at acceptable levels of service, with the exception of the eastbound left turn movement that is anticipated to operate at LOS "E" during the AM peak hour but with no increase in delay, similar without development conditions.
3. The eastbound and westbound approaches at the N. Washington Street/Westmoreland Street intersection are expected to operate at LOS "E" or "F" during the AM and/or PM peak hours, as is the case under the condition without development. All other

movements and approaches would operate at acceptable levels of service.

4. The westbound approach of Gresham Street at N. Washington Street is forecasted to operate at LOS "F" during the PM peak hour based on the operation of the existing emergency traffic signal. The overall intersection and all other approaches would operate at acceptable levels of service.
5. The eastbound and/or westbound turning movements at the Site Entrance on N. Washington Street are expected to operate at LOS "E" during the AM and/or PM peak hour under stop control.
6. All of the approaches at the N. Washington Street/Jefferson Street stop controlled intersection are expected to operate at acceptable levels of service during the AM and PM peak hour, with the exception of the eastbound approach that would operate at LOS "E" during the PM peak hour in 2013.
7. All of the approaches and overall intersection would continue to operate at acceptable levels of service during both the AM and PM peak hours at the N. Washington Street/Columbia Street intersection.
8. All of the movements at the Site Entrance on Gresham Place are forecasted to operate at acceptable levels of service during both the AM and PM peak hours under stop control.

#### Year 2017

1. The results are consistent with those outlined under 2013 conditions. All of the signalized intersections would continue to operate at overall acceptable levels of service during both the AM and PM peak hours with redevelopment of Falls Church Gateway.
2. The eastbound and westbound left and/or

through movements at the Lee Highway/Fairfax Drive/Washington Boulevard intersection would operate at LOS "E" in 2017 during both the AM and PM peak hours, as is the case under the condition without development.

3. All of the remaining intersections are forecasted to operate similar to 2013 conditions, but with slight increases in delay.

### **QUEUING ANALYSIS**

Queuing analyses and results are summarized on Table 6-2 and report the 95<sup>th</sup> percentile queue for each of the intersections studied. These results show similar constraints to those summarized under conditions without development.

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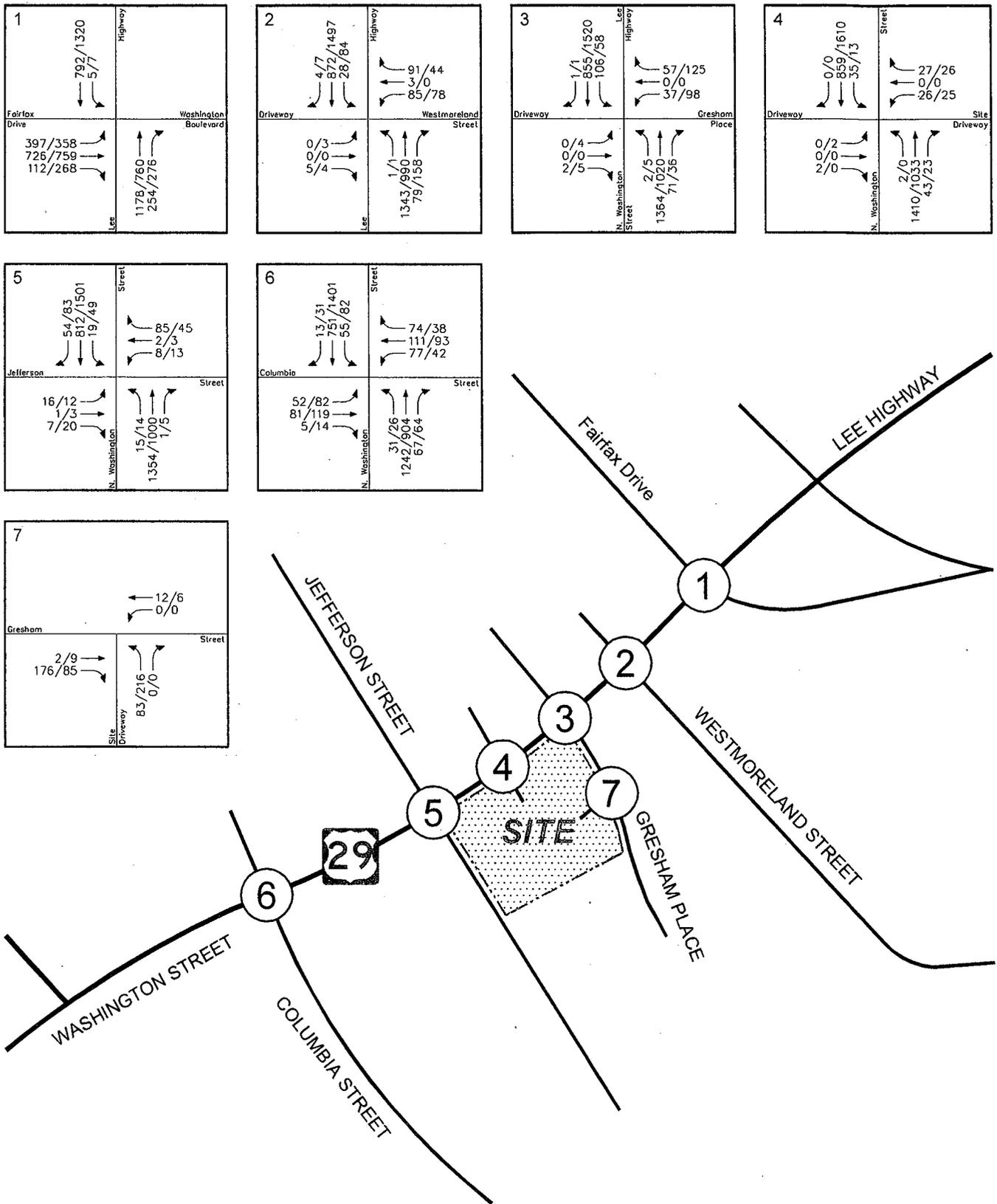


Figure 6-1  
2013 Future Peak Hour Traffic Forecasts with Development

AM PEAK HOUR  
PM PEAK HOUR  
000/000

North

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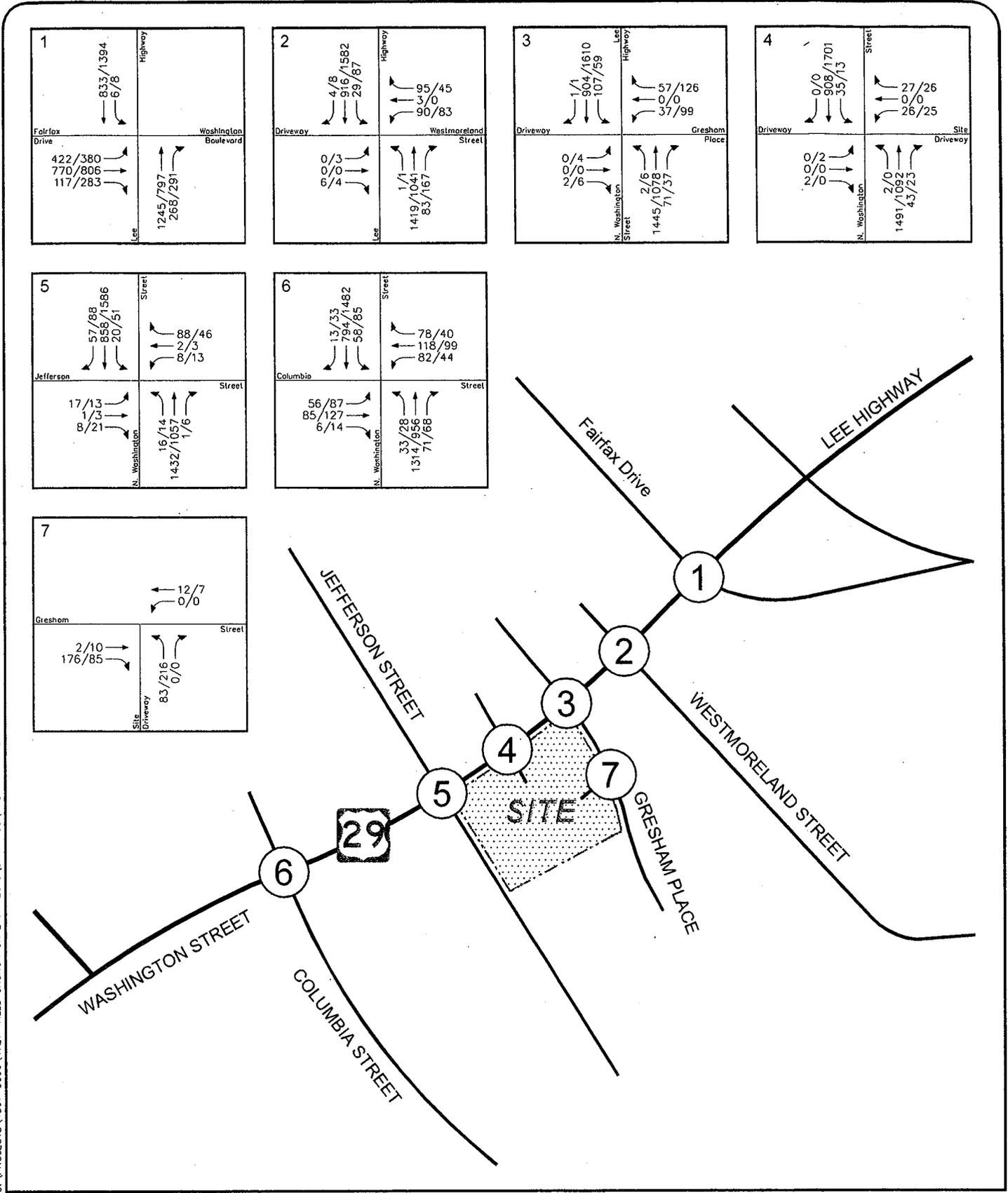


Figure 6-2  
2017 Future Peak Hour Traffic Forecasts with Development



JCP



Table 6-1  
 Falls Church Gateway  
 Total Future Intersection Level of Service Summary

Intersection	Operating Condition	Approach/Movement	Without Falls Church Gateway Project						With Falls Church Gateway Project			
			Existing 2010		Background 2013		Background 2017		Total Future 2013		Total Future 2017	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1: Lee Highway/Fairfax Drive/ Washington Boulevard	Signal	EBL	D(53.6)	D(46.5)	E(57.3)	D(48.1)	E(64.0)	D(51.0)	E(57.3)	D(48.1)	E(64.0)	D(51.0)
		EBT	D(50.2)	D(49.9)	D(52.7)	D(52.4)	E(57.9)	E(57.4)	D(52.7)	D(52.4)	E(57.9)	E(57.4)
		EBR	D(35.9)	D(39.2)	D(36.3)	D(40.4)	D(36.5)	D(41.4)	D(36.7)	D(40.9)	D(36.8)	D(42.2)
		NBT	C(20.2)	C(30.6)	C(21.2)	C(31.1)	C(22.6)	C(31.4)	C(22.3)	C(32.6)	C(24.0)	C(32.8)
		SBL	B(10.9)	B(10.3)	B(12.9)	B(11.8)	B(14.9)	B(12.8)	B(14.5)	B(13.3)	B(16.1)	B(13.6)
		SBT	A(5.9)	B(12.2)	A(7.2)	B(13.7)	A(7.8)	B(14.7)	A(8.1)	B(14.3)	A(8.7)	B(15.3)
		Overall	C(28.6)	C(30.6)	C(29.7)	C(31.8)	C(32.4)	C(33.7)	C(29.8)	C(32.2)	C(32.6)	C(34.1)
2: Lee Highway/Westmoreland Street	Signal	EBLTR	E(58.5)	E(60.4)	E(58.1)	E(59.4)	E(58.1)	E(59.1)	E(58.1)	E(59.1)	E(58.1)	E(59.0)
		WBLTR	F(102.8)	E(77.7)	F(149.0)	F(89.2)	F(167.0)	F(94.3)	F(143.7)	F(87.0)	F(164.9)	F(93.3)
		NBLTR	A(6.1)	A(5.4)	A(6.6)	A(6.6)	A(7.0)	A(6.7)	A(7.7)	A(9.5)	A(8.2)	A(9.7)
		SBLTR	A(9.3)	B(14.9)	B(10.4)	C(27.3)	B(10.7)	C(34.6)	B(10.6)	C(32.1)	B(11.0)	D(45.2)
		Overall	B(13.8)	B(13.7)	B(18.9)	C(22.0)	C(20.5)	C(26.4)	B(18.5)	C(25.4)	C(20.4)	C(33.0)
3: N. Washington Street/Gresham Place	Emergency Signal With Preemption	EBLTR	D(48.9)	D(50.6)	D(48.5)	D(49.7)	D(48.5)	D(49.4)	D(48.5)	D(49.4)	D(48.5)	D(49.3)
		WBLTR	D(49.0)	D(50.9)	D(48.8)	D(52.1)	D(48.8)	D(51.9)	D(51.0)	F(86.2)	D(51.0)	F(87.9)
		NBLTR	A(6.9)	A(5.1)	A(7.6)	A(5.8)	A(8.1)	A(6.1)	A(8.1)	A(6.0)	A(8.6)	A(6.3)
		SBLTR	A(1.7)	A(4.0)	A(2.3)	A(3.5)	A(2.4)	A(3.3)	A(8.9)	A(4.1)	B(10.6)	A(4.0)
		Overall	A(5.2)	A(5.1)	A(6.0)	A(6.2)	A(6.3)	A(6.2)	B(10.0)	B(11.3)	B(10.9)	B(11.3)
4: N. Washington Street/Site Entrance	STOP	EBLTR	B[10.0]	E[35.5]	B[10.1]	E[43.3]	B[10.2]	E[44.8]	B[10.1]	E[48.7]	B[10.2]	F[50.9]
		WBLTR	E[36.9]	B[14.9]	D[30.1]	C[18.0]	D[32.8]	C[17.8]	E[43.9]	C[20.7]	F[50.4]	C[20.6]
		NBL	A[0.1]	A[0.0]	A[0.1]	A[0.0]	A[0.1]	A[0.0]	A[0.1]	A[0.0]	A[0.1]	A[0.0]
		SBL	A[0.3]	A[0.1]	A[1.2]	A[0.2]	A[1.3]	A[0.2]	A[2.4]	A[0.6]	A[2.6]	A[0.7]
5: N. Washington Street/Jefferson Street	STOP	EBLTR	C[18.1]	C[19.9]	C[21.7]	D[26.7]	C[22.3]	D[28.2]	D[25.7]	F[35.9]	D[26.4]	F[35.2]
		WBLTR	B[11.0]	B[13.4]	C[15.7]	C[19.6]	C[16.6]	C[19.9]	C[16.6]	C[21.3]	C[17.7]	C[20.6]
		NBL	A[0.4]	A[0.8]	A[0.5]	A[1.0]	A[0.6]	A[1.1]	A[0.5]	A[1.3]	A[0.6]	A[1.2]
		SBL	A[0.3]	A[0.9]	A[0.5]	A[1.3]	A[0.6]	A[1.5]	A[1.0]	A[2.0]	A[1.0]	A[1.9]
6: N. Washington Street/Columbia Street	Signal	EBLTR	D(37.0)	D(47.0)	D(36.5)	D(48.0)	D(36.7)	D(50.0)	D(35.9)	D(49.0)	D(36.3)	D(51.0)
		WBLTR	D(44.2)	C(34.4)	D(44.9)	C(33.9)	D(46.7)	C(33.5)	D(45.6)	C(34.0)	D(47.8)	C(33.6)
		NBL	B(11.3)	C(20.9)	B(13.2)	C(22.1)	B(13.4)	C(24.0)	B(13.4)	C(22.6)	B(13.6)	C(24.4)
		NBTR	B(18.5)	C(24.3)	C(21.5)	C(23.6)	C(22.2)	C(23.9)	C(22.0)	C(23.5)	C(22.7)	C(23.7)
		SBL	B(13.6)	B(10.2)	B(17.7)	B(11.8)	C(21.2)	B(13.5)	C(20.2)	B(12.8)	C(24.2)	B(14.6)
		SBTR	B(10.2)	B(13.3)	B(10.9)	B(15.9)	B(11.6)	B(17.8)	B(11.3)	B(16.5)	B(12.0)	B(18.5)
		Overall	B(19.5)	C(20.9)	C(21.4)	C(21.9)	C(22.2)	C(23.2)	C(21.8)	C(22.3)	C(22.8)	C(23.5)
7: Gresham Place/Site Entrance	STOP	WBLT	A[0.6]	A[0.0]	A[0.6]	A[0.0]	A[0.6]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]
		NBLR	A[8.5]	A[8.7]	A[8.8]	A[9.1]	A[8.8]	A[9.1]	A[9.6]	B[10.5]	A[9.6]	B[10.6]

Notes: Numbers in parentheses ( ) represent delay at signalized intersections in seconds per vehicle.  
 Numbers in square brackets [ ] represent delay at unsignalized intersections in seconds per vehicle.

Table 6-2  
 Falls Church Gateway  
 Total Future 95th Percentile Queue Summary

Intersection	Operating Condition	Approach/ Movement	Available Stacking Distance	With Falls Church Gateway Project			
				Total Future 2013		Total Future 2017	
				AM	PM	AM	PM
1. Washington Street/ Fairfax Drive	Signal	EBL		551	430	605	461
		EBT		481	477	548	543
		EBR		112	282	117	290
		NBT	284	m317	378	m347	401
		SBL		m4	m6	m5	m7
		SBT		m140	m537	m150	m580
2. Washington Street/ Westmoreland Street	Signal	EBLTR		0	19	0	19
		WBLTR		319	200	344	217
		NBT	233	467	363	515	392
		SBT	284	161	582	170	626
3. Washington Street/ Gresham Place	Emergency Signal With Preemption	EBLTR		0	20	0	20
		WBLTR	100	98	330	98	334
		NBLTR	204	318	197	354	216
		SBLTR	233	m485	90	m526	m89
4. Washington Street/ Site Entrance	STOP	EBLTR		0	2	0	2
		WBLTR		42	18	48	18
		NBL	471	0	0	0	0
		SBL	204	7	2	7	2
5. Washington Street/ Jefferson Street	STOP	EBLTR		11	20	12	23
		WBLTR		23	20	26	21
		NBL	471	1	3	2	3
		SBL	142	3	5	3	6
6. Washington Street/ Columbia Street	Signal	EBLTR		141	207	151	227
		WBLTR		244	148	267	156
		NBL		m21	m19	m22	m19
		NBT		432	330	458	342
		SBL	471	37	48	38	50
		SBT	471	208	487	224	540
7. Gresham Place/ Site Entrance	STOP	NBL		9	32	9	32

Notes: 95th Percentile Queue is measured in feet.

"m" Volume for 95th percentile queue is metered by upstream signal.

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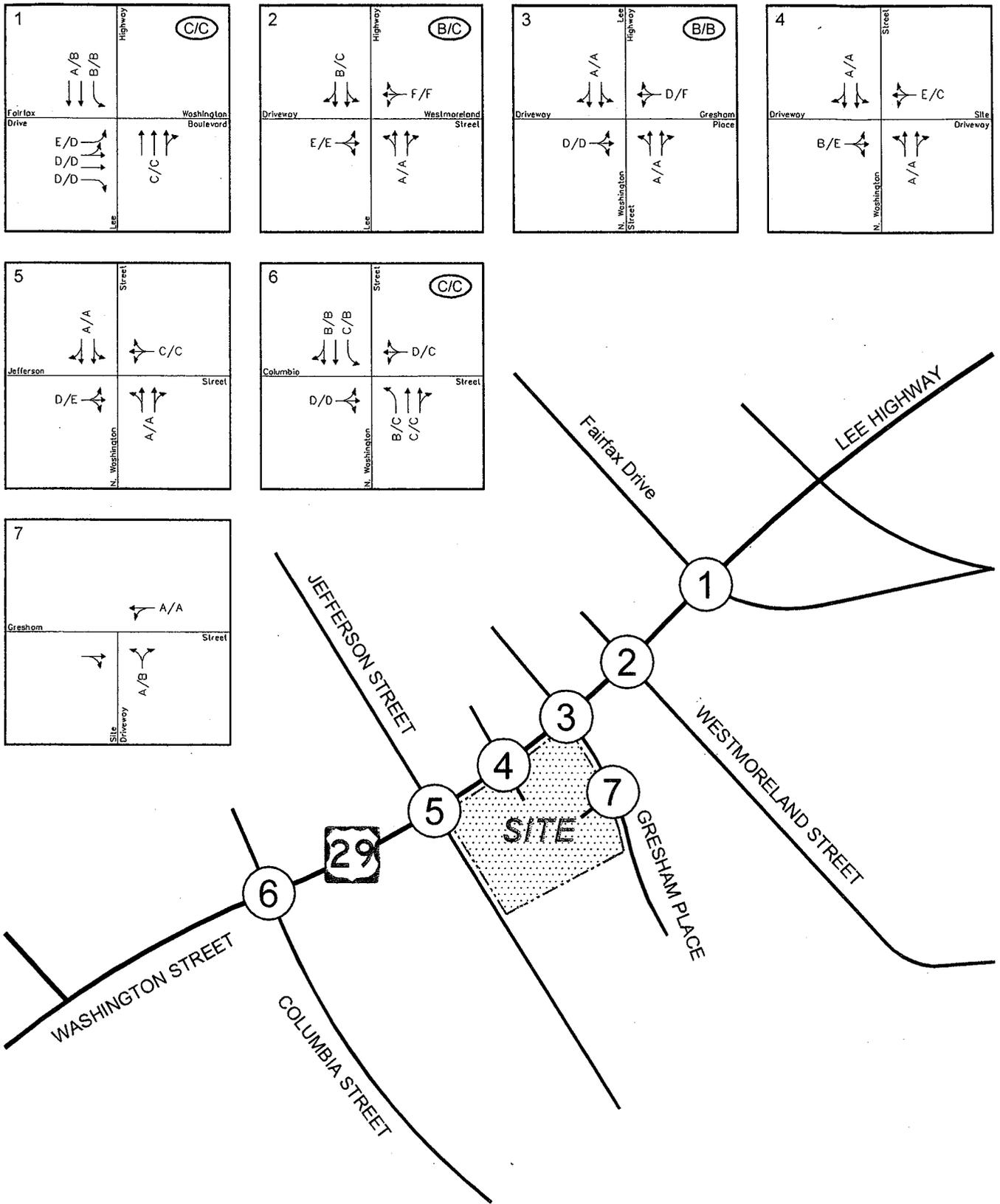


Figure 6-3  
2013 Levels of Service With Development



North

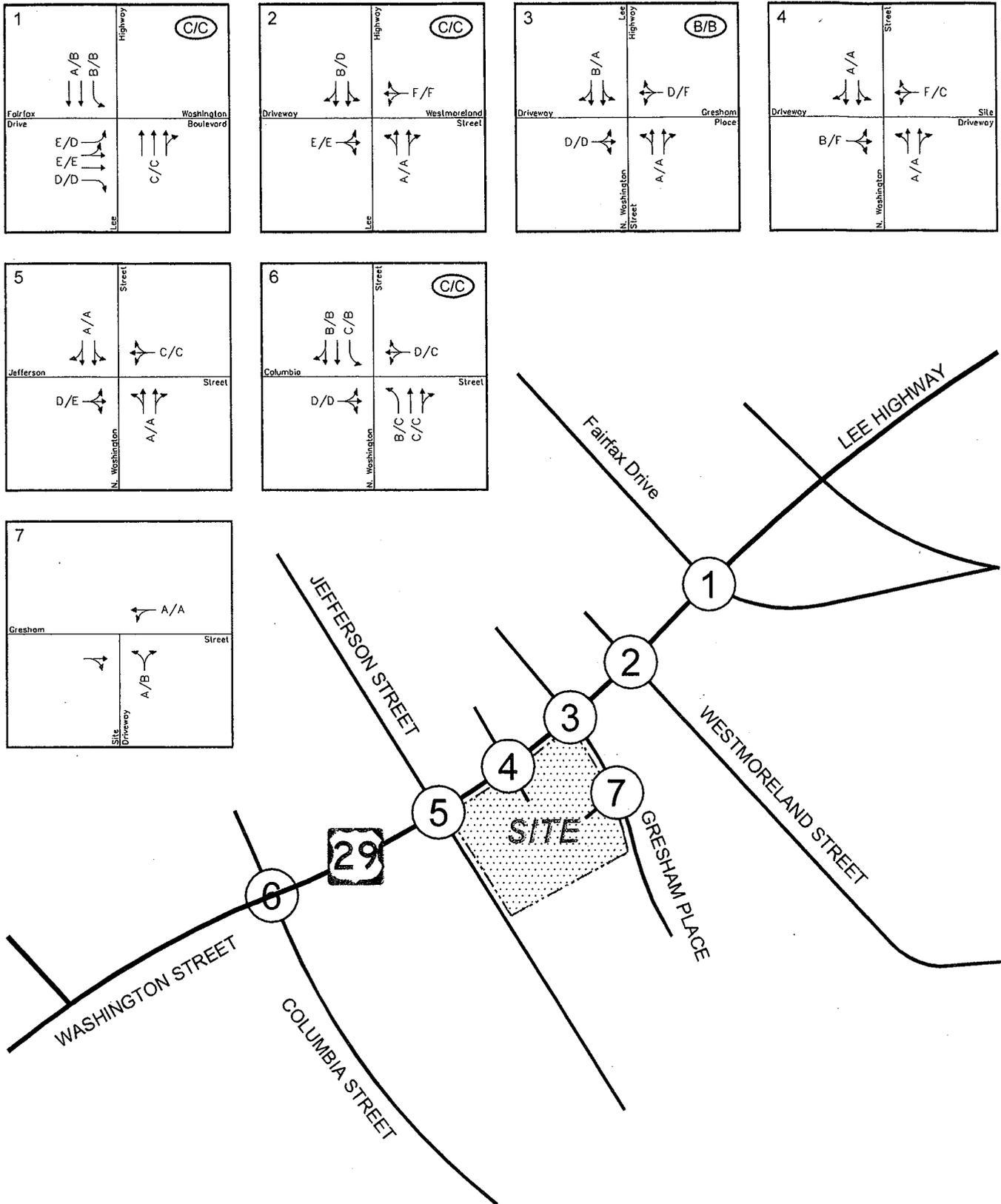


Figure 6-4  
2017 Levels of Service With Development



## SECTION 7 RECOMMENDED IMPROVEMENTS

### LIST OF IMPROVEMENTS

Capacity analyses were prepared for total future 2013 and 2017 conditions to identify the roadway improvements required beyond those specified under background conditions without the site development.

The additional improvements specifically associated with the proposed development include the following (refer to Figure 7-1 and Table 7-1 for levels of service summaries):

1. Consider traffic signal timing modifications to the Lee Highway/Fairfax Drive/Washington Boulevard intersection and the N. Washington Street/Westmoreland Street intersection to shift approximately 5 to 10 seconds from the Lee Highway/N. Washington Street mainline to the side-street approaches. This shift would reduce delays and queuing for these movements; however, it is recognized that this change would impact other adjacent intersections and through traffic movements. Further, the 140-second cycle length also impacts the delay and queue in the corridor. This cycle length could potentially be reduced to an overall cycle length of 120 to 100 seconds and may have a positive impact to the corridor, but requires further discussion with the City.
2. Convert the existing emergency traffic signal with pre-emption at the N. Washington Street/Gresham Place intersection to a fully operational traffic signal within the N. Washington Street corridor. Traffic approaching Gresham Place is stopped by the recently installed traffic signal at Westmoreland Street. Thus, conversion of this traffic signal would improve pedestrian mobility and safety and allow all approaches to operate at acceptable levels of service in both 2013 and 2017.
3. Widen Gresham Place along the site boundary to provide two westbound lanes approaching North Washington Street, designated as a shared left-through lane and a separate right turn lane. This improvement would facilitate right turns by providing storage for left turning vehicles at the intersection, thereby reducing delays and queuing potential. The combination of this improvement along with conversion of the existing emergency signal to a full signal would bring the delay experienced by eastbound vehicles exiting Gresham Place with the development of Falls Church Gateway back to the amount of delay that would be realized without the proposed development.
4. The future analyses indicate that although the eastbound side street approach of Jefferson Street at the N. Washington Street intersection are forecasted to operate at LOS "E" under future conditions, this intersection is in close proximity to the existing Gresham Place intersection (approximately 375 feet) and the traffic simulation indicates that these maneuvers would function adequately utilizing gaps in traffic created by the Gresham Place traffic signal. Thus, improvements to this intersection are not proposed.
5. The eastbound and/or westbound movements from the Site Entrance on N. Washington Street are forecasted to operate at LOS "E" under future conditions. However, these turns are expected to utilize gaps in N. Washington Street through traffic to enter the mainline traffic stream and have access to the traffic signal at Gresham Place through the parking garage if necessary. Thus, improvements to this intersection are not proposed.

### QUEUING ANALYSIS

Queuing analyses and results are summarized on Table 7-2 and report the 95<sup>th</sup> percentile queue for each of the intersections studied, assuming the modifications discussed above.

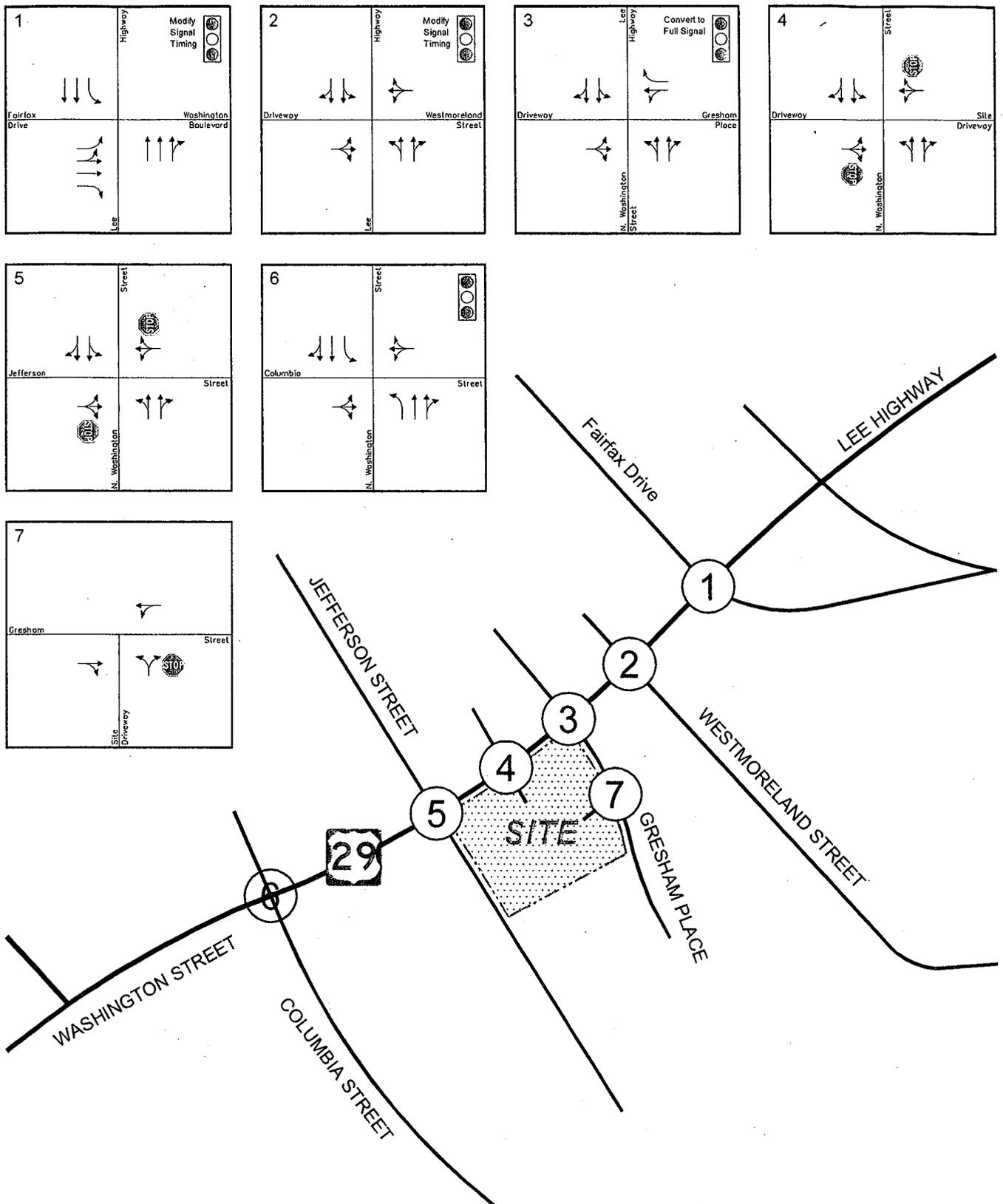


Figure 7-1  
Recommended Improvements Lane Use and Traffic Control

- ← Represents One Travel Lane
- Ⓢ Signalized Intersection
- Ⓢ Stop Sign
- ▲ North

Table 7-1

Falls Church Gateway

Total Future Intersection Level of Service Summary With Improvements

Intersection	Operating Condition	Approach/Movement	Without Falls Church Gateway Project						With Falls Church Gateway Project				
			Existing 2010		Background 2013		Background 2017		Total Future 2013		Total Future 2017		
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
1: Lee Highway/Fairfax Drive/ Washington Boulevard	Signal	EBL	D(53.6)	D(46.5)	E(57.3)	D(48.1)	E(64.0)	D(51.0)	E(57.3)	D(48.1)	E(64.0)	D(51.0)	
		EBT	D(50.2)	D(49.9)	D(52.7)	D(52.4)	E(57.9)	E(57.4)	D(52.7)	D(52.4)	E(57.9)	E(57.4)	
		EBR	D(35.9)	D(39.2)	D(36.3)	D(40.4)	D(36.5)	D(41.4)	D(36.7)	D(40.9)	D(36.8)	D(42.2)	
		NBT	C(20.2)	C(30.6)	C(21.2)	C(31.1)	C(22.6)	C(31.4)	C(22.3)	C(32.6)	C(24.0)	C(32.8)	
		SBL	B(10.9)	B(10.3)	B(12.9)	B(11.8)	B(14.9)	B(12.8)	B(14.5)	B(13.3)	B(16.1)	B(13.6)	
		SBT	A(5.9)	B(12.2)	A(7.2)	B(13.7)	A(7.8)	B(14.7)	A(8.1)	B(14.3)	A(8.7)	B(15.3)	
		Overall	C(26.6)	C(30.6)	C(29.7)	C(31.8)	C(32.4)	C(33.7)	C(29.8)	C(32.2)	C(32.6)	C(34.1)	
	Modify Signal Timing to Shift Green Time From Mainline to Minor Approach (4 Seconds AM and PM)	Signal	EBL	N/A	N/A	N/A	N/A	N/A	N/A	D(47.8)	D(42.5)	D(51.5)	D(45.8)
			EBT	N/A	N/A	N/A	N/A	N/A	N/A	D(45.6)	D(45.4)	D(48.2)	D(49.8)
			EBR	N/A	N/A	N/A	N/A	N/A	N/A	C(33.7)	D(37.8)	C(33.9)	D(39.5)
			NBT	N/A	N/A	N/A	N/A	N/A	N/A	D(45.7)	C(23.8)	D(47.5)	C(23.3)
			SBL	N/A	N/A	N/A	N/A	N/A	N/A	B(16.3)	B(15.0)	B(18.5)	B(15.2)
			SBT	N/A	N/A	N/A	N/A	N/A	N/A	A(9.3)	B(16.5)	A(10.0)	B(17.1)
		Overall	N/A	N/A	N/A	N/A	N/A	N/A	D(37.1)	C(28.4)	D(39.1)	C(29.8)	
2: Lee Highway/Westmoreland Street	Signal	EBLTR	E(58.5)	E(60.4)	E(58.1)	E(59.4)	E(58.1)	E(59.1)	E(58.1)	E(59.1)	E(58.1)	E(59.0)	
		WBLTR	F(102.8)	E(77.7)	F(149.0)	F(89.2)	F(167.0)	F(94.3)	F(143.7)	F(87.0)	F(164.9)	F(93.3)	
		NBLTR	A(6.1)	A(5.4)	A(6.6)	A(6.6)	A(7.0)	A(6.7)	A(7.7)	A(9.5)	A(8.2)	A(9.7)	
		SBLTR	A(9.3)	B(14.9)	B(10.4)	C(27.3)	B(10.7)	C(34.6)	B(10.6)	C(32.1)	B(11.0)	D(45.2)	
		Overall	B(13.8)	B(13.7)	B(18.9)	C(22.0)	C(20.5)	C(26.4)	B(18.5)	C(25.4)	C(20.4)	C(33.0)	
	Modify Signal Timing to Shift Green Time From Mainline to Minor Approaches (12 Seconds AM, 5 Seconds PM)	Signal	EBLTR	N/A	N/A	N/A	N/A	N/A	N/A	E(59.1)	E(59.3)	E(57.9)	E(58.9)
			WBLTR	N/A	N/A	N/A	N/A	N/A	N/A	E(70.6)	E(73.7)	E(73.2)	E(75.8)
			NBLTR	N/A	N/A	N/A	N/A	N/A	N/A	B(19.5)	B(17.0)	C(22.0)	B(17.5)
			SBLTR	N/A	N/A	N/A	N/A	N/A	N/A	B(13.4)	D(38.2)	B(14.7)	D(51.8)
			Overall	N/A	N/A	N/A	N/A	N/A	N/A	C(21.0)	C(31.2)	C(23.1)	D(39.1)
3: N. Washington Street/Gresham Place	Emergency Signal With Preemption	EBLTR	D(48.9)	D(50.6)	D(48.5)	D(49.7)	D(48.5)	D(49.4)	D(48.5)	D(49.4)	D(48.5)	D(49.3)	
		WBLTR	D(49.0)	D(50.9)	D(48.8)	D(52.1)	D(48.8)	D(51.9)	D(51.0)	F(86.2)	D(51.0)	F(87.9)	
		NBLTR	A(6.9)	A(5.1)	A(7.6)	A(5.8)	A(8.1)	A(6.1)	A(8.1)	A(6.0)	A(8.6)	A(6.3)	
		SBLTR	A(1.7)	A(4.0)	A(2.3)	A(3.5)	A(2.4)	A(3.3)	A(8.9)	A(4.1)	B(10.6)	A(4.0)	
		Overall	A(5.2)	A(5.1)	A(6.0)	A(6.2)	A(6.3)	A(6.2)	B(10.0)	B(11.3)	B(10.9)	B(11.3)	
	Construct Separate Westbound Right Turn Lane, Adjust Signal Timing, Convert to Fully Operational Traffic Signal	Signal	EBLTR	N/A	N/A	N/A	N/A	N/A	N/A	D(44.5)	D(48.3)	D(44.0)	D(48.0)
			WBLTR	N/A	N/A	N/A	N/A	N/A	N/A	D(46.0)	D(53.5)	D(45.5)	D(53.1)
			WBLR	N/A	N/A	N/A	N/A	N/A	N/A	D(44.9)	D(49.0)	D(44.4)	D(48.7)
			NBLTR	N/A	N/A	N/A	N/A	N/A	N/A	B(10.6)	A(6.5)	B(11.6)	A(6.9)
			SBLTR	N/A	N/A	N/A	N/A	N/A	N/A	B(12.7)	A(5.5)	B(15.0)	A(6.1)
	Overall	N/A	N/A	N/A	N/A	N/A	N/A	B(12.7)	A(9.5)	B(14.1)	A(9.8)		
4: N. Washington Street/Site Entrance	STOP	EBLTR	B[10.0]	E[35.5]	B[10.1]	E[43.3]	B[10.2]	E[44.8]	B[10.1]	E[48.7]	B[10.2]	F[50.9]	
		WBLTR	E[36.9]	B[14.9]	D[30.1]	C[18.0]	D[32.8]	C[17.8]	E[43.9]	C[20.7]	F[50.4]	C[20.6]	
		NBL	A[0.1]	A[0.0]	A[0.1]	A[0.0]	A[0.1]	A[0.0]	A[0.1]	A[0.0]	A[0.1]	A[0.0]	
		SBL	A[0.3]	A[0.1]	A[1.2]	A[0.2]	A[1.3]	A[0.2]	A[2.4]	A[0.6]	A[2.6]	A[0.7]	
5: N. Washington Street/Jefferson Street	STOP	EBLTR	C[18.1]	C[19.9]	C[21.7]	D[26.7]	C[22.3]	D[28.2]	D[25.7]	E[35.9]	D[26.4]	E[35.2]	
		WBLTR	B[11.0]	B[13.4]	C[15.7]	C[19.6]	C[16.6]	C[19.9]	C[16.6]	C[21.3]	C[17.7]	C[20.6]	
		NBL	A[0.4]	A[0.8]	A[0.5]	A[1.0]	A[0.6]	A[1.1]	A[0.5]	A[1.3]	A[0.6]	A[1.2]	
		SBL	A[0.3]	A[0.9]	A[0.5]	A[1.3]	A[0.6]	A[1.5]	A[1.0]	A[2.0]	A[1.0]	A[1.9]	
6: N. Washington Street/Columbia Street	Signal	EBLTR	D(37.0)	D(47.0)	D(36.5)	D(48.0)	D(36.7)	D(50.0)	D(35.9)	D(49.0)	D(36.3)	D(51.0)	
		WBLTR	D(44.2)	C(34.4)	D(44.9)	C(33.9)	D(46.7)	C(33.5)	D(45.6)	C(34.0)	D(47.8)	C(33.6)	
		NBL	B(11.3)	C(20.9)	B(13.2)	C(22.1)	B(13.4)	C(24.0)	B(13.4)	C(22.6)	B(13.6)	C(24.4)	
		NBTR	B(18.5)	C(24.3)	C(21.5)	C(23.6)	C(22.2)	C(23.9)	C(22.0)	C(23.5)	C(22.7)	C(23.7)	
		SBL	B(13.6)	B(10.2)	B(17.7)	B(11.8)	C(21.2)	B(13.5)	C(20.2)	B(12.8)	C(24.2)	B(14.6)	
		SBTR	B(10.2)	B(13.3)	B(10.9)	B(15.9)	B(11.6)	B(17.8)	B(11.3)	B(16.5)	B(12.0)	B(18.5)	
		Overall	B(19.5)	C(20.9)	C(21.4)	C(21.9)	C(22.2)	C(23.2)	C(21.8)	C(22.3)	C(22.8)	C(23.5)	
7: Gresham Place/Site Entrance	STOP	WBLT	A[0.6]	A[0.0]	A[0.6]	A[0.0]	A[0.6]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	
		NBLR	A[8.5]	A[8.7]	A[8.8]	A[9.1]	A[8.8]	A[9.1]	A[9.6]	B[10.5]	A[9.6]	B[10.6]	

Notes: Numbers in parentheses () represent delay at signalized intersections in seconds per vehicle.  
Numbers in square brackets [] represent delay at unsignalized intersections in seconds per vehicle.

Table 7-2  
 Falls Church Gateway  
 Total Future 95th Percentile Queue Summary With Improvements

Intersection	Operating Condition	Approach/ Movement	Available Stacking Distance	With Falls Church Gateway Project				
				Total Future 2013		Total Future 2017		
				AM	PM	AM	PM	
1. Washington Street/ Fairfax Drive	Signal	EBL		551	430	605	461	
		EBT		481	477	548	543	
		EBR		112	262	117	290	
		NBT	284	m317	378	m347	401	
		SBL		m4	m6	m5	m7	
	Modify Signal Timing	Signal	EBL		493	412	559	446
			EBT		460	457	496	498
			EBR		106	258	111	286
			NBT	284	517	380	544	404
			SBL		m4	m5	m5	m7
2. Washington Street/ Westmoreland Street	Signal	EBLTR		0	19	0	19	
		WBLTR		319	200	344	217	
		NBT	233	467	363	515	392	
		SBT	284	161	582	170	626	
	Modify Signal Timing	Signal	EBLTR		0	18	0	18
			WBLTR		199	155	212	163
			NBT	233	728	463	817	504
			SBT	284	414	705	436	731
	3. Washington Street/ Gresham Place	Emergency Signal With Preemption	EBLTR		0	20	0	20
			WBLTR	100	98	330	98	334
NBLTR			204	318	197	354	216	
SBLTR			233	m485	90	m526	m89	
Construct Separate Westbound Right Turn Lane, Adjust Signal Timing, Convert to Fully Operational Traffic Signal		Signal	EBLTR		0	19	0	19
			WBLTR		60	142	60	143
			NBLTR	204	37	58	38	56
			SBLTR	233	458	235	508	257
4. Washington Street/ Site Entrance		STOP	EBLTR		0	2	0	2
			WBLTR		42	18	48	18
	NBL		471	0	0	0	0	
	SBL		204	7	2	7	2	
	5. Washington Street/ Jefferson Street	STOP	EBLTR		11	20	12	23
			WBLTR		23	20	26	21
			NBL	471	1	3	2	3
			SBL	142	3	5	3	6
	6. Washington Street/ Columbia Street	Signal	EBLTR		141	207	151	227
			WBLTR		244	148	267	156
NBL				m21	m19	m22	m19	
NBT				432	330	458	342	
SBL			471	37	48	38	50	
7. Gresham Place/ Site Entrance	STOP	NBL		9	32	9	32	
		SBL						

Notes: 95th Percentile Queue is measured in feet.  
 "m" Volume for 95th percentile queue is metered by upstream signal.

## **SECTION 8 SUPPLEMENTAL INFORMATION**

### **NORTH WASHINGTON STREET CORRIDOR ANALYSIS**

The Synchro (version 7) methodology was used to evaluate corridor performance, assuming that the Gresham Place intersection is converted to a fully functional traffic signal. This methodology considers intersection traffic volumes, spacing between adjacent signals, phasing and timing of each signal, and coordination among signals.

The results of these studies are shown on Table 8-1, and indicate the following:

#### Existing 2010 Conditions

The N. Washington Street corridor operates at an acceptable LOS "D" or better during both the AM and PM peak hours. Travel speeds would vary narrowly from 10.4 to 13.7 miles per hour (mph) in both directions.

#### Conditions without Development in 2013 and 2017

Acceptable levels of service would continue to be realized in both directions during both peak periods in 2013, but with slight decreases in travel speeds.

In 2017, the N. Washington Street corridor would operate at an acceptable level of service during the AM peak hour, but near capacity at LOS "E" in the southbound direction, during the PM peak hour.

#### Conditions with Development in 2013 and 2017

Conditions with development in 2013 would be consistent with those reported without development. Acceptable levels of service would be realized during both the AM and PM peak hours,

Under 2017 conditions with development, acceptable levels of service would be realized during the AM peak hour in both the northbound and southbound directions. During the evening peak hour, through traffic traveling southbound is forecasted to operate near capacity at LOS "E",

consistent with 2017 conditions without development.

### **PROPOSED PARKING**

Falls Church Gateway proposes to provide a total of 485 parking spaces on two below-grade levels with five (5) spaces provided on the plaza level. The proposed parking utilizes reductions for shared parking and alternate modes of transportation that are provided in the City zoning ordinance. The reduction for shared parking reflects the City use table, and the 15.7 to 17.5 percent reduction for alternate modes of transportation is less than the maximum 20 percent allowed by the City.

Based on the proximity to transit and non-auto facilities and consistency with other projects in the region and study area, the amount of parking proposed would adequately serve the site. The use and sharing of parking by the mix of uses is also consistent with the plan goals of the City's Comprehensive Plan.

### **PROPOSED LOADING AND OPERATIONS**

The site will be served by a loading dock located on Gresham Place just south of the North Washington Street intersection. This dock would accommodate a 30-foot design vehicle that is typically used for deliveries for buildings of this nature, in accordance with the City Zoning Ordinance.

Five (5) parking spaces will be provided on the plaza area at the building entrance. These spaces are intended for short-term use and would likely be used by smaller delivery vehicles such as vans on typical weekdays.

Loading maneuvers for these vehicles and locations as discussed above are contained in the Appendix.

### **TRANSPORTATION DEMAND MANAGEMENT (TDM) TECHNIQUES**

Consistent with the City's Comprehensive Plan, Transportation Demand Management (TDM) measures are encouraged for Falls Church Gateway. This includes parking management, provisions for a car-sharing service, and incentives for residents and employees to use transit. The project will include

bicycle parking in accordance with City requirements to encourage non-auto use. These techniques would further strengthen and encourage non-auto use, and ensure that the target mode shares identified in this study are met or exceeded.

Table 8-1  
 Falls Church Gateway  
 North Washington Street/Lee Highway Corridor Analysis Summary

Scenario	Measures of Effectiveness (MOEs)													
	AM							PM						
	Arterial Speed, mph NB SB	Travel Time, s NB SB	Arterial LOS NB SB	Signal Delay, s NB SB	Arterial Speed, mph NB SB	Travel Time, s NB SB	Arterial LOS NB SB	Signal Delay, s NB SB	Arterial Speed, mph NB SB	Travel Time, s NB SB	Arterial LOS NB SB	Signal Delay, s NB SB		
1 Existing Conditions	11.5	13.7	D	33.9	10.4	87.4	D	21.1	11.6	78.4	D	42.0	33.0	
2 Background Conditions 2013	11.2	13.2	D	36.1	10.1	89.8	D	23.4	9.6	94.5	D	44.4	49.1	
3 Background Conditions 2017	10.8	13.0	D	38.5	10.0	90.6	D	24.4	8.8	103.3	D	45.2	57.9	
4 Total Future Conditions 2013	10.8	11.9	D	38.9	9.6	94.5	D	31.1	9.1	100.4	D	49.1	55.0	
5 Total Future Conditions 2017	10.4	11.5	D	41.7	9.6	95.2	D	33.9	8.0	114.3	D	49.8	68.9	

Notes  
 (1) Arterial analysis performed using Synchro software, version 7

## SECTION 9 CONCLUSIONS AND RECOMMENDATIONS

The conclusions of this study are as follows:

1. All of the existing signalized intersections currently operate at overall acceptable levels of service (LOS "D" or better) during both the AM and PM peak hours with some individual movements or approaches operating at LOS "E" or "F".
2. The site currently is improved with three office buildings that total 64,500 G.S.F. and is proposed to be redeveloped as a compact, mixed-use project consisting of 200 residential dwelling units, 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.
3. The proposed land use mix and location lends itself to internal trip making and transit usage, reducing the overall burden on the roadway infrastructure. The site is located less than one-half mile from the East Falls Church Metrorail station, and bus service is provided on North Washington Street. Thus, a greater non-auto mode share than assumed in this traffic study is expected.
4. Approved development within the study area would generate a total of 239 weekday AM peak hour trips, 368 weekday PM peak hour trips, and 3,225 daily trips that would be added to the existing roadway network in 2013.
5. A review of the North Washington Street travel trends indicates that peak hour volumes have been declining over the last several years. However, in order to provide a conservative estimate, a 1.5 percent per year compounded growth rate has been used in this study.
6. Each of the major intersections in the study area would continue to operate at an overall acceptable level of service under future conditions without development in both 2013 and 2017, but with some individual movements or approaches operating at LOS "E" or "F" during peak periods.
7. Future traffic conditions with the site development indicate that all of the intersections would continue to operate at overall acceptable levels of service during both the AM and PM peak hours, with some movements operating at or near capacity.
8. The results of the corridor analysis indicate that N. Washington Street would operate at an acceptable level of service in both directions during the AM peak hour under existing, background and future conditions. During the PM peak hour, the northbound direction would operate at LOS "D", but near capacity at LOS "E" in the southbound direction under 2017 future conditions with or without development.
9. Akridge proposes to convert the existing emergency traffic signal at Gresham Place to a fully functional traffic signal, and widen Gresham Place to provide separate turn lanes in order to mitigate site-generated traffic. Delays for Gresham Place residents would remain similar to those currently experienced (approximately 50 seconds) with the redevelopment and the proposed improvements.
10. Other potential mitigation measures may include traffic signal timing modifications at key intersections in order to reduce overall delays and improve both vehicular and pedestrian mobility. Other Transportation Demand Management measures are also being considered to further reduce the effects of peak hour trips generated by the site.



## Memorandum

**To** Wendy Block Sanford, Senior Planner

**From** Michael Gill, Development Manager  
Falls Church Gateway, LLC

**Date** September 8, 2010

**Re** **Falls Church Gateway (Case 20070528)**  
**Staff Comment Response Letter**

As requested in the staff comments letter dated May 20, 2010, we revised and resubmitted our rezoning and special exception applications on July 9, 2010 to reflect our discussions with the City of Falls Church staff. The revised plan added an internal mews street for better vehicular circulation and relocated the garage and loading entrances away from Gresham Place. This letter has been prepared to respond to the staff comments on an item-by-item basis. The staff comments are shown in italics, and the applicant response follows each italicized comment.

### Major Comments:

1. *Site circulation: The site layout, as proposed, does not appear to allow for continuous traffic flow. It is not clear how traffic will circulate on the site. Vehicles entering the site should be able to exit without having to turn around. See comment below re: turning movements.*

The July 9, 2010 application includes revisions made with the input of City staff to address this comment. A mews street is provided between the office and residential buildings that will allow continuous circulation through the site without requiring vehicular backward movements.

Previously, the April 2, 2010 plan provided vehicular access into the underground garage from Gresham Place and North Washington Street. The entry plaza area off North Washington Street was wide enough to allow a car to turn around without a backward movement.

2. *Turning Movements: There does not appear to be sufficient space to make necessary turning movements. Vehicles entering the site from N. Washington Street will either need to enter the parking garage or turn around. Vehicles entering the site from Gresham Place that miss the entrance to the parking garage must turn around and there is not sufficient space to make this turning movement. This movement may not occur in the Gresham Place community. In addition, per Section 48-933 (b)(2) of the City Code, vehicles are not permitted to back-out onto a public street. The Scoping Agreement in Appendix A of the TIA states that truck turning templates will be provided for the loading dock and driveways. The study does not include this item. Turning templates for the loading*



*process and detailed information must be provided as well as information on the specific sizes of delivery vehicles.*

The July 9, 2010 application includes revisions made with the input of City staff to address this comment. Truck turning templates for the new revised July 9, 2010 application are provided herein. The turning templates indicate that there is sufficient space for a 30-ft single unit truck to make the necessary turning movements. Should the City require that the project accommodate a 55-ft semi-trailer truck, some curb cuts will need to be slightly widened as shown in the turning template diagrams.

The turning templates for the prior April 2, 2010 application were provided to City staff on June 3, 2010. Previously, the loading for the residential building was located in the entry plaza, and the loading for the office building was provided in a loading dock off of Gresham Place. Both loading areas could accommodate a 30-ft truck without backing-out onto a public street. Staff expressed concern regarding the loading dock on Gresham Place, though the layout is comparable to the Crescent's loading dock off of North Westmoreland Street. However, in response to the comment, we have relocated the loading dock to be internal to the project on the mews street.

3. ***Gresham Place Site Entrance:*** *The proposed location of the loading dock and parking garage entrance on Gresham Place is within 60 feet of N. Washington Street. Per VDOT access management guidelines, the commercial entrance should be placed no closer than 225 feet from N. Washington Street to ensure sufficient site distance for the driver and proper function of the intersection. In addition, the TIA suggests that queues at the signal will extend well beyond the loading/garage entrance; therefore, garage and loading access will be impacted by queuing at the signal. The existing entrance on Gresham Place is just shy of 225 feet from the intersection. The City will entertain a proposal that does not locate the entrance any closer to N. Washington Street than the current entrance on Gresham Place.*

The July 9, 2010 application includes revisions made with the input of City staff to address this comment. At the direction of City staff, the garage entrance and loading dock on Gresham Place were removed from the project plan. The garage entrance has been consolidated into one internal access point, and the office loading dock has been relocated to the mews street at the back of the building. The revised layout doubles the distance from North Washington Street to the Gresham Place entrance, from 65 feet to about 130 feet. Prior to making the plan revisions included in the July 9, 2010 application, City staff confirmed that the new Gresham Place entrance would be an acceptable distance from North Washington Street; even though it is located less than 225 feet from North Washington Street.



- 4. Loading Spaces:** *The site shows one loading space located on the northern (Gresham Place) side of the project. Given the likely frequency of move in/out and deliveries to the residential building, an additional loading space must be provided in close proximity to the residential building entrance.*

The July 9, 2010 application includes revisions made with the input of City staff to address this comment. In the previous April 2, 2010 application, residential loading was provided in the entry plaza area in front of the residential building entrance. City Staff requested that a residential loading area be provided that would not require a three-point turn movement. So, we revised the plan to have a mews street with an ample lay-by loading area near the residential entrance that would accommodate loading trucks of various sizes and would not require that the trucks turn around to exit the site.

- 5. Refuse Collection:** *On-site storage and access to this storage for both recycling and refuse is required for all portions of this project. Submitted documents do not show how refuse and recycling will be handled on site.*

The July 9, 2010 application includes revisions made with the input of City staff to address this comment. After reviewing numerous operational buildings and consulting with third-party refuse collection experts, we have provided the specific locations for the refuse storage and collection areas. The refuse from the office building will be stored and collected in the loading dock. The refuse from the residential building will be stored in two locations identified as "TR" for trash rooms on Sheet 7 of the Conceptual Development Plan. The trash room located in the garage area behind the street-level commercial space of the building will be where the residential refuse will be consolidated and ultimately removed from the site.

- 6. North Washington Street entrance:** *The entrance to the site on N. Washington Street must be converted to right in/right out only. Left turns are not permitted across a double yellow line. Left turning vehicles into and out of the site can use the signalized entrance on Gresham Place. The traffic study requires revision to redistribute left turning trips into and out of the site.*

The center line on North Washington Street is a double-double yellow line. We understand and Wells & Associates has confirmed that there is nothing in Federal or Virginia code that indicates that a left turn is prohibited across a double-double yellow line. The applicable codes do not distinguish between a double-double yellow line and an ordinary double yellow line, across which a left turn is permitted. If City policy is that such a turn is illegal, it is not currently being enforced and such left turns are commonplace. We will agree to revise the traffic study to convert the entrance to be right in/right out; however, such a restriction will most likely result in more U-turns by lost drivers in the neighborhoods, which is mentioned as an issue in Major Comment #2. We request that the revised traffic study be conducted when the redevelopment plan is closer to finalization and approval.



7. **Parking:** *The justification for the parking reduction needs additional information. Per Code, 602 parking spaces are required (using 1.5 spaces per residential unit). This assumes that the 12,781 square feet on the ground floor are used for retail rather than office or restaurant. The parking requirement will decrease slightly if this space is used for office, and will increase if this space is used for restaurant. The site, as proposed, will contain 485 parking spaces. Per Section 48-1080 (d) of the Code, applicants may choose one parking reduction (alternative mode reduction OR shared parking in this case). Using a shared parking formula, the peak period is weekday days, when 577 parking spaces would be required. Using an alternative mode reduction of 19.4 percent, 485 spaces would be required. While this level of reduction is adequate for trip generation for purposes of the TIA, it is not necessarily adequate for a parking reduction. Transit ridership is not necessarily correlated to vehicle ownership. This aspect of the application requires further information and follow-up. Also, the application (page 30) states that 490 parking spaces will be provided. Parking study states that 485 spaces will be provided.*

The July 9, 2010 application includes revisions made with the input of City staff to address this comment. With the elimination of the garage entrance on Gresham Place and the associated ramps, the parking garage is now more efficient, and the 490 parking spaces previously provided has been increased to 513 parking spaces. A revised parking evaluation was provided to the City as part of the July 9, 2010 application. After consulting with City staff, we request a parking reduction solely based on alternative modes of transportation. A parking reduction of up to 20 percent is allowed per the City code; we request a reduction of 12.8 to 16.0 percent, depending on the amount of retail that occupies the street-level commercial space.

We are confident that the requested parking reduction will satisfy the user demand and have provided considerable information including numerous examples, studies, jurisdictional policy, and expert opinions that support our informed position.

If transit ridership is not necessarily correlated to vehicle ownership, then the amount of parking provided certainly is. Should there be no place to park an extra vehicle, then the owner will be compelled to sell the vehicle. The mission of the redevelopment project should not be to house the excess vehicles of residents. The proposed residential parking equates to 1.31 parking spaces per unit, which is more than or equal to the Westlee, Oakwood Apartments, Roosevelt Towers, Merrill House, Lee Square, Broad Falls, and the Madison.

To clarify the confusion regarding the parking spaces for the previous April 2, 2010 application, the plan proposed 485 parking spaces in the garage and 5 parking spaces on the entry plaza for a total of 490 spaces.

8. **Voluntary Concessions:** *The City requests the following changes to the Concessions submitted with the application.*

See the attached redlined voluntary concessions provided to City staff on July 22, 2010.



### Remaining Technical Comments

1. *Applicant must resubmit the certified plat, metes and bounds information and other required information per Section 48-87 of the Code. The information from the previous submittal in 2006 must be verified and resubmitted.*

Nothing has changed since the certified plat was prepared. City Staff was going to investigate whether the plat and information actually needed to be resubmitted. The information will be resubmitted should this be a requirement for application approval.

2. *Information about the project necessary for the review (residential unit type, square footage, extent of parking request, layout of proposed on-street parking, location of proposed lane on Gresham Place, locations of sidewalks, etc) is contained in other application materials (TIA, voluntary concessions, and parking study) that is not in the application booklet or conceptual plans. The application should contain the full set of information about the project.*

Much of the referenced information is included in the application:

- 1) Residential Unit Type: Approximate unit mix is provided on Page 17 of Part 1 of 2. It is our understanding that the exact unit mix will not be a specified condition of the resolution.
- 2) Square Footage: All relevant square footage figures are provided on Sheet 1 of Part 2 of 2.
- 3) Extent of Parking Request: The parking count is provided on Page 29 of Part 1 of 2 and Sheet 1 of Part 2 of 2. The support for the parking reduction request has been provided under separate cover.
- 4) Layout of On-street Parking: The layout of on-street parking is shown on Sheet 7 of Part 2 of 2.
- 5) Proposed Lane on Gresham Place: The location of the proposed lane on Gresham Place is shown on Sheet 7 of Part 2 of 2. It runs the entire length of the property line along Gresham Place.
- 6) Sidewalks: The location of the sidewalks is shown on Sheets 7 and 8 of Part 2 of 2.

Any relevant information that is a condition of approval should be referenced in the negotiated formal City resolution documents. Should City staff desire all the requested information be consolidated into one application document, we believe that the result would be unwieldy, and we ask that the document consolidation approach be specifically discussed so that effort and paper is not wasted.

3. *The applicant is reminded to compute building height pursuant to a recent code change, which measures from the lower of existing or finished grade.*

We believe that we have measured the building height per the current code. We request a meeting with the appropriate City staff members to confirm that our approach is correct.



4. *During the site plan review, the City will require that the water line be connected to both the water main along Gresham Place and along North Washington St.*

Agreed.

5. *The sanitary sewer for this site can be discharged to an existing 15-inch line located in Gresham Place or an existing 8-inch line located in East Jefferson Street.*

Agreed.

6. *There is an existing sanitary sewer line that terminates on the property. This line is part of the City of Falls Church sanitary sewer system. If this line is not utilized in the new development, the on site manhole and the entire pipe to the downstream manhole must be removed and the downstream manhole repaired.*

Agreed.

7. *Water and sewer fees shall be paid at the time the request for the connection is made. The fees shall be based on the rates and fees at the time of the request.*

Agreed.

8. *A portion of the site lies within the Chesapeake Bay Resource Protection Area and in the mapped FEMA floodplain. Consequently, the full measure of codes and regulations applicable in those situations will apply to this development.*

Agreed. The Chesapeake Bay Resource Protection Area on the site is shown in the RPA Exhibit included in Part 2 of 2 and is discussed on Page 9 of Part 1 of 2.

9. *Fire hydrants must be located at each corner of the project*

Agreed.

**Traffic Impact Analysis**

1. *Page 16, Existing LOS and Page 27, Background LOS. The operations of the intersection at N. Washington St and Gresham Place in the Synchro model for existing and background conditions have assumed a fully operational signal with a cycle length of 140secs. However, Gresham Place traffic operates without a signal and is stop sign controlled. The description of how the signal is modeled should be elaborated and/or the actual files should be provided for review.*

2. *Page 32, Table 5-1 – Site Trip Generation. Trip Generation calculations performed for Land Use Code 814 (Specialty Retail), uses Peak Hour of Generator for AM Peak and Peak Hour of Adjacent Street Traffic for the PM Peak. They should be consistent and in this case, the Peak Hour of Generator.*



3. Page 42, Recommended Improvements #2. The recommendation states that conversion to a fully operational signal would "improve pedestrian mobility and safety and allow all approaches to operate at acceptable levels of service in both 2013 and 2017." The scoping agreement assumptions #7 states that a warrant study would be performed. However, no signal warrants study has been conducted at this intersection to justify the installation of the signal.
4. Page 46, Subheading "Proposed Loading and Operations". The site plans provided with this TIA do not show the five (5) parking spaces that would be provided at the building entrance. What is the intended use of these spaces?

**VDOT Traffic Impact Study Comments**

1. This TIA will need to be processed as a Chapter 527 submission before the site plan is approved if it meets all of the requirements.
2. The traffic count information does not provide Peak Hour Factors (PHF) and 15 minute interval traffic counts during the AM Peak Hour.
3. PHF's from existing traffic counts should be used for the existing Level of Service (LOS) determination. The use of arbitrary numbers for 0.86 to 0.96 for the PHF is not acceptable.
4. Table 3-3 and the subsequent queuing tables have the following issues: 1) the south bound left turn bay of 471' at the intersection of Washington Street and Columbia is incorrect. The actual bay is about 100'; 2) the tables do not include the 75' north bound left turn bay at the same intersection.
5. The emergency signal at the intersection of Lee Highway and Gresham Place with pre-emption should be treated as an unsignalized intersection for normal traffic operation under existing conditions, and not as a regular signal.
6. The recommendation to convert the existing signal at the intersection of Lee Highway and Gresham Place from emergency operation to a fully functional signal is simply a recommendation. A preliminary warrant analysis should have been submitted with the study to justify a fully operational signal at this intersection. At the time a full signal is pursued, a warrant analysis under a separate cover (signed and sealed by a Professional Engineer) shall be submitted for review.
7. A northbound right turn lane may be warranted along Lee Highway at Gresham Place with the increase in right turn traffic to 71 vehicles per hour in the AM peak. Alternatively, the applicant may provide an increased radius to substitute for the taper. The increased radius in lieu of a taper can be documented on the plans.
8. Lee Highway (Rt. 29) is part of the NHS system. All appropriate design requirements, access management regulations and turn lane lengths will have to be met according to AASHTO standards.

A revised traffic study will be prepared that addresses the traffic-related comments when the redevelopment plan is closer to finalization and approval.

As discussed in this letter, the major comments provided by City staff in the May 20, 2010 letter have been addressed in our revised application submitted on July 9, 2010. We look forward to continuing to work with the City staff in regard to the Falls Church Gateway applications. Thank you.

Attachments: Truck Turning Templates (8 pages)  
Voluntary Concessions – redlined (5 pages)

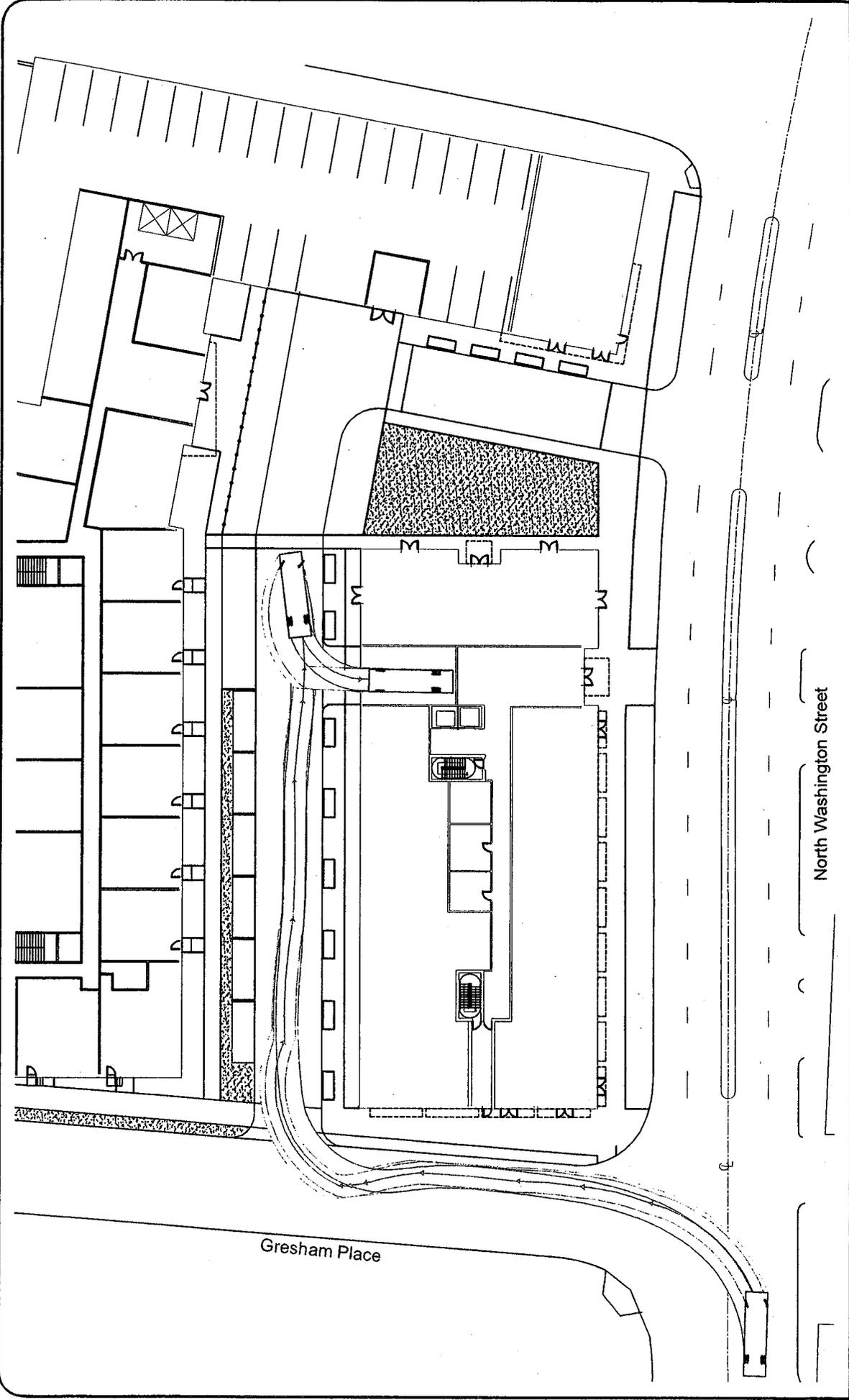
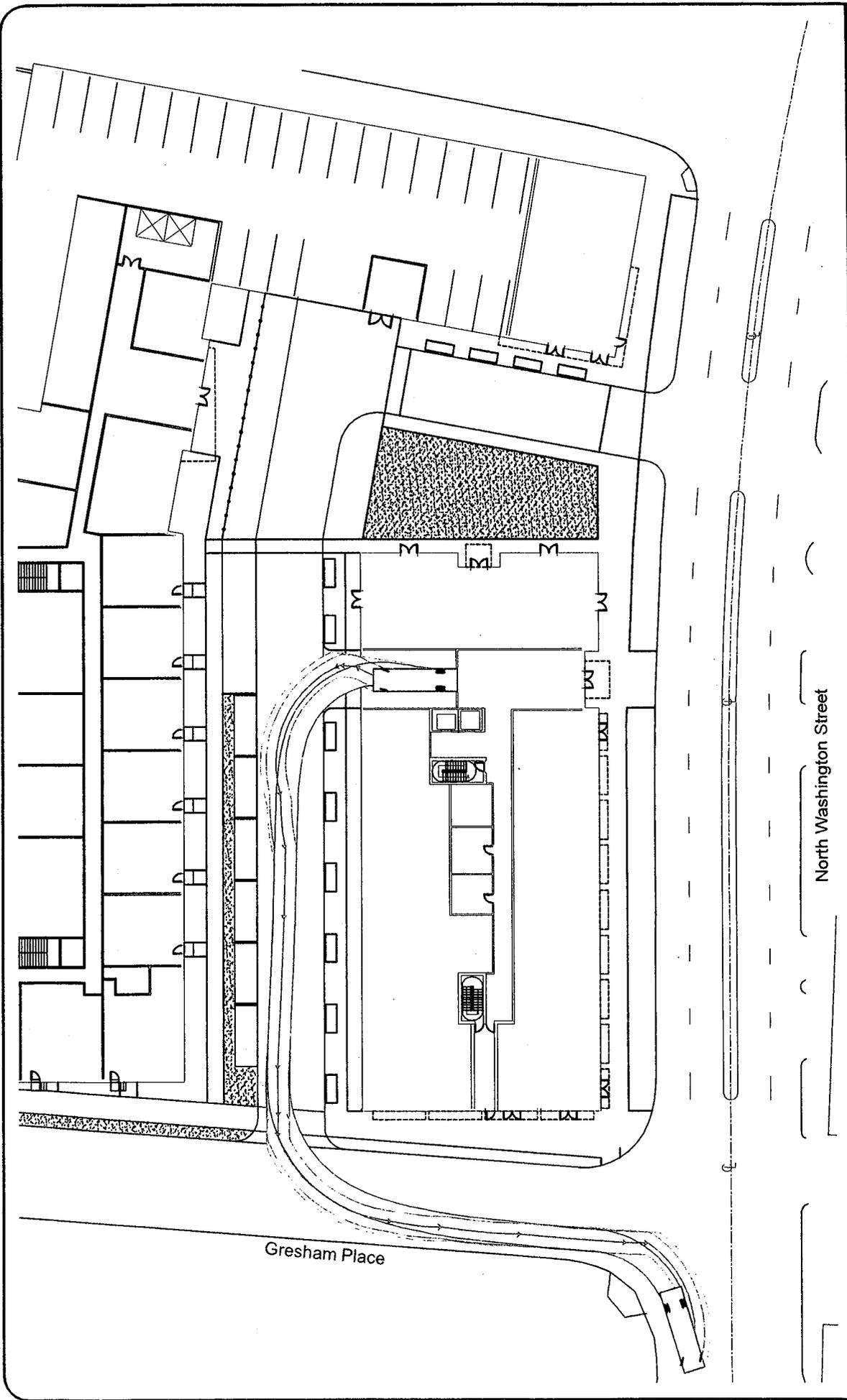


Diagram 1A  
 30' Single Unit Truck Swept Area Diagram – Inbound Via Gresham Place

- Vehicle Body
- Front Tire Tread
- Rear Tire Tread
- Directional Path
- Vehicle Path

North





- Vehicle Body
- Front Tire Tread
- Rear Tire Tread
- Directional Path
- Vehicle Path



Diagram 1A  
30' Single Unit Truck Swept Area Diagram - Outbound Via Gresham Place



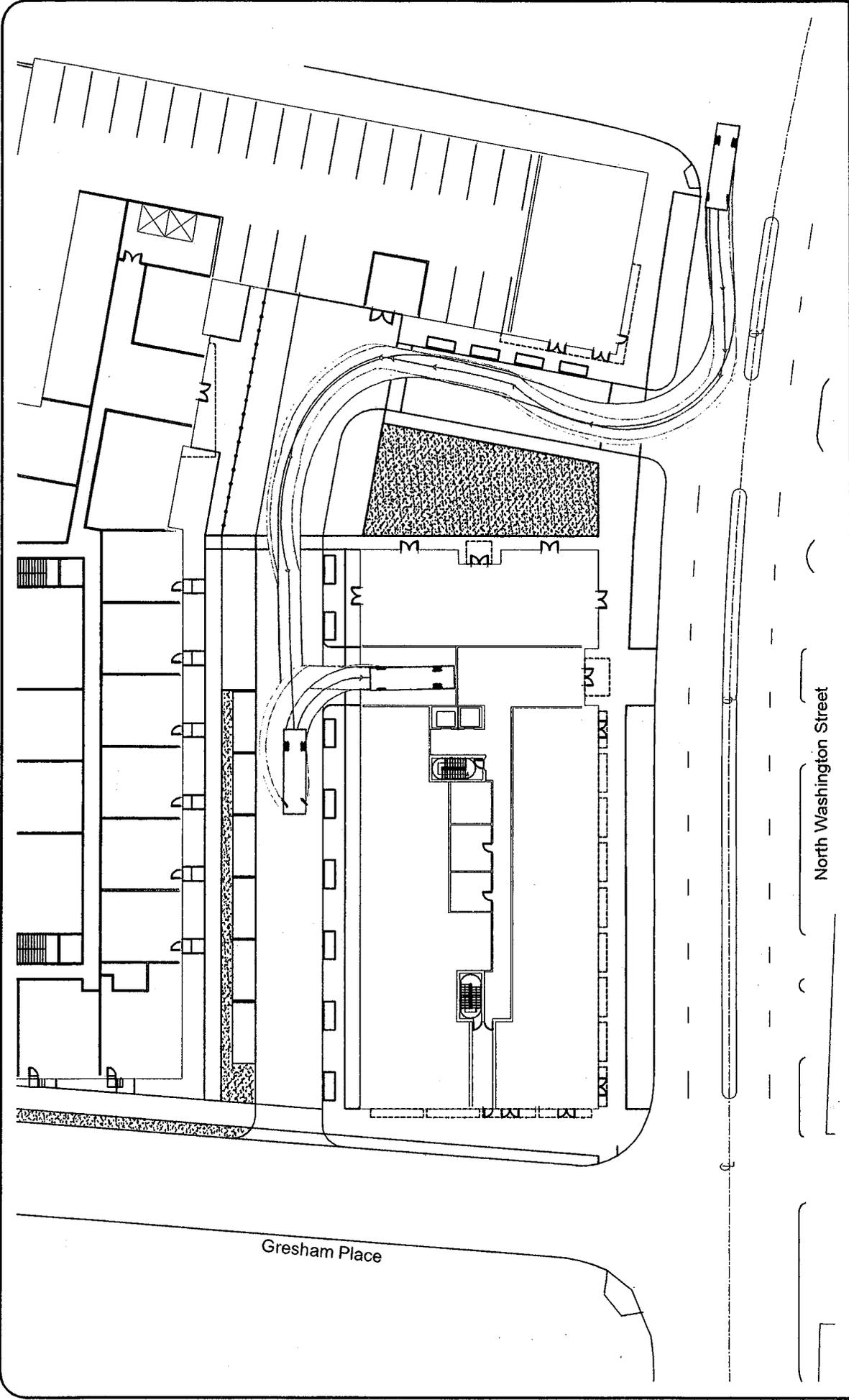


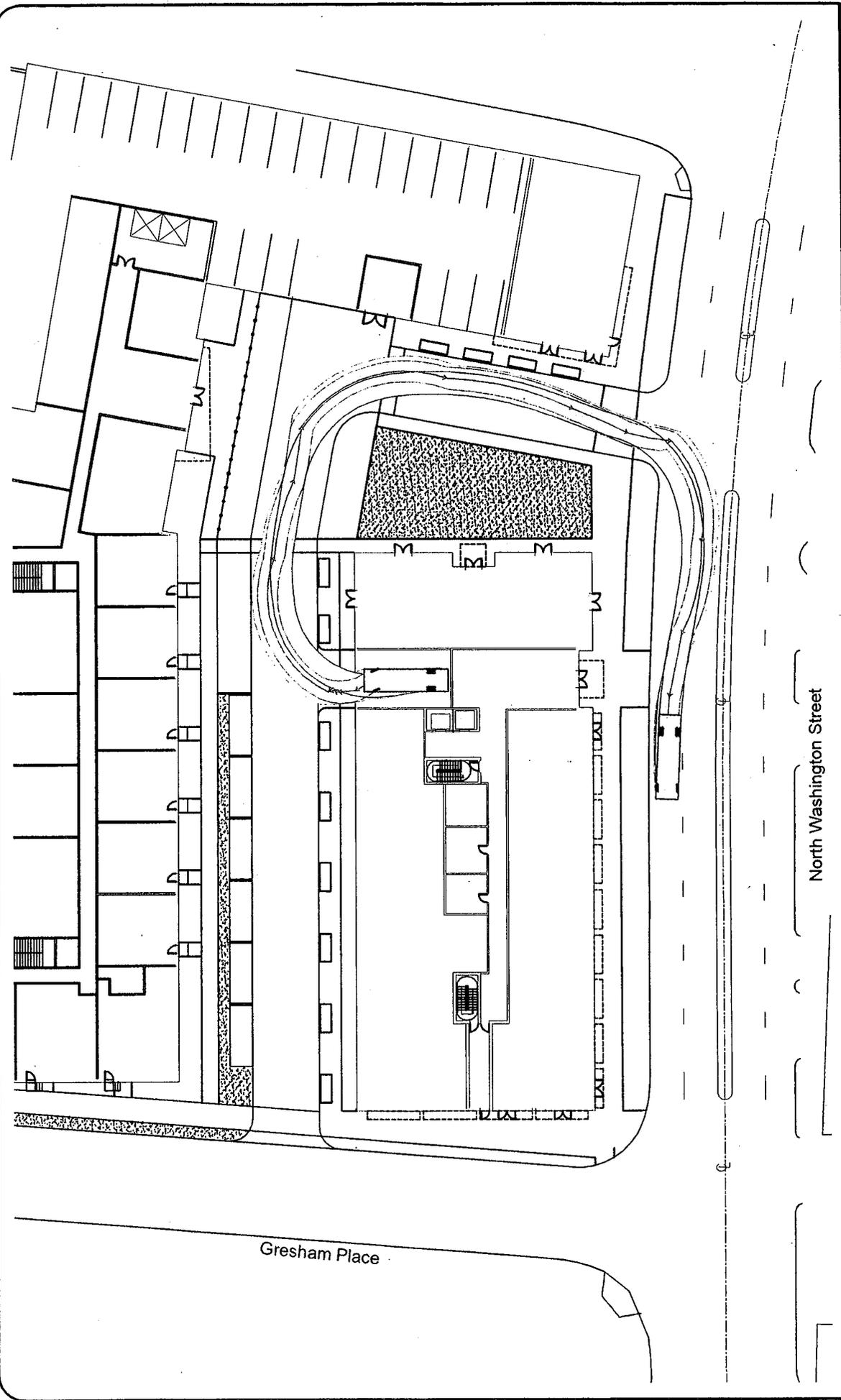
Diagram 2A  
 30' Single Unit Truck Swept Area Diagram - Inbound Via North Washington Street

- Vehicle Body
- Front Tire Tread
- Rear Tire Tread
- Directional Path
- Vehicle Path



North





Gresham Place

North Washington Street

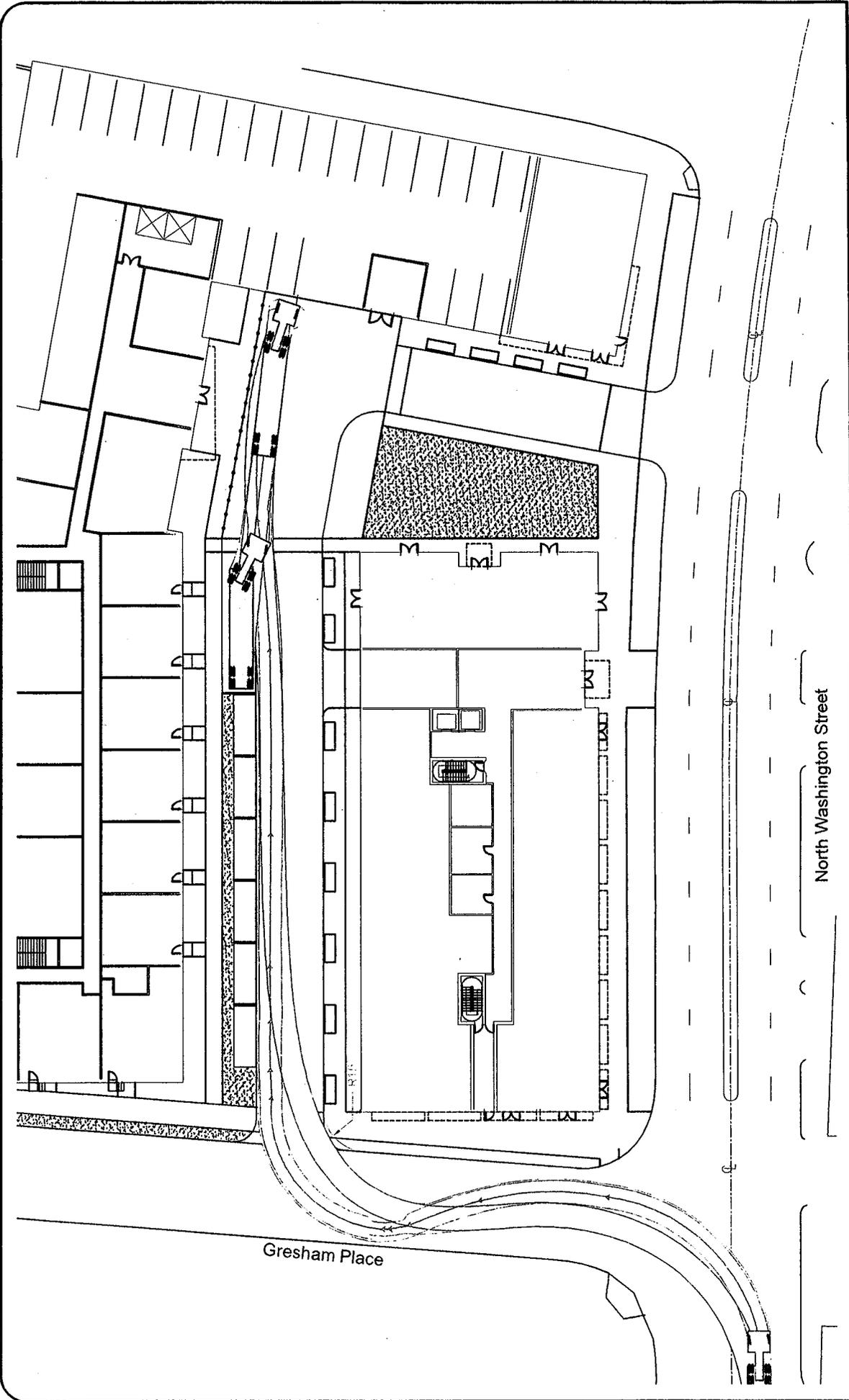
Diagram 2B  
30' Single Unit Truck Sweep Area Diagram - Outbound Via North Washington Street

- Vehicle Body
- Front Tire Tread
- Rear Tire Tread
- Directional Path
- Vehicle Path



North





- Vehicle Body
- - - Front Tire Tread
- · · Rear Tire Tread
- - - Directional Path
- Vehicle Path

Diagram 3A  
 55' Semi-Trailer Truck (WB50) Swept Area Diagram – Inbound Via Gresham Place



North



Wells + Associates, Inc.

Falls Church Gateway,  
 Fairfax County, Virginia

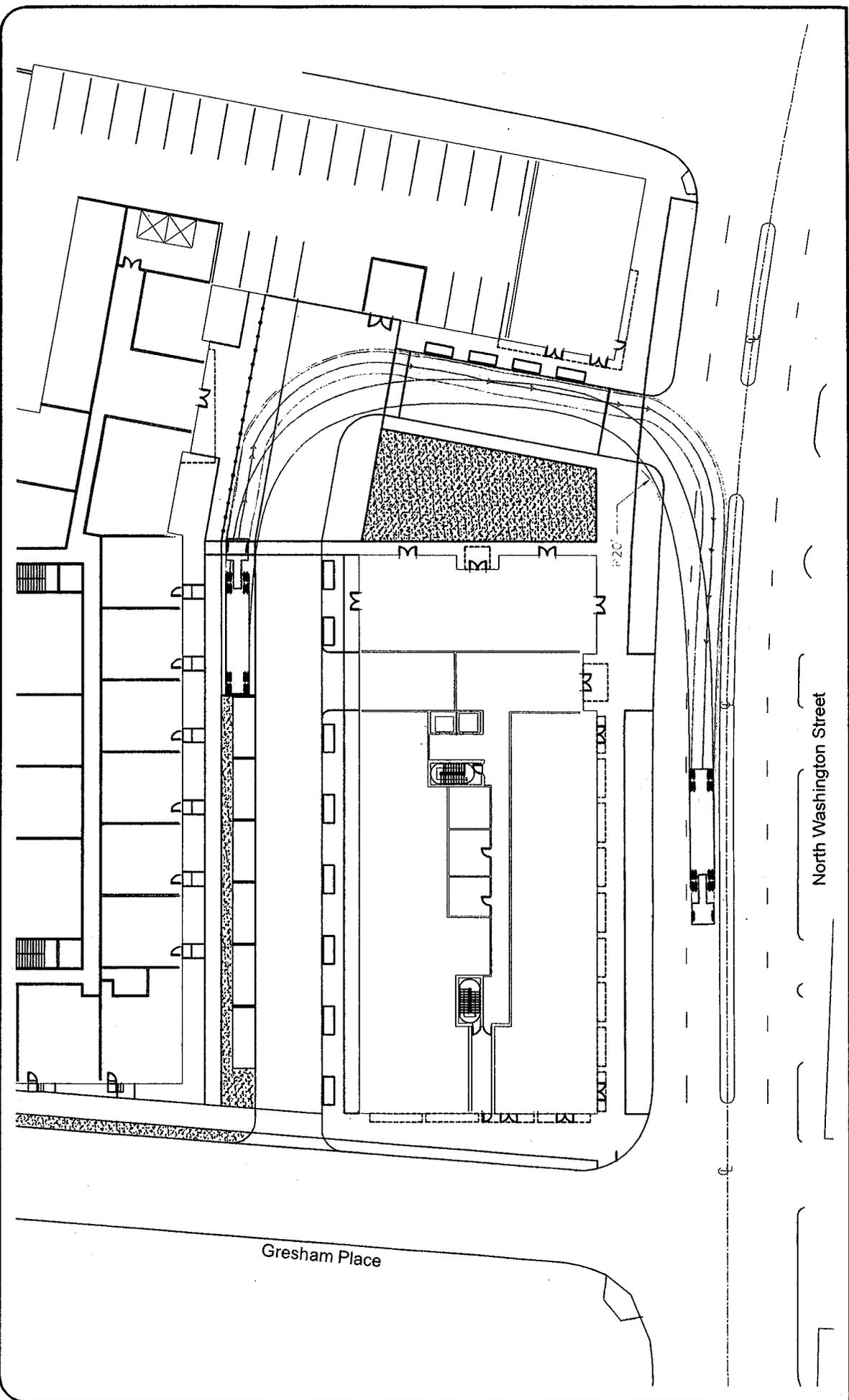


Diagram 3B  
 55' Semi-Trailer Truck (WB50) Swept Area Diagram – Outbound Via North Washington Street

- Vehicle Body
  - - - Front Tire Tread
  - · · Rear Tire Tread
  - Directional Path
  - Vehicle Path
- North



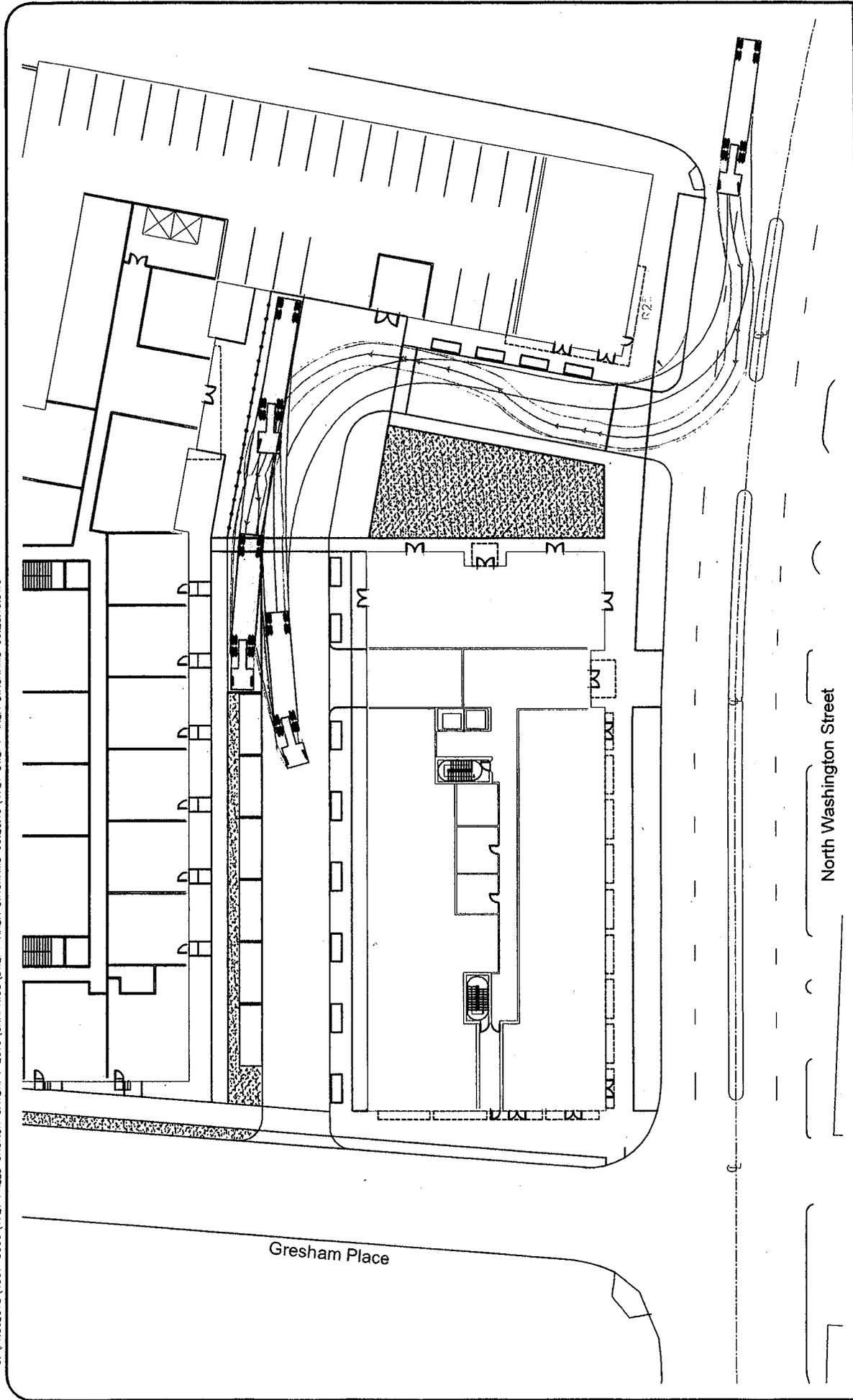


Diagram 4A  
 55' Semi-Trailer Truck (WB50) Swept Area Diagram – Inbound Via North Washington Street

- Vehicle Body
- - - Front Tire Tread
- Rear Tire Tread
- - - Directional Path
- Vehicle Path



North



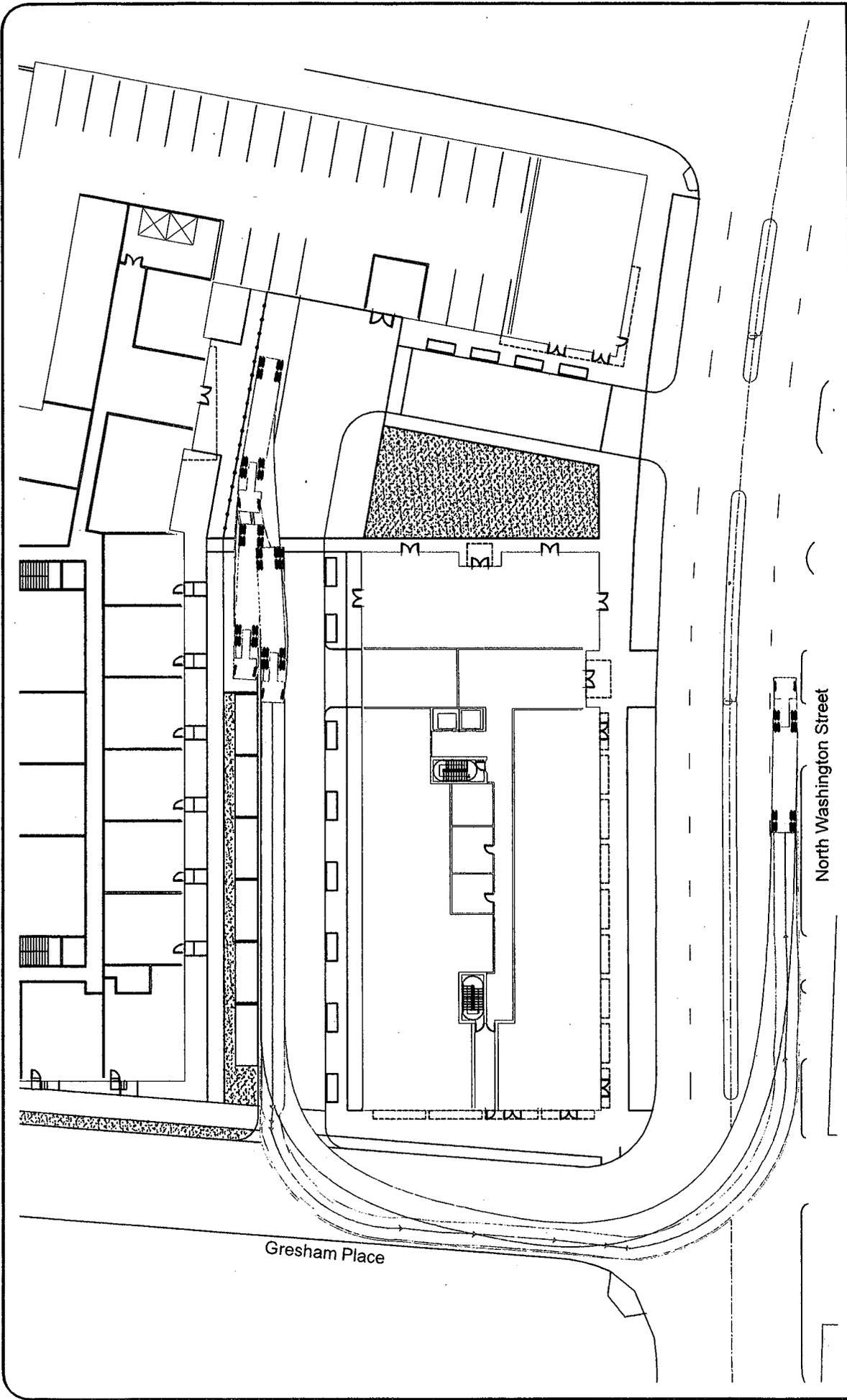


Diagram 4B  
 55' Semi-Trailer Truck (WB50) Swept Area Diagram – Outbound Via Gresham Place

Vehicle Body  
 Front Tire Tread  
 Rear Tire Tread  
 Directional Path  
 Vehicle Path

North



## GATEWAY PARKING (October 15, 2010 Submission)

<u>Use</u>	<u>Office</u>	<u>Multi-Family</u>	<u>Retail</u>	<u>Rest.</u>	<u>Total</u>
<b><u>Required:</u></b>					
<b>Rate</b>	1:300	1.5 (1 BR) 140 2.0 (2BR) 60	1:200	1:100	
<b>Size</b>	71,002	200 units	17,353	(2,821)	
<b>Number</b>	237	330	87		<b>654</b>
<b><u>Proposed:</u></b> (Shared/Transit Reductions Proposed)					
<b>Rate</b>	1:400	1:31	1:200	none	
<b>Size</b>	71,002	200 units	17,353		
<b>Number</b>	178	261	87		<b>526</b>
<b><u>Difference:</u></b> (Reductions proposed by developer)					
<b>Number</b>	<b>59</b>	<b>69</b>	<b>0</b>		<b>128</b>
<b>Percent</b>	<b>25%</b>	<b>21%</b>	<b>0%</b>		<b>19.6%</b>
<b><u>First Floor Commercial</u></b> (Other than <u>Retail</u> for Office Bld. A):					
<b><u>All Office</u></b>					
Number	-21				
Percent					
<b><u>All Retail</u></b>					
Number			+0		
Percent					
<b><u>Restaurant</u></b>					
Number				+14	
Percent				(additional spaces required for 2,821 sf restaurant instead of retail)	



# CITY OF FALLS CHURCH

## INTEROFFICE MEMORANDUM

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DATE: September 7, 2007

TO: Gary H. Fuller, Principal Planner

FROM: Jill-Anne Spence, City Arborist

SUBJECT: Gateway - **Special Exception(s)** Residential Mixed-Use/Height Bonus) and **Rezoning** (T-2 to B-1) Applications

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### Main Issues / Possible Impacts

#### **Tree Preservation**

- ✓ The submitted "Boundary and Topographical Survey" is not acceptable as a preliminary tree survey as it does not identify the trees or provides their health or condition. It is helpful to have the tree survey as part of the Special Exception process as desirable trees can be identified and provided protection and preserved early in the development process.
- ✓ Please submit a tree survey in accordance with Sec 39-29 (b) 1 Site Plans. This includes a site drawing to scale locating all existing trees on the site that measure at least two (2) inches in diameter at four and one-half (4 1/2) feet above grade, which shall identify each tree by size (diameter at four and one-half (4 1/2) feet above grade), species, and condition as determined by a International Society of Arboriculture (ISA) Certified Arborist.
- ✓ Evaluation of the on site and boundary trees shall be evaluated once an acceptable tree survey has been submitted.

#### **New Landscaping - Buffer Rezoning Issues**

- ✓ The parcel is abutting five (5) Gresham Place townhouses and two (2) single family homes long its east side. The current underlying zoning is transitional (T-2) and is being rezoned to business (B-1) a higher density and also provides for different uses. Section 38-30 (e) Required Buffer Strips Between Zoning Districts. Requires a 20' "buffer" between adjacent properties that are of different zoning districts. In this case, the commercial property along the east boundary borders residential parcels. The width of the required buffer is located within the building set back area which is 20' along the east property line.
- ✓ The "intent" of this buffer should be clarified to ensure that its use is for the specific planting of vegetation. Plantings in the buffer help to transition one zoning district to another; acts as a barrier for noise and provides opportunity to plant shade trees. Buffers are necessary for development projects such as this to integrate them into residential areas.
- ✓ Also, it is especially important for the portion of the buffer that is located in the resource protection area (RPA) to provide a vegetative buffer. This buffer is considered a riparian buffer and improves the water and slows down run off entering the Chesapeake Bay. No hardscape elements (decks) or impervious surfaces (pathways) should be included in the buffer.

### **New Landscaping - On-Site**

- ✓ There is a lot of opportunity to design this project with Low Impact Development techniques (LID). The applicant should consider designing the interior gathering area and the landscape screening strip next to Graham Place as bio retention areas to aid in storm water management and improve water quality. Signage could be used to educate our community on the importance of water quality and highlight the environmental techniques used in this project.
- ✓ Due to the proximity of this project to the open stream of Four Mile Run and a significant portion of the project is located in the ecologically sensitive resource protection area (RPA) the use of primarily native plants is highly recommended. Currently, the stream and the adjacent park have many invasive plants that are very problematic and costly to manage.
- ✓ The majority of the plant material is on top of structures and is in essence a “roof top” garden. This limits the planting of shade trees and also the performance of the vegetation if proper specifications and construction are not included in the plans.

### **Streetscape**

- ✓ Staff has recently developed a “conceptual” design and layout plan for the Streetscape along Washington Street. It is very similar to the adopted Streetscape along Broad Street but has been modified to function as a bioretention area for run off. The vegetation for the planters has been selected to tolerate urban conditions and additionally filter pollutants. Also, the concept of using a recently quarried stone (“Tinner Hill” stone) through out the Streetscape is an interest of Staff’s.
- ✓ An important design feature of the City’s adopted Streetscape is the under grounding of utilities. This should also be included in the SE language.
- ✓ The “Streetscape” concept should also continue along the Jefferson St (mirroring the Pearson project) side for continuity.



# CITY OF FALLS CHURCH

MEMORANDUM

DATE: October 18, 2010  
 TO: Gary Fuller, Principal Planner  
 FROM: John C. Boyle, Zoning Administrator  
 SUBJECT: Gateway SE #04-0162 and  
 Rezoning; 500, 510, 520 N.  
 Washington MUNIS #20070528

The following will serve as my comments on the above items—

### Parking:

1. A justification for a parking shortfall is noted without comment, staff will defer to Planning for review. Overall, 642 spaces are required, 504 are provided, with a shortfall of 138 spaces.
2. Residential parking must be dedicated and not subject to sharing with other uses.
3. Based on existing multi-use development, functionality of the residential parking requires it to be isolated from commercial access.
4. Sec. 48-933(b)(8) permits columns to occupy corners of a parking space, stating "*When required parking spaces are provided within a structure, columns may be positioned at the corners of parking spaces if the column does not occupy any aisle, ramp or driveway space and utilize no more than 12 inches of the parking space width and 24 inches of the parking space length.*" In existing parking structures, however, this intrusion into the parking spaces by columns has proven to be highly undesirable, with vehicles being damaged or taking multiple spaces to make room. This code section is under review for revision. The applicant is urged to engineer the structure such that no columns are necessary within the parking spaces. See attached parking as built inspection policy.
5. To address the parking shortfall, the applicant is requested to evaluate extending the below grade parking structure levels toward the adjoining residential and toward Gresham Place a distance of at least 8.5 feet, the width of a parking space. This appears to add a parking space to the end of each row that is at a right angle to the wall being moved.
6. Confirm loading spaces have a vertical clearance free of obstructions to at least 15 feet.

### Zoning:

1. The proposed rezoning from T-2 Transitional to a mixed use B zone is supported by the Future Land Use Map of the City of Falls Church.

2. If rezoned to a B zone, the setbacks are as follows:
  - a. Street frontage setbacks are 14 feet measured from face of curb.
  - b. Interior side abutting the residential is setback 20 feet.
3. A landscaping buffer / screen of 10 feet in width is required within the setback areas; defer to the City Arborist. The proposed 6-foot width depth indicated in the submission requires a waiver from the Planning Commission.
4. Confirm the note regarding "Below Grade" on page 7 of the submission. Does the shaded area proposed to go beneath E. Jefferson Street?
5. Provide a methodology for measuring building height. Height must be measured from the lower of the finished or existing grade. Confirm during construction.
6. Confirm that no transformers are located in a yard abutting a street.

**General:**

1. The locations of the property line and proposed curb are unclear at several points, compare page 7 and the RPA map of the submission. On page 7 the property line extends beyond the curb into Gresham Place and the corner at N. Washington. The RPA map shows the property line as being at the curb along Gresham Place. Property lines that exist in the right of way are problematic for code compliance after completion of construction. If these locations are accurate, staff suggests no property lines extend into a public right of way.
2. The curb and property line in relation to the building are unclear along the E. Jefferson frontage, see page 7 of the submission.
3. A wall check survey is required indicating the location of the structure, due as early as practical during the setting of the foundation.
4. The conceptual site plan requires review and comment by the Architectural Advisory Board. That board meets the first Wednesday of each month, and is coordinated by the Zoning office. Contact Zoning to facilitate being placed on that agenda.



# CITY OF FALLS CHURCH

## MINIMUM DIMENSION STANDARDS: AS BUILT PARKING SPACES, STRUCTURED PARKING AND LOT AISLES

Sec. 48.933 establishes the minimum parking space dimensions, as shown in the following table:

<u>Parking Angle (Degrees)</u>	<u>Stall Width</u>	<u>Stall Length</u>	<u>Aisle Width 1-Way/2-Way*</u>
0° (parallel)	8.5'	18'	16' / 22'
45°	8.5'	19'	16'
60°	8.5'	20'	16'
90°	8.5'	18'	23'

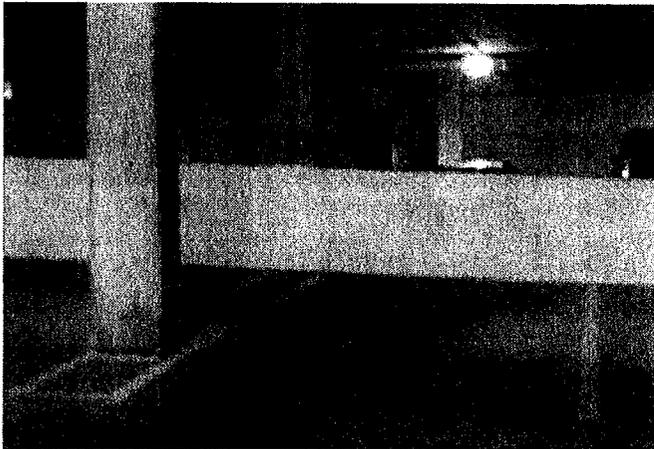
\*Except for aisles adjacent to parallel parking spaces, aisles adjacent to parking spaces with parking angles of less than ninety (90) degrees shall provide for one-way traffic only.

Aisles providing access to off-street parking areas but not immediately adjacent to or providing direct access to an off-street parking space shall be at least twenty-two (22) feet in width if designated for two-way traffic and at least sixteen (16) feet in width if designated for one-way traffic.

Aisles providing access to any off-street loading space shall be a minimum of twenty-two (22) feet in width.

### Procedure for Measuring Parking Spaces:

- Parking space width is measured from the center of each stripe framing the space.
- Parking space depth is measured along the length of the stripe.

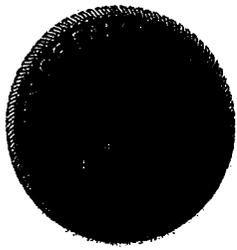


- Parking spaces bounded by an obstruction that reduces the dimension of the space, such as a wall, post, column, fence or overhead object, will be measured from the face of the obstruction.
- Spaces not meeting the minimum dimensions required by code will not be counted towards the total necessary for site plan compliance.
- Falls Church code has no provisions for compact or motorcycle spaces.
- This is a summary of the Code. For more details, refer to Chapter 48 of the City of Falls Church Code.

Revised October 2009

*The City of Falls 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 703.248.5015 (TTY 711)*

**Harry E. Wells Building • 300 Park Avenue • Falls Church, Virginia 22046**



# CITY OF FALLS CHURCH

## INTEROFFICE MEMORANDUM

DATE: April 20, 2010

TO: Wendy Block Sanford, Principal Planner

FROM: Rodney A. Collins, P.E., Public Utilities *Rodney A Collins*

SUBJECT: Falls Church Gateway – 500, 510, & 520 N. Washington Street  
Special Exception Application

I have reviewed the Special Exception Application for Falls Church Gateway, 500, 510, & 520 N. Washington Street prepared by Akridge revised April 2, 2010, and have the following comments.

1. Water Supply

- a. Water supply is available for this project with an 8-inch water main in Gresham Place and an 8-inch water main in North Washington St. The static pressure for the site will be between 60-70 psi. The available fire flow that is available to the site is approximately 1,950 gpm.
- b. During the site plan review, we will require the water line be connected to both the water main along Gresham Place and along North Washington St.

2. Sanitary Sewer

- a. The sanitary sewer for this site can be discharged to an existing 15-inch line located in Gresham Place or an existing 8-inch line located in East Jefferson Street. The estimated peak flow that will be generated from this site is as follows.

200 residential units @ 200 gpd/unit	=	40,000 gpd
84,178 sq. ft. commercial/retail @ 0.20 gpd/sq. ft.	=	<u>16,835 gpd</u>
Estimated average daily flow	=	56,835 gpd
Peak Factor	=	<u>4</u>
Estimated Peak Flow	=	227,340 gpd

Sufficient capacity in the existing sanitary sewer system is available or will be provided for this development.

- b. There is an existing sanitary sewer line that terminates on the property. This line is part of the City of Falls Church sanitary sewer system. If this line is not utilized in the new development, the on site manhole and the entire pipe to the downstream manhole must be removed and the downstream manhole repaired.

3. Water and Sewer Fees

Water and sewer fees shall be paid at the time the request for the connection is made. The fees shall be based on the rates and fees at the time of the request.

4. Conclusion

Water and sanitary sewer service is available for the proposed project at the site. Clarifications as outlined above are required prior to the site plan approval.



# CITY OF FALLS CHURCH

DATE: October 7, 2010

TO: Gary Fuller

FROM: Bill Hicks *WBH*

CC: Cyrus Salehi  
Brenda Creel  
Wyatt Shields

RE.: Comments on Gateway SE submission, July 9, 2010

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1. Engineering is satisfied with the location of the commercial entrance from Gresham Place. However, the garage entrance off of the mews street remains approximately 120-feet from N. Washington where VDOT access management guidelines would locate this 225-feet from N. Washington. The limited stacking (probably 6 cars or less) along the mews street is likely to inhibit movement in the travelway of N. Washington St.
2. Turning Radii for N. Washington Street entrance is problematic. It can be expected that there will be moving trucks regularly entering and exiting the site. This can be worked out during the site plan process but the applicant should know that what is presented is not acceptable.
3. In contrast to the turning radii for the entrance on N. Washington St., the turning radii for Gresham Place may create longer than needed pedestrian movements across Gresham Place. This issue can be worked out during site plan but the applicant should know that staff is considering tighter radii for Gresham Plan to lessen the walking distance for pedestrians.
4. The applicant's previous response to staff's comment regarding refuse and recycling suggests that ample room for collecting and storing refuse has been provided. However, the applicant does not speak to recycling. The applicant should be aware that Chapter 34 of the city code also requires a provision to recycle. For this obligation ample room for collecting and storing recyclables must also be provided.
5. Engineering concurs with Voluntary Concessions as submitted on September 27, 2010 save the following:
  - a. Pedestrian Oriented Design Elements
    - i. Streetscape improvements along North Washington Street in a 20-foot dedicated right-of-way including brick sidewalks, lighting, landscaping, refuse and recycling receptacles, stormwater management for public

Department of Environmental Services, Engineering & Construction •

300 Park Avenue, Suite 100W • Falls Church, Virginia 22046

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drainage, street furniture, utility undergrounding, and other features as shown on the adopted N. Washington Street Streetscape. No building features (i.e., steps, landings, integrated planters) may encroach into the 20-foot ROW.

- ii. Distinct buildings oriented along the North Washington Street sidewalk to activate the new pedestrian corridor. – Staff notes that the retail on the southern corner of the site doesn't really seem to be oriented to N. Washington St.
- b. Transportation Improvements
- i. In lieu of:
    - b) A cash contribution of \$135,000 will be made to upgrade the existing traffic signal at Gresham Place and North Washington Street to a fully functioning signal and underground all above-ground connections among the traffic signal no later than thirty (30) days after the issuance of building permits. The City shall commit to making improvements to the traffic signal within 18 months of accepting the cash contribution. The City shall execute a contract with the Developer that provides such Developer's payment shall be only be used for the signal at Gresham Place and North Washington Street and in the event such signal is not installed as agreed or in the event the entire \$135,000 is not needed, then any part of the funds not used for such signal shall be returned to the Developer within 60 days of Developer's written notice to the City.

This concession shall read as follows:

A cash contribution of \$150,000 will be made to the City no later than thirty (30) days after the issuance of building permits. With this money the City shall commit to making improvements in the vicinity of the project as follows in order of priority.

- a) The City will upgrade the existing traffic signal at Gresham Place and North Washington Street to a fully functioning signal. The City and Applicant will coordinate to underground above-ground connections among the traffic signal.
- b) Any remaining monies will be applied to stream/stream bank improvements directly on Four Mile Run potentially downstream from the project area or other water quality/quantity improvements in the vicinity of the project area. The final choice of project and location will be at the sole discretion of the City; however, the City will be mindful of a nexus to the project. A potential project may be within Crossman Park just downstream of the project site.

c. Stream Improvements

i. Replace:

The Developer will make a \$15,000 cash contribution to fund stream bank improvements to Four Mile Run along Gresham Place no later than thirty (30) days after the issuance of building permits.

with the following:

The City will use remaining monies from the \$150,000 contribution to upgrade the Gresham Place Signal toward stream/stream bank improvements directly on Four Mile Run potentially downstream from the project area or other water quality/quantity improvements in the vicinity of the project area. The final choice of project and location will be at the sole discretion of the City; however, the City will be mindful of a nexus to the project. A potential project may be within Crossman Park just downstream of the project site.

- ii. As part of construction, the developer will remove all contaminated soil from the site and surrounding area that is disturbed through construction. Any off site areas will be restored as directed by the City. In addition, developer will provide documentation regarding the extent of soil contamination as explored by a licensed professional in an Environmental Site Assessment. Applicant will close the site in accordance with applicable state and federal regulations. The applicant will provide documentation to the City.
  
- d. LEED Criteria: The Developer agrees to have the project designed such that a Leadership in Energy and Environmental Design (LEED) Accredited Professional can and will certify that the project is likely to yield at least the points necessary to achieve status of LEED ~~Silver~~ Gold under LEED CS for the office building and LEED ~~certified~~ Gold under LEED NC for the residential building. Prior to Site Plan Approval the Developer will provide the City with a LEED checklist as prepared by a LEED Accredited Professional. Following completion of construction and occupancy, and in accordance with LEED guidelines, the Developer will prepare necessary documentation and seek official LEED certifications from the U.S. Green Building Council. Prior to approval of the site plan the applicant will post a \$50,000 bond for each of these LEED certifications (totaling \$100,000). If the project does not achieve the LEED intended certifications the City will redeem the applicable bond amount for use within the City for improvements for City facilities associated with Climate Change.



# CITY OF FALLS CHURCH

## INTEROFFICE MEMORANDUM

DATE: April 28, 2010

TO: Wendy Block Sanford, Principal Planner

FROM: Debra Gee, Planning Specialist *DGee*

SUBJECT: Gateway Special Exception (500, 510, and 520 North Washington Street)

The Chesapeake Bay Interdisciplinary Review Team (CBIRT), with the exception of the City Arborist, met on April 28, 2010 to consider the application referenced above and makes the following preliminary comments:

1. A portion of this site lies within the Chesapeake Bay Resource Protection Area (RPA) and within the mapped FEMA floodplain. The full measure of codes and regulations applicable in both of those situations will apply to the development proposed for these sites.
2. The Developer must provide the City with documentation regarding the extent of soil contamination, as explored by a licensed professional in an Environmental Site Assessment, as well as final site closure documentation from VADEQ. The City understands that as a condition of this development, the Developer will remove all contaminated soil from the site and surrounding area. Any off site areas will be restored as directed by the City.
3. Engineering requests, as a condition of development, that the Developer install a structural BMP (Stormceptor, Downstream Defender, Bay Saver, Vortechincs) in the City's ROW along Gresham Place to treat stormwater prior to discharge to Four Mile Run. All designs must be approved by the City Engineer.
4. The City acknowledges the Developer's intent to install green roof materials on a portion of the buildings. The City requests, as a condition of development, that all roof drainage be treated with either a green roof or cisterns and that all storm drainage from car habitat be directed to an appropriately sized BMP(s).
5. The City typically uses \$660 per linear foot (L.F.) as an estimation cost for stream restoration. The stretch of Four Mile Run running along Gresham Place for the length of the property frontage along Gresham Place is approximately 320 L.F., resulting in an estimate for stream restoration of approximately \$211,000. The Voluntary Concessions offer of \$15,000 to the City for restoration represents only a small percentage of projected costs. The City requests that the Developer's concession for this item be no less than \$100,000. Moreover, the Developer must post this contribution to the City before the release of the core and shell certificate of occupancy is issued for either building.
6. Each of the Stream Improvements listed in the Voluntary Concessions should include a timeline and/or a trigger for when the Developer will provide the items listed.

**From:** Mike Gill [mgill@akridge.com]  
**Sent:** Friday, December 18, 2009 3:14 PM  
**To:** 'Juergen Tooren'  
**Cc:** Gary Fuller; Elizabeth Perry  
**Subject:** RE: Proposed Development at Gateway, Falls Church, VA

**Attachments:** Akridge memo to Gresham HOA 12-09.pdf  
 Juergen,

Please see the attached response to the outstanding concerns expressed below. Please circulate the response to the Gresham HOA members. We intend to have a revised application back into the City sometime early next year. Feel free to give me a call should you want to discuss the project in more detail. Have a great holiday!

**Mike Gill**  
 Akridge | Development Manager  
 202.207.3918 Direct

**From:** Juergen Tooren [mailto:jtooren@starpower.net]  
**Sent:** Monday, October 05, 2009 10:18 PM  
**To:** Mike Gill  
**Cc:** William Schellstede; Tom Bowman; Terry McNamara; Terri Rea; Susan C. Jordan; Steve Rogers; Sharyn L. Byer; Sharon Papp; Sarah Walker; Sarah Walker; Priscilla Guthrie; Nick Caramanica; Lynda Vickers-Smith; Liz Giovaniello; Laura Blewitt; Larry Brown; Kathy Dempsey; Karen Jones; juanita bowman; Joyce Urbauer; Joe Delahanty; JK Caramanica; Jill Downs; Jack McLaughlin; J Giovaniello; Heidi Schooner; Grace Dailey; Glenda Rogers; Eugene DeNezza; Donald Rea; Bob Davidson; Bill Robinson; Betsy Davidson; Behnaz Paknejad; B Crisp; Adele Baker; Steve Griles; gfuller@ci.falls-church.va.us  
**Subject:** Proposed Development at Gateway, Falls Church, VA

Mike – following is the Gresham Place Association response to Akridge's current proposal for the development of the Gateway property. I have copied Gresham Place homeowners and Gary Fuller, City of Falls Church on this message.

On behalf of the Gresham Place community I would like to thank you and your colleagues for meeting with us on September 23, 2009. At this meeting both you and the architect discussed changes made to the proposed development of the property at 520 N. Washington St. Falls Church, Virginia currently known as the Gateway. These changes address concerns expressed by Gresham Place owners and residents through a series of e-mails and meetings last year.

The consensus of Gresham Place is that Akrdige has made great progress in addressing those concerns especially with respect to the issue of the buffer between our community and the new development. We are pleased that the existing wall on Akridge property will be retained and/or repaired if damaged during construction. We are also happy with the additional green space and potential for urban forest improvements along Four Mile Run and encouraged that all run-off from the property will be filtered before entering the watershed. In a similar vein, Akridge's commitment to gain LEED Silver Certification is viewed positively by Gresham Place residents

As reiterated during the meeting, this was the continuation of an iterative process to ensure that the resulting development is the best it can be for Akridge, Gresham Place, and the City of Falls Church. To that end the Gresham Place Association offers the following items that we hope can be resolved to everyone's satisfaction.

**BUFFER:** The only outstanding issue on this front is our strong desire that Akridge do all within its power to preserve the existing trees along or proximate to the property line. We proposed that Akridge and Gresham Place work with an arborist and agree to a tree protection plan to ensure that existing trees along the buffer zone are not destroyed or compromised during the excavation and construction phase. We seek the firm written commitment of Akridge that trees or mature shrubs along the property line that

are damaged or killed during the excavation for the underground garage will be replaced at Akridge's expense in consultation with Gresham Place.

**LOADING DOCK:** We look forward to a more detailed look at the treatment for the loading dock and as promised at the meeting, visuals of similarly situated loading docks. However, Gresham Place residents still have serious misgivings about both the aesthetic aspect of the loading dock and its use, especially as a refuse storage and transfer area. To that end we would prefer moving (exchanging) the location of the office tower and loading dock as proposed previously and during the meeting. Alternatively, moving the loading dock to the interior of the garage may also be a solution.

We are also concerned that as detailed drawings are developed, an additional refuse storage/transfer location may be added to the development. Based on the artist's concept, it is difficult to understand what access the residents of the development will have to the refuse disposal site in the office building, e.g. will they have access through the office building to a trash chute above the loading dock? In addition, even though the architectural treatment of loading dock doors and area are appealing we have little assurance that the use of the loading will be monitored or enforced, resulting in an eyesore.

We do not think that it can be overstated how eager we are to have a pleasing entrance to our development. In explaining why our proposal for flipping the locations of loading dock and the office tower was not accepted, the architect stated that the aesthetics of the new development will be more visible and better appreciated by folks leaving Falls Church (heading North on Washington St.) than by those coming into Falls Church (heading South on Washington St). In our view, the critical visual perspective to consider is the view of those coming from the north on Washington St. It's not only the "gateway" to our neighborhood; it's the gateway to the City of Falls Church.

If the location of the dock is not changed, it is important to understand its usage, with respect to deliveries and pickups. What would be the frequency of use, and the size of vehicles? Is there any possibility that some vehicles would protrude into the eastbound lane, blocking traffic?

**TRAFFIC:** Gresham Place residents are very concerned about the traffic and potential traffic jam that may result on Gresham Place due to residents and customers of the development entering and exiting Gresham Place. We appreciate that Akridge has worked with the Virginia Department of Transportation and the City to secure the promise of a fully functioning traffic signal at the corner. However, we remain concerned that, at both morning and evening rush hours, a steady stream of Gateway traffic will cause bottlenecks for us. These would be largely removed if the traffic into and out of Gresham Place were restricted to the office building. This is our preferred solution

If the Gresham Place ingress/egress is available to all vehicles, as in the original proposal, there is a need for a detailed examination. Based on the presentation we assume that there will be three lanes in Gresham Place. The original proposal showed one lane for eastbound traffic and two lanes for westbound traffic for left and right turns into Washington Street respectively. The Wells & Associates study reads: "This improvement would facilitate right turns by providing storage for left turn vehicles at the intersection, thereby reducing delays and queuing potential." However, the removal of the second entrance into the Gateway sharply reduces the queuing distance for traffic exiting the project, reducing the advantages of this arrangement. We are very concerned that Gateway traffic will turn right into Gresham in order to get into the queue, and request that right turns into Gresham be prohibited. We believe that there is merit if the extra lane is used for traffic entering Gresham Place, resulting in two eastbound lanes and one westbound one. The only way to understand the extent of the problem is to conduct a traffic queuing analysis, which shows the queue lengths and waiting times. The analysis should also factor in the usage of the loading dock, and the possibility that trucks may block the eastbound lane. We request that Wells & Associates be tasked with this

study.

In addition to the foregoing, below are some additional questions from residents:

1. Are the residential units "rental" or "for sale"? If they are for sale then why is there a "Rental Office"? If the residential units are for rent, is there a limit to the number of rental properties?
2. We have the handout from the meeting at the Community Center but here is no view of the projected project from N. Washington St. (Lee Highway). It would be good to have that view in color also. There are 2 views in color but both are from Gresham Place.
3. On the drawing there is a blank space (27' 10" wide setback) on the right side in the back. What is this space for? Is it part of the "green area"?
4. Can we assume that anyone who parks in the Akridge project can egress via either N. Washington St. or Gresham Place?

Please let me know when it would be convenient for you to discuss these issues.

Sincerely,

Juergen Tooren, President  
Gresham Place Association

**Gresham Place Association**

City Council  
City of Falls Church  
300 Park Avenue  
Falls Church, Virginia 22046

Dear Council Members:

RE: Falls Church Gateway

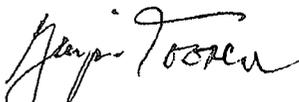
This letter provides some comments from the Gresham Place Home Owners' Association (Gresham Place) with respect to the subject project. The Board of Directors and home owners of Gresham Place have been working with the Akridge Company on their proposed development of the Falls Church Gateway in the 500 block of North Washington Street over the last two years. We commend Akridge for their cooperative spirit in helping to address the many issues and concerns of our home owners.

We understand that this development may be a topic of discussion at the Council's work session scheduled for July 19, 2010. While we have not yet seen the most recent version of the special exception package (SEP), preliminary information provided by Akridge indicates that they have addressed all of our remaining concerns. Those included:

1. Relocation of the loading dock and garage entrance facing Gresham Place (street) onto the Gateway Mews, e.g. the interior of the project.
2. That the relocation identified above (point 1) not impact the buffer between buildings on the Gateway site and Gresham Place as outlined in the SEP dated 04.02.10.
3. That any revised SEP will continue to include a third lane for entry/exit from Gresham Place to North Washington Street.
4. That Akridge will support a fully functioning traffic light at the intersection of Gresham Place and North Washington Street.
5. That no right hand turn will be permitted when exiting from the Gateway Mews onto Gresham Place.

Assuming the forgoing points are included in the revised SEP, this Association supports the proposed request for development of the Falls Church Gateway.

Sincerely,



Juergen Tooren, President

cc: Akridge

Management Agent: Klingbeil, Powell & Artuz, Inc.  
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Manager: Ed Alritz 703.532.5005; e-mail [ealritz@kpgmgt.com](mailto:ealritz@kpgmgt.com)

