Submitted By:

FALLS CHURCH GATEWAY PARTNERS DEVELOPMENT LLC
4800 Hampden Lane
Suite 300
Bethesda, MD 20814
(301) 812-4785

Master Planner:

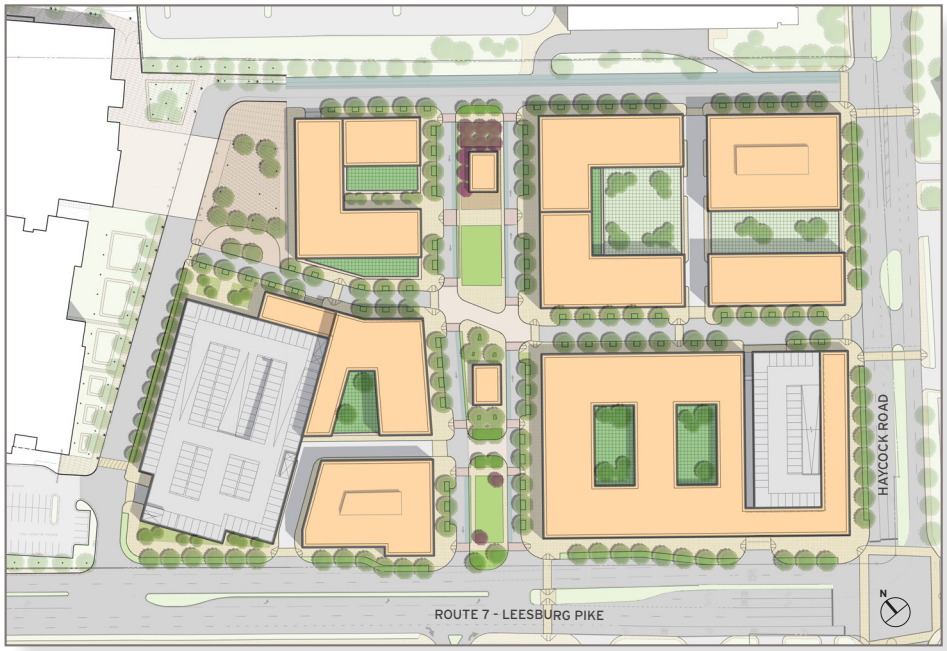
TORTI GALLAS + PARTNERS
1300 Spring Street, Suite 400
Silver Spring MD
(3010-588-4800

Landscape Design:

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

Civil Engineer:

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



WEST FALLS CHURCH ECONOMIC DEVELOPMENT PROJECT

SPECIAL EXCEPTION ENTITLEMENT APPLICATION

CITY OF FALLS CHURCH, VIRGINIA

February 4th, 2019

FALLS CHURCH GATEWAY PARTNERS DEVELOPMENT LLC (FCGP DEVELOPMENT LLC)

THE NEIGHBORHOODS OF EYA | PN HOFFMAN | Regency Centers. | TORTI GALLAS + PARTNERS | WALTER L. PHILLIPS | LandDesign. CREATING PLACES THAT MATTER.

CITY OF FALLS CHURCH

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

PLANNING DIVISION
APPLICATION FORM

PROJECT NAME: The Little City Commons

Submit one form for each type:

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

PROJECT DESCRIPTION:	
Street Address: 7124 Leesburg Pike, Falls Church, VA 22046	
RPC #: 51-221-001	Owner of Record: City of Falls Church School Board

APPLICANT INFORMATION:	
Applicant: ☐ Owner ☐ Contract Owner ☐ Agent	
Name: FCGF Development LLC by Evan Goldman, V.P. of EYA	
Address: 4800 Hampden Lane, Suite 300	Business Phone: 301-634-8600
Bethesda, MD 20814	Cell Phone: 202-437-1135
E-mail: egoldman@eya.com	Fax: 301-634-8729

PROJECT AND PROPERTY INFORMATION:		
SITE PLAN	**SUBDIVISION, CONSOLIDATION OR LOT LINE ADJUSTMENT**	**COMP PLAN/REZONING OR SPECIAL EXCEPTION**
Current Zoning:	Current Zoning:	Current Zoning: Special Exception Entitlement
☐ Present Development	☐ Present Development	Proposed Zoning: B-2
☐ Proposed Development	☐ Proposed Development	Present Future Land Map Designation:
# of New Dwelling Units: _____	☐ Subdivision: ☐ SFH ☐ Commercial	☒ Special Revitalization Dist. for Educ. & Econ. Dev.
Commercial: _____ SF	☐ Consolidation	☐ Present Development
☐ Mixed Use Development	☐ Lot Line Adjustment	☐ Proposed Development
☐ # Site Plan Waiver(s):	☐ Preliminary Plat ☐ Final Plat	☐ Conditional Rezoning
☐ Site Plan Resubmission		☐ Other Rezoning
☐ Site Plan Amendment		
TOTAL SITE AREA: 452,841 SF 10.4 ACRES		

APPLICANT SIGNATURE: _____

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

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

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

TOTAL FEE for this application: $_____

Accepted by: _____ MUNIS # _____
Staff

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

Identification of Applicant FCGP Development LLC

The Applicant is LLC called "FCGP Development LLC" and is comprised of the following members:

EYA Homes, LLC (EYA)

PN Hoffman ("PNH") and

Regency Centers ("Regency")

Authorized Representative of Applicant:

The lead person and authorized representative of FCGP is Evan Goldman, Vice President of EYA identified previously.

The land use attorney for this application is David R. Lasso, Partner in the Firm of Baskin, Jackson & Lasso, PC, 301 Park Avenue, Falls Church Virginia 22046 david.lasso@baskinjackson.com, Office 703 534 3610, Fax 703 534 7315 and cell 703 801 1608

The Application:

This is a request for a Special Exception Entitlement or "SEE".

The site of this SEE is 452,841 square feet or 10.4 Acres of the eastern portion of the current parcel RPC # 55-221-001 located at 7124 Leesburg Pike in the City of Falls Church. The size of the entire parcel is 1,086,674 square feet or 24.94670 acres based upon the City's Tax Records, the parcel and development site are also shown on the Attached Diagram which is based on a current ALTA survey.. Upon completion of the zoning approvals, the larger parcel will be subdivided to create these two parcels.

The proposed development complies with the current Comprehensive Plan and as shown in the Present Future Land Use Map.

The development is as represented and discussed in the in the accompanying Conceptual Plans and Statement of Justification.

Application Number _____

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

Type or Print in Ink. Complete the following:

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

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

   Lot(s)_____ Block(s)_____

   Section(s)_____ Subdivision_____

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

   No ☑ Yes ☐ If "Yes", give the name of the corporation and skip to Item 4.

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

PARCEL ADDRESS	NAME	ADDRESS	NATURE OF INTEREST
See attached			

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

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

State of ~~Virginia~~ Maryland
County of Montgomery

Subscribed and sworn before me this 31st day of January 20 21

Notary Public _____ My Commission Expires 1/11/2022

ADRIANA F. AYOUB
My Commission Expires
NOTARY PUBLIC
01-11-2022
MONTGOMERY COUNTY, MD

City of Falls Church Disclosure Statement Attachment

The Property that comprises the site for development will be a 10.4 acre portion of the current parcel identified in the City's Land Records as:

7124 Leesburg Pike, Falls Church, VA 22046

RPC # 51-221-001

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

The current elected members of the School Board are:

Lawrence Webb, Chair

Phil Reitinger, Vice-Chair

Greg Anderson, Member

Justin Castillo, Member

Erin Gill, Member

Shannon Litton, Member

Shawna Russell, Member

Acacia Wyckoff, Student Representative

The Superintendent of Schools is Dr. Peter Noonan

The size of the parcel currently according to the City's Tax records is 1,086,674 square feet or 24.94670 acres; the development site is an area on the eastern portion of the parcel and this portion is 452,841 square feet or about 10.4 acres in size.

Please refer to the attached Diagram which shows the development site and the School Board's site based upon a more recent ALTA Survey.

Identification of Applicant FCGP Development LLC

The Applicant is LLC called "FCGP Development LLC" and is comprised of the following members:

EYA Homes, LLC (EYA)

PN Hoffman ("PNH") and

Regency Centers ("Regency")

Authorized Representative of Applicant:

The lead person and authorized representative of FCGP is Evan Goldman, Vice President of EYA identified previously. FCGP has the consent of the owner to submit this SEE Application and it will upon completion of the development approvals and other agreements related to the PPEA currently underway, the Applicant will lease portions of the site and own other portions of the site.

The land use attorney for this application is David R. Lasso, Partner in the Firm of Baskin, Jackson & Lasso, PC, 301 Park Avenue, Falls Church Virginia 22046 david.lasso@baskinjackson.com, Office 703 534 3610, Fax 703 534 7315 and cell 703 801 1608

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December 06, 2018

City of Falls Church

RPC #: 51-221-001

Property Address: 7124 LEESBURG PIKE

Summary

Owner:	CITY OF FALLS CHURCH SCHOOL BOARD	**Property Address:**	7124 LEESBURG PIKE FALLS CHURCH, Va 22046
Mailing Address:	300 PARK AVENUE FALLS CHURCH, VA 22046	**Legal Acreage:**	24.94670
Legal Description:	NR WEST FALLS CH GEORGE MASON HIGH SCHOOL	**Square Feet:**	1,086,674
Zoning:		**Neighborhood #:**	98

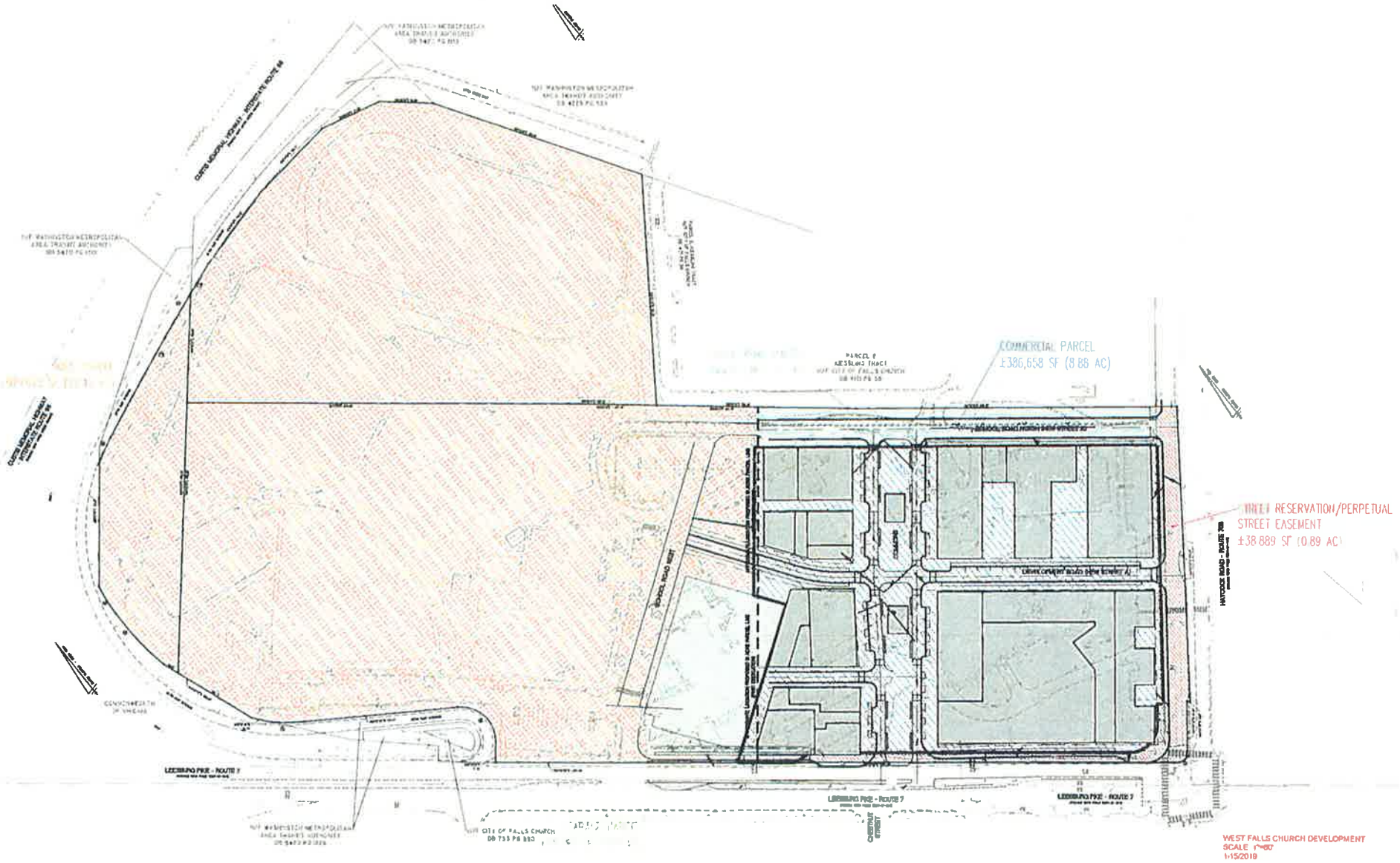
Improvements

Assessment

Valuation as of	Current	2017	2016	2015
Land Value:	$43,467,000	$43,467,000	$43,467,000	
Improvement Value:	$0	$0	$0	
Total Value:	$43,467,000	$43,467,000	$43,467,000	

Ownership History

Grantor	Sale Date	Sale Price	Doc # or Deed Book/Pg



WEST FALLS CHURCH DEVELOPMENT
SCALE 1"=80'
1-15/2018

Beginning at an iron pin found, said point the southwest corner of Parcel 2, Kiessling Tract as recorded in Deed Book 4171 at Page 38; thence with Parcel 2, S 50° 18' 33" E, 352.52 feet to a point; thence with Parcel 2, the same course continuing into the travelway of Haycock Road – Route 703,

S 51° 36' 58" E, 565.28 feet to a point; thence through the travelway of Haycock Road – Route 703,

S 35° 55' 12" W, 525.02 feet to a point; thence N 54° 04' 48" W, 6.00 feet to a point; thence

S 37° 57' 32" W, 97.67 feet to a point; thence 27.36 feet with the arc of a curve bearing to the right and having a radius of 25.00 feet (tangent length 15.23 feet, chord length 26.02 feet, chord bearing

N 75° 29' 08" W) to a point in the travelway in the east right-of-way line of Leesburg Pike – Route 7; thence with the right-of-way line of Leesburg Pike – Route 7, N 51° 20' 58" W, 1,197.42 feet to a point, said point being a corner of now-or-formerly Washington Metropolitan Area Transit Authority (WMATA) as recorded in Deed Book 5420 at Page 1226; thence with now-or-formerly WMATA,

N 38° 39' 02" E, 37.16 feet to a point; thence 102.48 feet with the arc of a curve bearing to the left and having a radius of 61.47 feet (tangent length 67.69 feet, chord length 91.01 feet, chord bearing

N 09° 06' 26" W) to a point; thence N 56° 51' 55" W, 274.13 feet to a point; thence 55.99 feet with the arc of a curve bearing to the right and having a radius of 347.65 feet (tangent length 28.05 feet, chord length 55.93 feet, chord bearing N 52° 15' 06" W) to a point in the east right-of-way line of Interstate Route 66 - Custis Memorial Parkway (shown as Ramp E on sheet 9a of the plans for Route 66, State Highway Project 0066-029-103, RW-202); thence with the east right-of-way line of Interstate Route 66, N 39° 12' 40" W, 36.74 feet to a point; thence N 19° 48' 16" W, 182.56 feet to a point; thence 124.97 feet with the arc of a curve bearing to the right and having a radius of 522.96 feet (tangent length 62.79 feet, chord length 124.67 feet, chord bearing N 04° 30' 15" W) to a point; thence 55.38 feet with the arc of a curve bearing to the right and having a radius of 359.26 feet (tangent length 27.74 feet, chord length 55.32 feet, chord bearing N 06° 45' 27" E) to a point; thence N 38° 47' 47" E, 221.81 feet to a point, said point being a corner of now-or-formerly WMATA as recorded in Deed Book 5420 at Page 1210; thence 48.98 feet with the arc of a curve bearing to the right and having a radius of 347.65 feet (tangent length 24.53 feet, chord length 48.94 feet, chord bearing N 62° 03' 10" E) to a point; thence with now-or-formerly WMATA and continuing with additional land of now-or-formerly WMATA as recorded in Deed Book 5420 at Page 1210 and Deed Book 4228 at Page 539, the following courses and distances:354.51 feet with the arc of a curve bearing to the right and having a radius of 5,670.71 feet (tangent length 177.32 feet, chord length 354.46 feet, chord bearing N 67° 52' 48" E) to a point; thence N 74° 41' 48" E, 156.93 feet to a point; thence N 82° 12' 06" E, 156.47 feet to a point; thence

S 76° 56' 22" E, 111.68 feet to a point; thence S 49° 26' 04" E, 94.95 feet to a point; thence

S 32° 19' 03" E, 391.04 feet to a point, said point being the northwest corner of Parcel 2, Kiessling Tract; thence with Parcel 2, S 34° 53' 47" W, 410.26 feet to the point of beginning and containing an area of 1,509,471 square feet, or 34.6527 acres, more or less.

February 4, 2019

Jim Snyder
Director of Planning and Zoning City of Falls Church
City Hall
300 Park Avenue
Falls Church, VA 22046

Re: Statement of Justification for "The Little City Commons"

Dear Jim:

This Step 1: Special Exception Entitlement ("SEE") Application is submitted to the Planning and Zoning Committee of the City of Falls Church by Falls Church Gateway Partners ("FCGP" or "The Applicant"), a partnership between EYA ("EYA"), PN Hoffman ("PNH"), and Regency Centers ("Regency"). FCGP proposes to develop the roughly 10 acre site known as the Economic Development Site (or the "Site") currently occupied by the George Mason High School in a manner generally consistent with not only the Interim Agreement ("IA"), but also fully consistent with the City's planning studies, Small Area Plan, and Comprehensive Plan for the Site.

An important action that guided the FGCP approach to the commercial development of the Site was the decision of the School Board and City to locate the new high school on the west side of the main access road for the middle and high school. This allows the 10.3 acre commercial Site to be laid out in grid more conducive to the place-making called for by the City, makes it more feasible to integrate the Site with the future development of the Northern Virginia Graduate Center and the West Falls Church Metro Station, and permits this larger redevelopment vision to support the called for overall redevelopment of the West End in the City's Small Area Plan.

The Step 1: SEE is a conceptual plan for the development of the Site that serves to identify basic plan elements such as density, uses, building heights, and massing. The Planning Commission, City Council can expect a higher level of detail in the Step 2: Special Exception Site Plan ("SESP") Application to come.

The Step 1: SEE furthers the objectives of the Comprehensive Plan as follows:

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

The Future Land Use Map included in Chapter 4 of the Comprehensive Plan shows the entire 34 acre site, of which the 10-acre Site is a part of, as a "Special Revitalization District for Education & Economic Development." The development proposed by the Applicant meets his desire by including uses that will spark economic development in the west end of the City of Falls Church and educational uses. From an economic development perspective, the development includes two office buildings, more than 120,000 GSF of retail including a grocery store and entertainment use, and a huge public gathering space, "The Commons," that can serve as a setting for large scale community and economic development events. From an educational perspective, the development includes approximately 20,000 GSF including an outdoor terrace of uses dedicated to education and the arts.

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

The Applicant understands and shares a desire to create a best-in-class development at Little City Commons, and this necessitates a long-term vision and commitment to sustainability. The Site has been designed with attention to environmentally sustainable design techniques, sufficient open space for onsite stormwater management techniques, and efficient planning dimensions that best-in-class developments demand. Environmental sustainability with LEED ND at the neighborhood level, LEED Gold for the office component, LEED Gold for the multifamily rental component, and LEED Silver for the hotel have been committed to.

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

The proposed development has been designed with pedestrian-oriented streets and easy pedestrian, bicycle, and automobile access to the Site. This includes a shared use path along Route 7, new bike lanes along Commons Drive, a dedicated cycle track along School Road, a full movement traffic signal and pedestrian crossing at New Street A and Haycock, a traffic light and pedestrian crossing at Route 7 and Chestnut, and a HAWK signal with crossing at School Road and Haycock. Through the use of specialty pavers in key locations and narrower 10' wide drive aisles along the Commons, the streets have been designed to promote maximum auto speeds of 25 MPH; this helps to make the streets bike and pedestrian friendly.

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

Phase One includes office, hotel, senior housing, condominiums, rental apartments, retail, civic/entertainment uses, and a large park/open space. Phase One provides approximately 800,000 to 1,100,000 gross square feet of development, 56% - 77% of the total development expected to be built on the Site and roughly 330,000 gross square feet of commercial space. Phase Two includes an additional office development site planned for 250,000 gross square feet of commercial space. Please refer to the Step 1: SEE application materials for additional details regarding square footages of plan elements.

By delivering so much of the total development in a very large Phase One, the FCGP team has maximized up front land value for the City and proposed a plan that generates tax revenue for the City as quickly as possible. More importantly, the proposed phasing plan allows for the construction of all the site work, public open space and parks, and the vast majority of the proposed retail and civic uses in the first phase of development. This satisfies the need for critical mass and will be essential to attracting best-in-class retailers, a desirable hotel operator, condo purchasers and, most significantly, Class-A office tenants. This phasing plan also allows FCGP to deliver a ground floor and streetscape that is enhanced by active upper floor uses, which is so critical to place-making and place-management early on in the life of the new neighborhood.

To help ensure the success of the retail component of the development, the Applicant has proposed broad and active sidewalks with restaurant café space located against the curb and the continuous pedestrian sidewalk located against the storefront of the retail tenant spaces. This is a Parisian style of design that has been shown to increase retail sales and restaurant activity on a retail main street.

Signage and storefront design is also critical to retail success. The Applicant intends to submit a Comprehensive Signage Package to the City of Falls Church for review and approval. This Comprehensive Signage Package will provide both the City and the retail tenants the assurances they need that the signage will be tasteful and appropriate and enable the retailers to be successful.

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

Parking garages with spaces for office tenants, apartment and condominium residents, hotel and retail visitors, and 187 school spaces with additional surge parking room are provided. The garage on block B has been designed as an above-grade parking deck serving the high school, office, hotel, retail, and senior housing uses. This garage presents an opportunity for overflow event parking for the high school and could potentially serve as a revenue generating source for the schools. While there is ample parking on site for the commercial uses to ensure their success, parking for the rental apartments has been kept to a minimum in order to encourage residents to take advantage of the West Falls Church Metro Station and other non-auto methods of transportation. Shared parking, parking reductions, and TDM methodologies are all included as part of this transit-oriented development.

6. Provide "Parks for People" (Ch 6)

The Commons is a series of central park spaces in the center median of the main retail street for the project. The parks add up to approximately .7 acres of land and they will serve as a gathering place and venue for community events. For larger events, the Commons can be closed to auto traffic which more than doubles the amount of open space. The Commons is envisioned to be an active park space with a regular rhythm of events from movie nights to yoga in the park and will be programmed in coordination with the retail tenants and both the government and residents of the City of Falls Church. The park space will have public art, fountains, seating, and lush landscaping and will become a focal point for the West Falls Church community. The proposed design of the public spaces shall be commemorated in a Public Space and Amenity Plan to be approved by the City of Falls Church.

The Step 1: SEE furthers the objectives of the Special Revitalization District for Education & Economic Development as follows:

1. Recognize the requirements set forth in the Voluntary Boundary Adjustment Agreement between the City of Falls Church and Fairfax County requiring that 70% of the area is used for school purposes and 30% for economic development purposes, while encouraging revitalization and further development.

The Little City Commons comprises less than 30% of the total 34 acre campus property (10.34 acres). It is expected that the development will act as a catalyst in spurring similar redevelopment of the adjacent properties in the West End as is desired by the City. This expectation has already been proven correct as the Graduate Center is exploring redevelopment and WMATA has submitted to Fairfax County a request to change the designation for its property to mixed use. Both properties envision a continuation of the street grid proposed by The Little City Commons and there will be uses that provide customers for The

Little City Commons. Similarly, the City of Falls Church is experiencing a renewed interest in the longer term uses in the West End of the City that will be bounded roughly by the mixed use Founder's Row Development at West Street/Park Avenue and West Broad Street and the Little City Commons. By demonstrating to the development community that the studies and plans of the City have produced viable commercial results of such a large scale as the new High School and the adjacent Little City Commons, the City will have taken the most important step it could in encouraging revitalization and further development in the area.

2. Promote environmentally-responsible development that is supported by sustainable systems of green infrastructure and utilities and that integrates educational and environmental stewardship opportunities for the students of George Mason High School and Mary Ellen Henderson Middle School.

The project is envisioned to be sustainable by design with visible SWM features and building design which meets LEED ND at the neighborhood level, LEED Gold for the office component, LEED Gold or alternative equivalent for the multifamily component, and LEED Silver for the hotel. The Applicant looks forward to developing a partnership with both the Middle and High School so that students will have the opportunity to learn about sustainability, development and construction both during the construction of the project and once open for operations.

3. Encourage creative proposals and successful economic development to offset school construction debt service and to provide other community benefits by developing planning and zoning guidelines and standards, such as an appropriate mix of uses, a range of densities and heights within suitable locations, and explore options for a special tax district.

The greatest additional benefit to the City is the financial commitment that FCGP has made to the City in both land payment and a development plan that will generate substantial tax revenues for the City. These two revenue streams for the City will largely fund the annual debt obligation associated with the construction of the new George Mason High School. In order to maximize land value to the City, public benefits were largely limited to the following key categories as negotiated with the City of Falls Church during the IA negotiation process:

- *Sustainability as highlighted above*
- *Highly amenitized public open space (The Commons) with art, fountains, and place-making to create a central gathering place for the greater Falls Church community*
- *Affordable housing*
- *Streetscape & pedestrian improvements and bike lanes*
- *Excellent quality architectural design*

As outlined in the approved IA, the economic benefit to the City from the project is substantial and will hopefully seed additional high quality development in the west end of the City to further increase tax revenue for the City. In order to maximize land value for the City to help the City to achieve its key public benefit of funding a new high school, additional voluntary contributions outside those agreed upon as part of the IA negotiation with the City have not been contemplated.

4. Encourage collaboration between economic development uses and the educational programs anchored by the Virginia Tech and University of Virginia Northern Virginia Center and Falls Church City Public Schools.

The Applicant has had ongoing coordination with Virginia Tech through and will attend a coordination meeting with the University and their developer in March 2019. The retail merchandising plan for the Property includes education and arts uses which will serve both the high school and Virginia Tech students and faculty. The site will also have restaurants, coffee shops, and retail that will serve as an amenity for the schools. The Applicant looks forward to collaborating with Tech on events, programming, and potentially on-going research once the two properties have been delivered and are operating.

5. Provide an inclusive process in the plan development and implementation for the site.

The City of Falls Church and the Falls Church School Board have been working with the community of Falls Church for the last five years on a plan to fund and build a new, state-of-the-art high school. The cost of new school is in excess of $100M and will be funded with public bond financing. The process passed a major milestone in November 2017 when the City of Falls Church voters approved a referendum for the issuance of bonds for the construction of a new George Mason High School. After the referendum was approved, the City Council, School Board, Planning Commission and Economic Development Authority jointly planned and marketed the previously defined 10.3 acres of the George Mason High Campus for private economic development. In order to maximize the value of this unique opportunity, the City conducted many studies and engaged substantially with the community in order to create a desired plan for the development of the Economic Development Site. The City has collected the entire planning process and the many studies and plans on its website at https://www.fallschurchva.gov/1770/Campus-Project-Planning-for-Economic-Dev. The conclusion of that effort led a change in the City's Comprehensive Plan and the adoption of the Special Revitalization District for Education and Economic Development text in 2018.

Since selection in November, the Applicant has met with the community and presented to various official bodies more than ten times. The Applicant has also participated in regular coordination meetings with the City and Schools to ensure that the feedback from stakeholders is incorporated into the SEE application. Upon submission of the SEE, the Applicant will meet with the various civic associations and home owner's associations in the surrounding area, the various City of Falls Church Boards and Commissions, and will participate in other formal and informal gatherings related to the development of the site. The valuable feedback gained will inform the ultimate design of the project.

6. Provide a gateway to the City which instills a sense of place through the use of high quality urban design, a flexible and connected street grid, multi-modal access within and to adjacent sites, appropriate buffering between the educational and economic development uses, and green space and plazas to serve both the educational and economic development uses.

The project will serve as a gateway to the City, instilling a sense of place through the use of high quality urban design, including a thoughtful interface with the adjacent schools and a focus on the delivery of place up-front. The development plan in this Application was designed to create a balanced mix of uses in response to the Site's key constraints, maximumize up-front land value, and ensure success by delivering a critical mass of vertical uses, retail, and public space in the first phase of the project. The

design of the development plan in this Application was determined based upon the following key constraints:

- *Need for the retail main street to be a relatively flat street that provides flexibility for location and size of individual retail stores and a comfortable setting for retail shopping and outdoor dining.*
- *Strong desire to use the retail main street as a means to direct pedestrians, cyclists, and auto drivers towards the West Falls Church Metro Station. This retail main street is also designed to integrate potential development on the Virginia Tech site into the overall neighborhood.*
- *The project's key retail anchor is likely to be a grocery store, which necessitates a particular building footprint and column grid, high visibility from the perimeter of the Site, and ease of access by car. As such this tenant is located in the base of the apartment building on Block A, and the store format and associated parking requirements dictate the size of this block and resulting location of New Street A and Commons Drive.*
- *Finally, the site plan design responds to the high school design by using an above grade parking structure to create an appropriate buffer between the school and new development and a practical solution for the need for school overflow event parking. The plan also creates pedestrian and retail oriented connections from the high school plaza to the Commons Drive so that the high school community is welcomed into the larger development. The high school plaza provides a key component of the requested buffer and transition to the Academic campus.*

The Step 1: SEE furthers the objectives of the Urban Design Guidelines for School Related Parcels Planning Opportunity Area 8 as follows:

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

The development plan in this Application was designed to create a balanced mix of uses in response to the Site's key constraints, maximize up-front land value, and ensure success by delivering a critical mass of vertical uses, retail, and public space in the first phase of the project. Below is an outline of the key financial terms of the project:

- *Ground lease for 99 years on the majority of the Site (excluding the condominium parcels), allowing for the City to retain long term interest in most of the Site*
- *Five payments in Phase 1: $6.5M in May 2019, then $7.0M each in 2021, 2022, 2023, and 2024*
- *One payment in Phase 2: $10M or appraised value, whichever is higher*
- *Total base land payments of $44.5M*
- *Additional potential land payments of up to $8.3M, depending on options related to the creation of a Community Development Authority and the location of parking, which City may choose prior to Comprehensive Agreement. The original proposal to the City included 150 parking spaces for the schools and a $5.3M payment to the City. The development plan in this Application assumes that the pre-cast parking structure is approved to be built on Block B1 with 187 parking spaces for the schools and a $4.1M payment to the City.*
- *The City will benefit from a Capital Event Administrative Fee for the term of the 99 year ground lease, when the property is sold or refinanced*
- *The City will share in 25% of any profit generated by a potential land lift in value when the project is financed prior to construction start.*

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

The FCGP vision for the Site is grounded in the principles that govern successful urban neighborhoods throughout the world and includes a permeable grid of pedestrian oriented streets, architecture, and scale that respects the surrounding neighborhoods as well as a strong open space concept to give visitors a reason to visit as well as linger. The transportation design promotes all modes of transportation and focuses on the movement of people into, through, and out of the project. As such, two vehicular access points on Haycock and two vehicular access points on Route 7 play a vital role in the design and future function of the street grid and project access.

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

The Commons is a series of central park spaces in the center median of the main retail street for the project. The parks add up to approximately .7 acres of land and they will serve as a gathering place and venue for community events. For larger events, the Commons can be closed to auto traffic which more than doubles the amount of open space. The Commons is envisioned to be an active park space with a regular rhythm of events from movie nights to yoga in the park and will be programmed in coordination with the retail tenants and both the government and residents of the City of Falls Church. The park space will have public art, fountains, seating, and lush landscaping and will become a focal point for the West Falls Church community. The proposed design of the public spaces shall be commemorated in a Public Space and Amenity Plan to be approved by the City of Falls Church.

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

The proposed development has been designed with pedestrian-oriented streets and easy pedestrian, bicycle, and automobile access to the Site. This includes a shared use path along Route 7, new bike lanes along Commons Drive, a dedicated cycle track along School Road, a full movement traffic signal and pedestrian crossing at New Street A and Haycock, a traffic light and pedestrian crossing at Route 7 and Chestnut, and a HAWK signal with crossing at School Road and Haycock. Through the use of specialty pavers in key locations and narrower 10' wide drive aisles along the Commons, the streets have been designed to promote maximum auto speeds of 25 MPH; this helps to make the streets bike and pedestrian friendly.

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

Parking garages with spaces for office tenants, apartment and condominium residents, hotel and retail visitors, and 187 school spaces with additional surge parking room are provided. The garage on block B has been designed as an above-grade parking deck serving the high school, office, hotel, retail, and

senior housing uses. This garage presents an opportunity for overflow event parking for the high school and could potentially serve as a revenue generating source for the schools. While there is ample parking on site for the commercial uses to ensure their success, parking for the rental apartments has been kept to a minimum in order to encourage residents to take advantage of the West Falls Church Metro Station and other non-auto methods of transportation.

The Step 1: SEE furthers the objectives of the ULI Technical Advisory Panel Report Goals as follows:

1. A synergistic relationship between the school and the commercial center:

The development plan in this SEE Application is a result of close communication and coordination with FCCPS and the City of Falls Church. The mutually beneficial relationship between two new future City assets has been at the core of these discussions. Through the retail merchandising mix that seeks to draw families of all types, the mix of residential uses that seeks to accommodate people of all ages, and even the careful design of the parking garage to incorporate school spirit, synergy and respect to the adjoining use are visible.

2. An overall vision for the 10-acre commercial development site to physically link it to the new high school campus

The Applicant was thrilled when the schools selected Gilbane as the design/build firm for the new George Mason High School. Their proposed design creates the opportunity for much better symbiosis between the economic development parcel and the schools. The school plaza is a great gateway for the high School campus and provides an attractive buffer between the hotel and civic uses located at the northwest corner of the economic development property. This also creates an opportunity for student drop off and pick up that can likewise be used for valet and/or uber pick up during peak evening and weekend restaurant usage. The ability to connect the street grid through from the economic development site to School Road also provides for traffic relief outside of peak school use hours. Finally, the above grade parking garage creates an opportunity for unique art, design, and branding that will mark the school campus and provide a potential outlet for students to express themselves through art. The garage will also enable the school to meet their parking goals with 187 spaces within the garage plus overflow weekend and evening parking in close proximity to the school for events and activities. The Applicant and School Design/Build Team have been actively coordinating to ensure the design of the plaza, the parking garage on Block B and the assumed flow of traffic, as well as the assumed street connection (Street A and Street B/School Rd) functions well for visitors and users of both Sites.

3. A strong recommendation of the development sequence: 1) Build the new school, 2) demolish the old school, and 3) develop the 10 acre commercial site

This sequence is assumed. There may be the need to work to move a gas line and water line that currently sit on the high school property prior to completion of the new school in the Fall of 2020. Doing this work in advance will allow the Applicant to expedite construction of Phase 1 of the development.

FCGP believes that our submitted plan creates a compelling combination of a strong mix of uses, tax generation, and place-making – all of which will benefit the City of Falls Church in the long run. This Step 1: SEE Application is fully consistent with the City's approved planning studies and Comprehensive Plan provisions for the Site. As such, FCGP requests that the City Council approve the Application after receiving comments from the public and the affected Boards and Commissions.

Sincerely,

Evan Goldman	Shawn Seaman	Rafael Muñiz
EYA	PN Hoffman	Regency Centers

Comment Response Matrix
Little City Commons Special Exception Entitlement
Updated: 2/1/2019

	Verbal Staff Questions/Comments (Pre-Submission Meeting 1/23/19)		Applicant Responses (Pre-Submission Meeting)	Assigned Consultant Team
1	City Mgmt	Speak a little bit about the office and senior building in Phase 1. What is the current thinking about their locations relative to Route 7 and Street A?	Submitted plan shows the office on Route 7 and the senior building at New Street A and Commons. Through notes on the plans, Applicant reserves flexibility to shift uses within blocks and within the project. Both options have pros and cons. The corner of Leesburg Pike and Commons Drive is a more typical office location providing great signage and visibility along the major auto road in the City. This is often crucial for tenants. This parcel also has more depth so that the building has a larger setback from the garage. The alternate plan places the senior housing building along Route 7 and the office building in board. This creates a nice intimate setting for the office building but it also means that the front door for the entire project along Route 7 is a senior housing project vs. a major economic development driver. Both options can work and the Applicant commits to working with the City and School Board at Site Plan.	N/A
2	City Mgmt	What is on the ground floor of the senior housing finger extended in front of the garage?	Ground floor use is not yet determined. It could be retail, open space, bike storage, a lobby, etc. The use will be detailed at Site Plan.	N/A
3	City Mgmt	What will the streetscape on Haycock and Route 7 look like?	Applicant has provided street sections in the SEE. Applicant will also provide an additional sheet in the SEE outlining the scope of the NVTA grant work, which directly relates to the streetscape sections in question. Applicant shall provide additional landscape details for the streetscape along Haycock and Route 7 prior to SEE approval.	WLP
4	Planning	Understand building exterior materials won't be finalized at this stage but wondering about character and materials?	Architectural details are not recommended to be provided on the SEE checklist. If Staff desires, the Applicant will provide architectural character precedent images as part of the Placemaking and Amenity plan.	TGP

5	Planning	Is it possible to accommodate 6' bike lanes on the Commons? Does the biker have an escape route if a car approaches from the right? Consider materials of buffer to make it rideable. Consider rumble strip in between car lane and bike lane.	Applicant strongly believes that the Commons street section is sufficiently wide given the urban condition with a 4' hardscape buffer, 5' bike lane, 11' travel lane, and 8' parking lane in each direction. Applicant will paint the bike lane for identification and consider a visual or audio alert system (rumble strip, reflectors, etc.) as design progresses. Applicant will consider the biker in selecting a material for the buffer.	N/A
6	Planning	Please include a vertical separation in the 3' buffer on the cycle track on New Street B. Can you widen the cycle track and make the narrower buffer with vertical element included?	Applicant will provide additional information regarding bike lanes as part of the SEE. Applicant intends to provide a vertical separation element. Given the guidance provided by the Urban Bikeway Design Guide and the additional width provided in the buffer, applicant is confident that the cycle track has sufficient width for safe riding in an urban condition.	TGP
7	Planning	Please add a range of unit counts in addition to the square footages to the program summary. Please add a summary of all phases to the binding summary.	Applicant will add these to the "Program Summary" sheet in the SEE.	EYA
8	Planning	Is GSF set at the project scale or block scale? How can we give the Applicant necessary flexibility while ensuring City input on sensitive topics like the location of the senior housing and office on Block B1?	Applicant has presented the concept of a "Proposed Development Plan Program" and a "Binding Development Plan Program" on the Program Summary sheet of the SEE. It is anticipated that the binding aspects of the development program are in regards to project-wide densities. This provides the City with guarantees and comfort regarding density while reserving needed flexibility to shift uses and square footages across the blocks as tenants are acquired and final design is furthered at Site Plan.	N/A

9	Planning	Will we have tie ins and backflow prevention infrastructure with the City's irrigation system? They are not visually appealing.	No, the Site is private property so that will be handled within the buildings, except where required in the Haycock/Route 7 streetscape where the City standards are required.	N/A
10	Planning	Will you be committing to a min and max development in each phase? Will you be committing to the timing of each phase?	Applicant will begin to address these concerns in the CA negotiation. If deemed necessary by City staff, Applicant will add these details into the SEE prior to approval in May.	N/A
11	Planning	Please add a note regarding TDM to come later onto the parking sheet.	Applicant will add the note.	WLP
12	Planning	Can you provide an overview of how the utilities are working?	Electric - the applicant will underground the existing utility poles and overhead lines in the vicinity of the street frontages of the project site. Applicant is working with and will continue to work with Dominion Energy and the school development team to coordinate the undergrounding path and proposed services in accordance with the NVTA grant. Gas - applicant is working with Washington Gas to determine relocation of the existing gas cabinets at the corner of Haycock Road and Route 7. Waterline - applicant is working with Fairfax Water and school development team to relocate an existing 20" water transmission line and 6" water main where it is currently in the path of the proposed development. The services to the site will be tapped from the relocated main. Sanitary - the project development will tap into the proposed sanitary main that will be constructed through the site and on Haycock Road. Stormwater - The stormwater management design will be met through a combination of measures. This could include bioretention basins/planters, green roof, permeable pavement, and underground filtering devices. Underground detention vaults will also be utilized to manage the rate of outfall from the property. The outfall will be distributed between connection points to the east and west from the high point on the site through a piped network.	WLP

13	Planning	I like the landscape plan thus far, especially how it relates to the uses on either side of the Commons and the central lawn idea. What are the anticipated hours of usage for the Commons?	Hours of activity and where along the Commons they occur will ultimately depend on the retail merchandising mix. In our design, we anticipate opportunities for an 18-hour community. Applicant suggests adding an additional sheet to the SEE showing circulation during a large event where the entire Commons is blocked off.	WLP
14	Planning	Are there reasons for people to come here even if they're not coming to a specific store or an office tenant?	Yes, that's the intent. Applicant notes the importance of achieving view corridors from major access points, especially Route 7, to draw people into the project. The Applicant will also have a place-management program, regularly hosting events to bring the community to the project.	N/A
15	Planning	I believe there is an opportunity at the end of the Commons by Route 7 to provide a vertical placemaking element. This will draw people into the site.	Applicant agrees with the importance of intentional placemaking and signage design. The Applicant shall develop a Placemaking and Amenity Plan to be approved at SEE approval which identifies potential locations for art, scultpure and placemaking throughout the project and the style or types of elements to be considered. This will be further developed and udpated at Site Plan.	N/A
16	Planning	Can we build a sportsplex on the pre-cast parking garage on Block B1 in the future?	The current plan is a pre-cast parking garage, which cannot structurally support a sportsplex use on the top level in a financially feasible way. Applicant is willing to change the structural design at the City's request and with financial support of the City. The SEE will contemplate the current deal, but Applicant is happy to continue the conversation.	N/A
17	Planning	It will be important to have even lighting throughout the entire length of the Commons.	Applicant will submit and seek to have approved by Site Plan a placemaking and design package, which will include specialty lighting concepts. The Applicant shall submit a photometric study as part of the Site Plan package describing the use and level of lighting along the Commons.	N/A
18	Planning	Are the bike lanes on Commons Drive one way?	Yes.	N/A

19	Planning	Can you provide examples of how Commons Drive functions? For instance, similar designs function well on Commonwealth Ave in Boston, Winchester, and Burlington.	Applicant will provide precedent images of similarly designed boulevards that promote multimodal transportation and slow moving cars as part of the Placemaking and Amenity plan.	TGP
20	Planning / CPEDS	Suggested that café zones and clear pedestrian zones be designated on the plan, understanding that door locations are TBD. Put a note on the plan sheet that ensures that café zones will not conflict with fire access. Put a note on the plan sheet that there will be sufficient clear space for pedestrians.	Applicant will add café zone information to the SEE.	TGP
21	CPEDS	Some of Regency's more interesting places have public art. Think about places to put that here.	Applicant agrees with the importance of intentional placemaking and has included a budget in the pro forma for such. Public art is a key aspect of placemaking. Applicant will submit and seek to have approved by Site Plan both a comprehensive signage package and a placemaking and design package to address these issues.	N/A
22	CPEDS	Will the intersection at Main & Main be tabletopped? Will there be 4 stop signs?	The goal is for this intersection to be tabletopped with 6 stop signs. Our civil engineer and planner shall study this during site plan to confirm that grading will work and that the condition will not create a ponding condition. Refer to "Transportation and Street Plan" sheet in the SEE.	N/A
23	CPEDS	Can you please show continuity of internal sidewalks in the Site Plan? Can you please show sidewalks off site like on Haycock?	Yes, applicant will show the continuation of sidewalks across loading areas, alleys, etc. The intent of the circulation of the site is to prioritize the pedestrian.	TGP
24	CPEDS	How does the project relate to Route 7 and Haycock? Would be useful to see pedestrian connectivity. Want more pedestrian connection along Haycock and east into the City.	Applicant understands the need for connectivity, which we have promoted through the design of a street grid that enables multimodal transportation. Applicant has proposed a full movement stop light and pedestrian HAWK signal on Haycock, and the streetscape section of Haycock provides for a generous sidewalk. Applicant will add a sheet to the SEE outlining the scope of the NVTA grant work and connections to neighboring properties, given its impact on the streetscape of Haycock.	WLP
25	CPEDS	Are we including a 19' area on our property on the VA Tech side? If so, why? Is there an alternate scheme that uses that land? Can we coordinate with VA Tech?	Applicant and City Mgmt have begun coordination with VA Tech. Applicant notes the challenges that the grade, utility connections, and VA Tech access road currently exist in that 19' area.	N/A

26	CPEDS	What is the limit on Assisted Living?	Applicant has agreed to 60% Independent Living as a minimum in the senior housing building.	N/A
27	CPEDS	Are you planning on incorporating garage technology into the pre-cast garage on Block B1 to tell people where to go and how many spaces are available?	Applicant notes that the current budget assumes some garage wayfinding investment, but has not yet designed to that level of detail.	N/A
28	CPEDS	How are you dealing with the outdoor public/private spaces here? Have you contemplated street furnishings and landscape? A small urban design manual?	Applicant will submit and seek to have approved by Site Plan a Placemaking and Amenity Plan which will address street furnishings.	N/A
29	CPEDS	Where are the projects that the landscape character images are from?	Applicant will caption the images with locations.	LD
30	CPEDS	Have you contemplated posted speed limits on the internal streets?	Applicant has not yet achieved that level of detail, but will address this at Site Plan. It is contemplated that the speed limit will be approximately 20 MPH.	N/A
31	FCCPS	I like the Main & Main intersection especially because it will serve to slow down cars as they approach the schools. Just want to make sure there's enough room for parent car drop off.	Applicant has indicated room for parent car drop off on the "Site Circulation School Hours" sheet in the SEE.	N/A
32	FCCPS	Will there be café zones on New Street A in between Block B1 and B2? Want to make sure there's sufficient pedestrian clear space to accommodate school children.	Yes, it is currently assumed that the corner retail locations on Blocks B1 and B2 will have restaurants that require the flexibility for outdoor seating. The streetscape design as indicated in the SEE provides sufficient room for pedestrian activity, and will be further detailed in the previously mentioned café zone sheet. Applicant intends to include a minimum of 6'0" clear pedestrian zone.	N/A

33	FCCPS	What is the interaction between the senior housing and the public space? Specifically the school plaza.	The senior housing will have its own private outdoor space within the footprint of the building. This is typically on level 2 for security of the residents. The building windows will front Street A and Commons Drive. There is no intentional interaction between the senior housing building and the school although there could be volunteer opportunities for students to care for the elderly.	N/A
34	FCCPS	Will the HAWK signal be at the south side of New Street B and Haycock? Will there be a sidewalk at the north and south sides of this intersection?	Applicant notes the challenges that the significant grade on the VA Tech site present in providing a handicap ramp on the north side of the street, and thus suggests the crosswalk remain on the south side of New Street B. Applicant will explore the possibility of separating the bike and pedestrian crossing activity at this intersection (bikes north, peds south) as Virginia Tech redevelops.	WLP
35	FCCPS	Do you have an exhibit showing the site area boundary?	Per Wyatt's guidance, Applicant will discuss with the School Board at the next CCC meeting and follow up.	EYA
36	FCCPS	Are the transformer locations set? Schools has concern regarding above grade transformers on Blocks B1 and B2.	Applicant notes that the current transformer locations are not set in stone, but that above grade transformers are assumed for Blocks B1, B2 & C.	N/A
37	FCCPS	What flexibility do you have regarding the height of the pre-cast garage on Block B1? Can you commit to a range of height?	Applicant will add a note indicating a commitment to a range of height.	TGP
38	FCCPS	Can you add a streetsection for the garage side of School Rd?	Applicant will add this streetsection.	TGP
39	FCCPS	What is the height of the senior housing finger? Does the height change if the senior housing building and the office flip positions?	Applicant will provide additional views similar to that on the current "Massing Diagram" sheet that allow the height of the senior housing finger in the proposed development plan to be more easily identified. The Applicant is willing to agree to a maximum height for this portion of the project	TGP
40	FCCPS	Will there be a shadow study? Need heights to be compatible with the school.	Applicant will include a note in the SEE set committing to addressing #6 on the SEE checklist which contemplates varied building heights and height compatibility. Applicant will include a shadow study for the buildings adjacent to the school.	TGP
41	Arborist	Have you thought about providing a dog walk area?	Applicant has provided designated dog relief stations on many projects of similar scale in thoughtfully designed locations that enable successful and sanitary environments to flourish. Applicant shall study ways to accommodate this demand.	N/A

42	Staff	Is this utility plan consistent with the green infrastructure plan described in your RFDP submission?	Applicant notes that the utility design is preliminary and will be refined during the Site Plan process. Applicant remains committed to sustainability through the commitment to LEED standards in the IA.	N/A
43	Staff	Have you talked to Dominion about these transformer locations yet?	Applicant has engaged Dominion, but notes that the current transformer locations are not set in stone.	N/A
	APPLICANT QUESTIONS			
	Applicant	Infrastructure approvals and permitting process	Applicant would like to get smaller pieces of a larger infrastructure plan approved faster in the case of the gas cabinet relocation and the water line. Applicant will need undergrounding work to occur before Block A starts. Applicant will discuss these details at the Campus Infrastructure and Planning meeting Wednesday, Jan 30. Applicant will plan a separate meeting on the permitting process.	EYA
	Applicant	Alternate plan optionality	Applicant spoke with City Manager regarding an additional sheet with the alternate below-grade parking option should the above grade pre-cast deck not go forward. It was determined that this would be a change to the plan if needed later on rather than an alternate sheet.	TGP

	Written Staff Comments (Post Pre-Submission Meeting 1/28/19)		Applicant Responses (Post Pre-Submission Meeting)	Assigned Consultant Team
1	Comp. w/ IA	There are discrepancies between the Interim Agreement (IA), the draft SEE application, and recently proposed amendments to the development program. Additionally, the land area and uses in Phase 2 have changed from the IA. These details are currently being discussed but ultimately the IA and SEE application will need to be consistent.	Applicant acknowledges the moving pieces and agrees that ultimately the CA and approved SEE need to be consistent. The Max GSF for residential in the SEE submission is now consistent with the IA.	N/A
2	Comp. w/ IA	Program commitments included in Exhibit B "Material Terms" of the IA should be included as binding elements/voluntary concessions of the Special Exception Entitlement. Include maximum square footages for residential uses and minimum square footages for commercial uses for each phase.	Applicant will add information to the Program Summary Chart in the SEE.	TGP
3	Comp. w/ IA	Provide anticipated alternative building use and layout scenarios. In addition to potential alternatives discussed for Blocks A, B1 and C, Block B2 of the January 23, 2019 depicts the hotel wrapping around the entertainment venue and facing the school plaza. This appears to be a new concept and would warrant greater discussion.	The SEE offers the Applicant needed flexibility with various alternative scenarios. Once feedback is received from the community and a direction selected by the Applicant, a specific design direction for each building and block layout shall be included in the SEE Site Plan application and approved by the City Council. For the sake of simplicity and given time constraints, the Applicant has chosen one particular site plan layout for submission. If Staff desires to see a few alternative plans as part of the submission, Applicant can work on those plans prior to the Council First Reading of the Application. Applicant has reviewed the hotel design from the current SEE submission relative to the RFDP submission. The ground level plan is almost identical. The upper level of the of hotel has been extended slighly towards Street B. Refer to the Appendix exhibit titled "Ground Level Land Use Plan".	N/A
4	Comp. w/ IA	Include a square footage breakdown of retail use types (e.g. hotel, general retail, civic, etc.)	Further detail regarding the retail merchandising mix and ranges of associated retail use square footages will be provided as part of the CA negotiations but not included in the SEE.	Regency

5	Sec. 48-488(b)(1), SEE Required Elements	*Planning Division Disclosure Form.* Form must be signed and notarized. [SEE Checklist #2]. Additionally, Sec. 48-486(c) states that written owner consent is required. Please plan to work with CFC and FCCPS staff to obtain the necessary documentation for this requirement.	Applicant connected with Carly 1/28 and she noted that Carol would work with FCCPS to create a one page legal document that would serve as "necessary documentation".	CFC / FCCPS
6	Sec. 48-488(b)(1), SEE Required Elements	*Density.* Provide a discussion of how the project densities would be consistent with guidance in the city's comprehensive plan, specifically the goals in "Special Revitalization District for Education and Economic Development".	Applicant will provide.	BJL
7	Sec. 48-488(b)(1), SEE Required Elements	*Uses.* Proposal subject to staff review and fiscal impact analysis to determine if significant commercial (retail, office or hotel) uses are included in the project and where the residential uses contribute significant positive net revenue benefits, build community, and help achieve the goals and strategies of the "special revitalization district for education and economic development" and related plans and policies. [Sec. 48-488(b)(1)b.] Please provide an updated Fiscal Impact Analysis Data Sheet with the SEE application.	Applicant will provide this detailed information at Site Plan.	EYA
8	Sec. 48-488(b)(1), SEE Required Elements	*Building height*. 1) Proposed building heights vary over the site, with tallest heights proposed along Haycock Road and decrease as the development approaches the school campus. Up to six stories are shown adjacent to school. A shadow study for the massing adjacent to the school campus should be included with SEE submission; 2) Per Sec. 48-488(b)(3)d1., approval of SESP includes consistency with criteria in Sec. 48-90 for consideration, and Sec. 48-90 talks about *size, bulk and scale.* As such, massing as related to height is subject to further staff review at SESP phase when more architectural details are available.	Applicant will include a note in the SEE set committing to addressing #6 on the SEE checklist which contemplates varied building heights and height compatibility. Applicant has included a shadow study for the site.	TGP

9	Sec. 48-488(b)(1), SEE Required Elements	*Parking.* Per Sec. 48-488(b)(1)d., 1) provide parking analysis/tabulation based on Zoning Code requirements for each phase of development (this information may be provided as a range; 2) For the requested parking reduction, submit draft TDM with SEE subject to staff review and to be finalized at SESP; 4) Per Sec. 48-488(b)(1)d., above ground structured parking must be wrapped or otherwise screened from view. Information or plans regarding how this requirement is met should be provided at SEE.	1) Applicant has provided minimum and maximum parking ratios. Exact parking counts shall be determined at SEE Site Plan once the buildings are further designed and the parking design and operations are more detailed; 2) Applicant will provide a work plan outlining the TDM. A draft TDM is too detailed at this stage of design.; 4) Applicant will include conceptual images regarding the character of the screening envisioned on the B1 pre-cast deck. Applicant will include notes on the SEE plan indicating that the garages on Blocks A and B1 are naturally venthilated, and as such 50% of facade needs to be open for air venting purposes. Applicant will work with the City at Site Plan to ensure sufficient visual interest.	TGP
10	Sec. 48-488(b)(2), SEE Application	*Statement of justification.* The letter should provide an analysis on how the project achieves the applicable goals of the "Special Revitalization District for Education and Economic Development", as well as any other relevant goals in the Comprehensive Plan. This should include, but not be limited to, a discussion of how the project could incorporate recommendations made in the site specific studies, such as the Urban Design Guidelines.	Applicant will provide.	BJL
11	Sec. 48-488(b)(2), SEE Application	*Proposed structures:* 1) Building heights are shown in stories. Per Sec. 48-488(b)(2)c.4., show it in feet as well; 2) Provide unit count by type for age-restricted housing, residential apartments, and condos; and provide the number of hotel rooms.	1) Applicant will provide; 2) Applicant will provide a range.	TGP
12	Sec. 48-488(b)(2), SEE Application	*Transportation and Street Plan:* Per Sec. 48-488(b)(2)c.6., 1) include dimensions for sidewalk along School Road West adjacent to the proposed shared garage; 2)show existing and proposed bus and transit facilities.	1) Applicant will provide an additional street section; 2) Applicant will propose locations	WLP and TGP

13	Sec. 48-488(b)(2), SEE Application	*Open Space and Recreation:* since the school plaza is shown on the SEE layout plan, dimensions for the plaza should be provided per Sec. 48-488(b)(2)c.7 for reference.	The school plaza is on school property and part of their current Site Plan Application and as such is not detailed on this SEE. It is shown simplyf or reference.	N/A
14	Sec. 48-488(b)(2), SEE Application	*Phasing Plan:* Per Sec. 48-488(b)(2)e., provide the following elements on the conceptual development plan and in the Statement of Justification: 1) proposed timing of construction as related to construction of phases; 2) number of dwelling units (condo or residential) to be included in phase 2 and phasing plan for construction of parking; 3) parking shall be provided for each use at or prior to occupancy of each building.	1) Timing shall be negotiated as part of the CA; 2) Applicant has provided ranges; 3) Understood. Applicant will add a sheet to the SEE that provides additional phasing information as well as notes regarding interim conditions.	TGP
15	Sec. 48-488(b)(2), SEE Application	*Parking Reduction:* Per 48-488(b)(2)e.f., provide a narrative/justification for the requested parking reduction waiver.	Applicant is requesting the approval of parking ratios rather than a specific reduction calculated using a fixed number of spaces. Further information and calculations regarding the parking space count will be provided at SEE Site Plan. Applicant will add notes justifying the waiver at that time.	GS
16	Add'l Comments for SEE Review	*All applicable pages/sheets of site plan packet:* Campus site layout and the WFC layout plans do not seem to align, particularly where the two plans meet at Street B.	The school design build team is aware of the misalignment and and intend to adjust as a future amendment to their Site Plan.	N/A
17	Add'l Comments for SEE Review	*All applicable pages/sheets:* overlapping and multiple lines shown around the garage entrance on School Road West. Please clean-up for submission.	Applicant will do so.	N/A
18	Add'l Comments for SEE Review	*Commons Drive, Page 9*: Bike lane width on Commons Drive is shown as 5'-0". Bike lane width should be increased to 6'0" in order to further minimize potential conflicts between bicyclists and motorists. Color paint within the bike lane should be maintained.	Applicant strongly believes that the Commons street section is sufficiently wide given the urban condition with a 4' hardscape buffer, 5' bike lane, 11' travel lane, and 8' parking lane in each direction. Applicant will paint the bike lane for identification and consider a visual or audio alert system (rumble strip, reflectors, etc.) as design progresses. Applicant will consider the biker in selecting a material for the buffer.	N/A

19	Add'l Comments for SEE Review	*Northern School Road (New Street B), Page 11* : Bike lane width in the two way cycle track is shown as 4'0" per lane, with 3'-0" buffer. Bike lane width should be increased to 6'-0" per lane and maintaining 3'-0" buffer, to increase bicyclist safety and encourage more trips made by bicycle in and around the West Falls Church Economic Development Project Site.	According to NACTO Urban Bikeway Design Guide, the desireable bike lane width next to a curbface is 6'. The desired ridable surface adjacent to a street edge or longitudinal joint is 4 feet with a minimum width of 3 feet. The Applicaant has provided a 5 foot bike land next to a 4 foot hardscape buffer. This creates a 9 foot rideable surface which more than exceeds the recommendation from NACTO. Applicant will paint the bike lane for identification and consider a visual or audio alert system (rumble strip, reflectors, etc.) as design progresses. Applicant will consider the biker in selecting a material for the buffer.	N/A
20	Add'l Comments for SEE Review	Consider providing up to15% green space. Green Space is defined as areas with plants growing in the ground excluding streetscapes and buffers, but a percentage of paved landscape area may be acceptable. While this is not an adopted policy it is an anticipated comment from the Tree Commission.	Applicant will perform calculations to determine provided green space.	WLP
21	Add'l Comments for SEE Review	Provide a landscape concept that includes actual elements (planter designs, lighting, benches, paving styles, etc.) that will be used throughout the development to hold the overall project together visually.	Applicant will provide these details as part of the Placemaking and Amenity plan.	LD
22	Consideration s for SESP	Review Streetscape Design Standards for Commercial Streets for streetscape along Haycock Road, Route 7, and New Street B.	Applicant will do so.	WLP
23	Consideration s for SESP	*Haycock Road and Route 7 Street Sections:* 12' and 13'-6" are proposed for sidewalk width. Consider some landscaping at the building edge if to be this width at SESP phase.	Building edge landscaping will be contemplated at Site Plan.	N/A
24	Consideration s for SESP	Block A and Block B1 are over 300' long, and no mid-block pedestrian crossings are shown at this time. Consider mid-block crossings along New Street A and New Street B, particularly where these streets meet the Alley (through Block C) and at the garage entrance between Block B1 and B2.	Applicant will add pedestrian crosswalks.	WLP
25	Consideration s for SESP	Consider landscaping around the garage entrance on School Road West	Applicant will consider.	N/A

26	Considerations for SESP	Will the transformers shown above ground be screened from view?	Transformers will be generally screened to a typical level.	N/A
27	Considerations for SESP	*Comprehensive Sign Package:* this can be submitted at SESP as part of site plan, subject to review and approval by the Architectural Advisory Board. Any sign variances identified at that time will be subject to BZA approval.	Noted.	N/A
28	Considerations for SESP	As the design and space planning elements are finalized for the Commons area, discussions regarding the ability for CFC and FCCPS to use the area for special events should be included as a binding element or voluntary concession.	The Commons area will be privately owned and operated by the Applicant or their successors or assigned, and serve as a central element to the success of the overall development. The Commons shall have a public access easement ensuring that the space is open to the public 24 hours per day 365 days per year. As part of the easement agreement, the Applicant will ensure that publicly sponsored events can take place within the commons with the approval of the Applicant who shall be responsible for ensuring that there are not scheduling or programmatic conflicts.	Dev Team
29	Considerations for SESP	The project should show that it can achieve at least a 15% canopy cover at 20 years, as a separate item from the green space (aerial cover vs. land cover). Estimate at 175 square feet each for large shade trees, and 100 square feet each for flowering trees. Falls Church has a strong preference for using predominantly native plants in the landscape.	Applicant will perform calculations to determine potential canopy cover. The current design shows approximatley 5% coverage from street trees. The Applicant will work with staff to better understand methods to improve upon this coverage ratio.	LD
30	Considerations for SESP	Power, gas, water, sewer and communication lines can be routed under the sidewalk if necessary, but they must not be routed under tree planters.	Noted.	N/A
31	Considerations for SESP	Consider awnings when preparing architectural design. They protect the sidewalk from leaves, bug droppings, rain, snow and ice; preventing leaves, snow and ice keeps the sidewalk safe and relatively clean 24/7 without machinery or chemicals.	Applicant will consider and shall include as part of the placemaking and amenity plan.	N/A

3914 Centreville Road
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EYA WEST FALLS CHURCH

TRANSPORTATION DEMAND MANAGEMENT PLAN DRAFT

FEBRUARY 1, 2019

INTRODUCTION

The proposed EYA West Falls Church mixed-use development is planned to be located at the intersection of Leesburg Pike and Haycock Road. The density and land use mix will continue to evolve throughout the Special Exception Entitlement (SEE) and Special Exception Site Plan (SESP) processes.

The development is situated in close proximity to two (2) major commuter corridors: I-66 and Route 7 (Leesburg Pike). The proposed development is located approximately 0.25 miles from the West Falls Church Metrorail Station (Silver and Orange Lines), as the crow flies. The walking distance to the Metro platform is approximately 0.30 miles. The site is currently served by two (2) WMATA Metrobus routes with five (5) bus stops within a quarter mile of the site.

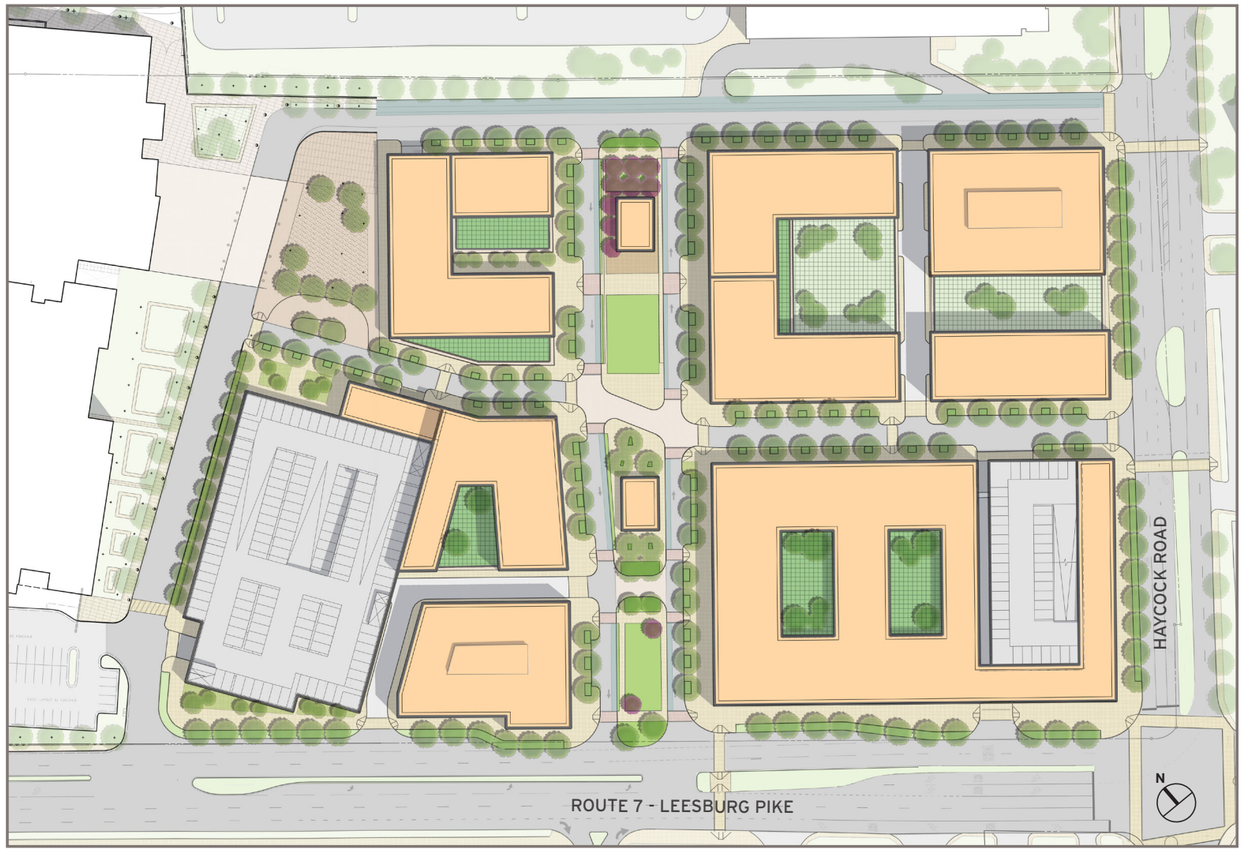
TRANSPORTATION DEMAND MANAGEMENT (TDM)

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

The proposed mixed-use development will implement a variety of strategies in a formal TDM Plan for the site to align with the City's vision for the region. The full TDM Plan will be drafted during the SESP process.

TDM strategies to be included in the Plan may include any combination of the following strategies:

- Site Design, Infrastructure, and Options
  - Bicycle accommodations,
  - Car-share program
  - Pedestrian facilities
  - Electric vehicle charging stations
- Promotion, Education, and Incentives
  - Interactive, intra/internet resources for residents/customers/visitors
  - Rideshare matching
  - Infrastructure to support safer public transportation
  - Transit program incentives
  - Unbundling of residential parking with units and leases
  - Active marketing of transportation strategies



Submitted By:

FALLS CHURCH GATEWAY PARTNERS DEVELOPMENT LLC
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Suite 300
Bethesda, MD 20814
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Master Planner:

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Landscape Design:

LAND DESIGN
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Alexandria Virginia
(703)-549-7784

Civil Engineer:

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

February 4th, 2019

FALLS CHURCH GATEWAY PARTNERS DEVELOPMENT LLC (FCGP DEVELOPMENT LLC)

WEST FALLS CHURCH ECONOMIC DEVELOPMENT PROJECT

SPECIAL EXCEPTION ENTITLEMENT APPLICATION

CITY OF FALLS CHURCH, VIRGINIA

SEE Checklist

	SPECIAL EXCEPTION ENTITLEMENT APPLICATION REQUIREMENTS Code Section 48-488B(1)-(2)	
	Checklist Item	**Corresponding SEE Application Page**
10a	Dimensions and site area	**C-0303**
10b	Topography at two-foot contour intervals	**C-0302, C-0303**
10c	Utilities and Infrastructure: Locations and descriptions of all existing underground and aerial utilities within or on the periphery of the site and streets serving the site and all proposed infrastructure that will be necessary to serve the proposed uses and the site	**C-0401**
10d	Proposed Structures: Locations, gross floor area and heights (stories and feet) of all proposed structures, and all uses to be contained therein including the type of commercial and gross floor area, the number of residential units and the number of hotel rooms and parking locations and extent	**3-10,12**
10e	Interim Uses: If the applicant desires to make interim uses of any portion of the site prior to final SESP approval, the extent and nature of such uses shall be included in the plot and location plan(s) and other submission.	**7**
10f	Transportation and Street Plan: Proposed street layout including general location and dimensions, connections to existing streets or to those existing or proposed on adjacent properties, ownership of existing and proposed streets, sidewalks, curb cuts, and bus and transit facilities	**c-0403**
10g	Open Space and Recreation: General location and dimensions of proposed open space including but not limited to parks, plazas and common open space, and any proposed recreational facilities (type, number square feet)	**20**
10h	Adjacent roadway median strips and existing and proposed median openings for vehicular access	**C-0402**
10i	Adjacent Sites: Outline of block faces and structures on adjacent contiguous sites and across adjacent streets, with curb cuts for garage entrances and loading docks shown	**C-0302**
11.	Conceptual landscape master plan providing a general description and location of landscape elements, including streetscape elements, plazas, parks, and common open space	**21-27**
12.	Phasing Plan with the following information: 1. Proposed timing of construction (as related to construction of phases or parcels) for each element that ensures that commercial uses will be constructed. (a) Proposed gross floor area, number of dwelling units or number of hotel rooms to be included in any phase or parcel for each use; (b) Proposed parking to be included in any phase or parcel for each use and phasing plan for construction of parking; (c) Parking shall be provided for each use at or prior to occupancy of each building.	**7**

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Cafe Zones 19
Open Space and Recreation Diagram 20
Conceptual Landscape Masterplan 21-27

Aerial Exhibit C-0301
Context Plan C-0302
Existing Conditions Plan C-0303
Plot and Location Plan C-0401
Utilities and Infrastructure Plan C-0402
Transportation Street Plan C-0403
Site Circulation School Hours C-0404
Event Circulation Plan C-0405
NVTA Grant Transportation Improvements C-0406

SHEET ENLARGEMENTS AVAILABLE FOR REFERENCE (B+W)
Existing Conditions Plan C-0303
Plot and Location Plan C-0401
Utilities and Infrastructure Plan C-0402

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Note: The SEE drawings are conceptual only and represent proposed development in an illustrative manner.

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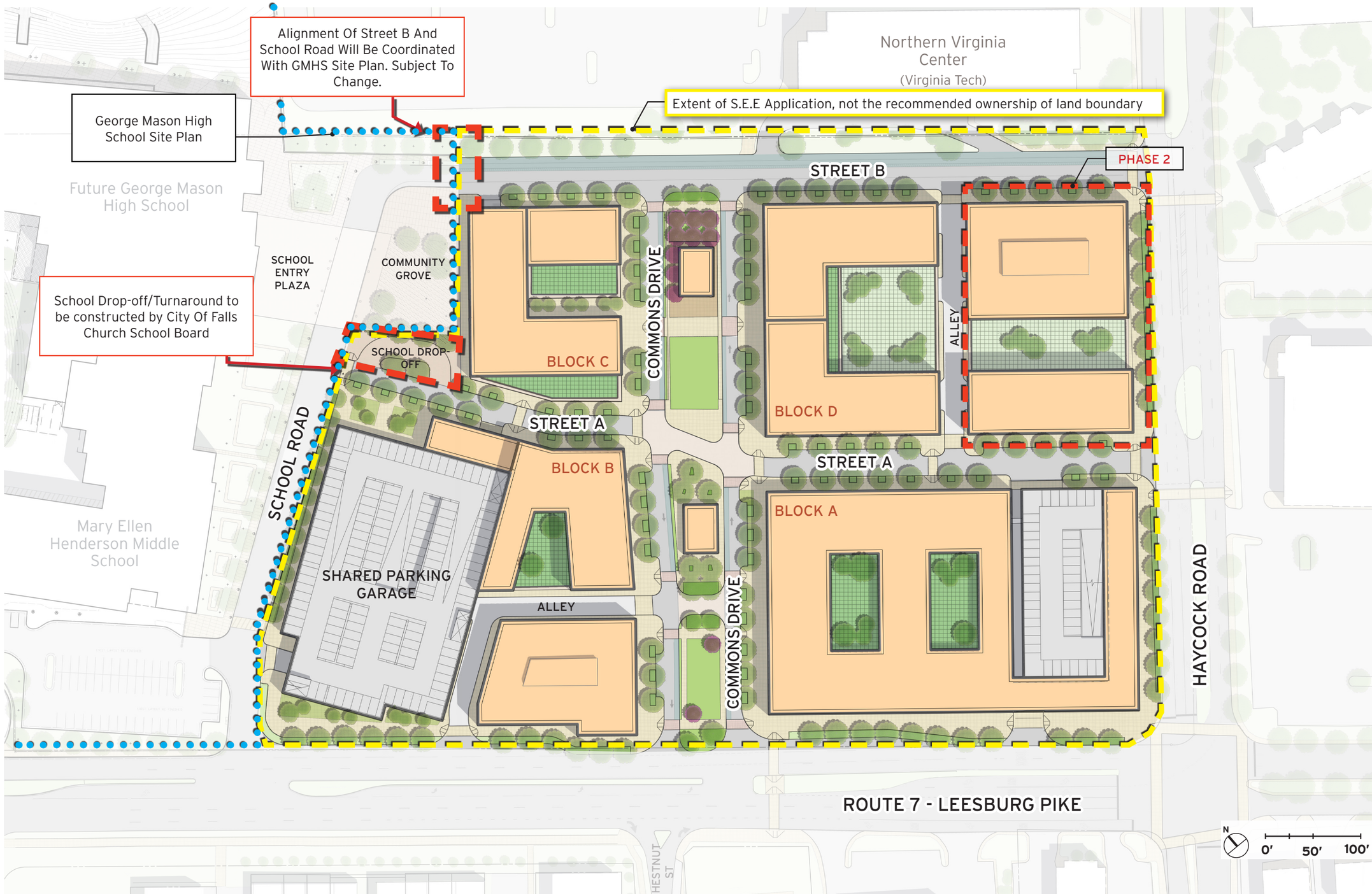
TORTI GALLAS + PARTNERS

FALLS CHURCH GATEWAY PARTNERS DEVELOPMENT LLC
CIVIL ENGINEERING: **WALTER PHILLIPS**
LANDSCAPE DESIGN: **LAND DESIGN**

Illustrative Site Plan

WEST FALLS CHURCH ECONOMIC DEVELOPMENT PROJECT: SEE APPLICATION
CITY OF FALLS CHURCH, VIRGINIA



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LANDSCAPE DESIGN: **LAND DESIGN**

Annotated Illustrative Site Plan

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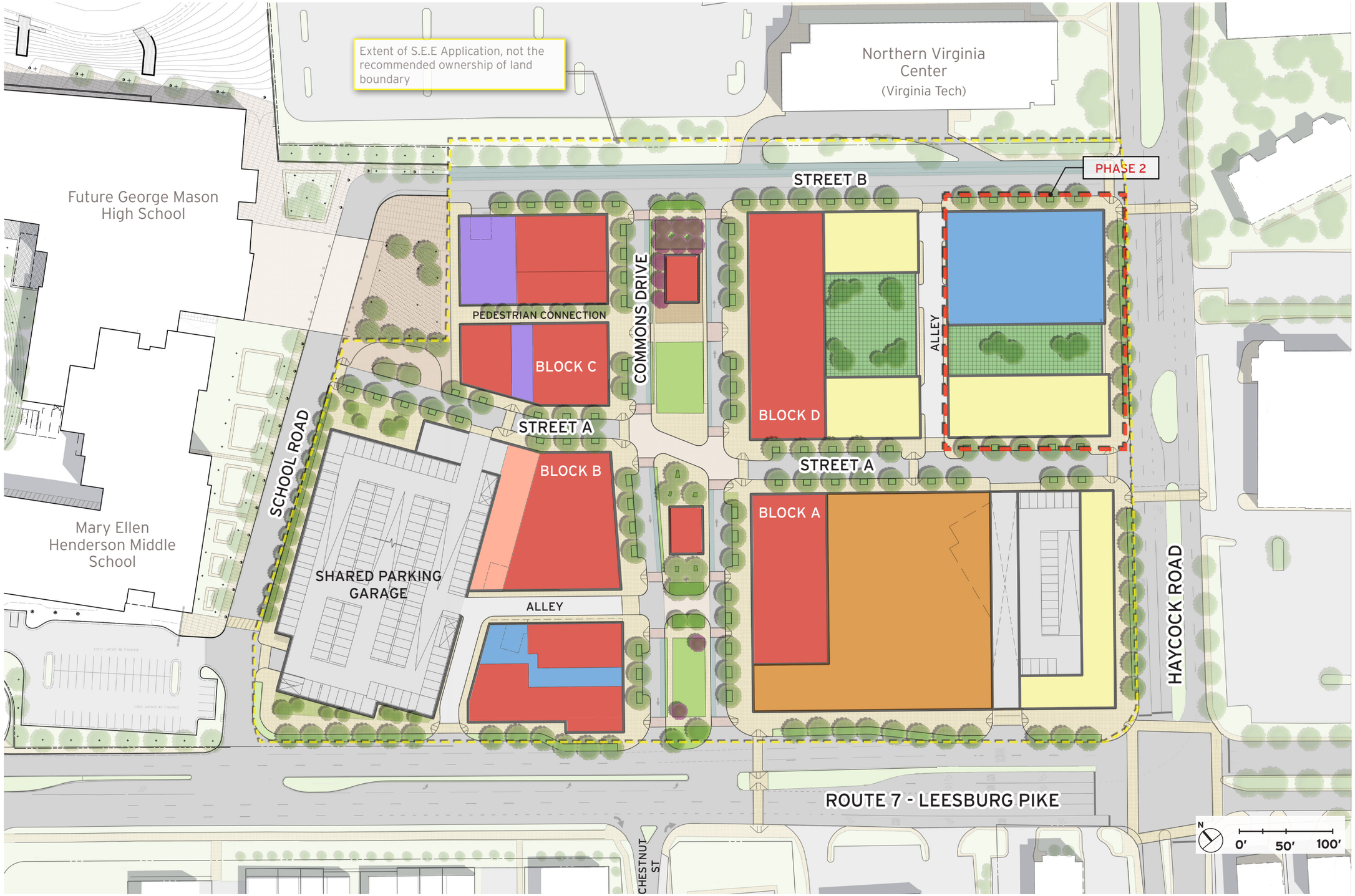
CITY OF FALLS CHURCH, VIRGINIA



Legend

- Office
- Retail
- Residential
- Senior Housing
- Grocery
- Hotel

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CIVIL ENGINEERING: **WALTER PHILLIPS**
LANDSCAPE DESIGN: **LAND DESIGN**

Proposed Structures: Ground Floor Use Diagram

WEST FALLS CHURCH ECONOMIC DEVELOPMENT PROJECT: SEE APPLICATION
CITY OF FALLS CHURCH, VIRGINIA

Legend

- Office
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- Hotel

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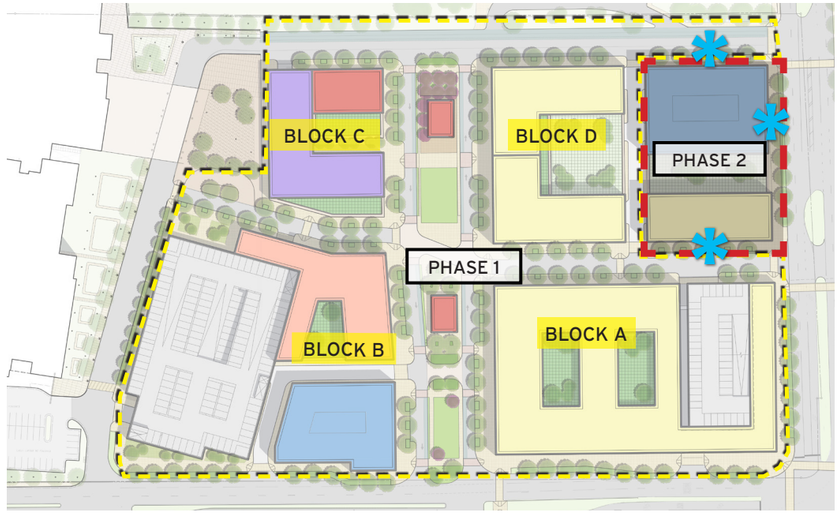
LANDSCAPE DESIGN: **LAND DESIGN**

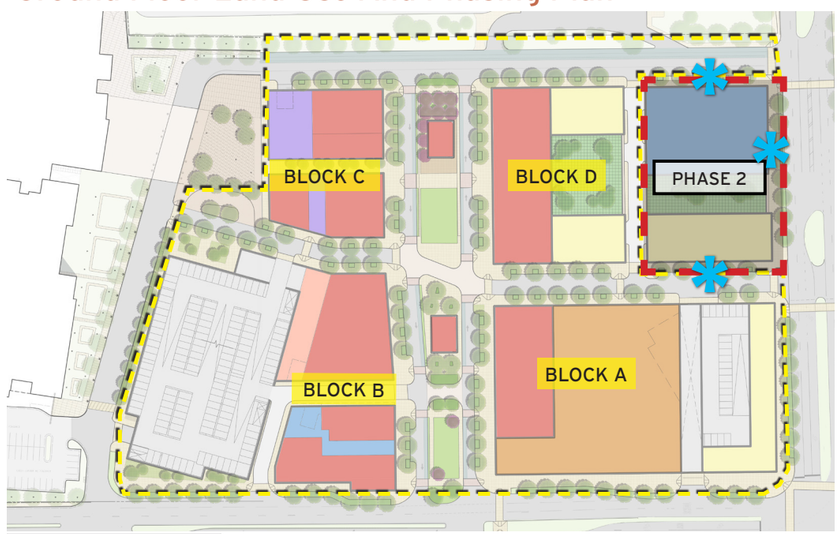
Proposed Structures: Upper Floors Use Diagram

WEST FALLS CHURCH ECONOMIC DEVELOPMENT PROJECT: SEE APPLICATION
CITY OF FALLS CHURCH, VIRGINIA

Upper Floor Land Use And Phasing Plan



Ground Floor Land Use And Phasing Plan



Legend
- Office
- Retail
- Residential
- Senior Housing
- Hotel

Temporary streetscapes will be built along the edges of Phase 2 boundary at the completion of Phase 1. Approved final streetscape and landscape will accompany the completion of Phase 2 buildings.

Phasing and Program Summary

Proposed Development Plan Program

Block A	**GSF**
Retail	14,400
Grocery	43,000
Multi-Family	300,000
TOTAL	**357,400**
Block B	
Retail	31,030
Senior Housing	177,775
Office	128,500
TOTAL	**337,305**
Block C	
Retail	25,500
Hotel	80,700
TOTAL	**106,200**
Block D	
Retail	19,200
Park Kiosk Retail	3,600
Multi-Family	397,600
Office	199,750
TOTAL	**620,150**
TOTAL	
Retail	136,730
Office	328,250
Multi-Family	697,600
Senior Housing	177,775
Hotel	80,700
	1,421,055

Use	**Proposed Phase 1 Development Plan Program Summary**	**Proposed Phase 2 Development Plan Program Summary**
Retail	84,130	9,600
Grocery	43,000	-
Office	128,500	199,750
Multi-Family	550,000	147,600
Senior Housing	177,775	-
Hotel	80,700	-
TOTAL	**1,064,105**	**356,950**

Binding Development Plan Program

Phase 1	**Min GSF**	**Max GSF**
Retail	120,000	None
Office	125,000	None
Residential	350,000	550,000
Senior Housing	125,000	225,000
Hotel	80,000	200,000
Phase 2	**Min GSF**	**Max GSF**
Retail	6,400	None
Office	150,000	265,000
Residential	None	147,600
TOTAL	**Min GSF**	**Max GSF**
Retail	126,400	None
Office	275,000	None
Residential	350,000	697,600
Senior Housing	125,000	225,000
Hotel	80,000	200,000
	956,400	Sum N/A

Proposed Development Plan Program: Unit Ranges

	Proposed GSF	**Approx. Avg GSF / Unit**	**Proposed Unit Count**	**Proposed Unit Count Range**	
				Low End	**High End**
Block A					
Multi-Family	300,000	950	316	275	375
Block B					
Senior Housing	177,775	N/A	155	150	200
Block C					
Hotel	80,700	N/A	150	100	250
Block D					
Multi-Family (Phase 1A)	125,000	1,250	100	60	110
Multi-Family (Phase 1B)	125,000	1,250	100	60	125
Multi-Family (Phase 2)	147,600	1,000	148	70	120
TOTAL	**956,075**		**969**	**715**	**1,180**

Phasing and Program Summary Notes

1. The "Proposed Development Plan Program" is conceptual in nature and subject to change. Applicant reserves the right to shift square footage from block to block so long as the minimum and maximum square footages indicated in the "Binding Development Plan Program" are satisfied
2. Multifamily GSF may be moved between Blocks A and D
3. If the Block D multifamily building is converted from a condo to a rental building, the unit sizes would be reduced in accordance with the restrictions of the Interim and Comprehensive Agreements. The switch to smaller, "micro" units will result in an increase in residential unit count, but not GSF.

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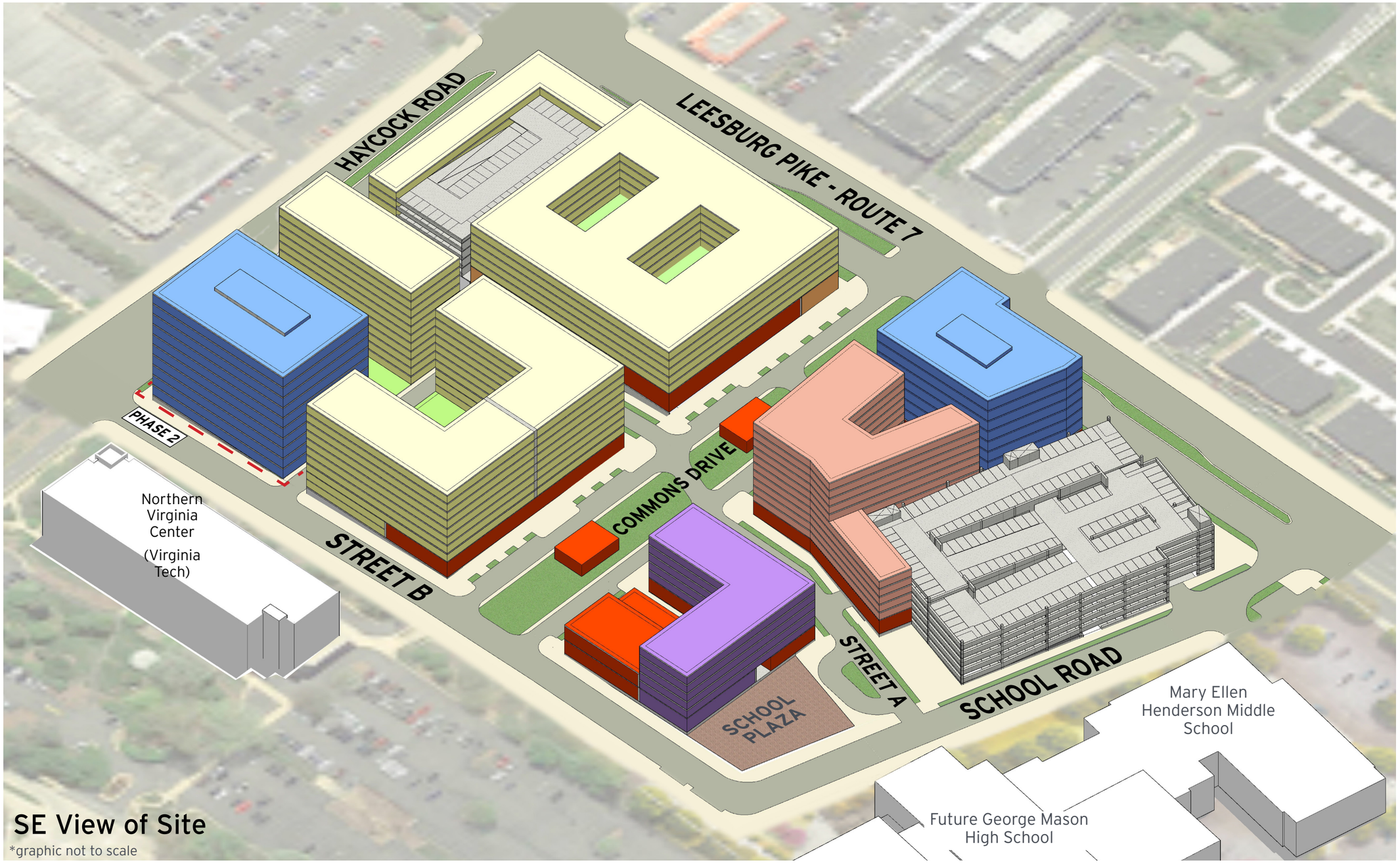

Note 1: The SEE drawings are conceptual only and represent proposed development in a conceptual manner.

Note: 2 Context Massing is approximate

Residential | Retail | Hotel
Senior Housing | Grocery Store | Office

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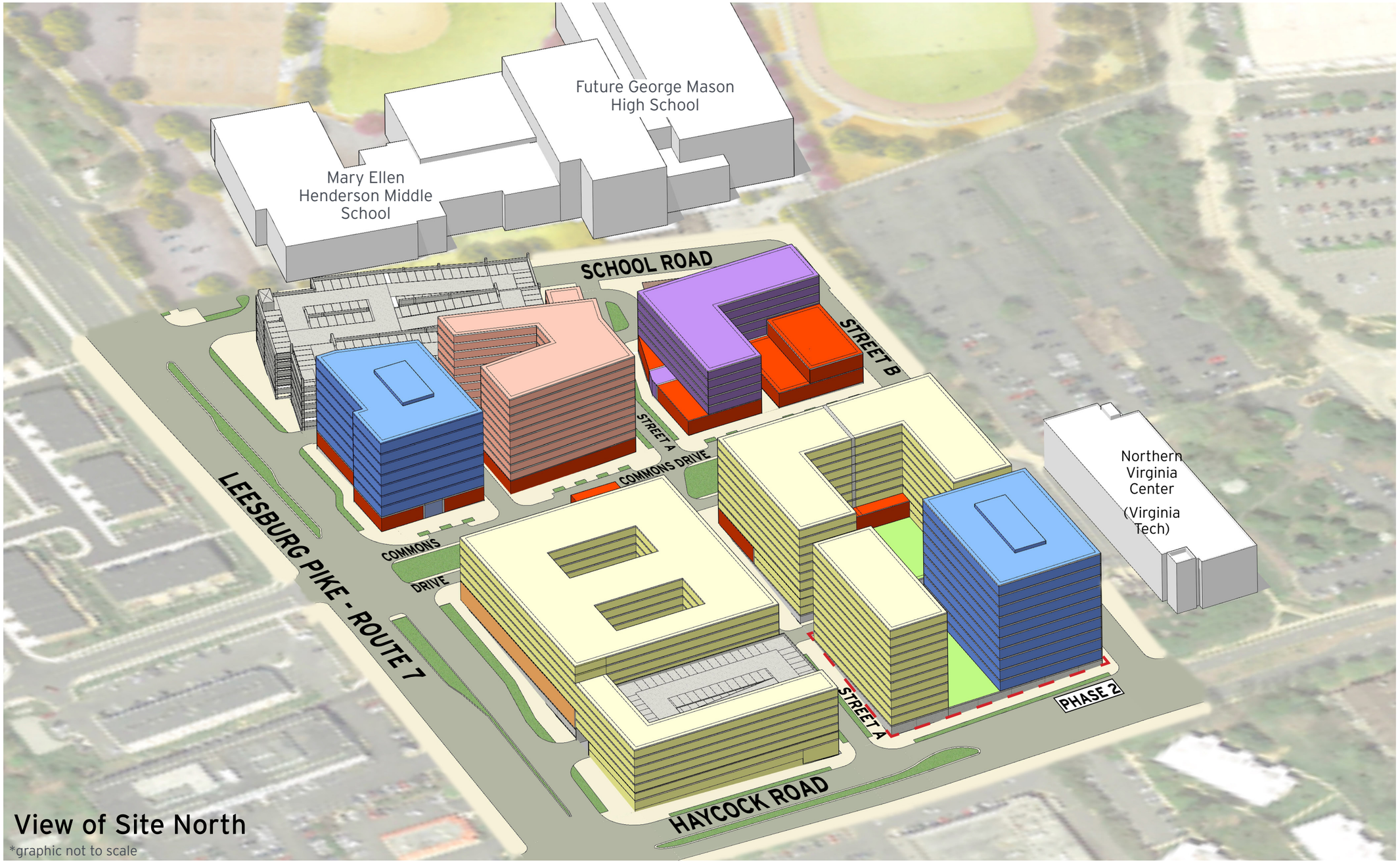
CIVIL ENGINEERING: **WALTER PHILLIPS**
LANDSCAPE DESIGN: **LAND DESIGN**

Massing Diagram: View 1

WEST FALLS CHURCH ECONOMIC DEVELOPMENT PROJECT: SEE APPLICATION
CITY OF FALLS CHURCH, VIRGINIA



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Residential | Retail | Hotel
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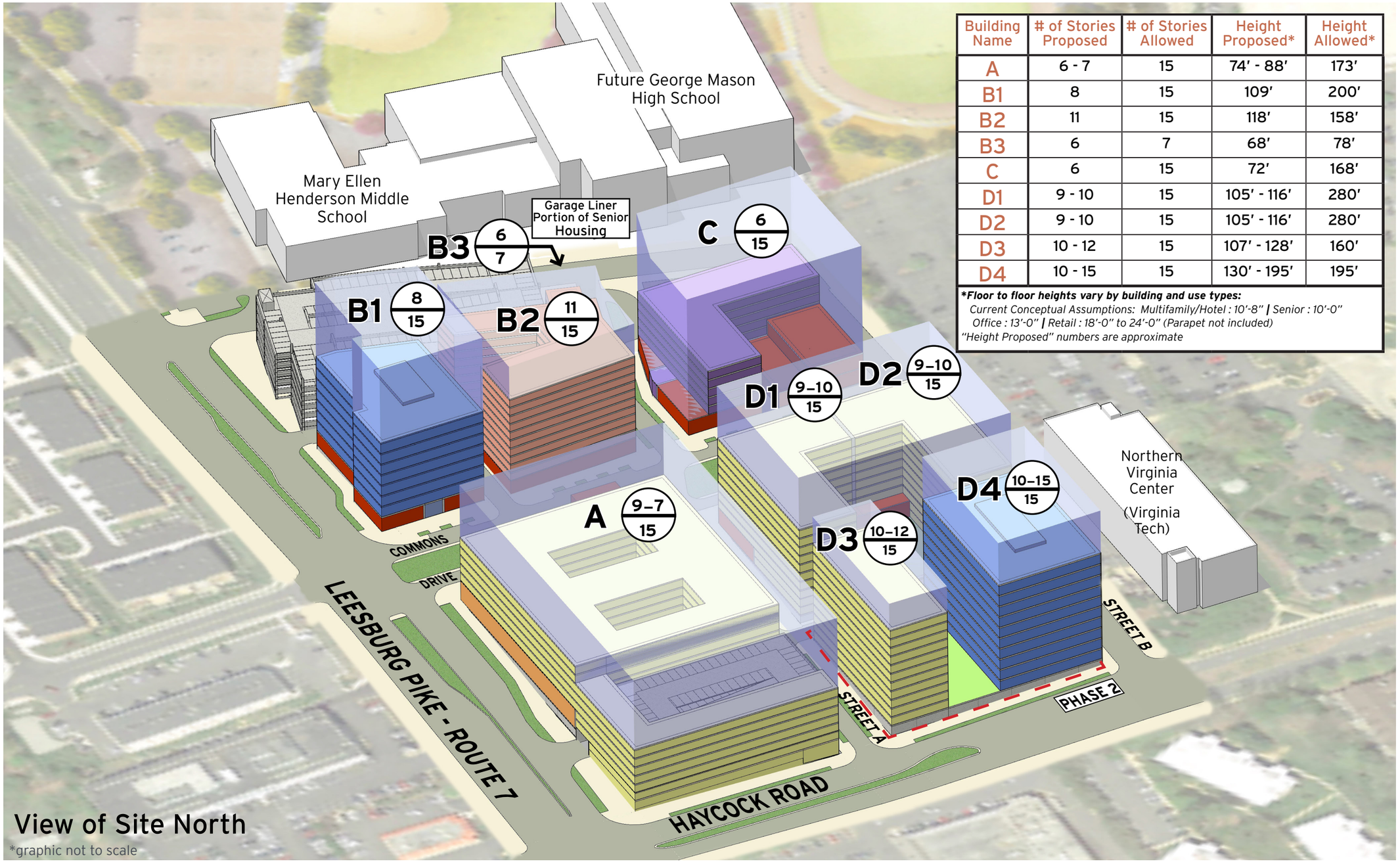
LANDSCAPE DESIGN: **LAND DESIGN**

Massing Diagram: View 2

WEST FALLS CHURCH ECONOMIC DEVELOPMENT PROJECT: SEE APPLICATION
CITY OF FALLS CHURCH, VIRGINIA



Building Name	# of Stories Proposed	# of Stories Allowed	Height Proposed*	Height Allowed*
A	6 - 7	15	74' - 88'	173'
B1	8	15	109'	200'
B2	11	15	118'	158'
B3	6	7	68'	78'
C	6	15	72'	168'
D1	9 - 10	15	105' - 116'	280'
D2	9 - 10	15	105' - 116'	280'
D3	10 - 12	15	107' - 128'	160'
D4	10 - 15	15	130' - 195'	195'

Floor to floor heights vary by building and use types:
Current Conceptual Assumptions: Multifamily/Hotel : 10'-8" | Senior : 10'-0"
Office : 13'-0" | Retail : 18'-0" to 24'-0" (Parapet not included)
"Height Proposed" numbers are approximate

Note: Applicant may adjust building height during site plan process not to exceed height allowed as shown on this image.

Building — A 9–7/15 — Stories Illustrated / Stories Allowed

Residential | Retail | Hotel | Senior Housing | Grocery Store | Office

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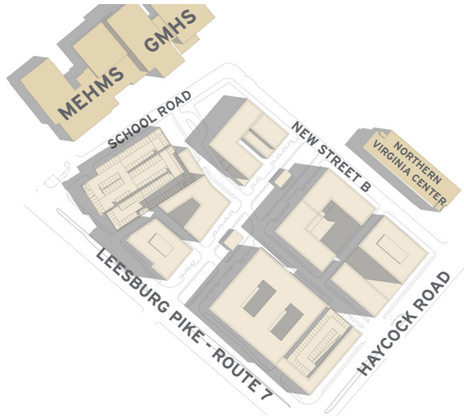
LANDSCAPE DESIGN: **LAND DESIGN**

Building Heights Diagram

WEST FALLS CHURCH ECONOMIC DEVELOPMENT PROJECT: SEE APPLICATION
CITY OF FALLS CHURCH, VIRGINIA

Summer Solstice (June 21)

9:00 AM



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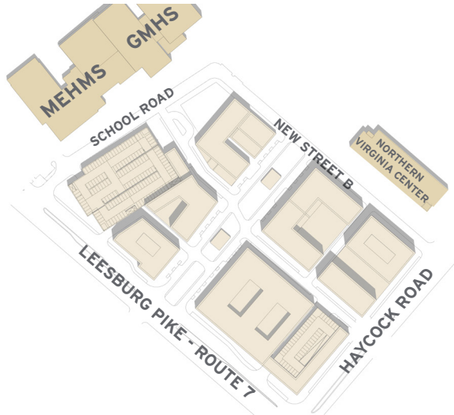

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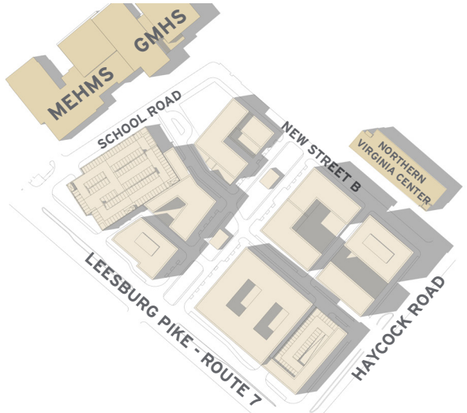
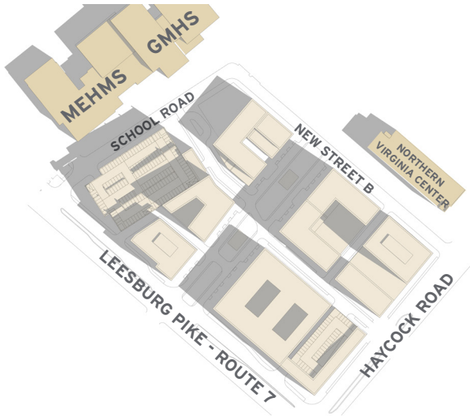


Equinox (September 23, March 20th)

9:00 AM



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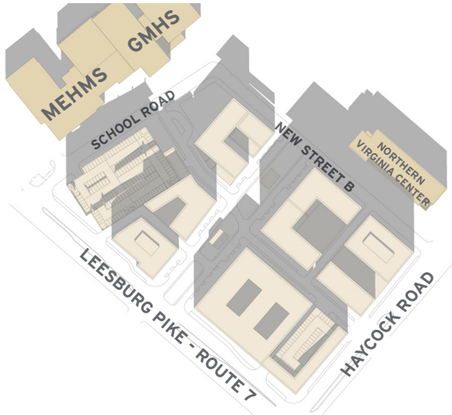

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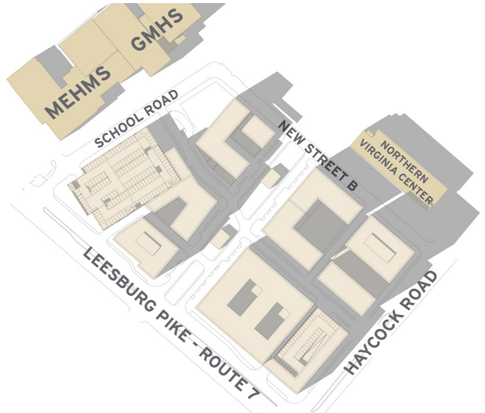
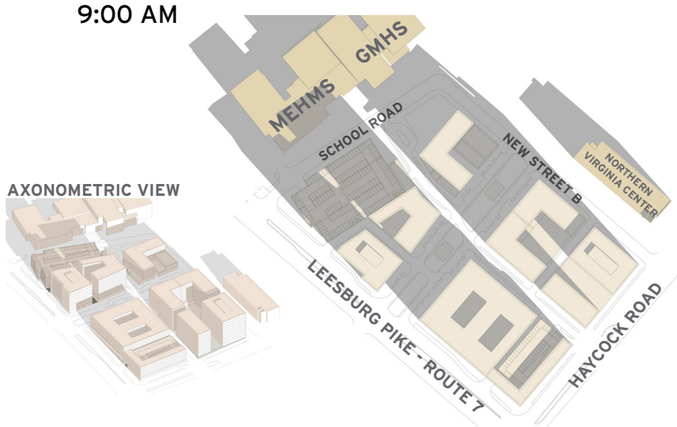


Winter Solstice (December 21)

9:00 AM



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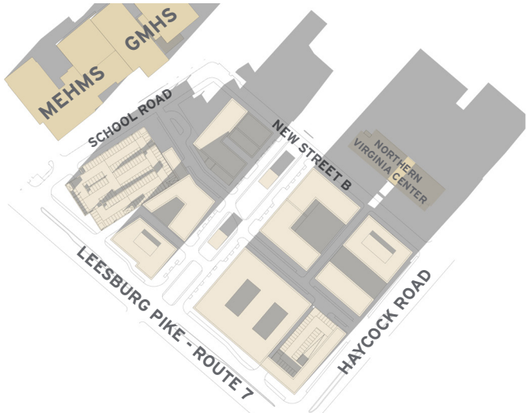

*All graphics on this sheets are not to scale

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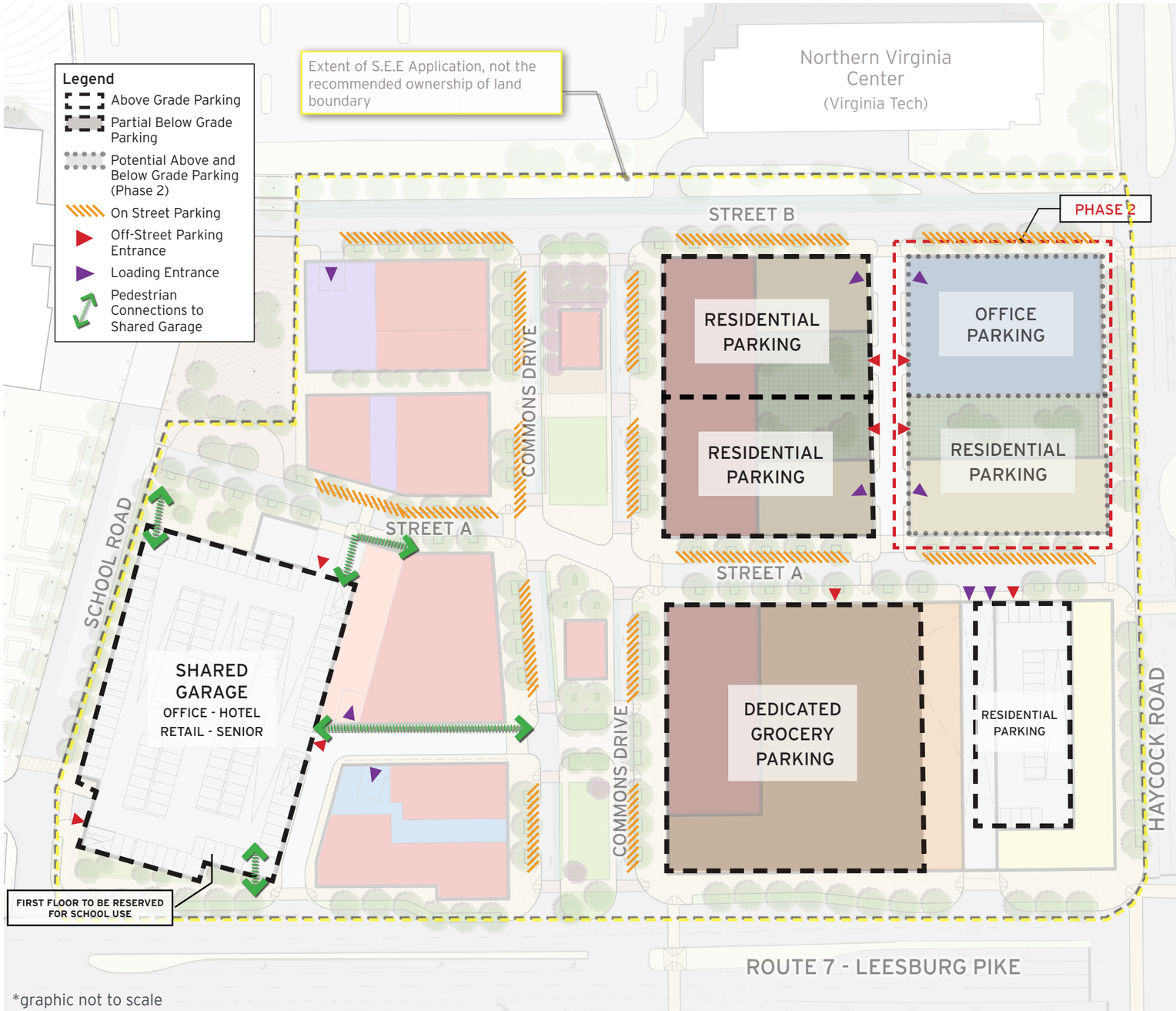
FALLS CHURCH GATEWAY PARTNERS DEVELOPMENT LLC
CIVIL ENGINEERING: **WALTER PHILLIPS**
LANDSCAPE DESIGN: **LAND DESIGN**

Site Shadow Study

WEST FALLS CHURCH ECONOMIC DEVELOPMENT PROJECT: SEE APPLICATION
CITY OF FALLS CHURCH, VIRGINIA



Note: The potential for one sided on-street parking along Street A and Street B is subject to change pending coordination with GMHS site plan and the pending development of the adjacent Northern Virgina Center (Virginia Tech) parcel

Off Street Parking Requirements

Use	Minimum Parking Ratios	Maximum Parking Ratios
Office	*(Office)* 1 space per 450sf (2.22 per 1,000sf)	1 per 333.33 sf (3 spaces per 1,000 sf)
Retail	1 per 333.33 sf (3 spaces per 1,000 sf)	*(Shopping Center)* 1 per 300 sf (3.33 space per 1,000 sf)
Grocery	*(Baker, confectionery, dairy, delicatessen, groceries, meats, poultry, produce, seafood)* 1 per 250 sf (4 spaces per 1000sf)	1 per 200 sf (5 Spaces per 1000sf)
Multi-Family Housing (Apartements))	0.8 Spaces per unit	*(Multifamily)* 1.0 per efficiency unit, no bedroom 1.50 per one bedroom unit 2 per two bedroom unit 2 per three or more bedroom unit
Multifamily (Condo)	1.25 per unit	
Multifamily (Micro Units)	.5 per unit	
Senior Housing	.33 Spaces Per Unit	
Hotel	.16 per guestroom	*(Hotel and Motel)* 1 per guestroom, plus 1 employee space for per ten guestrooms

Proposed Ratio

Falls Church Code Requirements (SEC. 48_1004)

Notes

1. Indicated parking ratio ranges by use are binding elements of this SEE Approval. Parking space counts will be calculated using the binding ratio ranges upon Site Plan, when further detail regarding unit type, unit size, and unit mix is available, and when a shared parking program has further developed.

2. Parking waiver will be requested at Special Exception Site Plan. Shared parking information will be analyzed and provided at Special Exception Site Plan.

3. A Transportation Demand Management (TDM) study will be prepared to support the parking range requests

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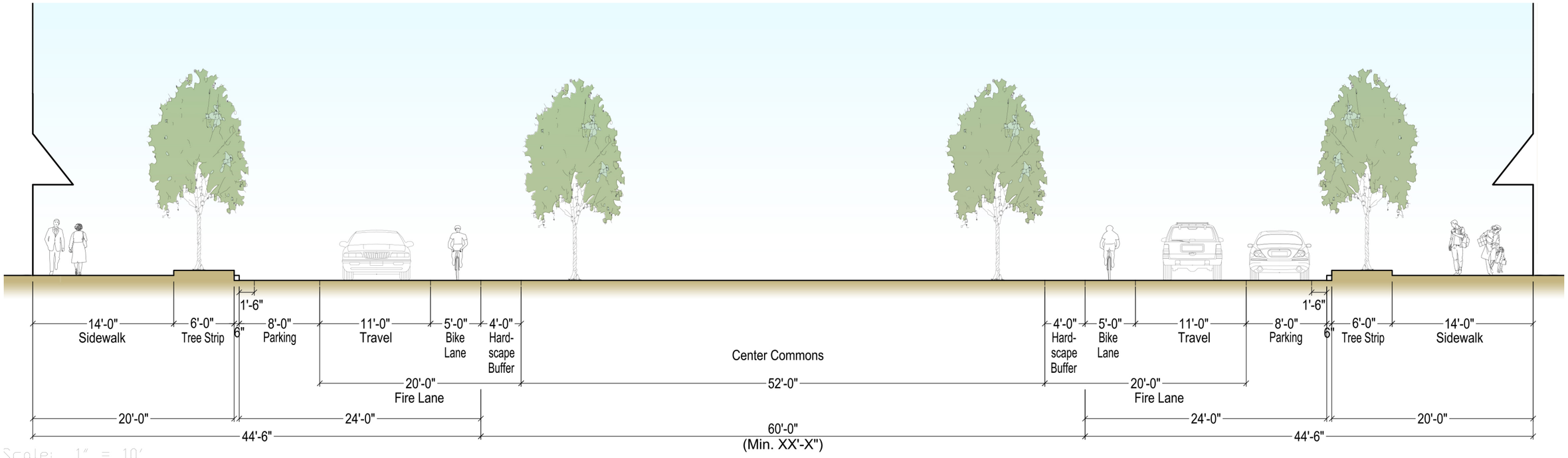
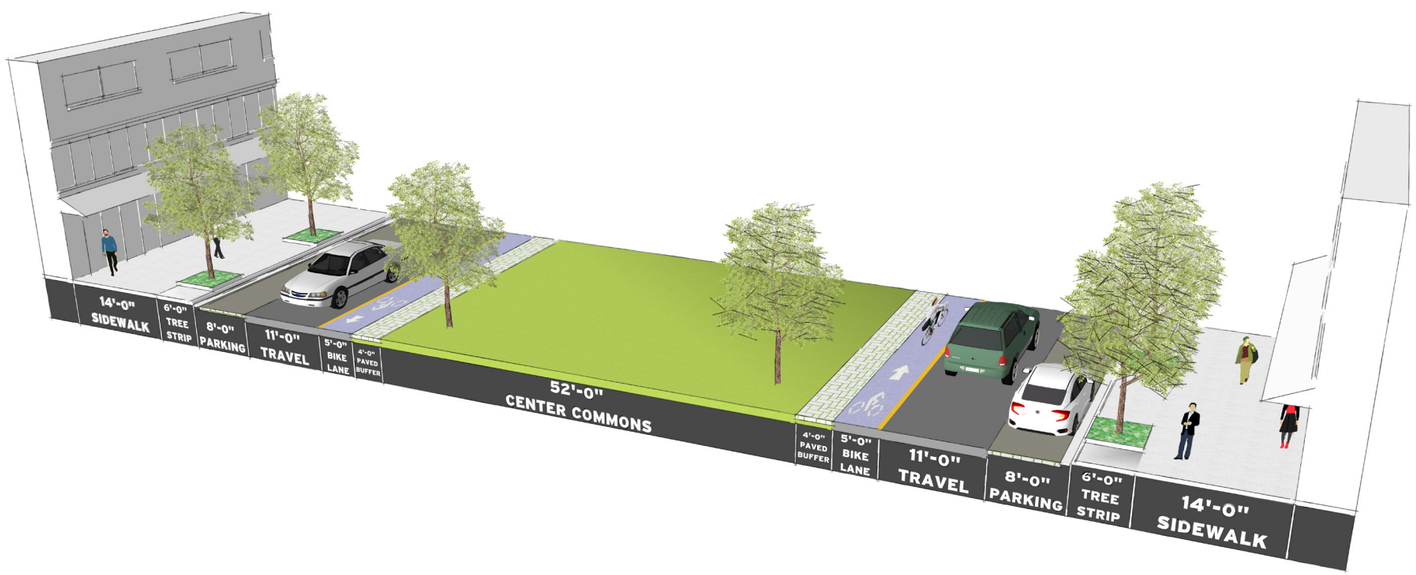
CIVIL ENGINEERING: **WALTER PHILLIPS**
LANDSCAPE DESIGN: **LAND DESIGN**

Parking Ratios and Locations

WEST FALLS CHURCH ECONOMIC DEVELOPMENT PROJECT: SEE APPLICATION
CITY OF FALLS CHURCH, VIRGINIA

Commons Drive (typ.)





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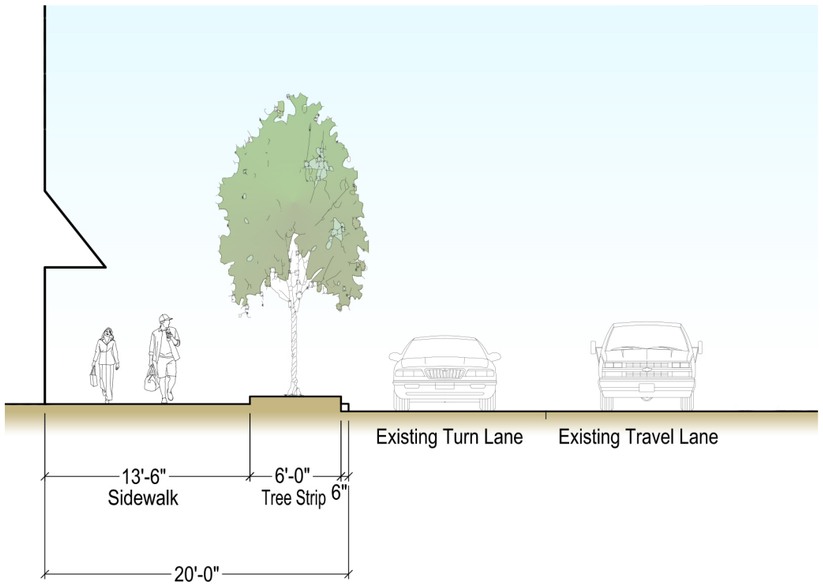
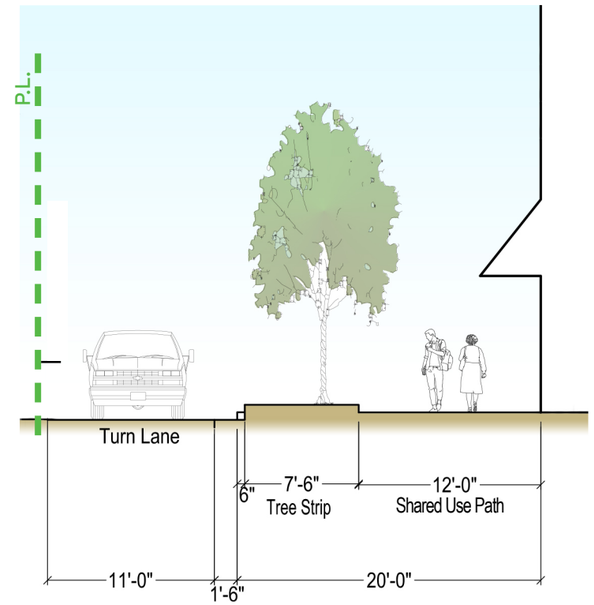
Haycock Road

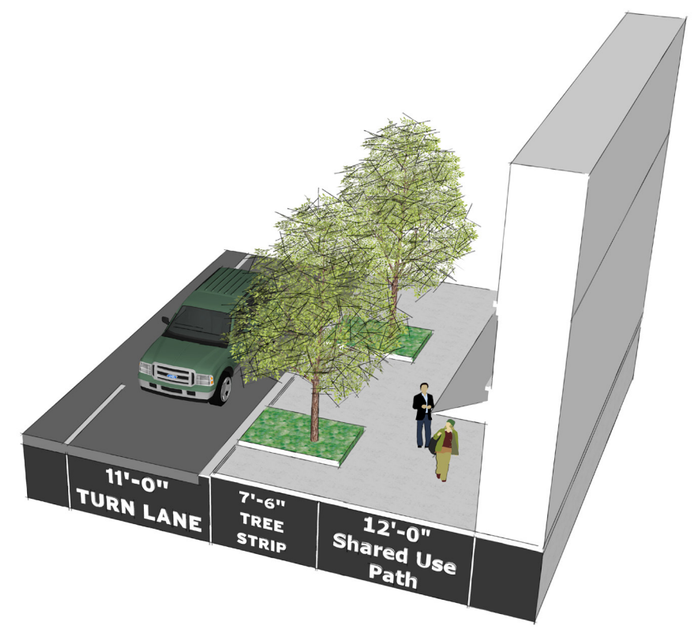


Scale: 1" = 10'

Leesburg Pike - Route 7



Scale: 1" = 10'



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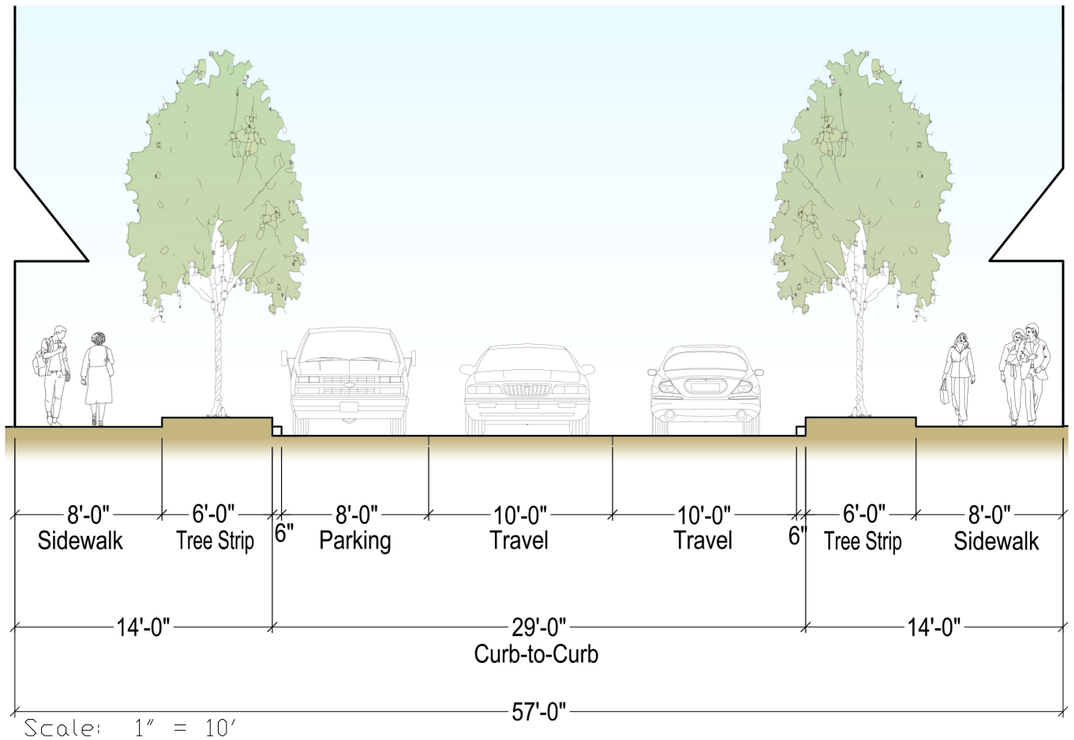
CIVIL ENGINEERING: **WALTER PHILLIPS**
LANDSCAPE DESIGN: **LAND DESIGN**

Typical Street Sections

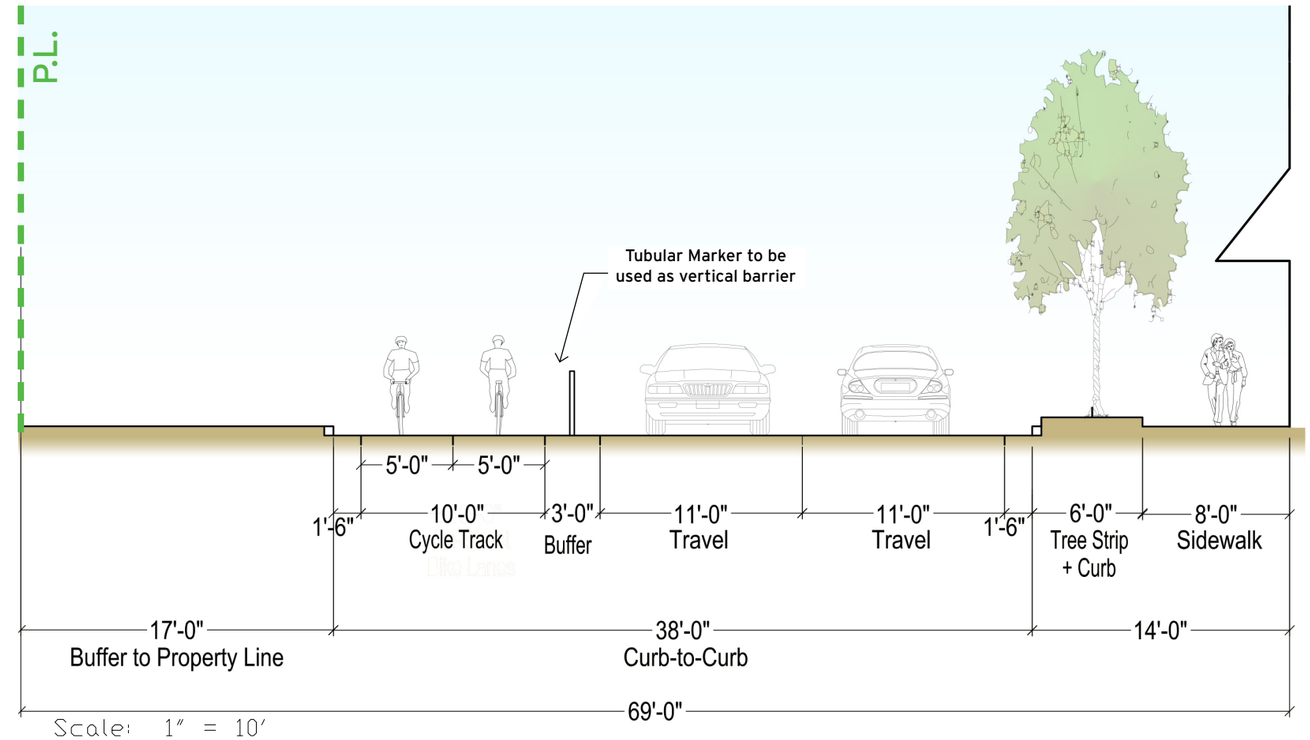
WEST FALLS CHURCH ECONOMIC DEVELOPMENT PROJECT: SEE APPLICATION

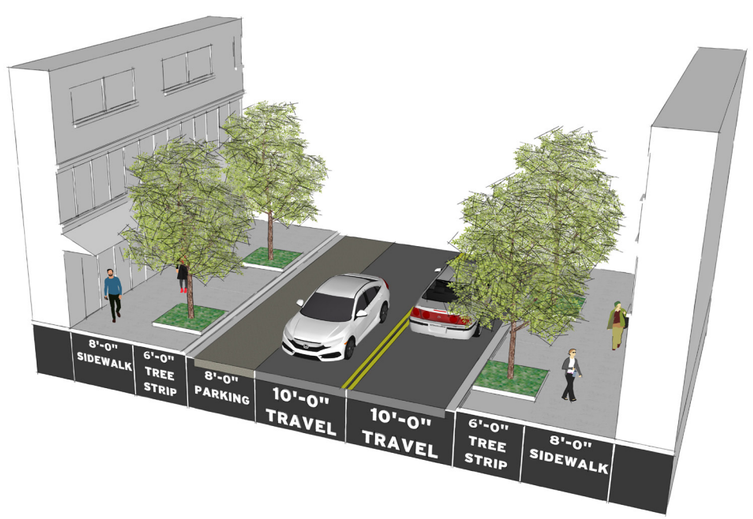
CITY OF FALLS CHURCH, VIRGINIA

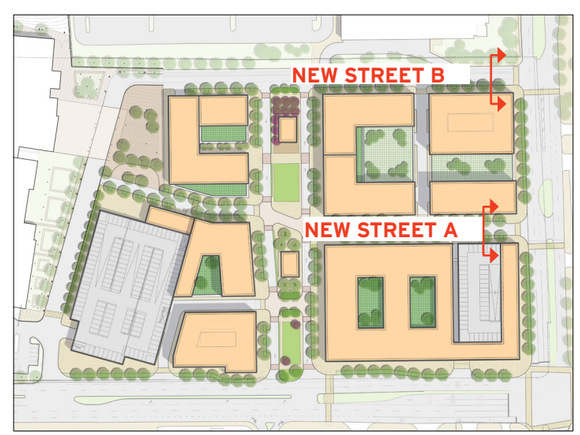
Street A

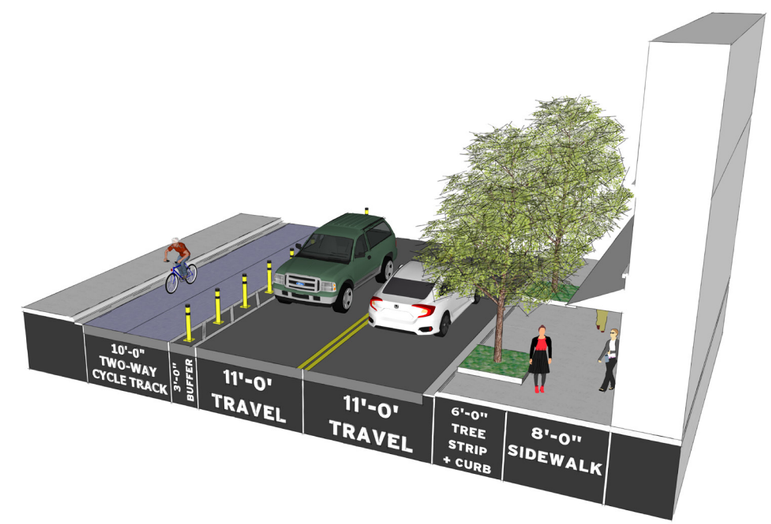


Street B









Note: Section is subject to change pending coordination with GMHS site plan, the pending development of the adjacent Northern Virgina Center.

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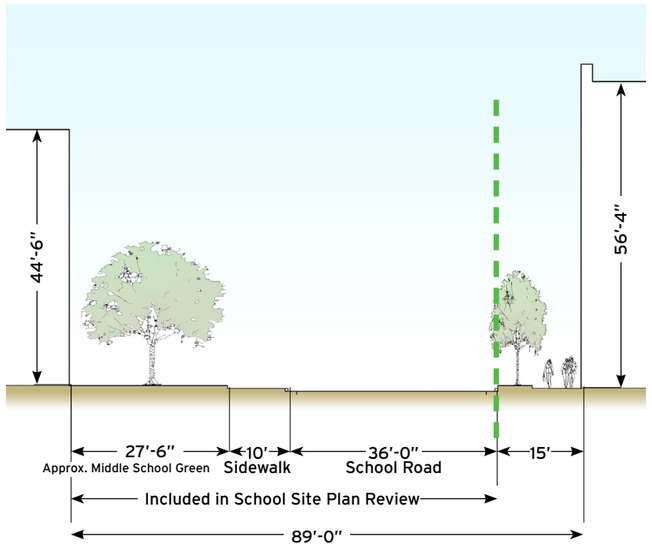
LANDSCAPE DESIGN: **LAND DESIGN**

Typical Street Sections

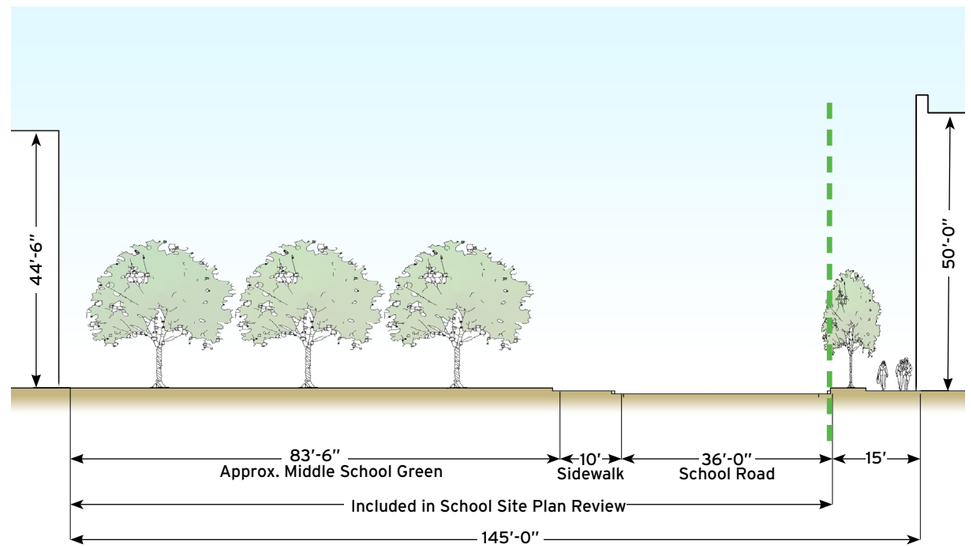
WEST FALLS CHURCH ECONOMIC DEVELOPMENT PROJECT: SEE APPLICATION

CITY OF FALLS CHURCH, VIRGINIA

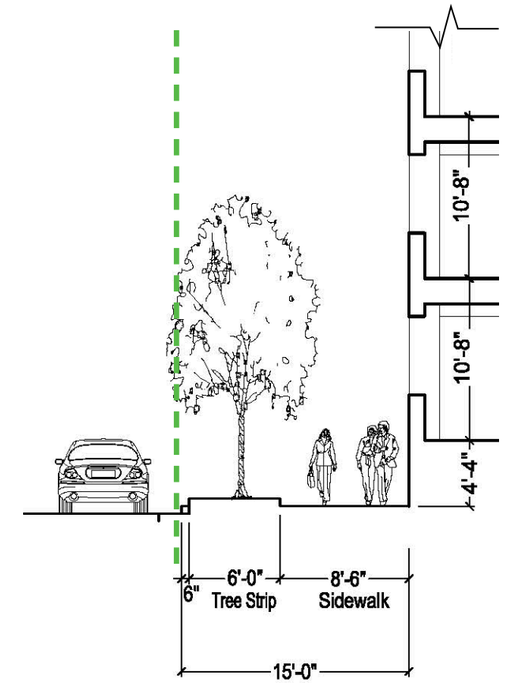
School Road (Sw Corner Of Garage)

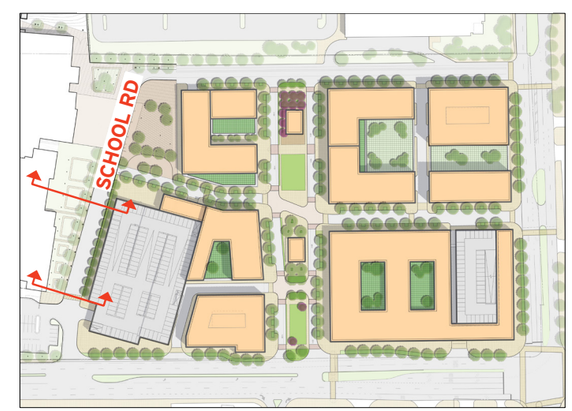


School Road (Nw Corner Of Garage)



Typical School Road Section





Note 1: All dimensions describing School Road portions belonging to the School Site Plan are approximate.

Note 2: Garage section and screening method illustrated are conceptual and subject to change.

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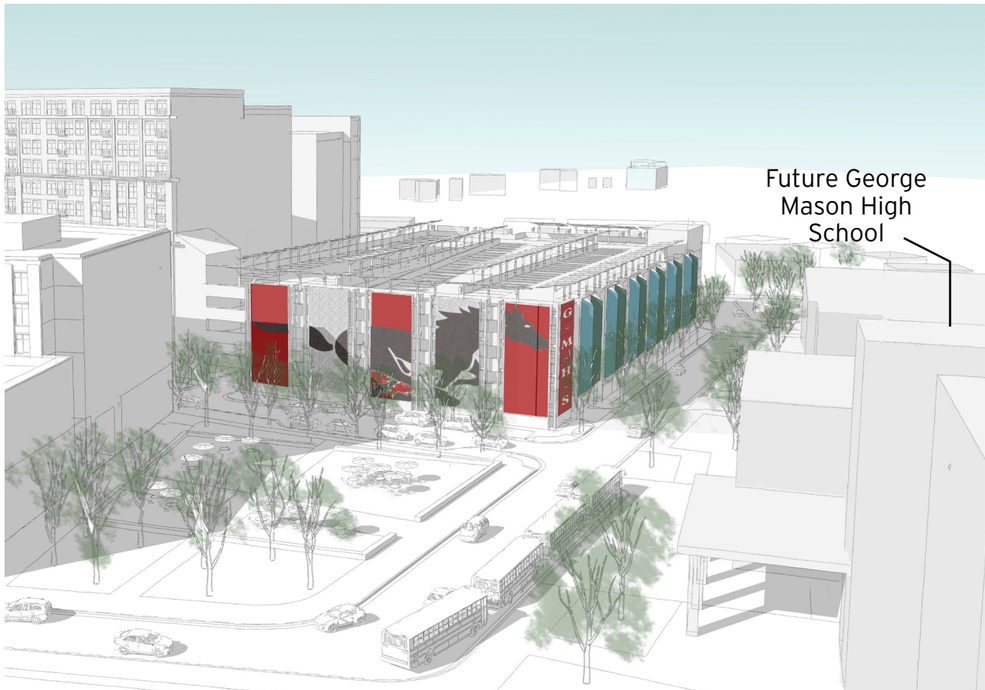
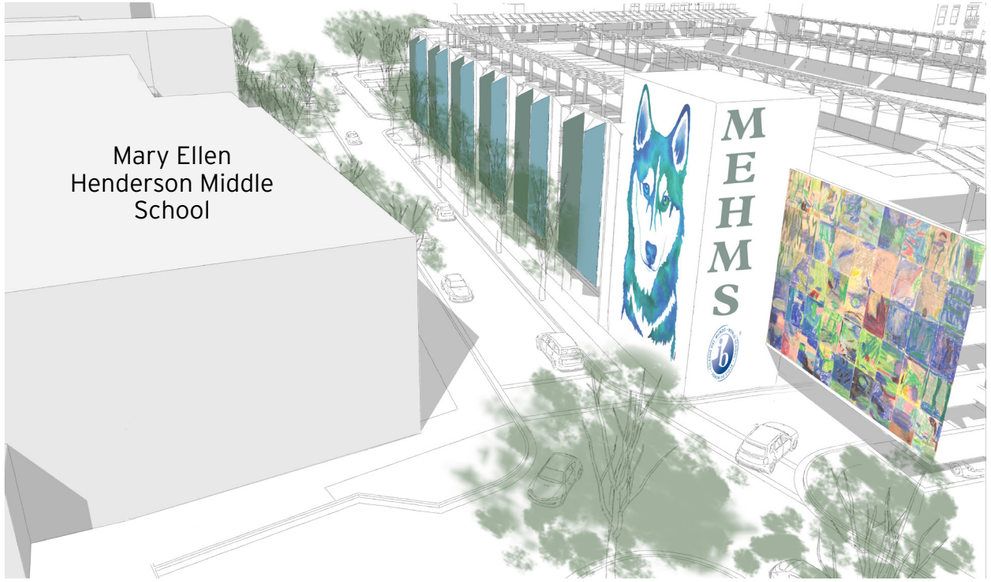


Illustrative Rendering: Potential Concept

Precedent Image : Fort Myer, FL



Illustrative Rendering: Potential Concept

Precedent Image : Durham, NC

Precedent Image : Tampa, FL

Note: Garage screening methods illustrated and pictured are conceptual and subject to change.

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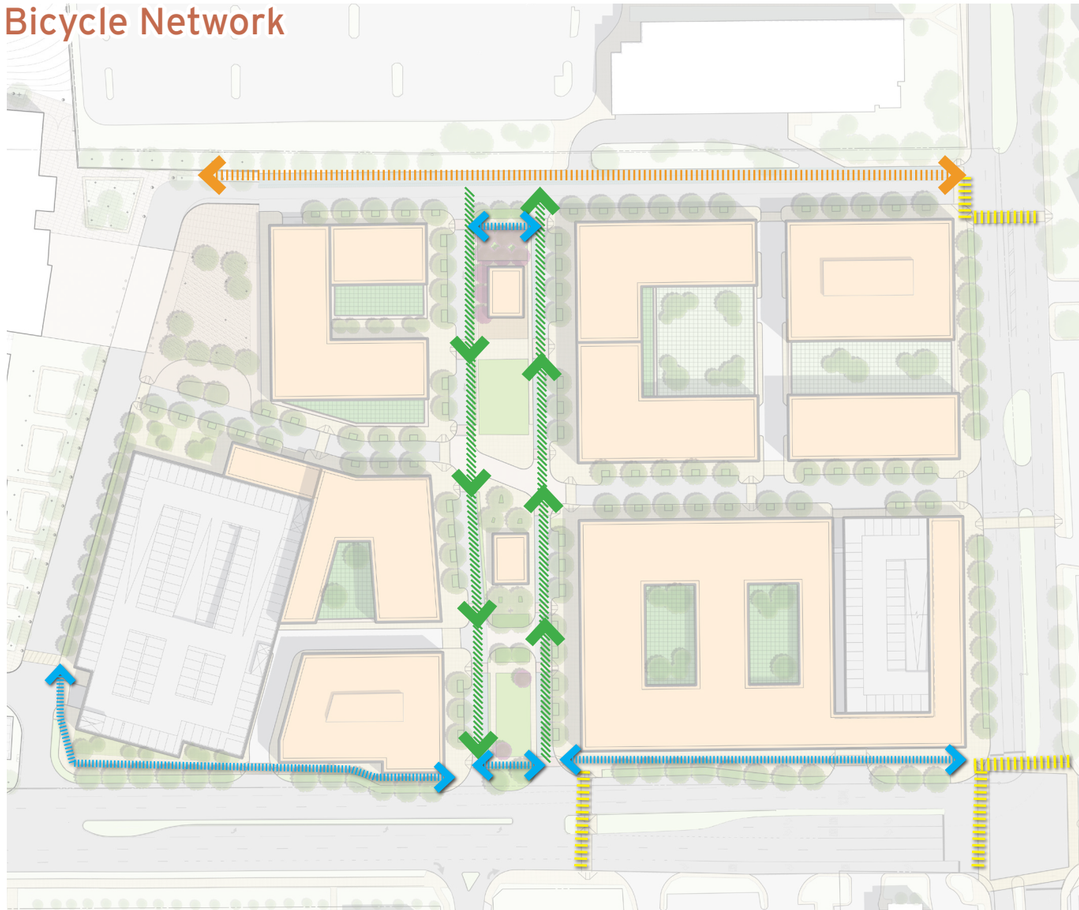
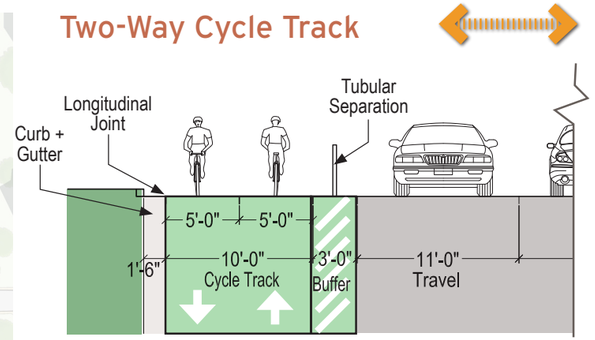
CIVIL ENGINEERING: **WALTER PHILLIPS**
LANDSCAPE DESIGN: **LAND DESIGN**

Garage Screening Methods

Bicycle Network

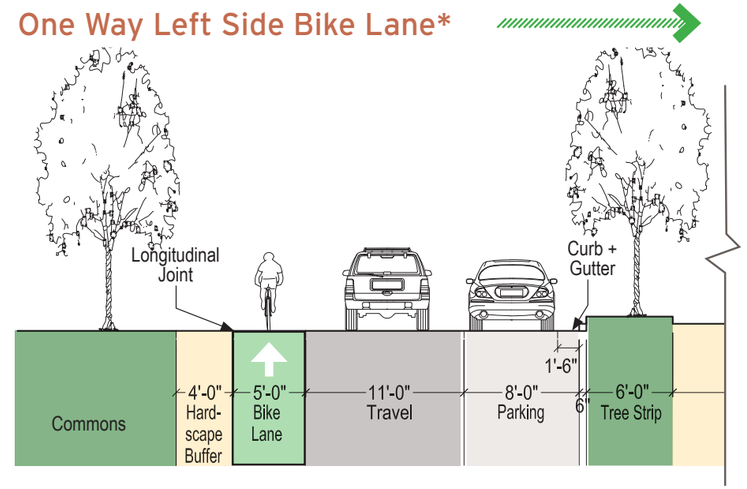


Two-Way Cycle Track



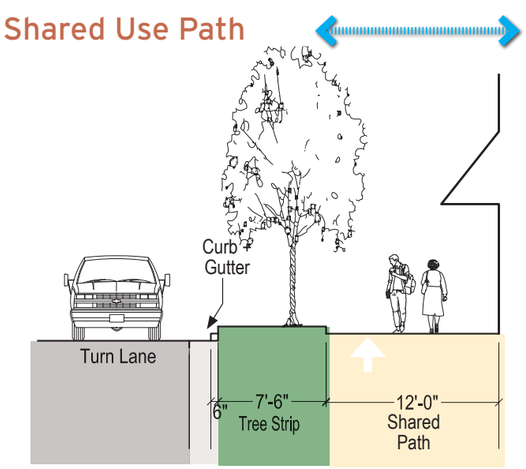
Illustrative Precedent Image. Source: NACTO

One Way Left Side Bike Lane*



Precedent Image. Commonwealth Avenue, Boston

Shared Use Path



Precedent Image

* The Desirable Bike Lane Width Adjacent To A Curb-face Is 6 Feet. **The Desirable Ridable Surface Adjacent To A Street Edge Or Longitudinal Joint Is 4 Feet, With A Minimum Width Of 3 Feet.** (Source *NACTO Urban Bikeway Design Guide*)

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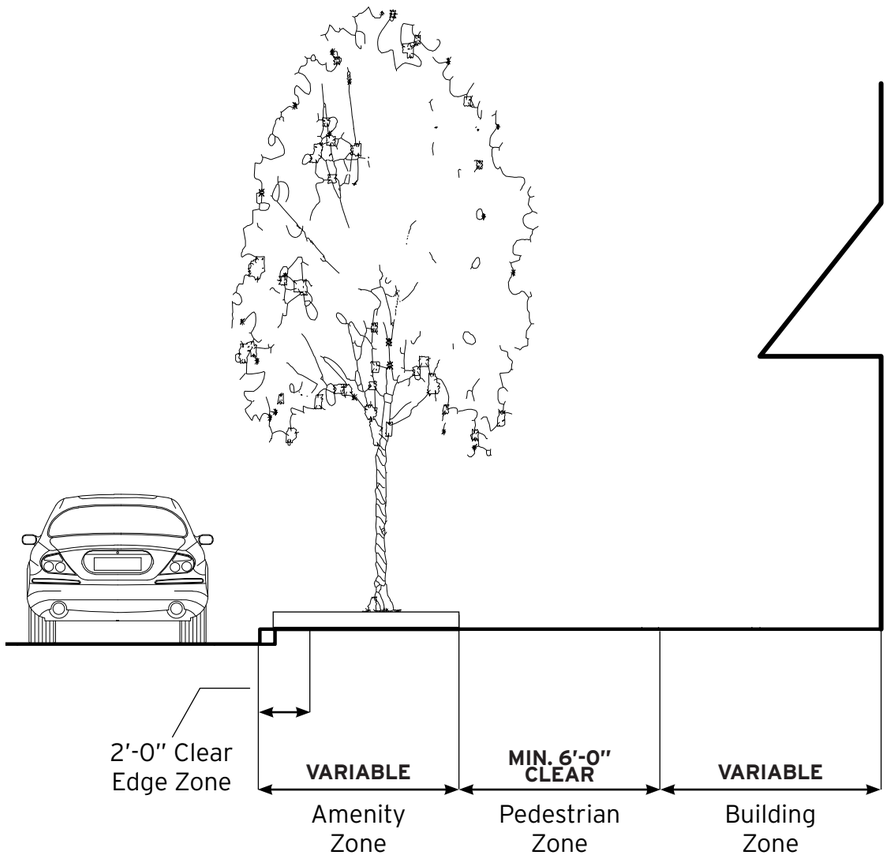
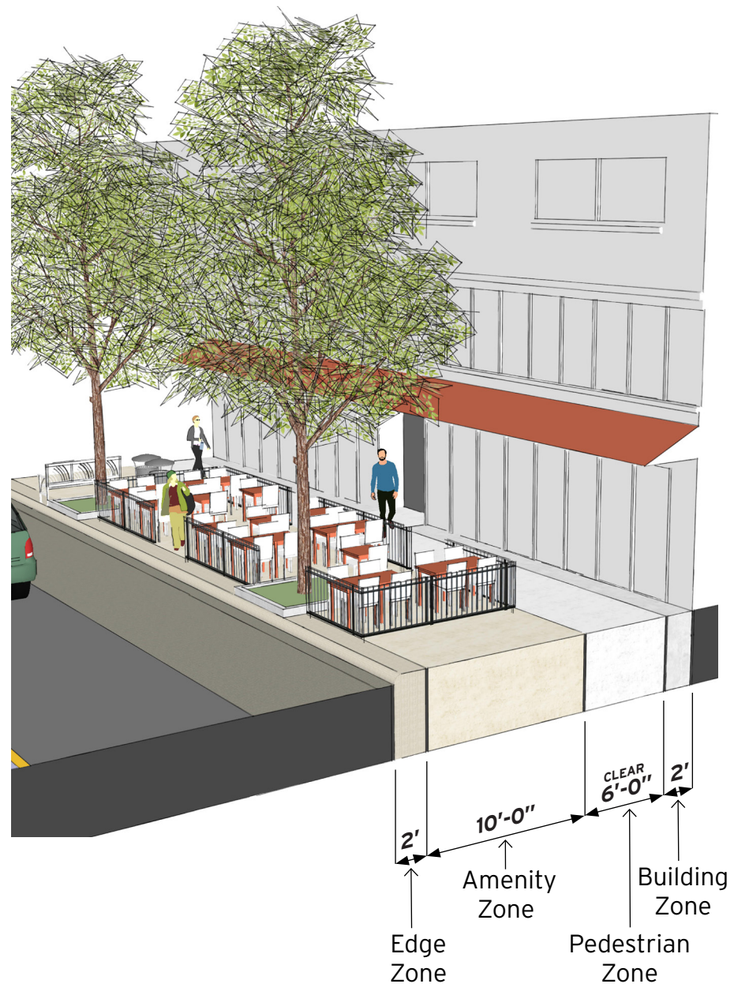
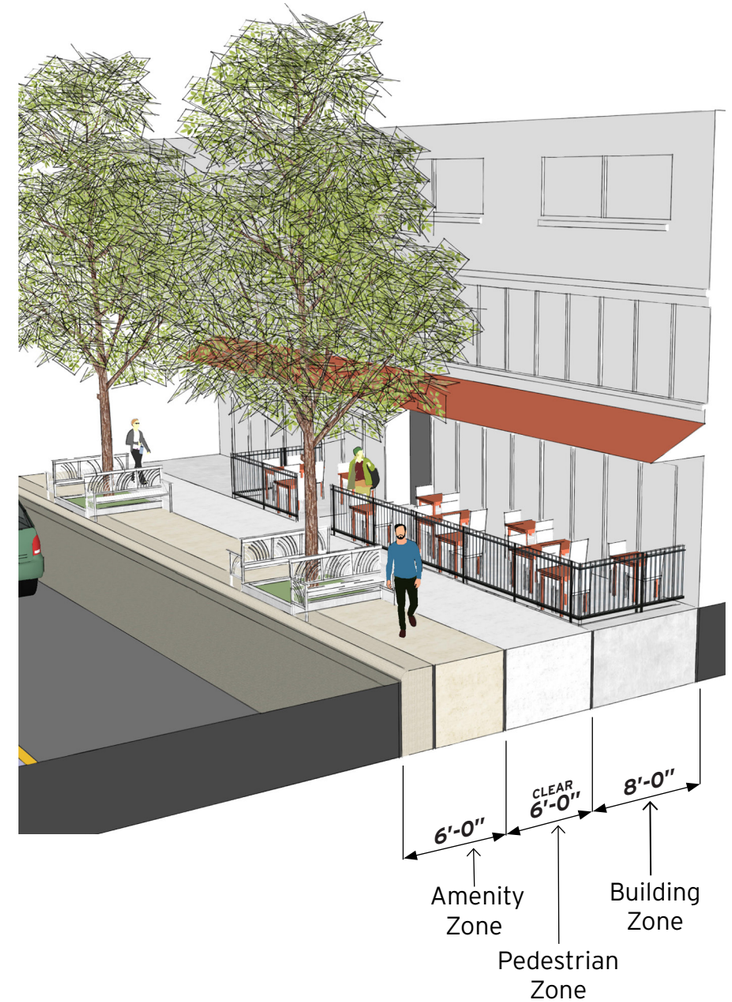
Typical Commons Section



Option A: Amenity Zone Dining



Option B: Building Zone Dining



Note: Specific café zone locations and configuration will be determined at Site Plan in accordance with the retail merchandising mix. Free and clear access to main entrances for purposes of fire safety will be taken into consideration in the merchandising design.

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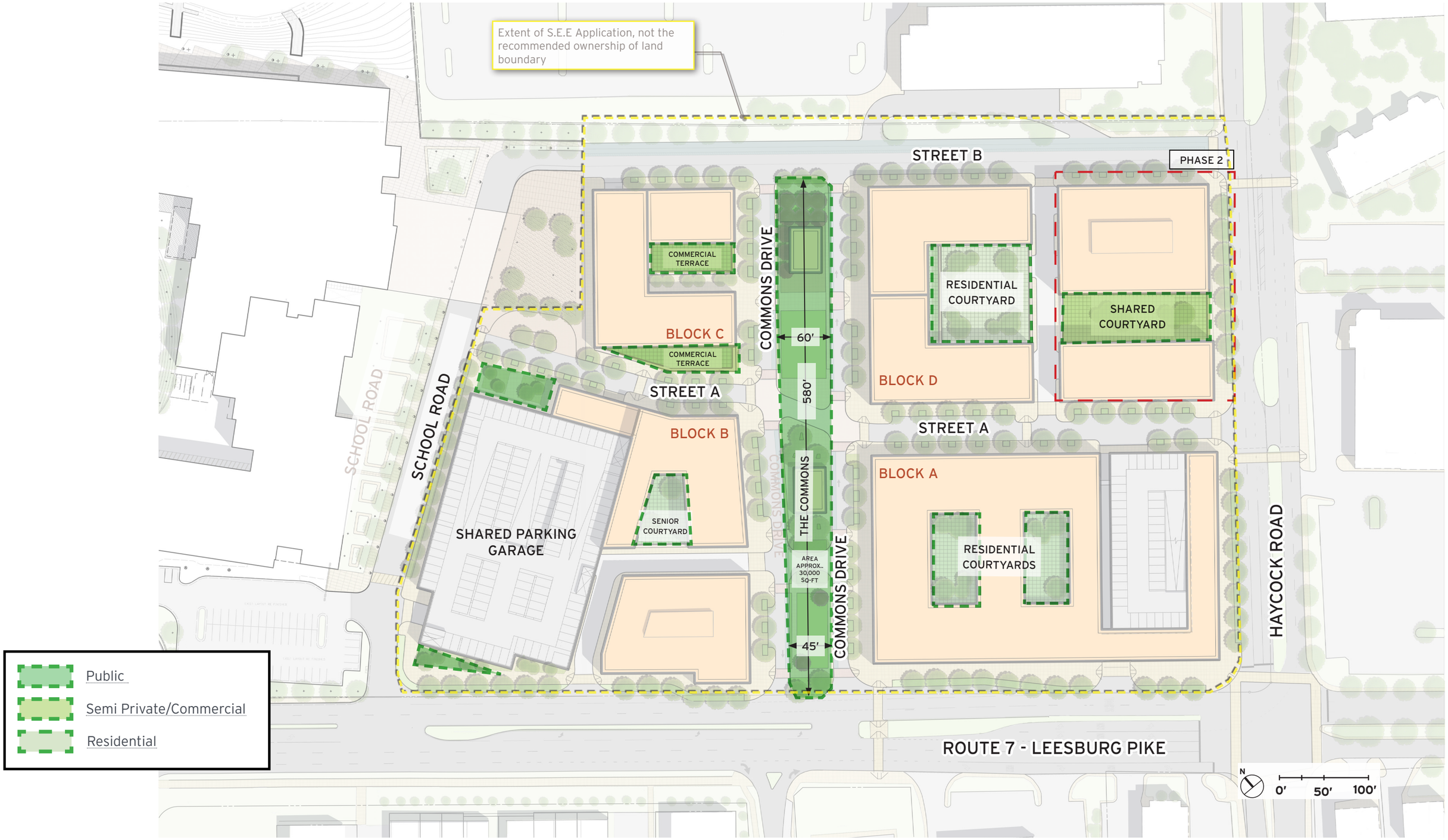

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CIVIL ENGINEERING: **WALTER PHILLIPS**
LANDSCAPE DESIGN: **LAND DESIGN**

Open Space and Recreation Diagram

WEST FALLS CHURCH ECONOMIC DEVELOPMENT PROJECT: SEE APPLICATION

CITY OF FALLS CHURCH, VIRGINIA

Note: Sketches, drawings, photos, and images are illustrative and meant to portray the character of the submission and not an exact representation.

50 0' 50 100 200

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CIVIL ENGINEERING: **WALTER PHILLIPS**
LANDSCAPE DESIGN: **LAND DESIGN**

Conceptual Landscape Master Plan - Overall Plan

WEST FALLS CHURCH ECONOMIC DEVELOPMENT PROJECT: SEE APPLICATION

CITY OF FALLS CHURCH, VIRGINIA

1 GROVE

2 RETAIL KIOSK

3 GATHERING NODE

4 WATER JETS

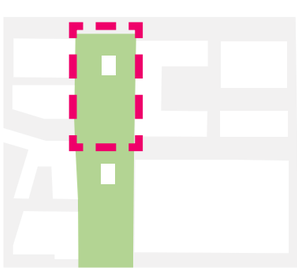
5 FLEXIBLE LAWN

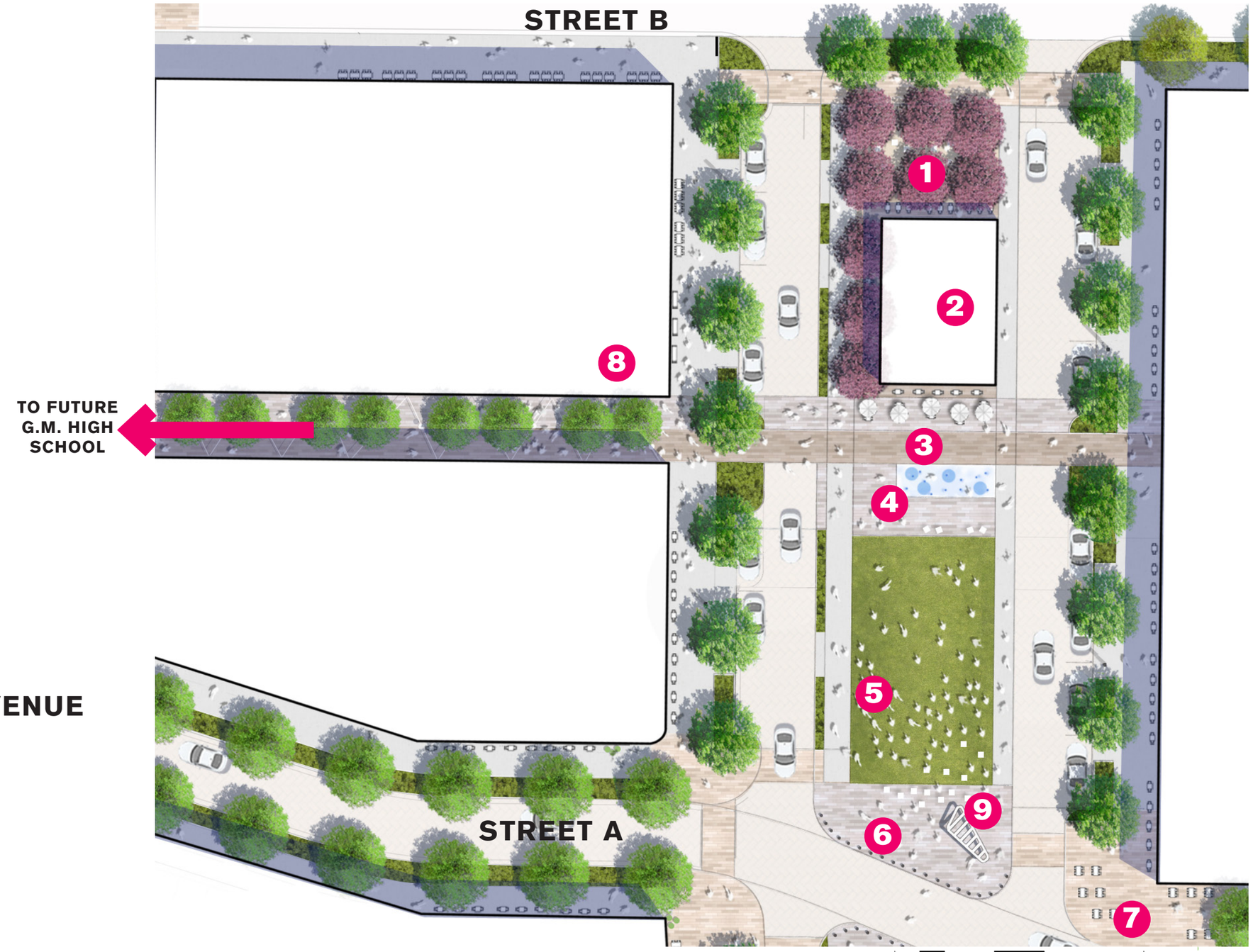
6 PLAZA

7 OUTDOOR DINING

8 ENTERTAINMENT VENUE

9 PAVILION





Type, quantity, and location of the landscape features shall be governed by the Placemaking and Amenity Plan to be approved by the City Council.

15 0' 15 30 60

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CIVIL ENGINEERING: **WALTER PHILLIPS**
LANDSCAPE DESIGN: **LAND DESIGN**

Conceptual Landscape Master Plan - North Commons

WEST FALLS CHURCH ECONOMIC DEVELOPMENT PROJECT: SEE APPLICATION

CITY OF FALLS CHURCH, VIRGINIA

ROCKVILLE TOWNSQUARE - ROCKVILLE, MARYLAND

ASSEMBLY ROW - BOSTON, MASSACHUSETTS

ASSEMBLY ROW - BOSTON, MASSACHUSETTS

DILWORTH PARK CAFE - PHILADELPHIA, PENNSYLVANIA

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CIVIL ENGINEERING: **WALTER PHILLIPS**
LANDSCAPE DESIGN: **LAND DESIGN**

Conceptual Landscape Master Plan - North Commons

WEST FALLS CHURCH ECONOMIC DEVELOPMENT PROJECT: SEE APPLICATION
CITY OF FALLS CHURCH, VIRGINIA

1 PLAZA

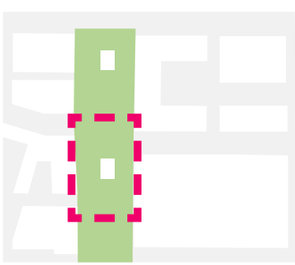
2 OUTDOOR DINING

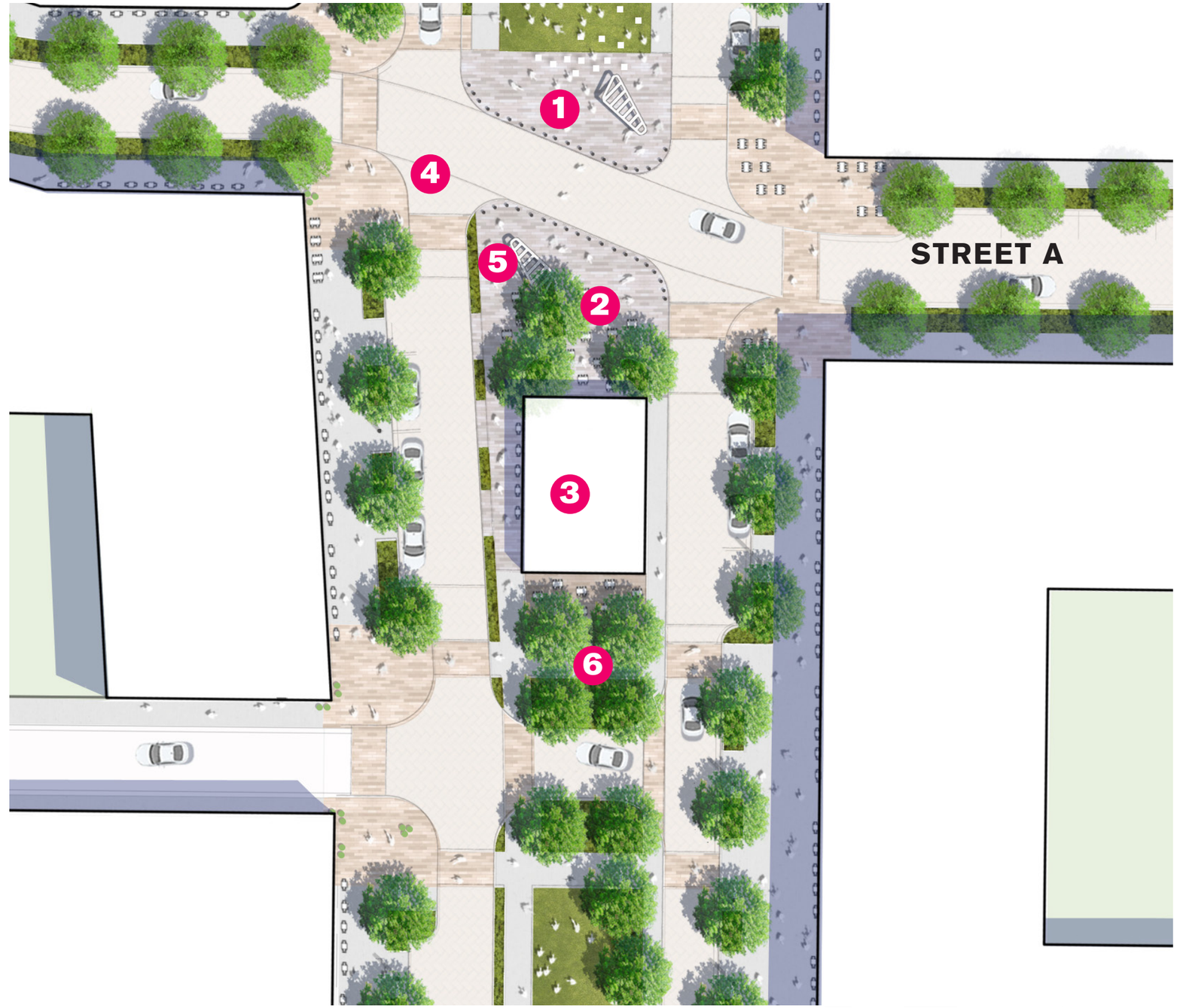
3 RETAIL KIOSK

4 PEDESTRIAN FRIENDLY INTERSECTION

5 PAVILION

6 GROVE





Type, quantity, and location of the landscape features shall be governed by the Placemaking and Amenity Plan to be approved by the City Council.

15 0' 15 30 60

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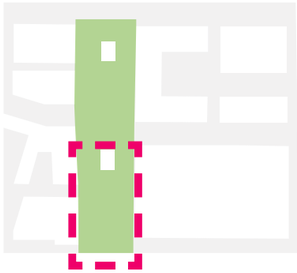
LANDSCAPE DESIGN: **LAND DESIGN**

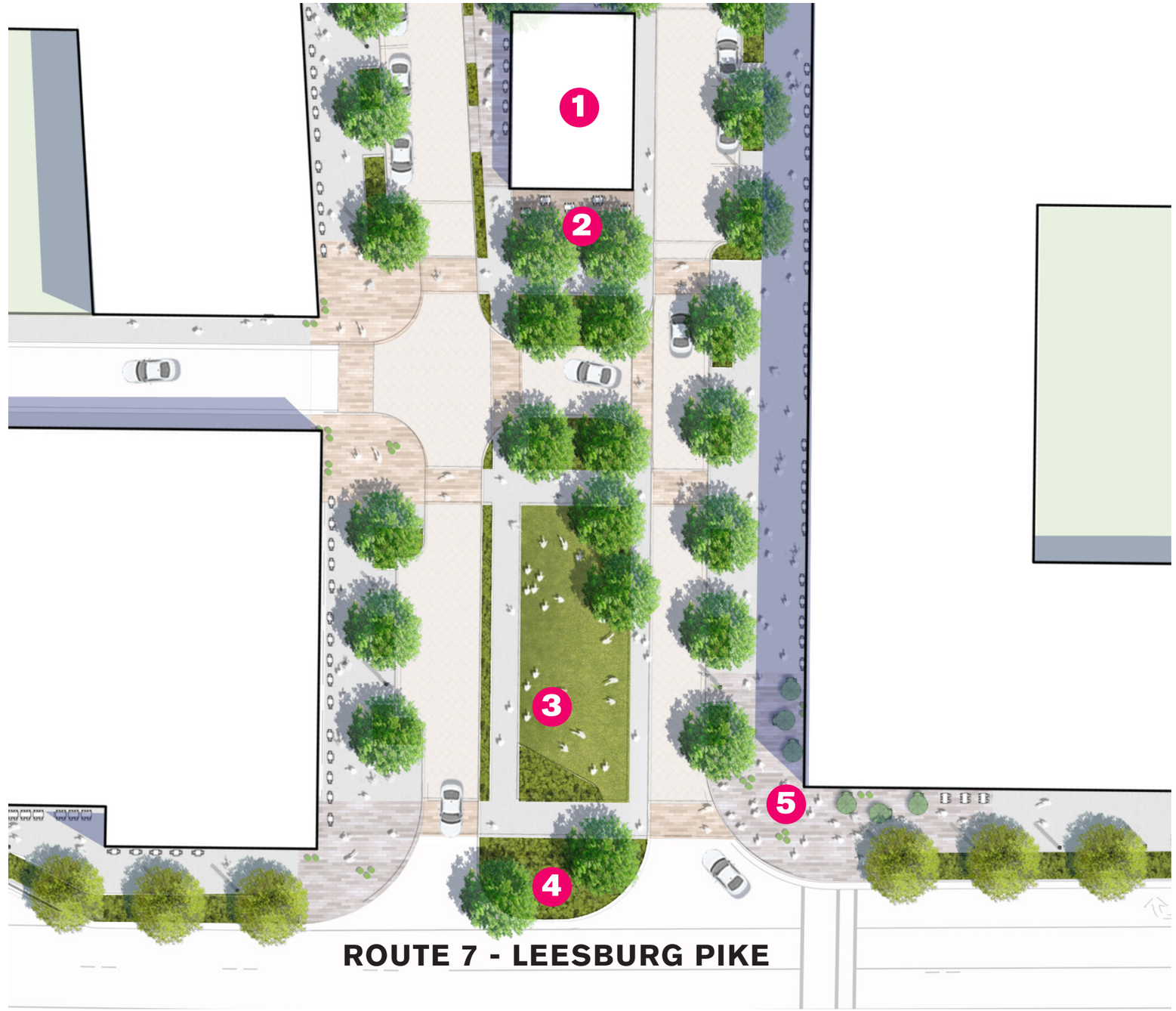
Conceptual Landscape Master Plan - Commons Core

WEST FALLS CHURCH ECONOMIC DEVELOPMENT PROJECT: SEE APPLICATION

CITY OF FALLS CHURCH, VIRGINIA

1. RETAIL KIOSK
2. SEATING
3. FLEXIBLE LAWN
4. ENTRANCE PLANTINGS AND STORMWATER MITIGATION
5. ENTRY TO GROCERY





Type, quantity, and location of the landscape features shall be governed by the Placemaking and Amenity Plan to be approved by the City Council.

15 0' 15 30 60

Conceptual Landscape Master Plan - South Commons

WEST FALLS CHURCH ECONOMIC DEVELOPMENT PROJECT: SEE APPLICATION

CITY OF FALLS CHURCH, VIRGINIA

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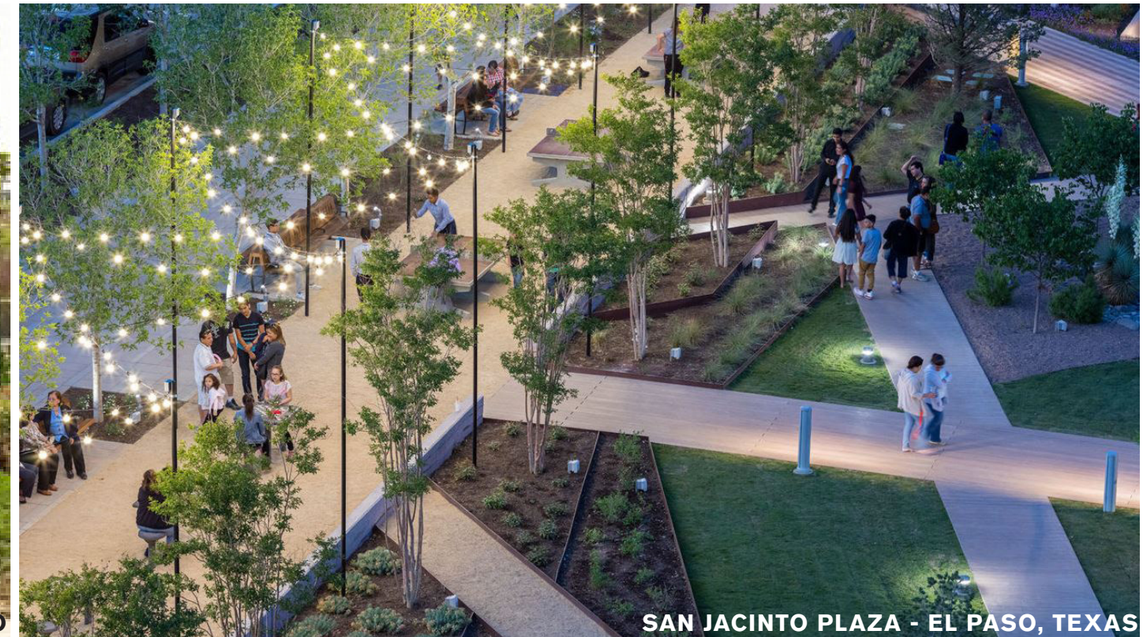
CIVIL ENGINEERING: **WALTER PHILLIPS**
LANDSCAPE DESIGN: **LAND DESIGN**

KLYDE WARREN PARK - DALLAS, TEXAS

KLYDE WARREN PARK - DALLAS, TEXAS

SMALE RIVERFRONT PARK - CINCINNATI, OHIO


SAN JACINTO PLAZA - EL PASO, TEXAS

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FALLS CHURCH GATEWAY PARTNERS DEVELOPMENT LLC
CIVIL ENGINEERING: **WALTER PHILLIPS**
LANDSCAPE DESIGN: **LAND DESIGN**

APPROXIMATE CANOPY COVER CALCULATIONS:

- 140 TREES
- 24,500 SQ. FT. @ 175 SF PER TREE @ 20 YEARS
- 5.5% OF OVERALL SITE

Canopy Cover Plan will be subject to the final design and may change during the site planning process.

February 4, 2019

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CIVIL ENGINEERING: **WALTER PHILLIPS**
LANDSCAPE DESIGN: **LAND DESIGN**

Conceptual Landscape Master Plan - Canopy Cover

WEST FALLS CHURCH ECONOMIC DEVELOPMENT PROJECT: SEE APPLICATION
CITY OF FALLS CHURCH, VIRGINIA

NOTE: STREET NETWORK, INTERSECTIONS, AND UTILITY DESIGN ARE CONCEPTUAL IN NATURE. FINAL DESIGN WILL OCCUR AT SITE PLAN.

HAXON

0 120 240 480 480

1 INCH = 240'

WALTER L. PHILLIPS INCORPORATED ESTABLISHED 1945

AERIAL EXHIBIT

WEST FALLS CHURCH ECONOMIC DEVELOPMENT

SPECIAL EXCEPTION ENTITLEMENT PLAN

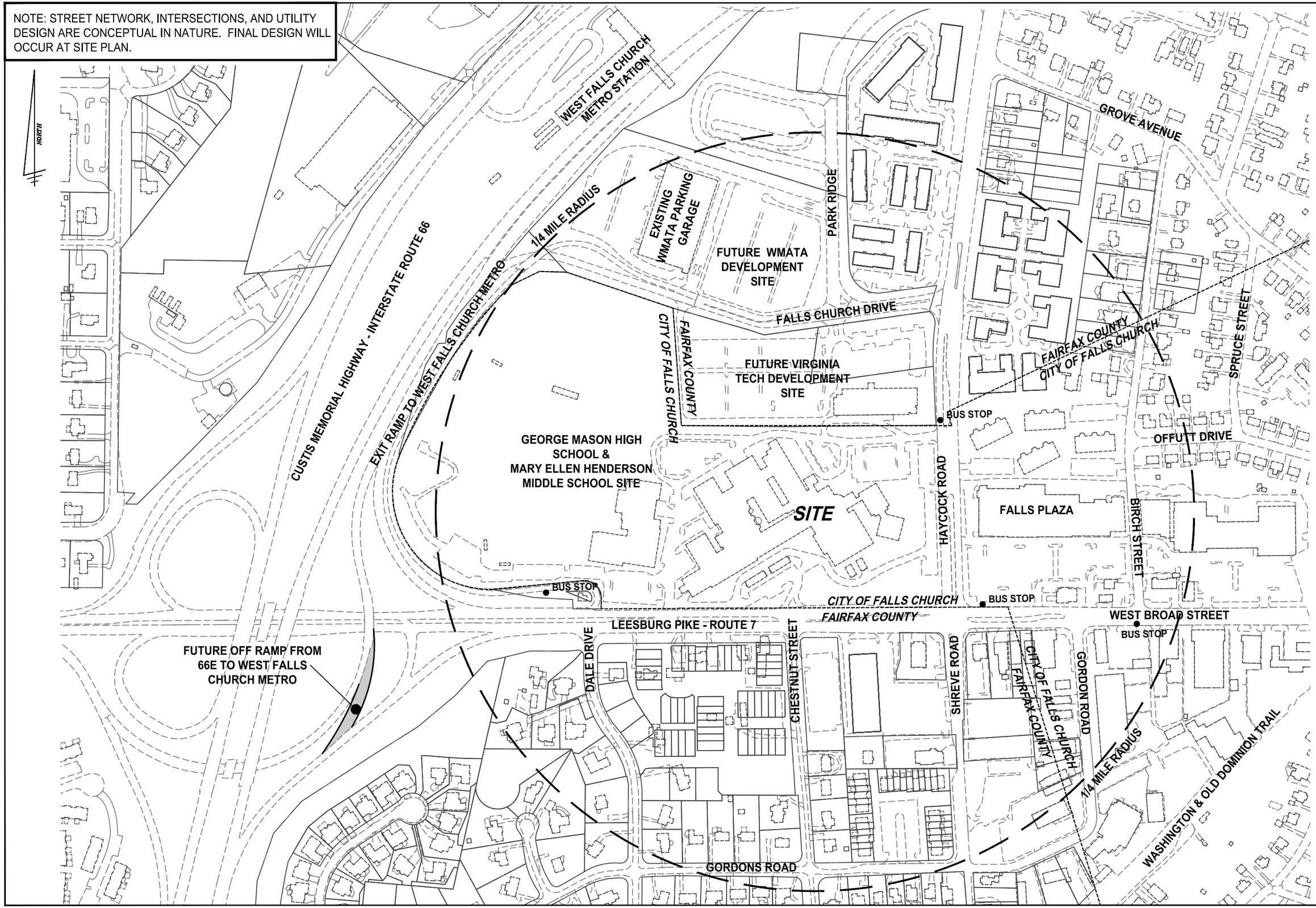
CITY OF FALLS CHURCH

SCALE: 1" = 240'

DATE: 02/04/2019

SHEET: **C-0301**

NOTE: STREET NETWORK, INTERSECTIONS, AND UTILITY DESIGN ARE CONCEPTUAL IN NATURE. FINAL DESIGN WILL OCCUR AT SITE PLAN.



WALTER L. PHILLIPS INCORPORATED ESTABLISHED 1945

CONTEXT PLAN

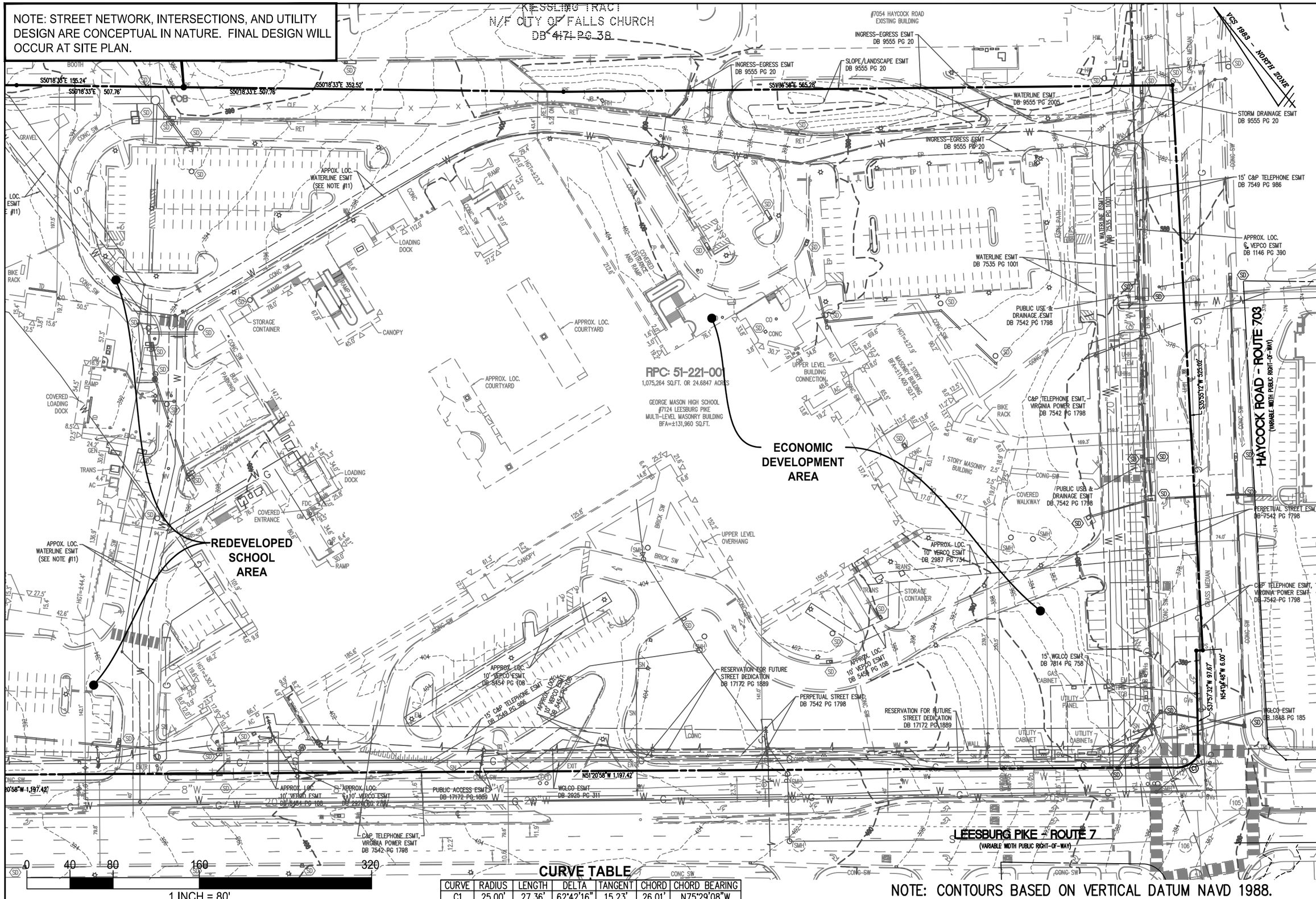
WEST FALLS CHURCH ECONOMIC DEVELOPMENT SPECIAL EXCEPTION ENTITLEMENT PLAN CITY OF FALLS CHURCH

SCALE: 1" = 300'

DATE: 02/04/2019

SHEET: C-0302

NOTE: STREET NETWORK, INTERSECTIONS, AND UTILITY DESIGN ARE CONCEPTUAL IN NATURE. FINAL DESIGN WILL OCCUR AT SITE PLAN.



CURVE TABLE

CURVE	RADIUS	LENGTH	DELTA	TANGENT	CHORD	CHORD BEARING
C1	25.00'	27.36'	62°42'16"	15.23'	26.01'	N75°29'08"W

NOTE: CONTOURS BASED ON VERTICAL DATUM NAVD 1988.

WALTER L. PHILLIPS INCORPORATED ESTABLISHED 1945

EXISTING CONDITIONS PLAN

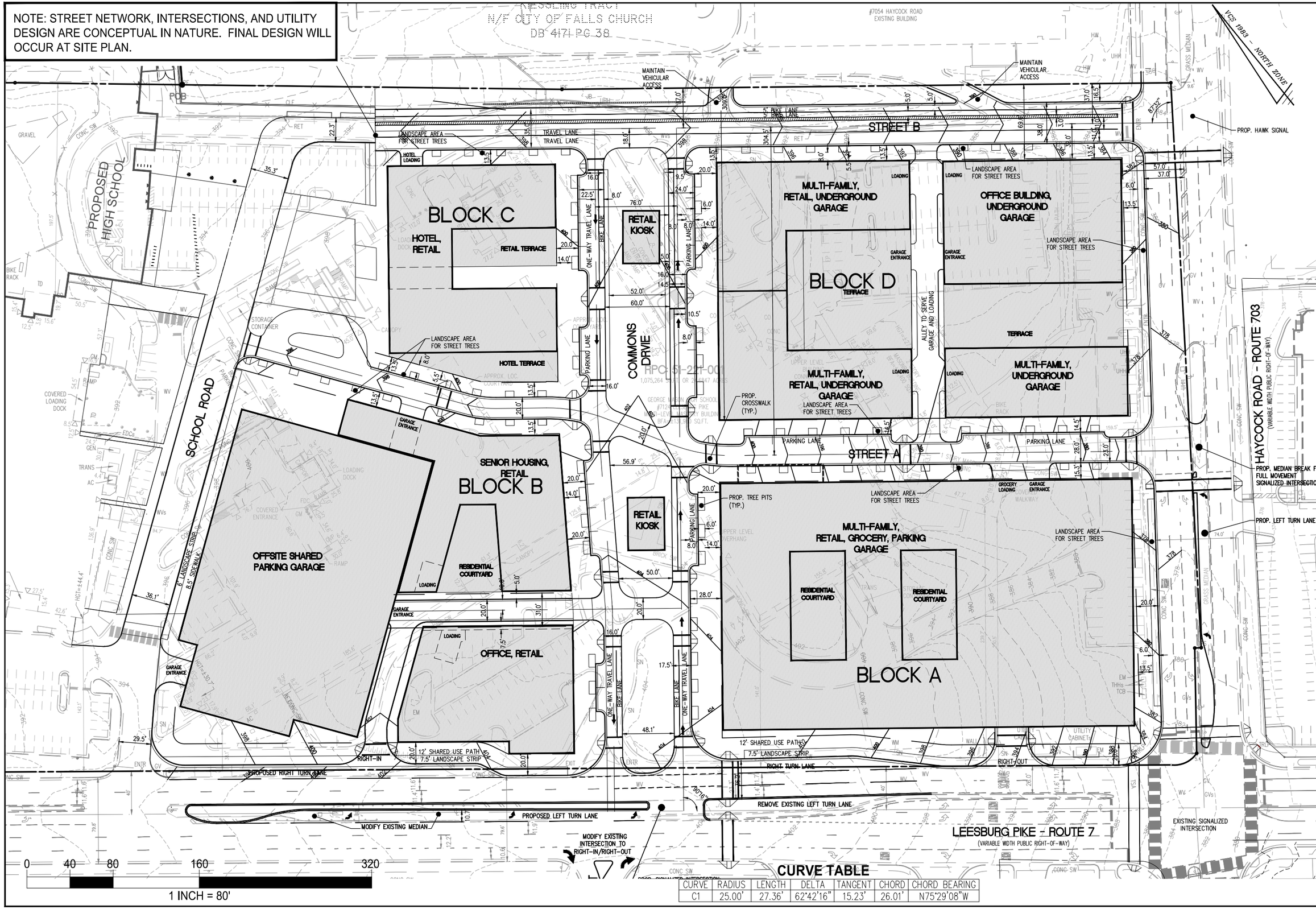
WEST FALLS CHURCH ECONOMIC DEVELOPMENT
SPECIAL EXCEPTION ENTITLEMENT PLAN
CITY OF FALLS CHURCH

SCALE: 1" = 80'

DATE: 02/04/2019

SHEET: **C-0303**

NOTE: STREET NETWORK, INTERSECTIONS, AND UTILITY DESIGN ARE CONCEPTUAL IN NATURE. FINAL DESIGN WILL OCCUR AT SITE PLAN.



CURVE TABLE

CURVE	RADIUS	LENGTH	DELTA	TANGENT	CHORD	CHORD BEARING
C1	25.00'	27.36'	62°42'16"	15.23'	26.01'	N75°29'08"W

WALTER L. PHILLIPS INCORPORATED ESTABLISHED 1945

PLOT AND LOCATION PLAN

WEST FALLS CHURCH ECONOMIC DEVELOPMENT SPECIAL EXCEPTION ENTITLEMENT PLAN

CITY OF FALLS CHURCH

SCALE: 1" = 80'

DATE: 02/04/2019

SHEET: **C-0401**

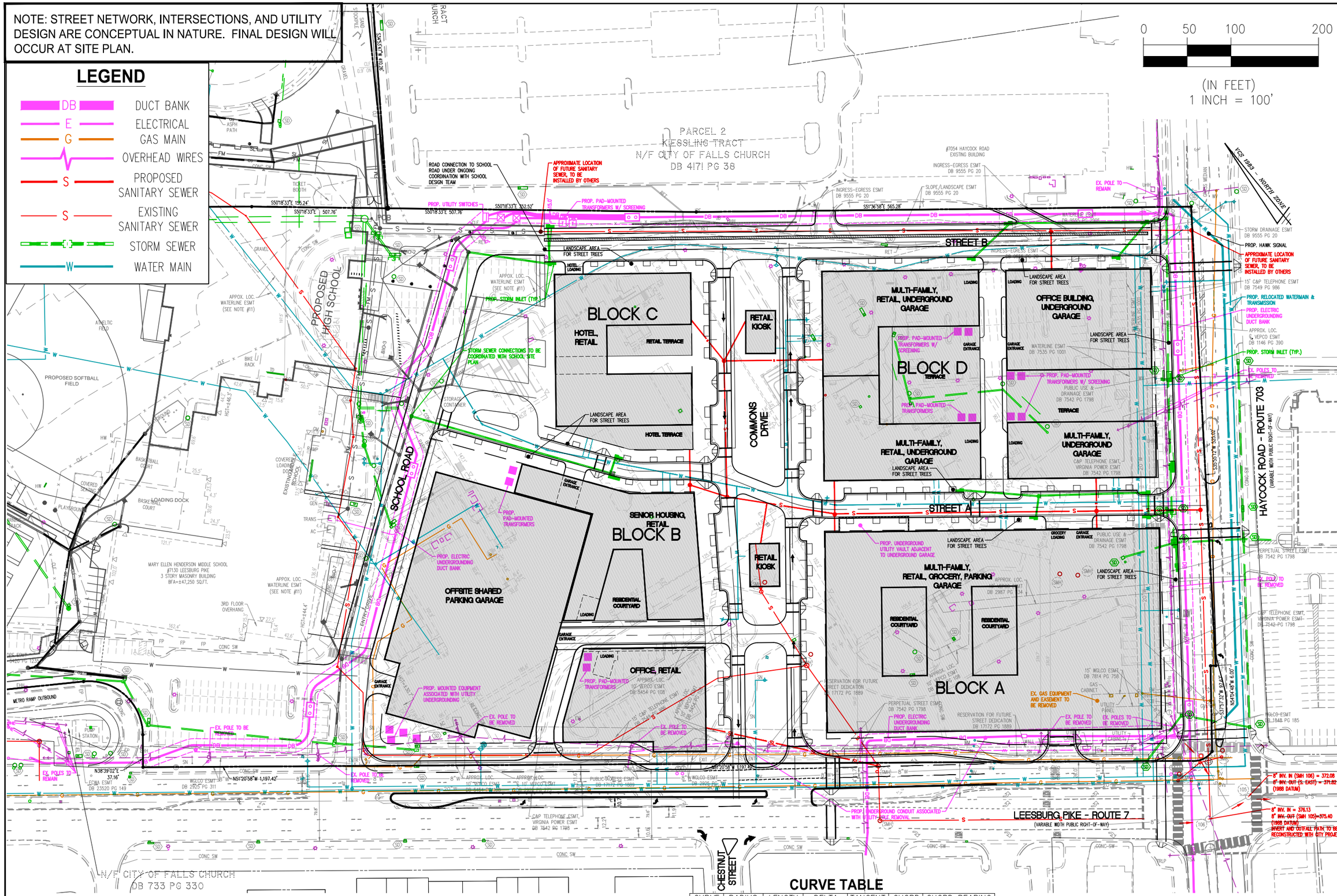
NOTE: STREET NETWORK, INTERSECTIONS, AND UTILITY DESIGN ARE CONCEPTUAL IN NATURE. FINAL DESIGN WILL OCCUR AT SITE PLAN.

LEGEND

- DB — DUCT BANK
- E — ELECTRICAL
- G — GAS MAIN
- OVERHEAD WIRES
- S — PROPOSED SANITARY SEWER
- S — EXISTING SANITARY SEWER
- STORM SEWER
- W — WATER MAIN

0 50 100 200

(IN FEET)
1 INCH = 100'



CURVE TABLE

CURVE	RADIUS	LENGTH	DELTA	TANGENT	CHORD	CHORD BEARING
C1	25.00'	27.36'	62°42'16"	15.23'	26.01'	N75°29'08"W

WALTER L. PHILLIPS INCORPORATED ESTABLISHED 1945

UTILITIES AND INFRASTRUCTURE PLAN

WEST FALLS CHURCH ECONOMIC DEVELOPMENT SPECIAL EXCEPTION ENTITLEMENT PLAN

CITY OF FALLS CHURCH

SCALE: 1" = 100'

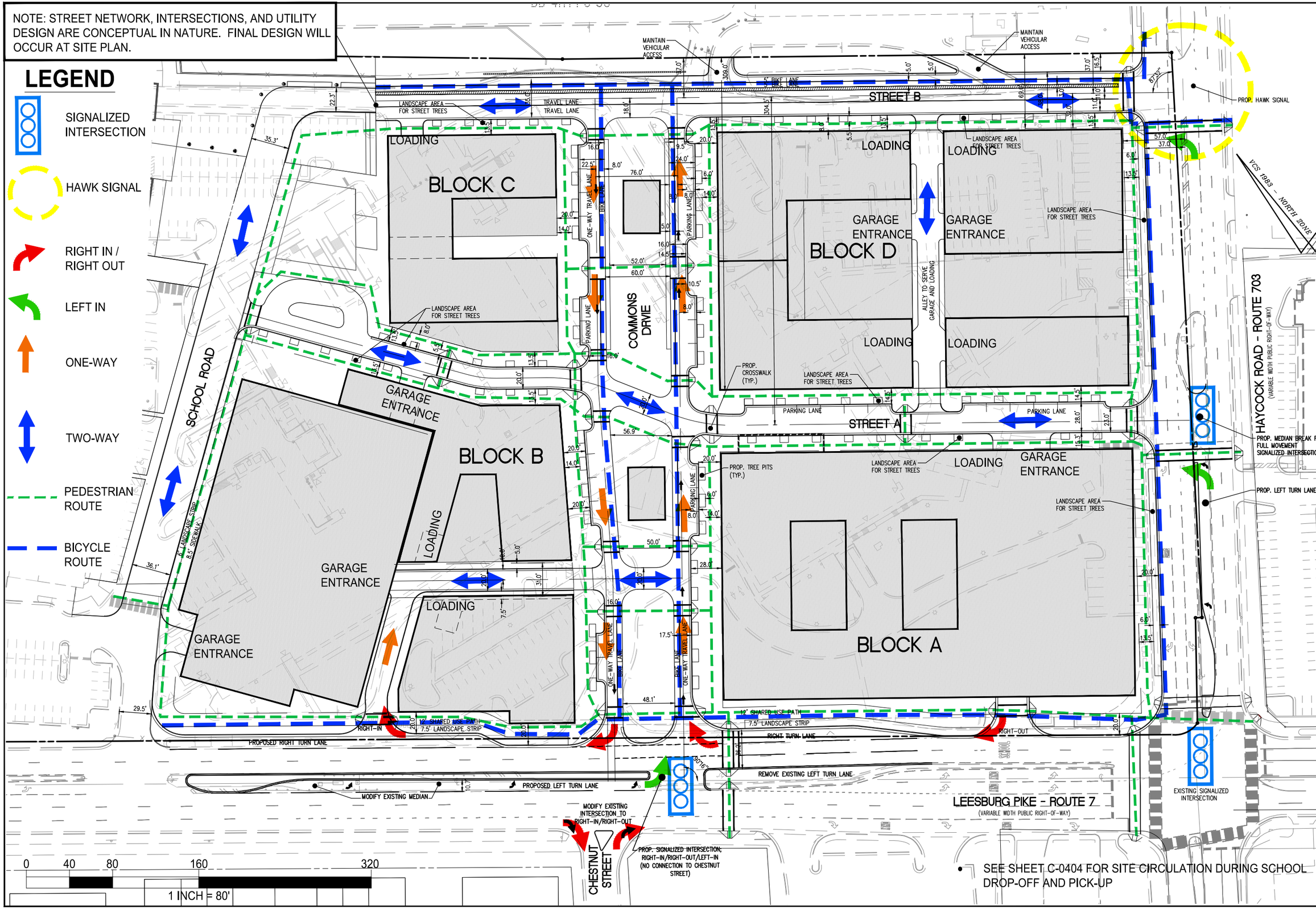
DATE: 02/04/2019

SHEET: **C-0402**

NOTE: STREET NETWORK, INTERSECTIONS, AND UTILITY DESIGN ARE CONCEPTUAL IN NATURE. FINAL DESIGN WILL OCCUR AT SITE PLAN.

LEGEND

- SIGNALIZED INTERSECTION
- HAWK SIGNAL
- RIGHT IN / RIGHT OUT
- LEFT IN
- ONE-WAY
- TWO-WAY
- PEDESTRIAN ROUTE
- BICYCLE ROUTE



- SEE SHEET C-0404 FOR SITE CIRCULATION DURING SCHOOL DROP-OFF AND PICK-UP

WALTER L. PHILLIPS INCORPORATED ESTABLISHED 1945

TRANSPORTATION AND STREET PLAN

WEST FALLS CHURCH ECONOMIC DEVELOPMENT SPECIAL EXCEPTION ENTITLEMENT PLAN

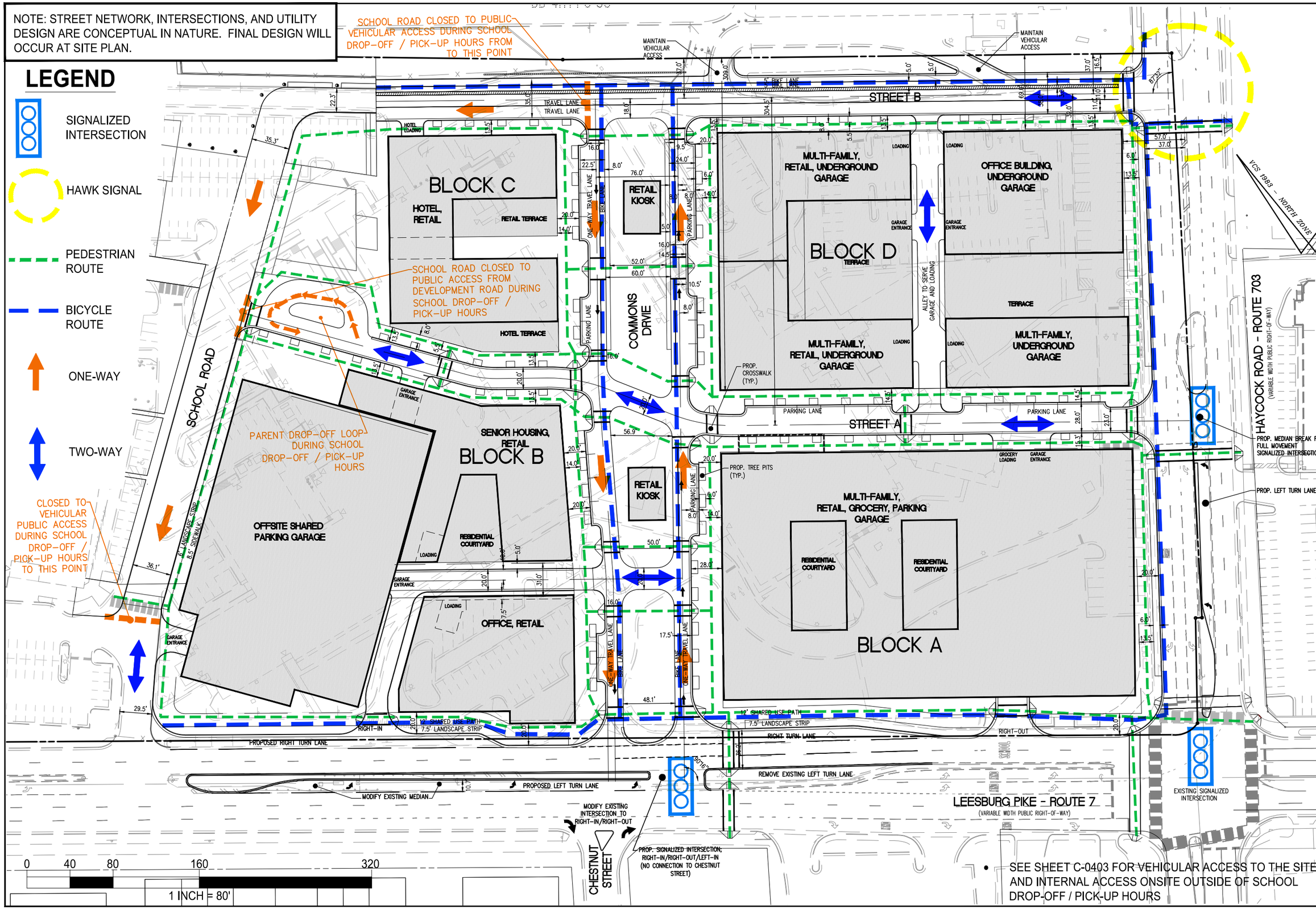
CITY OF FALLS CHURCH

SCALE: 1" = 80'

DATE: 02/04/2019

SHEET: **C-0403**

NOTE: STREET NETWORK, INTERSECTIONS, AND UTILITY DESIGN ARE CONCEPTUAL IN NATURE. FINAL DESIGN WILL OCCUR AT SITE PLAN.



• SEE SHEET C-0403 FOR VEHICULAR ACCESS TO THE SITE AND INTERNAL ACCESS ONSITE OUTSIDE OF SCHOOL DROP-OFF / PICK-UP HOURS

WALTER L. PHILLIPS INCORPORATED ESTABLISHED 1945

SITE CIRCULATION SCHOOL HOURS

WEST FALLS CHURCH ECONOMIC DEVELOPMENT SPECIAL EXCEPTION ENTITLEMENT PLAN

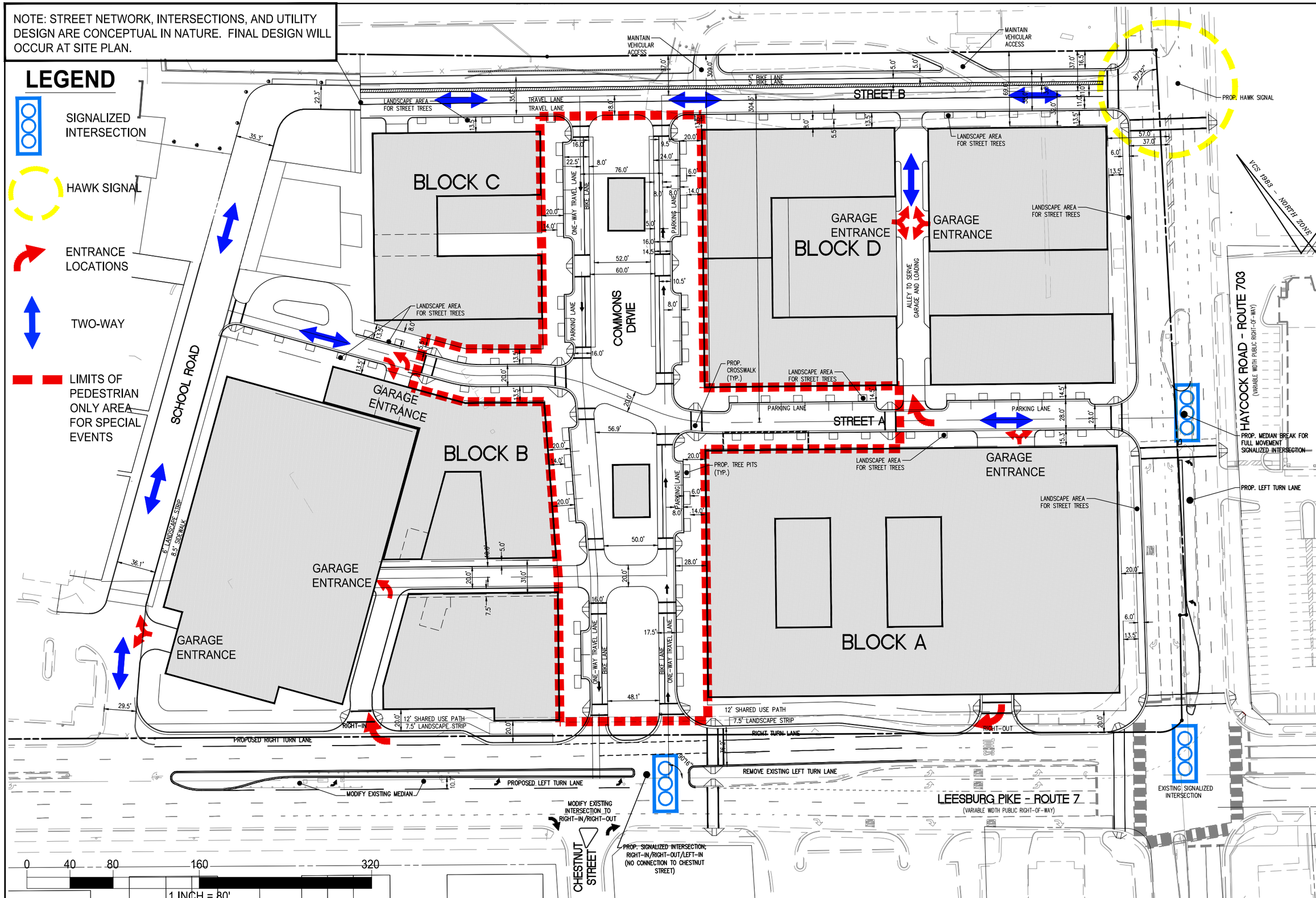
CITY OF FALLS CHURCH

SCALE: 1" = 80'

DATE: 02/04/2019

SHEET: **C-0404**

NOTE: STREET NETWORK, INTERSECTIONS, AND UTILITY DESIGN ARE CONCEPTUAL IN NATURE. FINAL DESIGN WILL OCCUR AT SITE PLAN.



WALTER L. PHILLIPS INCORPORATED ESTABLISHED 1945

EVENT CIRCULATION PLAN

WEST FALLS CHURCH ECONOMIC DEVELOPMENT SPECIAL EXCEPTION ENTITLEMENT PLAN

CITY OF FALLS CHURCH

SCALE: 1" = 80'

DATE: 02/04/2019

SHEET: **C-0405**

NOTE: STREET NETWORK, INTERSECTIONS, AND UTILITY DESIGN ARE CONCEPTUAL IN NATURE. FINAL DESIGN WILL OCCUR AT SITE PLAN.

LEGEND

VCS 1983 – NORTH ZONE

INTERSECTION IMPROVEMENTS

- SIGNALIZED INTERSECTIONS FOR SAFER PEDESTRIAN CROSSINGS
- MEDIAN ACROSS CHESTNUT STREET
- IMPROVEMENTS TO CROSSWALKS AND RAMPS

HAWK SIGNAL

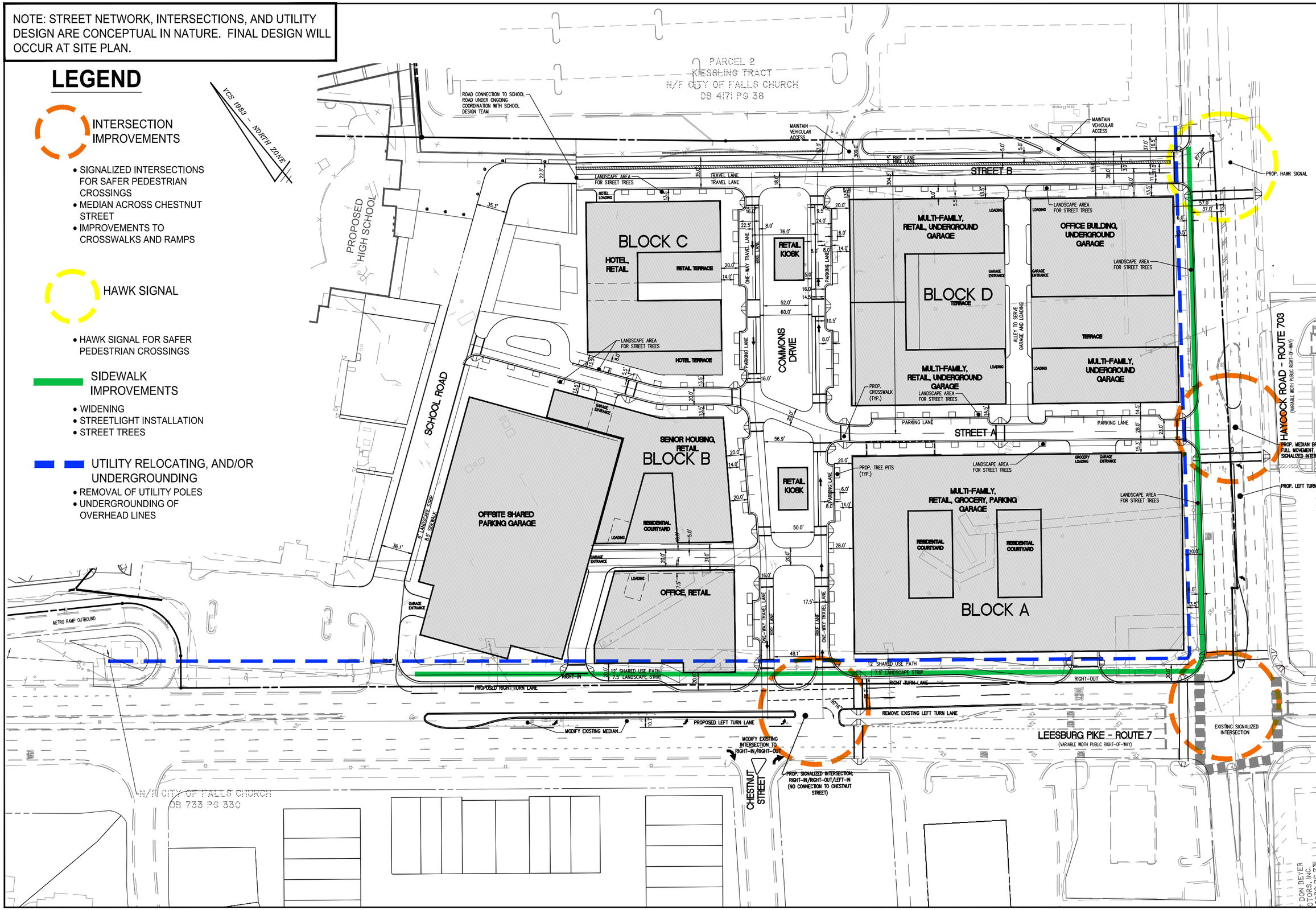
- HAWK SIGNAL FOR SAFER PEDESTRIAN CROSSINGS

SIDEWALK IMPROVEMENTS

- WIDENING
- STREETLIGHT INSTALLATION
- STREET TREES

UTILITY RELOCATING, AND/OR UNDERGROUNDING

- REMOVAL OF UTILITY POLES
- UNDERGROUNDING OF OVERHEAD LINES



WALTER L. PHILLIPS INCORPORATED ESTABLISHED 1945

NVTA GRANT TRANSPORTATION IMPROVEMENTS

WEST FALLS CHURCH ECONOMIC DEVELOPMENT

SPECIAL EXCEPTION ENTITLEMENT PLAN

CITY OF FALLS CHURCH

SCALE: 1" = 100'

DATE: 02/04/2019

SHEET: **C-0406**