

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)





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:

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

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
 Bethesda, MD 20814

Business Phone: 301-634-8600

Cell Phone: 202-437-1135

E-mail: egoldman@eya.com

Fax: 301-634-8729

PROJECT AND PROPERTY INFORMATION:

SITE PLAN

Current Zoning:

- Present Development
 Proposed Development

of New Dwelling Units: _____

Commercial: _____ SF

Mixed Use Development

Site Plan Waiver(s):

Site Plan Resubmission

Site Plan Amendment

SUBDIVISION, CONSOLIDATION OR LOT LINE ADJUSTMENT

Current Zoning:

Present Development

Proposed Development

Subdivision: SFH Commercial

Consolidation

Lot Line Adjustment

Preliminary Plat Final Plat

COMP PLAN/REZONING OR SPECIAL EXCEPTION

Current Zoning: ^{Special Exception} Entitlement

Proposed Zoning: B-2

Present Future Land Map Designation:

Special Revitalization Dist. for Educ. & Econ. Dev.

Present Development

Proposed Development

Conditional Rezoning

Other Rezoning

TOTAL SITE AREA: 452,841 SF

10.4 ACRES

ACRES

APPLICANT SIGNATURE: *Evan Golden*

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.

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

TOTAL FEE for this application: \$ _____

Accepted by: _____ *Staff* MUNIS # _____

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 Skellam

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

Notary Public [Signature]

My Commission Expires 1/11/2022



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

The Application:

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

City of Falls Church

December 06, 2018

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
Zone#:		Neighborhood #:	98

Improvements

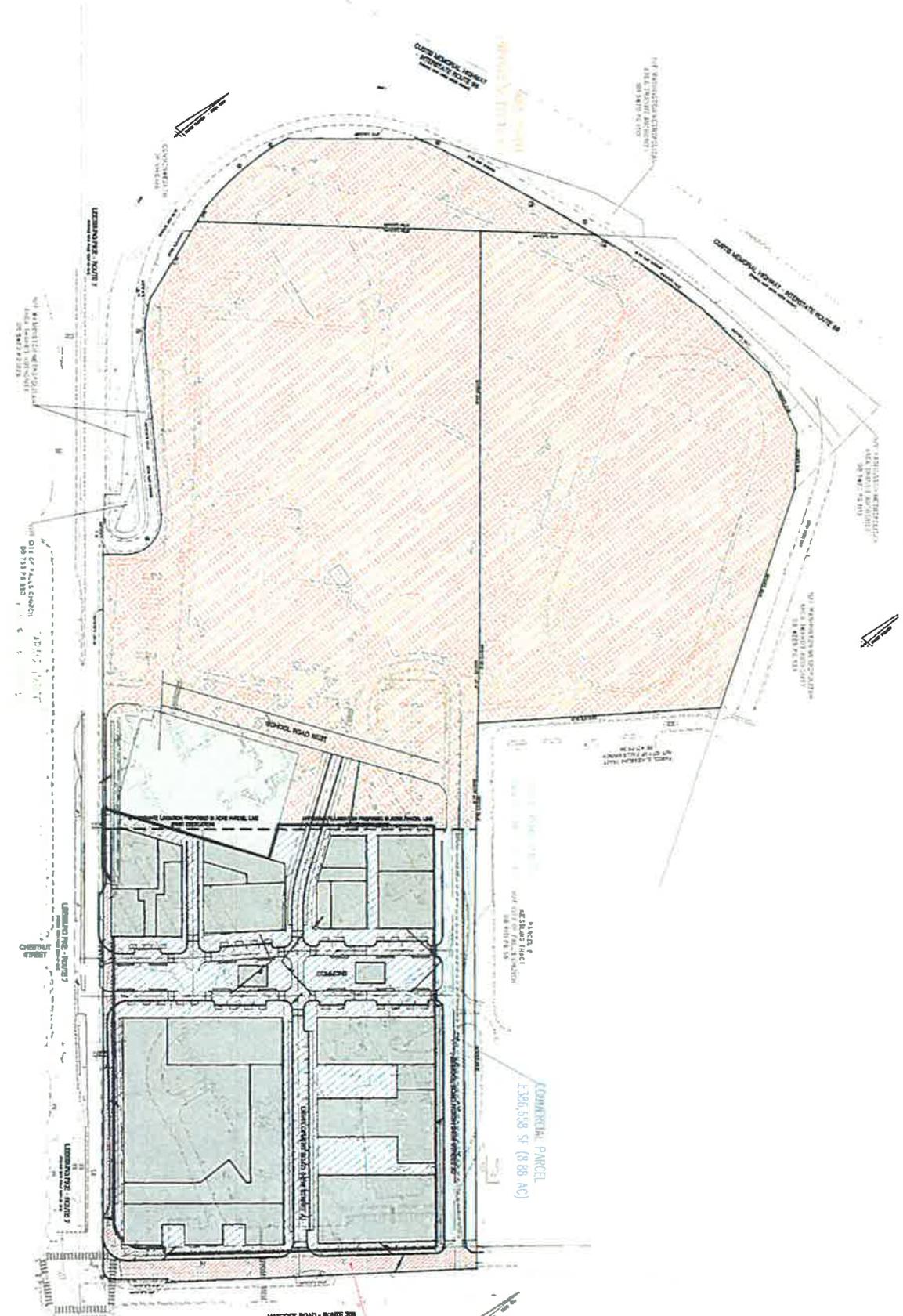
Assessment

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

This report was generated by the City of Falls Church, Virginia, using data provided by the Virginia Department of Taxation. The information is provided for informational purposes only and should not be used for legal or financial purposes. The City of Falls Church is not responsible for any errors or omissions in this report. For more information, please contact the City of Falls Church at (703) 441-2000.



COMMERCIAL PARCEL
1,396,638 SF (31.88 AC)

INLET RESERVATION/PERPETUAL
STREET EASEMENT
1,338,889 SF (30.89 AC)

WEST FALLS CHURCH DEVELOPMENT
SCALE 1"=50'
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 FCGP 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, maximize up-front land value, and ensure success by delivering a critical mass of vertical uses, retail, and public space in the first phase of the project. The

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