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
(301) 588-4800

Landscape Design:

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

Civil Engineer:

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

WEST FALLS CHURCH ECONOMIC DEVELOPMENT PROJECT

SPECIAL EXCEPTION ENTITLEMENT APPLICATION: RESUBMISSION

CITY OF FALLS CHURCH, VIRGINIA

Initial Submission: February 4th, 2019
1st Resubmission: April 19th, 2019

2nd Resubmission: June 7th, 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.

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Note: **Design Package** and its Table of Contents follows documents section.

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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: FCGP 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: ☐ Present Development ☐ Proposed Development # of New Dwelling Units: _____ Commercial: _____ SF ☐ Mixed Use Development ☐ # Site Plan Waiver(s): ☐ Site Plan Resubmission ☐ Site Plan Amendment	Current Zoning: ☐ Present Development ☐ Proposed Development ☐ Subdivision: ☐ SFH ☐ Commercial ☐ Consolidation ☐ Lot Line Adjustment ☐ Preliminary Plat ☐ Final Plat	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: About 411,671 SF	About 9.4507 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
Cell (703) 801-1608

The Application:

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

The Site of this SEE is about 411,671 square feet or about 9.4507 acres of the eastern portion of the current parcel RPC # 51-221-001 located at 7124 Leesburg Pike in the City of Falls Church. The size of the entire parcel as stated in the City's tax Records is 1,086,674 square feet or 24.94670 acres. Parcel RPC # 51-221-001 has also been the subject of a recent ALTA Survey, with such survey showing the area to be 1,075,264 square feet or 24.6846 acres. The SEE Site is "Parcel D" as shown on the attached Plat.

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 included in the Resubmission and in the Statement of Justification.

AREA TABULATION

PARCEL A	364,519 SQ.FT. OR	8.3682 ACRES
PARCEL B	69,688 SQ.FT. OR	1.5998 ACRES
PARCEL C	663,593 SQ.FT. OR	15.2340 ACRES
PARCEL D	411,671 SQ.FT. OR	9.4507 ACRES
TOTAL	1,509,471 SQ.FT. OR	34.6527 ACRES

CURVE TABLE

NO.	RADIUS	LENGTH	DELTA	TANGENT	CHORD	CHORD BEARING
C1	25.00'	27.36'	62°42'16"	15.23'	26.01'	N75°29'08"W
C2	61.47'	102.47'	95°30'57"	67.69'	91.01'	N09°06'27"W
C3	347.65'	55.99'	09°13'38"	28.05'	55.93'	N52°15'06"W
C4	522.96'	124.97'	13°41'31"	62.78'	124.67'	N04°30'15"W
C5	359.26'	55.38'	08°49'53"	27.74'	55.32'	N06°45'27"E
C6	347.65'	48.98'	08°04'21"	24.53'	48.94'	N62°03'10"E
C7	5,670.71'	354.51'	03°34'55"	177.31'	354.46'	N67°52'48"E
C8	5,670.71'	292.22'	02°57'09"	146.14'	292.19'	N67°33'55"E
C9	5,670.71'	62.29'	00°37'46"	31.15'	62.29'	N69°21'23"E
C10	50.00'	79.83'	91°28'44"	51.31'	71.62'	S82°54'40"W
C11	156.50'	14.73'	05°23'29"	7.37'	14.72'	N50°19'45"W
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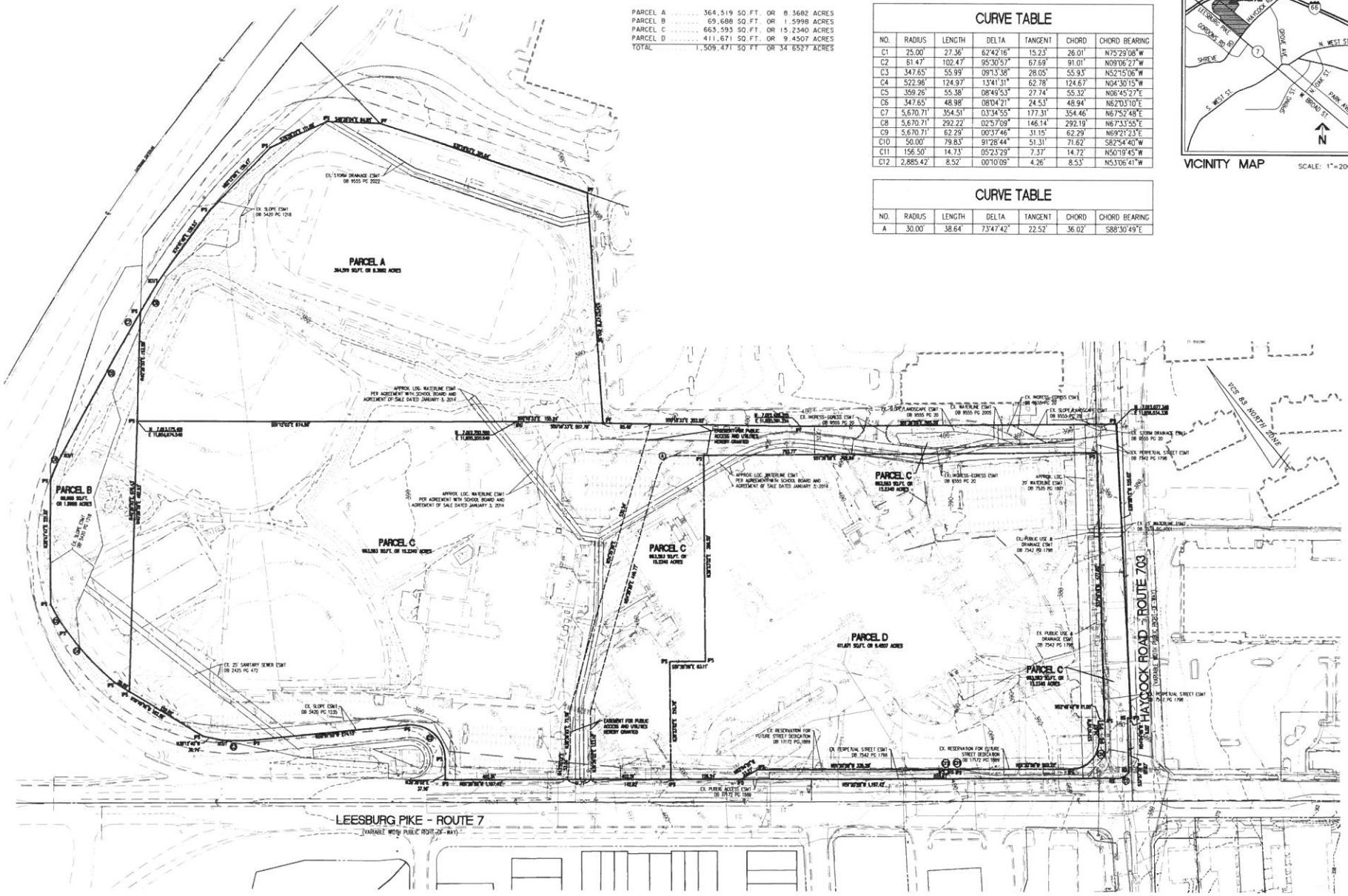

VICINITY MAP SCALE: 1"=2000'

PRELIMINARY SUBDIVISION PLAT

ON THE PROPERTY OF
CITY OF FALLS CHURCH &
SCHOOL BOARD OF THE CITY OF FALLS CHURCH
(DBA THE FALLS CHURCH CITY SCHOOL BOARD)
BARRETT'S HILL SUBDIVISION
THE CITY OF FALLS CHURCH, VIRGINIA

REVISIONS

NO.	DESCRIPTION	DATE

COMMONWEALTH OF VIRGINIA
HUGH L. S. WHITE
LIC. No.54550
5/22/19
PROFESSIONAL ENGINEER

WALTER L. PHILLIPS INCORPORATED
ESTABLISHED 1945
Engineers • Surveyors • Planners
Landscape Architects • Arborists
207 PARK AVENUE
FALLS CHURCH, VIRGINIA 22046
(703) 532-6163 Fax (703) 533-1301
www.WLPINC.com

SCALE: 1"=80' DATE: May 22, 2019 DRAWN: AI

SHEET: 1 OF 1

CB-9 Tax Map No. 40-3 Job No. 13-016 Cadd Dwg. File: 13016/PLANNING/EXHIBITS/13016X-0016_PRELIMINARY SUBDIVISION

PARCEL 2, KIESSLING TRACT
N/F CITY OF FALLS CHURCH, VIRGINIA
DB 4171 PG 38

S50°18'33"E 155.24'
S50°18'33"E 507.76'
85.49'
S50°18'33"E 352.52'
N 7,012,428.325
E 11,855,591.254
EX. INGRESS-EGRESS ESMT DB 9555 PG 20
EX. SLOPE/LANDSCAPE ESMT DB 9555 PG 20
EX. WATERLINE ESMT DB 9555 PG 2005
EX. INGRESS-EGRESS ESMT DB 9555 PG 20
EX. SLOPE/LANDSCAPE ESMT DB 9555 PG 20
S51°36'58"E 565.28'
N 7,012,077.346
E 11,856,034.336
EASEMENT FOR PUBLIC ACCESS AND UTILITIES HEREBY GRANTED
52.0'
EX. STORM DRAINAGE ESMT DB 9555 PG 20
753.77'
S51°36'58"E 702.94'
EX. PERPETUAL STREET ESMT DB 7542 PG 1798
APPROX. LOC. WATERLINE ESMT PER AGREEMENT WITH SCHOOL BOARD AND AGREEMENT OF SALE DATED JANUARY 3, 2014
PARCEL C
663,593 SQ.FT. OR 15.2340 ACRES
EX. INGRESS-EGRESS ESMT DB 9555 PG 20
APPROX. LOC. 20' WATERLINE ESMT DB 7535 PG 1001
S35°55'12"W 525.02'
530.24'
EX. 15' WATERLINE ESMT DB 7535 PG 1001
EX. PUBLIC USE & DRAINAGE ESMT DB 7542 PG 1798
N54°35'20"E
N54°35'20"E 449.77'
PARCEL C
663,593 SQ.FT. OR 15.2340 ACRES
N38°23'02"E 366.50'
VA STATE GRID NORTH
S37°01'18"W 477.60'
HAYCOCK ROAD - ROUTE 703
(VARIABLE WIDTH PUBLIC RIGHT-OF-WAY)
MATCH SHEET 3
PARCEL D
411,671 SQ.FT. OR 9.4507 ACRES
EX. PUBLIC USE & DRAINAGE ESMT DB 7542 PG 1798
S51°36'58"E 63.11'
PARCEL C
663,593 SQ.FT. OR 15.2340 ACRES
EX. PERPETUAL STREET ESMT DB 7542 PG 1798
N52°49'42"W 11.00'
N38°23'02"E 210.78'
EASEMENT FOR PUBLIC ACCESS AND UTILITIES HEREBY GRANTED
N38°39'02"E 72.56'
N43°58'12"E 53.04'
N38°39'02"E 123.10'
EX. RESERVATION FOR FUTURE STREET DEDICATION DB 17172 PG 1889
EX. PERPETUAL STREET ESMT DB 7542 PG 1798
EX. RESERVATION FOR FUTURE STREET DEDICATION DB 17172 PG 1889
S37°01'18"W 34.83'
N54°04'48"W 6.00'
N82°04'51"W 33.27'
N51°20'58"W 335.29'
N51°20'58"W 202.22'
S37°57'32"W 97.67'
402.51'
41.71'
142.62'
126.24'
668.67'
EX. PUBLIC ACCESS ESMT DB 17172 PG 1889
40'
N51°20'58"W 1,197.42'

LEESBURG PIKE - ROUTE 7
(VARIABLE WIDTH PUBLIC RIGHT-OF-WAY)

PLAT SHOWING
BARRETT'S HILL SUBDIVISION
BEING A CONSOLIDATION AND RESUBDIVISION OF THE PROPERTIES OF
SCHOOL BOARD OF THE CITY OF FALLS CHURCH, VIRGINIA
(DBA THE FALLS CHURCH CITY SCHOOL BOARD)
AND
THE CITY OF FALLS CHURCH, VIRGINIA
CITY OF FALLS CHURCH, VIRGINIA

CURVE TABLE

NO.	RADIUS	LENGTH	DELTA	TANGENT	CHORD	CHORD BEARING
A	30.00'	38.64'	73°47'42"	22.52'	36.02'	S88°30'49"E

LEGEND

IPF..... IRON PIN FOUND
IPS..... IRON PIN SET
NS..... NAIL SET
XCUT..... CHISELED "X" SET

WALTER L. PHILLIPS INCORPORATED ESTABLISHED 1945
Engineers • Surveyors • Planners
Landscape Architects • Arborists
207 PARK AVENUE
FALLS CHURCH, VIRGINIA 22046
(703) 532-6163 Fax (703) 533-1301
www.WLPINC.com

COMMONWEALTH OF VIRGINIA
DRAFT
DAVID N. ISHERWOOD
Lic. No. 3244
05/22/2019
LAND SURVEYOR

SCALE: 1" = 60' | DATE: MAY 22, 2019 | SHEET: 4 OF: 4

FILE NO.: CB-9 TAX MAP NO.: 40-3 JOB NO.: 13-016 REFERENCE:

DWG FILE NAME: 13016R-01

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 (see attached)

   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.

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

NANCY N. HALL
My Commission Expires
NOTARY PUBLIC
06/26/2023
MONTGOMERY COUNTY, MD

State of ~~Virginia~~ Maryland
County of Montgomery

Subscribed and sworn before me this 3 day of June, 2017.

Notary Public _____ My Commission Expires 06/26/2023

ATTACHMENT

City of Falls Church Disclosure Statement Attachment (Rev. 5/24/2019)

The Property that comprises the Site for development will be an area of about 9.4507 acres which is a portion of the current parcel identified in the City's Land Records as:

7124 Leesburg Pike, Falls Church, VA 22046

RPC # 51-221-001 – Summary information is provided.

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:

Erin Gill, Chair

Greg Anderson, Vice-Chair

Justin Castillo, Member

Shannon Litton, Member

Phil Reitinger, Member

Shawna Russell, Member

Lawrence Webb, Member

Acacia Wyckoff, Student Representative

The Superintendent of Schools is Dr. Peter Noonan

The size of the parcel RPC #51-221-001 according to the City's Tax records is 1,086,674 square feet or 24.94670 acres. Please note a recent ALTA Survey shows this parcel to be 1,075,264 square feet or 24.6846 acres. The development Site subject to this SEE Application Resubmission (Site) is an area on the eastern portion of the parcel and this portion is about 411,671 square feet or about 9.4507 acres in size. Parcel RPC #51-221-001 has been subdivided and the Site that is the subject of this SEE application is Parcel D as is shown on the attached Plat.

The Development Site is shown in the "West Falls Church Economic Development Project, Special Exception Entitlement Application: Resubmission " (or "Resubmission").

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
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The Application:

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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 included in the Resubmission and in the 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
Mailing Address:	300 PARK AVENUE FALLS CHURCH, VA 22046
Legal Description:	NR WEST FALLS CH GEORGE MASON HIGH SCHOOL
Zoning:	No Data

Property Address:	7124 LEESBURG PIKE FALLS CHURCH, Va 22046
Legal Acreage:	24.94670
Square Feet:	1,086,674
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

DISCLAIMER: This data is provided without warranty of any kind, either expressed or implied, including, but not limited to, the implied warranties of merchantability and fitness for a particular purpose. Any person, firm or corporation who relies on the map or any of the enclosed information assumes all risk for the accuracy thereof. The City of Falls Church expressly disclaims any liability for loss or damage arising from the use of said information by any third party.

AREA TABULATION

PARCEL A	364,519 SQ.FT.	OR	8.3682 ACRES
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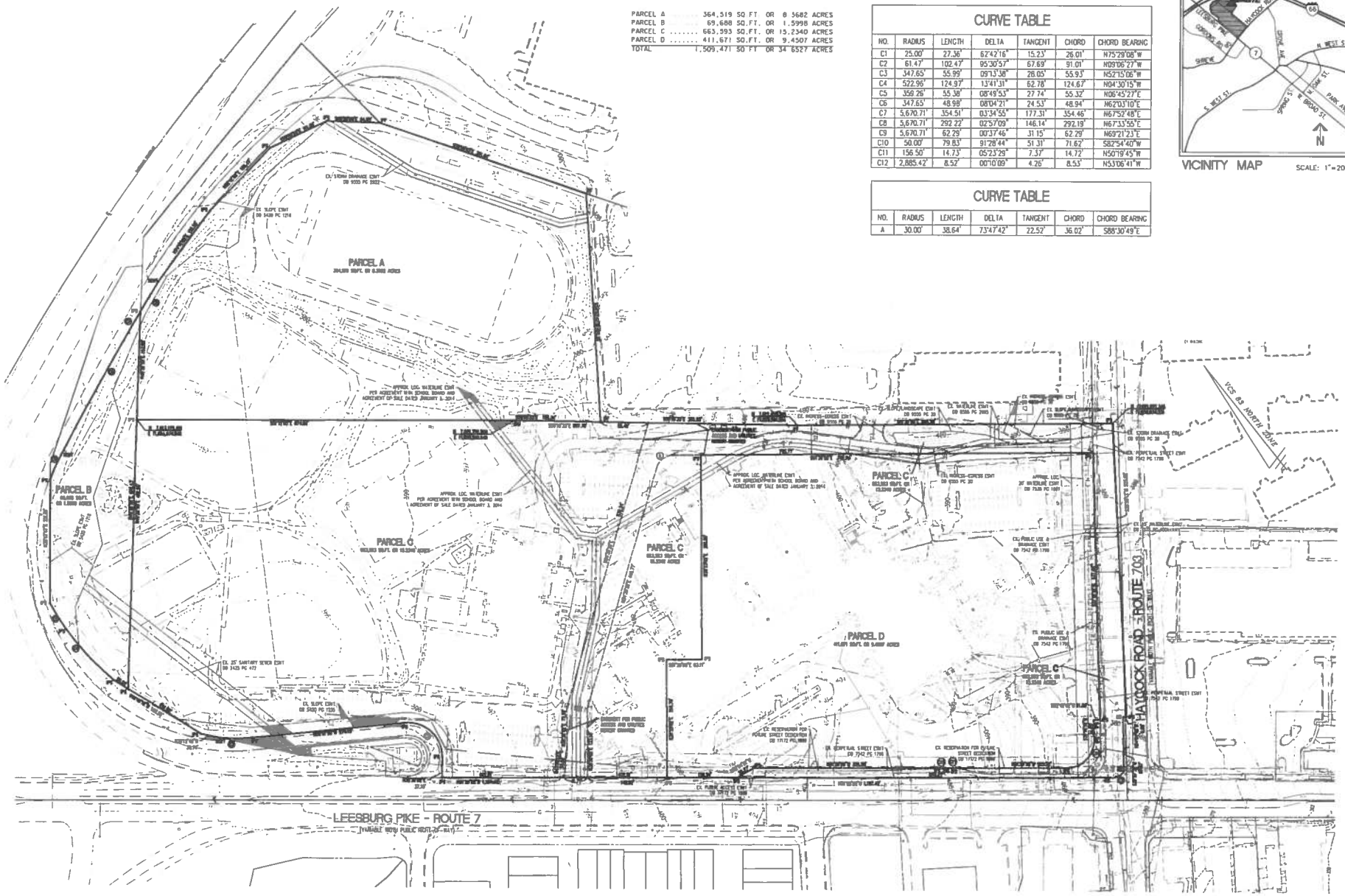

PRELIMINARY SUBDIVISION PLAT

ON THE PROPERTY OF
CITY OF FALLS CHURCH &
SCHOOL BOARD OF THE CITY OF FALLS CHURCH
(DBA THE FALLS CHURCH CITY SCHOOL BOARD)
BARRETT'S HILL SUBDIVISION
THE CITY OF FALLS CHURCH, VIRGINIA

REVISIONS

NO.	DESCRIPTION	DATE

WALTER L. PHILLIPS INCORPORATED
ESTABLISHED 1948
Engineers · Surveyors · Planners
Landscape Architects · Arborists
207 PARK AVENUE
FALLS CHURCH, VIRGINIA 22046
(703) 532-6163 Fax (703) 533-1301
www.WLPINC.com

DATE: May 22, 2019
SCALE: 1"=80'
DRAWN: JO

VIRGINIA REGISTERED PROFESSIONAL ENGINEER
WADY L. S. WHITE
Lic. No.041850
5/22/19

SHEET: 1 OF 1

CB-9 Tax Map No. 40-3 Job No. 13-016 Cadd Dwg. File: 13016\PLANNING\DESIGN\13016X-0016_PRELIMINARY SUBDIVISION

PARCEL 2, KIESSLING TRACT
N/F CITY OF FALLS CHURCH, VIRGINIA
DB 4171 PG 38

S50°18'33"E 155.24'
S50°18'33"E 507.76'
85.49'
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S35°35'12"W 525.02'
EX. 15' WATERLINE ESMT DB 7535 PG 1001
EX. PUBLIC USE & DRAINAGE ESMT DB 7542 PG 1798
530.24'
N54°35'20"E
N54°35'20"E 449.77'
PARCEL C
663,593 SQ.FT. OR 15.2340 ACRES
N38°23'02"E 366.50'
VA STATE GRID NORTH
S37°10'18"W 477.60'
HAYCOCK ROAD - ROUTE 703
(VARIABLE WIDTH PUBLIC RIGHT-OF-WAY)
MATCH SHEET 3
PARCEL D
411,671 SQ.FT. OR 9.4507 ACRES
EX. PUBLIC USE & DRAINAGE ESMT DB 7542 PG 1798
S51°36'58"E 63.11'
PARCEL C
663,593 SQ.FT. OR 15.2340 ACRES
EX. PERPETUAL STREET ESMT DB 7542 PG 1798
N52°49'42"W 31.00'
N38°23'02"E 210.78'
N38°39'02"E 72.56'
N43°58'12"E 53.04'
N38°39'02"E 123.10'
EASEMENT FOR PUBLIC ACCESS AND UTILITIES HEREBY GRANTED
S37°10'18"W 34.83'
N54°04'48"W 6.00'
EX. RESERVATION FOR FUTURE STREET DEDICATION DB 17172 PG 1889
EX. PERPETUAL STREET ESMT DB 7542 PG 1798
EX. RESERVATION FOR FUTURE STREET DEDICATION DB 17172 PG 1889
N51°20'58"W 335.29'
N51°20'58"W 202.22'
N82°04'51"W 33.27'
668.67'
S37°57'32"W 97.67'
41.71'
402.51'
142.62'
126.24'
EX. PUBLIC ACCESS ESMT DB 17172 PG 1889
40'
N51°20'58"W 1,197.42'
LEESBURG PIKE - ROUTE 7
(VARIABLE WIDTH PUBLIC RIGHT-OF-WAY)

PLAT SHOWING
BARRETT'S HILL SUBDIVISION
BEING A CONSOLIDATION AND RESUBDIVISION OF THE PROPERTIES OF
SCHOOL BOARD OF THE CITY OF FALLS CHURCH, VIRGINIA
(DBA THE FALLS CHURCH CITY SCHOOL BOARD)
AND
THE CITY OF FALLS CHURCH, VIRGINIA
CITY OF FALLS CHURCH, VIRGINIA

CURVE TABLE

NO.	RADIUS	LENGTH	DELTA	TANGENT	CHORD	CHORD BEARING
A	30.00'	38.64'	73°47'42"	22.52'	36.02'	S88°30'49"E

LEGEND

IPF ..... IRON PIN FOUND
IPS ..... IRON PIN SET
NS ..... NAIL SET
XCUT ..... CHISELED "X" SET

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DAVID N. ISHERWOOD
Lic. No. 3244
05/22/2019
LAND SURVEYOR

SCALE: 1" = 60' | DATE: MAY 22, 2019 | SHEET: 4 OF: 4

FILE NO.: CB-9 TAX MAP NO.: 40-3 JOB NO.: 13-016 REFERENCE:

DWG FILE NAME: 13016R-01

June 7, 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

Dear Jim:

This 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 9.45 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 Comprehensive Agreement (CA) 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 roughly 9.45 acre commercial Site to be laid out in a 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 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 Special Exception Site Plan ("SESP") Application to come.

The 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 roughly 34 acre schools site, of which the roughly 9.45 acre Site is a part, as a "Special Revitalization District for Education & Economic Development." The development proposed by the Applicant meets this 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 large 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 as part of the civic space commitment.

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 on Site, which 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 has been committed to via LEED ND Gold at the neighborhood level, LEED Gold for the office component, LEED Gold or equivalent standard for the multifamily residential component, and LEED Silver for the hotel.

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, bike lanes along Commons Drive, a dedicated shared use path along the northern side of Mustang Alley, a full movement traffic signal and pedestrian crossing at Street A and Haycock, a limited movement traffic light and pedestrian crossing at Route 7 and Chestnut, and a HAWK signal with crossing at Mustang Alley 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 20 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, roughly 55% - 80% of the total development expected to be built on the Site and roughly 350,000 gross square feet of commercial space. Phase Two provides for additional development which is described in more detail in the Phasing Plan and Program Summary on Sheet 8 of the SEE design package resubmission. The intent for Phase Two is to provide for additional retail, office, and residential development that is responsive to the marketplace of the future while respecting the goals of the City.

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 the vast majority of the site work, public open space and parks, and 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 presence and streetscape that is enhanced by active

upper floor uses, which are critical to placemaking 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. While this style of café zone seating is the preference of the Applicant, the Applicant has outlined two possible café zone configurations in the SEE design package resubmission – one with inboard seating and the other with outboard seating – to provide flexibility for future tenants. The precise location of the café zone seating will be determined at individual restaurant/tenant Certificate of Occupancy.

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 during the SESP process. 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.

This second resubmission shows several revisions; notable is the stepping back in the massing of the residential use proximate to the School Plaza area in order to further respect the dedication of the School Plaza as a school use. Notable also is the addition of a "woonerf" in between the residential buildings on Block A. The woonerf not only provides functional loading space for the grocer, but also allows for additional street activation, additional smaller scale retail type uses, and an ambiance that is conducive to community without detracting from the special nature of the Commons.

Finally, this second resubmission no longer contains an above grade shared parking structure on Block B. The current proposal is for the school to move forward with its original plan to provide an at-grade parking lot to be used exclusively by the School on their parcel. Additionally, the school will be able to use a portion of Phase 2 Block B land as interim overflow parking. Commercial parking previously in the shared structure has been relocated both above and below grade, as is detailed on Sheet 19 of the SEE design package resubmission. Block D now includes an above grade parking structure between the Phase 1 building on the plan west side of the Block and the Phase 2 building on the plan east side of the Block. It is envisioned that this parking structure will allow entry from Street A and Mustang Alley thereby enhancing Site porosity and traffic flow.

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

Parking will be provided across the Site in both above and below grade configurations, which will allow multiple points of access for all tenants and visitors of the Site. Sheet 24 of the SEE design package resubmission provides precedent images of the garage screening methods envisioned for the proposed above grade parking structure in Block D.

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. This space adds up to approximately 0.7 acres of land and 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 has been outlined in a Draft Placemaking and Amenity Plan that has been submitted to and is to be approved by the City of Falls Church.

The 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 Site comprises less than 30% of the roughly 34-acre school campus property (about 9.45 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 Northern Virginia Center/Virginia Tech has selected a redevelopment partner and WMATA has issued an RFP for a redevelopment partner. Coordination of the redevelopment of the three properties envision a continuation of the street grid proposed on Site, and the additional development towards the Metro Station will provide uses occupied by additional future visitors to the Site. 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 Site. 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 Site, 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 committed to sustainable design through visible SWM features and building design which meets LEED ND Gold at the neighborhood level, LEED Gold for the office component, LEED Gold or alternative equivalent standard for the residential components, and LEED Silver for the hotel. The Applicant looks forward to working together to form a partnership with both MEH and GMHS 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 should 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 CA negotiation process and agreed to in the CA:

- *Sustainability as highlighted above*
- *Highly amenitized publicly accessible open space (The Commons) complete with art, a fountain, and placemaking 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 CA, 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 CA 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 the Virginia Tech development team and attended a coordination meeting with the University, their chosen developer, WMATA, and City officials 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 Virginia 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 roughly 9.45 acres of the George Mason High School 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 2018, the Applicant has met with the community and presented to various official bodies numerous 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. After the original submission of the SEE in February 2019 as well as the resubmission in April 2019, the Applicant proceeded to meet with the various City of Falls Church Boards and Commissions, and will participate in other formal and informal meetings related to the development of the Site as the development process continues. The valuable feedback gained through these meetings has and will continue to 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 conceptual development plan in this resubmission 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 resubmission 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 automobiles towards the West Falls Church Metro Station. This retail main street is also designed to integrate future 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 Street A and Commons Drive. In this resubmission, a "woonerf" has been added in Block A which provides additional pedestrian connectivity to the grocer entrance both towards and from Haycock and Route 7. The grocer in its current location also provides highly anticipated retail on the corner of Haycock and Route 7.*
- *Finally, the Illustrative Site Plan design responds to the high school design by stepping back the massing of the residential use proximate to the School Plaza area, as well as by removing the shared parking structure and permitting the Schools to park on an interim basis on the Phase 2 Block B land. This is a practical, immediate term solution for the need for school overflow event parking; during Phase 1 construction and stabilization, the Schools will have time to study other ways to accommodate overflow parking in the future as the usage of automobiles. The plan also creates pedestrian and retail oriented connections from the School Plaza to the Commons Drive so that the high school community is welcomed into the*

larger development. The School Plaza provides a key component of the requested buffer and transition to the academic campus.

The 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 illustrative 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 at closing expected to be in 2021, and $7.0M every twelve months thereafter for three years.*
- *One payment in Phase 2: $10M or appraised value, whichever is higher*
- *Total base land payments of $44.5M*
- *An additional potential land payment related to the creation of a Community Development Authority. [The development plan in this resubmission does not contemplate an additional parking payment, as there is no longer a shared parking structure.]*
- *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 Applicant's 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 0.7 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, a fountain, seating, and lush landscaping and will become a focal point for the greater Falls Church community. The proposed design of the public spaces has been outlined in the Draft Placemaking and Amenity Plan which has been submitted to and is 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 or shared use path along Mustang Alley, 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 Mustang Alley 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 20 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 will be provided across the Site in both above and below grade configurations, which will allow multiple points of access for all tenants and visitors of the Site. While there is ample parking provided 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 and will be further developed at SESP.

The SEE Application satisfies the goals of the Nelson/Nygaard study with attention to mobility and accessibility as follows:

The City commissioned an extensive study on mobility and accessibility by Nelson/Nygaard Consulting Associates, Inc. in order to inform the larger campus development. The results of that study can be found in the report titled "SMALL AREA PLAN POA 8 | MOBILITY AND ACCESSIBILITY, June 2017 Report" (the "Report") prepared by Nelson/Nygaard Consulting Associates, Inc. The Report builds upon fundamental principles in the Land Use Section of the City's Comprehensive Plan including walkable neighborhoods, decreased reliance on single occupancy vehicles, and multiple housing opportunities with immediate access to a mixture of commercial and recreational uses. While the discussion thus far in this Statement of Justification demonstrates how the goals of the Report are met in this SEE Application, additional explanation of conformance follows. The following goals as stated in the Report are particularly applicable to the development proposed in this SEE Application:

- *Accommodate travel demand to, from, and within the site,*

- *Better connect to local and regional transportation facilities including, West Falls Church Metro Station, I-66, and the W&OD Trail, and*
- *Increase accessibility and street crossings nearby.*

In addition to providing ample Site access and circulation within the Site, the proposed street grid provides for connections to future development opportunities on the Northern Virginia Center/Virginia Tech site and on the WMATA site, as well as connections across existing streets to existing development to the east and west. In doing so, the proposed street grid serves to integrate the development with the west end of the City Falls Church and sets a precedent for future spurred development. The transportation network on the Site is multimodal; the Site is adjacent to mass transit at the West Falls Church Metro Station, as well as two existing bus stops, a bike share station will be accommodated on Site, and the nearby W&OD Trail is accessible through a controlled intersection at Route 7 and Haycock Road. The proposed street sections have ample clear space for pedestrians, sufficient space for slow and efficient usage by automobiles, as well as space to accommodate cyclists. Ample bicycle parking will be provided on Site. 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 surrounding easily accessible, non-auto methods of transportation. Shared parking, parking reductions, and TDM methodologies are all included as part of this transit-oriented development and will be further developed at SESP. Through these methodologies, this development, as part of the City's growing mixed use development network, will support the larger goal of decreasing reliance on single occupancy vehicles. The development on Site will take the next positive step in walkability and community connectivity.

The Report also suggests a controlled intersection at Leesburg Pike and Chestnut Street. The Fairfax County Supervisor for the District has expressed opposition to a full controlled intersection at that location. The proposed design, as discussed in detail in the Signal Justification Report for Leesburg Pike and Chestnut Street Site Entrance prepared by Gorove/Slade and submitted on March 15, 2019, contemplates right-in, right-out, left-in access to the Site from Route 7, allowing for safe access to the proposed development from east and westbound traffic on Route 7 and respecting the desire from Fairfax to prevent through-traffic on Chestnut Street.

The 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 resubmission 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 roughly 9.45-acre commercial development site to physically link it to the new high school campus

The Applicant was very excited upon the schools' selection of 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 commercial and residential uses located at the northwest corner of the economic development property in the proposed concept plan. This also creates an opportunity for student drop off and pick up that can likewise be used for valet and/or ride share pick up during peak evening and weekend restaurant usage; see "Potential School Drop Off Connection" hashed line on Sheet 7 of the SEE drawing package resubmission. The ability to connect the street grid through from the economic development site to Mustang Alley also provides for traffic relief outside of peak school use hours. The ample parking provided on Site in Phase 1, as well as the interim parking use on Phase 2 Block B, will enable the school to accommodate overflow 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 School Plaza and the assumed flow of traffic, as well as the assumed street connection (Street A and Mustang Alley as well as the potential drop off loop) 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 roughly 9.45 acre commercial site.

This sequence is assumed; however, there is the need to begin utility relocation and undergrounding work to move a gas line and water line that currently sit on the high school property as part of the NVTA Grant scope of work prior to completion of the new school. Doing this work in advance will permit the Applicant to work to align the Phase 1 development timeline with the school's expedited delivery timeline.

FCGP believes that the resubmitted plan creates a compelling combination of a strong mix of uses, tax generation, and placemaking – all of which will benefit the City of Falls Church in the long run. This SEE Application is fully consistent with the City's approved planning studies, Small Area Plan, and Comprehensive Plan provisions for the Site, and the Applicant has incorporated changes as a result of comments received from the public and the affected Boards and Commissions. As such, FCGP requests that the City Council approve the SEE Application.

Sincerely,

Evan Goldman

FCGP Development LLC

Comment Response Matrix
Little City Commons Special Exception Entitlement
Resubmission Date: April 22
Comment Submission Date: May 14

	Staff Comments Letter (5/14/19)		**Applicant Responses**
1	Staff	Total proposed Gross Floor Area (GFA) for both phases of development is approximately 1,421,055 square feet based on the Phasing and Program Summary chart in the SEE booklet. The resulting Floor Area Ratio (FAR) is 3.7 based on the estimated acreage of the overall commercial development minus the shared above ground parking garage, which is within the FAR discussed in the Special Revitalization District for Education and Economic Development.	No response needed.
2	Staff	Based on the Interim Agreement and the SEE submission, a fiscal impact analysis was conducted by staff. The preliminary annual net fiscal impact projections for Phase 1 are $4.7 million to $4.8 million.	No response needed.
3	Staff	Additionally, the proposed uses will continue to be evaluated as part of discussions related to the Comprehensive Agreement 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 your revised submission;	Given the level of detail and flexibility within the SEE, an updated fiscal impact analysis data sheet will be provided at SESP.
4	Staff	Retail frontages and/or ground floor design elements should be considered and explored for Rt. 7, Haycock and Street A east. This will help activate the site to the east and potentially provide a retail connection to the adjacent commercial development, as well as, attract pedestrians/drivers along Haycock and in adjacent property.	Applicant is skeptical that high quality retail will be successful at the intersection of Rt 7 and Haycock, and is cautious not to force retail in a location where it may not be succcessful. However, Applicant is sensitive to the City's concerns and will ensure that street frontages are active and will pursue retail to the extent feasible. Portions of ground floor amenity space may be able to be developed in a method that would allow conversion to retail should FRIT's neighboring property develop in the future. In this latest development program, Applicant has updated the plan to more directly address some of the concerns about retail frontages, particularly along Route 7 and Haycock, by moving the grocery store closer to Haycock and placing one of the entrances to the store in that location. In addition, by breaking down the massing along Route 7, the Site now has more activation.
5	Staff	Phasing Plan and Program Summary: Please reconcile with the latest Voluntary Concessions.	Please refer to Sheet 8 "Phasing Plan and Program Summary" for the updated development program.
6	Staff	Hotel massing/height changed from the RFDP proposal. Current proposal shows taller height (6-stories) for the entire hotel elevation at Block C along Mustang Alley. Previous proposal shows a step-down that provided a lower height of 3 stories at this elevation adjacent to the school. Architectural elements such as varying heights and step backs should be incorporated into the design of the elevation adjacent to the school plaza.	The block in question has been modified to show the massing of the building stepped back further away from the school plaza. The building in question is now a residential building and there is an alternate plan showing a hotel in this location.
7	Staff	Massing/Height Adjacent to School: Design should be sensitive to proximity to the school, and school use of the plaza shown adjacent to the hotel building. Tapering of the building elevation here should be explored as an option. Continue to work with the Schools for the most the appropriate design.	Concerns about Block C have been noted and the Applicant will step the building back from the school plaza at SESP. The other building fronting the surface parking lot have not been increased in height.
8	Staff	Massing/Height Adjacent to Garage: Continue to study the shadow impact on the proposed photovoltaic panels above the shared garage.	The garage in question is no longer proposed as part of the conceptual site plan.
9	Staff	Statement of Justification: Pg. 9, paragraph under #4 states: “Phase Two is to provide for additional retail, office, and residential…” There is no retail proposed for phase 2 in the Phasing Plan and Program Summary. Please update or clarify.	The Program Summary indicates that there are no retail minimums or maximums in place for Phase 2, not that no retail is conceptually planned.
10	Staff	Statement of Justification: Pg. 15 discusses the Alternate Plan Concept which removes the garage in Block B, but the Alternate Plan Concept is not provided with this submission. Statement of Justification should only speak to elements included in the SEE submission.	Per the City Manager, Applicant kept this reference and the sheet with the note that the alternate plan would be submitted as an addendum. Applicant has updated for this resubmission.
11	Staff	Comment Response Matrix: Several responses to comments related to hotel height and shadow study simply states Revised Block C submitted. The only change appears to be the maximum height, which is now shown as 10 stories with no change to the proposed height or massing.	Applicant has reduced the maximum height in response to several comments received indicating concern about the originally proposed B-2 maximum height of 15 stories. Specific location and massing of building in question to change at SESP in order to address comments from the School Board and Staff.

	Staff Comments Letter (5/14/19)		Applicant Responses
12	Staff	Comment Response Matrix: No responses are provided for several comments on Pages 37 and 38.	Page 37-38 are an attempt to capture the details of the in-person conversation that occurred during work sessions. As such, various comments and suggestions were heard but as the conversation continued, may not have been directly addressed. Applicant notes: "Please note: These questions/comments and applicant responses are included to show the evolution of the conversation and site plan. Given this evolution, applicant responses with the latest date supercede prior responses."
13	Staff	Comment Response Matrix: Responses to comments regarding design integration of community heritage, history and cultures references the Placemaking and Amenity Plan. However, the Draft Amenity Plan does not provide any information or examples on how this would be addressed. Please include more specific information and examples in future submission and/or indicate these will be incorporated during the SESP review process.	These concepts will be studied and addressed during SESP.
14	Staff	Comment Response Matrix: Response to comment related to the preferred location of music venue in relation to the school plaza states “Revised Block C submitted as part of re-submitted SEE.” However, there is no specific location identified for the music venue in Block C. Please clarify.	Retail space on Block C is identified in red on the Ground Floor Plan.
15	Staff	Phasing Plan and Program Summary Sheet: The Upper Floor and Ground Floor plans are labeled incorrectly.	Applicant will revise.
16	Staff	Binding Development Plan Program: Please correct formatting issue under the Min GSF column.	Applicant will revise.
17	Staff	Phasing Plan: Per Sec. 48-488(b)(2)e., provide the following elements in SEE: 1) proposed timing of construction as related to construction of phases; 2) phasing plan for construction of parking;.	1) The Comprehensive Agreement has a schedule of dates. 2) Applicant shall provide more detail regarding the delivery of parking relative to uses at SESP.
18	Staff	Parking Reduction: Per 48-488(b)(2)e.f., provide a narrative/justification for proposed parking ratios that differ from Sec. 48-1004.	Applicant believes this has been provided in the Statement of Justification.
19	Staff	All applicable pages/sheets: Campus site layout and the WFC layout plans do not seem to align, particularly where the two plans meet at Street B. Once coordination and design efforts with the schools are complete, future submissions should reflect final design. Furthermore, the Mustang Alley street section on page 23 shows the sidewalk on school side at 10-foot width, and the school site plan shows 9.8’.	Coordination with the school is actively ongoing.
20	Staff	Massing Diagram Sheets: The proposed cycle track along Mustang Alley is not shown on these diagrams.	Please refer to the transportation sheets for full transportation detail. The massing diagrams are intended to convey the sense of height and massing, rather than full plan detail.
21	Staff	TDM: A draft document should be provided at SEE to be finalized at SESP.	Applicant will provide a TDM at SESP.
22	Staff	Cycle Track: Once coordination and design efforts with the schools are complete, future submissions should reflect agreed upon design.	Agreed.
23	Staff	Café Zones Sheet: a mixture of Option A and B amenity/dining areas is proposed within the development. Adopting only one option may make the area look too formulaic. Improvements should alter the streetscape in such a permeant way that it will not constrict the usage of storefront space to future tenants.	Acknowledged.
24	Staff	Retail along SR7/Haycock – retail orientation currently feels internally focused; should have retail entrances along perimeter to encourage adjacency to neighboring sites.	Applicant is skeptical that high quality retail will be successful at the intersection of Rt 7 and Haycock, and is cautious not to force retail in a location where it may not be succcessful. However, Applicant is sensitive to the City's concerns and will ensure that street frontages are active and will pursue retail to the extent feasible. Portions of ground floor amenity space may be able to be developed in a method that would allow conversion to retail should FRIT's neighboring property develop in the future. In this latest development program, Applicant has updated the plan to more directly address some of the concerns about retail frontages, particularly along Route 7 and Haycock, by moving the grocery store closer to Haycock and placing one of the entrances to the store in that location. In addition, by breaking down the massing along Route 7, the Site now has more activation.
25	Staff	School Pick-pick/Drop-off Area: The Developer should continue coordination with the campus project team to determine the most efficient and appropriate layout/size for the proposed school drop-off area to maximize the Community Grove Plaza area. Additionally, potential traffic impacts should be studied further for mitigation measures.	Coordination with the school is actively ongoing.
26	Staff	Mustang Alley Street Sections: The sidewalk on south side of Mustang Alley is 8 feet wide in three details on this page and 9’-6” on one detail. Please clarify this sidewalk width for proposed and alternate schemes and evaluate potential impacts on the pedestrian zone if the total sidewalk width is 8 feet.	Sheet 22 in this updated resubmission shows two potential street section options for Mustang Alley.
27	Staff	Alternate Commons/Rt. 7 Intersection Concept: The Commons Drive open space is much narrower at the intersection due to the added left turn out of Commons in the alternate concept. Please provide the difference in open space between the proposed Commons Drive and the Alternate Concept.	The building to building distance at the ground level along the Commons is still consistent with the original SEE application. The office building has an overhang element that will protect outdoor café seating. This makes the Commons look tighter at the intersection of Route 7 than it is in reality.

	Staff Comments Letter (5/14/19)		Applicant Responses
28	Staff	Active Street Frontage: Applicant's response to several comments related to activating street frontages through retail uses and/or design elements along the external streets states "Applicant will ensure that street frontages are active and will pursue retail to the extent feasible…" Provide examples or potential methods on how this could be accomplished.	Applicant will demonstrate this conformance at SESP.
29	Staff	Capital Bikeshare and BRT: Please identify possible locations for both Bikeshare and BRT stations at SEE. Details can be finalized at SESP.	Given the level of detail and flexibility within the SEE, locations for bikeshare and BRT will be provided at SESP.
30	Staff	Comments labeled as "Considerations for SESP" (Comments 25-38)	Comments labeled as "Considerations for SESP" (Comments 25-38) will be addressed at SESP.
31	DPW Stormwater and Sanitary Sewer - Attachment 1	Although the narrative / discussion for Voluntary Concessions acknowledges the requirement for stormwater management, the plans do not indicate locations / sizes for any of the facilities.	Stormwater management details will be provided at SESP.
32	DPW Stormwater and Sanitary Sewer - Attachment 1	Any "green" SWM devices (i.e. raingardens, stormwater planter boxes, vegetated roofs, etc) could occupy significant space on the plan and would conflict with sidewalks and tree planters. The use of underground infiltration facilities and permeable pavements depend on acceptable soil conditions. The maintained grass common areas are not considered as stormwater management / BMP facilities.	Applicant is committed to best practices for SWM and will study options for handling storm water at SESP. In order to achieve the density desired by the City for the parcel, create an active usable park/plaza on the Commons, and deliver the vast majority of the development in the first phase, large ground level SWM facilities will be difficult to incorporate into the plan.
33	DPW Transportation	Ensure all exterior lights are LED and dark sky compliant.	Acknowledged.
34	DPW Transportation	All new traffic signals should have appropriate signal warrant/justification provided at SESP.	Acknowledged.
35	DPW Transportation	Please include auto-turn analysis at SESP.	Applicant will provide at SESP.
36	DPW Transportation	Please include traffic impacts for the parent drop loop including information on potential queuing and back-up during drop-off and pick-up hours in the updated TIA to be provided at SESP.	Applicant will provide at SESP.
37	DPW Transportation	Please provide more information regarding special materials for streetscape areas and crosswalks as applicable for interior streets within the development.	Applicant will provide at SESP.
38	DPW Transportation	The Commons Placemaking and Amenity Plan. Consider additional trash receptacles throughout. The current plan calls for 8 trash receptacles and 16 benches. Consider 1 set of receptacles (one trash and one recycle) per bench.	Acknowledged.
39	City Arborist and Urban Forester	To be compliant with the City's original RFDP, the SEE application needs to refer to landscape-based green infrastructure. Green infrastructure is a program that must have a commitment from the developers site-wide and from the very beginning, to underpin all future design work and individual building projects on this site.	SWM and landscape plans will be addressed at SESP.
40	City Arborist and Urban Forester	We note that the conceptual tree spacing along streets and on the Commons is appropriate. The provision of additional trees on the project is also highly desirable and promoted by the Tree Commission, and will be possible if the developers are willing to build taller than is now proposed and shrink the ground-level footprint of some buildings, to provide more green space without sacrificing GFA.	In order to deliver the vast majority of the place in Phase 1 and be able to absorb all of the units and GSF, the team needs to maximize the land area associated with Phase 1. In addition, in order to maximize land value to the City, a number of the buildings are wood construction which tops out at 5 stories above a retail podium. For this reason, we have focused the ground level open space on the Commons to maximize the impact and create great open spaces for the community. As such, we are unable to provide additional ground level open space.
41	City Arborist and Urban Forester	The SEE application should show something better than the standard streetscape on Haycock Road and the intersection of Broad & Haycock. Good streetscape design that offers people a sense of shelter from traffic can make the area somewhat more appealing to pedestrians, can help integrate the West Falls Church Development into the City, and can set the tone for future redevelopment nearby. The applicant's claim that the street frontages along Haycock Road and West Broad Street will be "activated" without any pedestrian-oriented facilities, project entryways or businesses needs evidence.	Applicant agrees and intends to provide lush landscape along Haycock and Route 7 along with outdoor street furniture. Please refer to the Placemaking and Amenity Plan for design intent.
42	City Arborist and Urban Forester	We note and appreciate the offer to design the building faces along the development perimeter so they can be retrofitted for retail uses should foot traffic increase in future.	Acknowledged.
43	City Arborist and Urban Forester	The building height diagram in the SEE application should include stepping back the buildings above the first or second floors on blocks A and D to allow street tree canopies to get sufficient light and space to extend their branches. No decrease in GFA is requested; using the full allowable building height (higher than currently proposed) is not detrimental to the streetscape if the upper floors are set back from the street.	Applicant is eager to create the best conditions possible for healthy tree growth within the conditions and allowable setbacks provided. Numerous case studies prove that with the correct tree selection trees can thrive in much narrower street setbacks. Central leaders of street trees can lean for several reasons, including species selection, sections and sun orientation.
44	City Arborist and Urban Forester	The Placemaking and Amenity Plan Draft is a collection of alternative design details. Those details are not particular to this project, so we have not reviewed them.	Additional detail regarding streetscape and placemaking will be provided at SESP. The Placemaking and Amenity Plan is meant to provide an overall vision of what we intend to do but also the flexibility to select street furniture, art, and placemaking elements up to and through delivery of the project. This was done successfully at Pike & Rose in Montgomery County, as well as at The Wharf in SW DC, and the team is happy to provide further information and tours as desired.

	Staff Comments Letter (5/14/19)		Applicant Responses
45	City Arborist and Urban Forester	VCs: 7, Streetscape: Offer something better than City streetscape standards, particularly along Haycock. A pedestrian environment "…substantially consistent with City Streetscape Standards" does not rise to the level of meriting a Special Exception.	Within the Placemaking and Amenity Plan the Applicant has shown ways in which the team intends to go above and beyond the standard along Route 7 with lush landscape and street furniture.
46	City Arborist and Urban Forester	VCs: 9, Installation of Vegetation: Change "…the vegetation installed for the project will consist in part of native and regionally adapted species," to "…the trees, shrubs and other perennial plants installed for the project will consist of native and regionally adapted species." The City's expectation is that most of the plants used on the project will be native species, and that both native and non-native plants used will be adapted to our local climate.	Acknowledged.
47	City Arborist and Urban Forester	VCs: 9, Installation of Vegetation: Shade trees should be 2.5" to 3" caliper size. Root damage when fitting into streetscape planters, the faster growth rate of smaller trees, and the higher mortality rate associated with planting larger trees, all lead the City to prefer trees planted at 3-inch or smaller size. Shrubs: The City's minimum size for shrubs at planting is 24 inches.	Acknowledged.
48	City Arborist and Urban Forester	VCs: 9, Installation of Vegetation: There is no need for the paragraph on plant substitutions. City Code 48-1185 already speaks to this and to timing and the City Arborist's role.	Acknowledged.
49	City Arborist and Urban Forester	VCs: LEED: The Environmental Sustainability Council reiterates that the VC's should specifically state the goal of achieving the Tree-lined and Shaded Streetscape, Rainwater Management, and Heat Island Reduction credits of LEED ND v4.	Applicant is unable to commit to specific LEED credits at this early phase of design.
50	City Arborist and Urban Forester	VCs: LEED: The Environmental Sustainability Council also reiterates its support for maximum onsite stormwater management, to minimize the downstream effects of this large project on the rest of the City and its infrastructure.	SWM will be addressed at SESP.
51	Transportation Planning	Alternative intersection design where Commons Drive intersects Leesburg Pike as shown on sheet C-0402: This alternative proposal provides a left turn lane from Commons Drive to eastbound Leesburg Pike at the signalized intersection. The design significantly reduces the width of the open space at the entrance to the development, and eliminates some internal street or alley connections. Will this require an additional signal phase? This alternative proposal provides for the only left turn to eastbound Leesburg Pike along the Leesburg Pike frontage of the project.	No longer relevant due to changes in the Illustrative Site Plan.
52	Transportation Planning	Possible elimination of the Parking Structure and providing required parking at other locations in the development: On page 10 of the letter to James Snyder dated April 19, the following language indicates an alternative design may include the elimination of the parking structure with locating the spaces planned for that facility to other locations in the development: "The applicant has also provided an alternative development plan option-see sheet 10: Alternative Plan concept of the SEE design package submission which removes the garage on Block B and replaces this parking both above and below grade within the development." Other than the 187 spaces for school parking, how many total spaces are we speaking of? The parking facility is proposed to be used by the school, senior living, hotel, retail and office. Where in the development will these spaces be relocated? Please explain how this will work.	No longer relevant due to changes in the Illustrative Site Plan. Please see Sheet 19 "Parking Ratios and Locations" in the updated SEE design package resubmission for further parking detail.
53	Transportation Planning	Providing an alternative shared use path replacing the cycle track along Mustang Alley: An alternative design replaces the cycle track with a 10-foot multi use path. (Sheet #22) The alternative provides a 10-foot shared use path (pedestrian and bicyclist) on the north side of Mustang Alley between the roadway and the Virginia Tech site. Staff supports the alternative, but would like to see the width of the path increased.	Applicant agrees and has made this the primary option in the SEE resubmission.
54	Transportation Planning	Some of the intersections show crosswalks only being provided on one leg of the intersection. Please show crosswalks being provided on all legs of the intersections.	Proposed crosswalk locations are shown on the Civil Engineering Sheet C-0403.
55	Zoning Administrator	There are no Zoning defects in this plan that would prevent having it reviewed by staff.	No response needed.
56	Zoning Administrator	Begin developing a methodology for site and infrastructure maintenance. That is, identify common areas, private property, which entity owns and maintains pavement, lighting, etc.	Acknowledged.
57	Zoning Administrator	The applicant is urged to incorporate a "smart" parking system in the garages, whereby open spaces are indicated by color-coded lighting and a count of available spaces.	Applicant is considering the implementation of such technology. Details will be provided at SESP.
58	Zoning Administrator	When designing the garages, be aware of the current code requirements for space dimensions and locations of poles and obstructions, and the minimum clearance for waste disposal and delivery vehicles.	Acknowledged.

	Staff Comments Letter (5/14/19)		Applicant Responses
59	Zoning Administrator	Separate the retail parking from residential so that they are not shared or mingled.	Acknowledged.
60	Zoning Administrator	Provide freight elevators to the residential parking levels to facilitate moving furniture and materials.	Acknowledged.
61	DRC	School drop-off is still an open issue in that the volume of cars and the procession through the site is likely to create back-ups at both pick-up and drop-off. The morning conflict could be with delivery vehicles if loading docks are not enforced, as well as with customers and visitors in the afternoon. I think mid-day could also create some conflicts with delivery drivers and student departures (not sure if the school allows seniors to leave for lunch).	Applicant is coordinating with the School Board to create a student drop off plan that will function appropriately. Consistent with the original SEE application, the resubmission has a connection at the end of Street A into the school parking lot to allow for drop off to occur on the school property.
62	DRC	Additional attention also needs to be given to the impacts of car share vehicles at drop-off/pick-up and especially special events.	Acknowledged.
63	DRC	Based on some comments at yesterday's ULI Trends Conference, some exploration of how scooters will be handled seems appropriate.	Applicant is considering the implementation of such technology. Details will be provided at SESP.
64	DRC	The use of parking technologies has been noted and should be further detailed at the SESP stage.	Applicant is considering the implementation of such technology. Details will be provided at SESP.
65	DRC	Depending on the decisions around the shared parking garage, an MOU with WMATA for overflow use seems appropriate at the SESP stage if not earlier.	No longer relevant due to the change in the Illustrative Site Plan.
66	DRC	Mustang Alley – parking restrictions at drop-off and pick-up are crucial	At this time, there is no street parking contemplated on Mustang Alley.
67	DRC	Parking Ratios are reduced for Phase 2 Office and Retail which is a good change and clarification from the earlier submission. This will be further detailed in the SESP along with parking waivers, shared parking and the TDM.	Thank you, we agree.
68	DRC	Travel lane width – the 10' dimension should be confirmed with the Fire Department.	Paved area for fire truck access will maintain a clearance of 20' width. Please reference the street sections beginning on Sheet 20 of the SEE design package resubmission for a detailed breakdown of that width.

Comment Response Matrix
Little City Commons Special Exception Entitlement
Comment Submission Date: April 19

Please note: These questions/comments and applicant responses are included to show the evolution of the conversation and site plan. Given this evolution, applicant responses with the latest date supercede prior responses.

	Boards and Commissions (No later than 4/3/19)		**Applicant Responses (B&C 4/3/19)**
1	Citizens Advisory Committee on Transportation (CACT)	Lanes should be 10' wide wherever possible. Design elements should be used to indicate this is a pedestrian/cyclist-first location.	Drive lanes along The Commons and New Street A are 10'. Mustang Alley drive lane width is 11' due to buses and FCCPS request.
2	CACT	Cars queued for school drop off and pick up could paralyze the center of the project. FCCPS estimates a 12-vehicle queue at drop off and pick up times. CACT student reps indicate vehicle queues are often far longer at these times.	Applicant is actively coordinating with both the School Board and the school's design/build team in a bimonthly meeting. Student drop off and pick up is a topic of discussion and coordination. Applicant created a potential design solution of a parking lane that will have no parking during school pick up and school drop off to allow the lane to be used for parents' cars and avoid potential back up.
3	CACT	Routing school drop off and pick up traffic through the center of the project will generate cut through traffic and detract from walkability.	Applicant is actively coordinating with both the School Board and the school's design/build team in a bimonthly meeting. Student drop off and pick up is a topic of discussion and coordination. Applicant created a potential design solution of a parking lane that will have no parking during school pick up and school drop off to allow the lane to be used for parents' cars and avoid potential back up. In addition, the site has been designed to promote slower speed driving. If cars choose to cut through the site, they will be forced to drive at pedestrian oriented and safe speeds.
4	CACT	Consider ways to slow westbound traffic on Route 7 adjacent to the development. Speed limit may be 25mph, but traffic travels faster. In particular, it is critical to design intersections to slow cars turning off of Route 7 onto Commons Drive and School Street.	Applicant will design the streetscape along Route 7 with the understanding that it is not currently a particularly pedestrian-friendly place due to the speed and volume of traffic. A right turn lane into the development will act as a de-cel lane for safe entry into the project, and a full movement intersection at the Commons will serve to control traffic flow.
5	CACT	Consider a gateway feature at Route 7 and Commons Drive.	Applicant will create a gateway feature at this key visual location and will provide additional design detail at SESP.
6	CACT	Raising the intersection of Commons Drive and Street A will contribute to the sense that this is a pedestrian-first space. There are concerns, however, about how the many stop signs at this intersection will operate.	Applicant is committed to designing a development that promotes the pedestrian experience and multi-modal transportation options. Traffic consultants have been and will continue to be involved in the design of the streets and intersections. Stop signs are critical to the predstrian realm and will be used in this central location.
7	CACT	What will occupy the phase 2 space in the interim? A construction staging area or large empty lot will detract from the walkability of the site for visitors walking or biking from the City. Phase 2 is located at a prominent corner.	It is likely that phase 2 will operate first as construction staging, and then interim parking after completion of Phase 1.
8	CACT	How will ground floors of residential/office buildings and grocery store contribute to an "interesting walk" for pedestrians? Will there be individual units/offices on the ground floor? Will there be design attributes that encourage interaction between the building and the street?	Please refer to the ground floor use diagram - Sheet 6 of the SEE design package resubmission. The ground floor use along the Commons, regardless of the use above, is planned largely as retail. Ground floor design, as well as the streetscape design to include sidewalks and landscape amenity panels, will be paramount in designing a fantastic pedestrian experience. The street frontage along Haycock and Route 7 will be activated even if retail is not located along their frontages.
9	CACT	Street B and Haycock intersection may not be a safe location for a HAWK due to the rise of Haycock and current speeds on this street. This is especially concerning if students will be encouraged to use it.	While this location has been pre-selected by the City, the Applicant, City, and School Board are committed to the paramount importance of student safety. Applicant is actively coordinating with both the School Board and the school's design/build team in a bimonthly meeting. The specific location of the HAWK signal and the cycle track is a topic of discussion and coordination as the design comes together.
10	CACT	Crosswalks should be included on all legs of new signalized intersections.	1) Commons/7 - Due to the proposed alignment, the location of the proposed croswalk is to correspond with the proposed light sequence and lane configuration. We will explore further as we explore the left-turn out of the project site. 2) Mustang Alley and Haycock - Northern crosswalk should be explored as part of VA Tech redevelopment. With the proposed HAWK signal, the southern location is the safest for pedestrian/cyclist crossing. 3) New Street A and Haycock - we will further explore as we develop the full signal plans.

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	Boards and Commissions (No later than 4/3/19)		Applicant Responses (B&C 4/3/19)
11	CACT	The contemplated building heights are far higher than previous developments. The impact of these heights on walkability should be considered. Will it feel to pedestrians as if buildings are looming over them? Should the tallest buildings be tapered back from the street for more light?	Prior to the submittal of the SEE, the City approved a re-zoning of the development parcel to B-2 which allows 15 stories of height by-right. The development team is experienced in urban development and through design expertise will work to ensure a positive pedestrian experience is delivered. Building height is an important aspect of the economic viability of the project given the land value that the project needs to support in order to fund the new school.
12	CACT	Healthy street trees are critical to walkability. How will street trees be supported so they can thrive? Will structured soil be used beneath the sidewalks?	The streetscape design is outlined in the placemaking and amenity plan. Applicant acknowledges the importance of a healthy, visually appealing streetscape and is actively working towards a design that delivers a desirable, walkable place. Required volume of soil in the City's design guidelines for a healthy street tree will be provided, which includes structured soil when necessary.
13	CACT	Cyclists on the cycle track will have to cross two lanes of traffic to access Commons Drive in the development. How will street and cycle track design assist cyclists in making this turn, and not impeding flow of cycle track? Would locating cycle track on south side of Street B minimize conflicts between cyclists and drivers?	UPDATED PER 6/7 RESUBMISSION: Applicant's preferred solution is now the on-sidewalk shared use path in lieu of the previously proposed cycle track. Please see Sheet 22 for the breakdown of this proposed street section. Design work will continue to ensure cyclist connectivity into, through, and out of the Site.
14	CACT	How will access to NVC impact cycle track? Current plan makes it look as if cars will turn right through it.	UPDATED PER 6/7 RESUBMISSION: Applicant's preferred solution is now the on-sidewalk shared use path in lieu of the previously proposed cycle track. Please see Sheet 22 for the breakdown of this proposed street section. Design work will continue to ensure cyclist connectivity into, through, and out of the Site.
15	CACT	Recommend installing a landscaped median to separate cycle track from traffic lanes. Bollards are not adequate or attractive for cycle track.	UPDATED PER 6/7 RESUBMISSION: Applicant's preferred solution is now the on-sidewalk shared use path in lieu of the previously proposed cycle track. Please see Sheet 22 for the breakdown of this proposed street section. Design work will continue to ensure cyclist connectivity into, through, and out of the Site.
16	CACT	Where will bike share and bike parking be located?	These details will be determined at SESP in coordination with the City and the bike share provider.
17	CACT	Is it possible to protect bike lanes on Commons Drive with bollards?	Due to fire access requirements of 20' clear, it is not possible to install bollards. Per the fire code, a minimum 20ft of clear space is required for fire truck access in emergencies. Along with the 10'drive lane and a 4ft hardscape strip along the park space's edge, the 6ft bike lane is included in the dimension and needs to be kept clear of vertical obstructions.
18	CACT	We cannot comment on the adequacy of parking until more is known about the number and type of residential units and other uses planned for the development.	Specific parking counts will be determined at SESP, but the mins and max parking ranges as noted on Sheet 19 are binding elements of the SEE.
19	CACT	We are concerned whether shared garage parking will be enough for school events that occur simultaneously with programmed events in the commercial development. Developer indicates they are planning to aggressively program the development and that it is intended to be active 18 hours a day.	Applicant is actively coordinating with the School Board and the importance of continuing coordination upon delivery of the project, especially in planning large events, is a priority. Parking counts will be determined at SESP.
20	CACT	Developer should incorporate “smart parking technology” in garage and street parking to include wireless sensors and messaging signs that provide real time information on parking space availability.	Applicant is considering the implementation of such technology. Details will be provided at SESP.
21	CACT	All garages should have well-marked pedestrian pathways. A visit to Pike & Rose in Bethesda finds garages where this is not the case.	Garages will be designed with a minimum of 22' to 24' drive aisles and 18' deep parking spaces with the exception of some compact spaces. Pedestrians, as is typical of most garages will walk within the drive aisle to get to the elevator core of the garage. Striping can be provided within the drive aisle to encourage pedestrian safety. There is not enough width to provide a dedicated pedestrian pathway in addition to the drive aisle.
22	CACT	Design garage for future conversion to other uses.	In order to maximize land value to the City, the garage has been designed as a pre-cast deck, which is the most cost effective option to both construct and potentially take down in the future should a conversion be desired and agreed to. Should the City wish to design the garage to allow for additional uses or conversion, the Applicant is willing to engage in such conversations, but notes that the cost would increase and as such require a deal term adjustment.

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	Boards and Commissions (No later than 4/3/19)		Applicant Responses (B&C 4/3/19)
23	Tree Commission	At least 15% of the site should be dedicated green space. City code for by-right mixed-use redevelopments (MUR) require 15% green space, and while we recognize this project will be an exception, the intent of Special Exceptions is that they result in more benefits to the community than by-right projects.	MUR is not the regulation for this Site. In order to meet the City's goal of maximizing land value for the Site, open space has been provided through The Commons. The Commons was purposefully designed to maximize the impact of the open space provided through a large, contiguous open space with activated and passive spaces alike. It is anticipated that most buildings will have their own private green space via elements like courtyards, roof space, etc. One of the City's other main goals for this site is to maximize retail square footage, which requires a substantial ground floor presence, regardless of the vertical density above.
24	Tree Commission	Section 2.4P of the final RFP requires the respondent to "Manage Stormwater on the site (without purchase of nutrient credits) in a way that integrates green infrastructure, low impact and sustainable landscape designs, and tree canopy coverage." We do not believe their current approach is responsive to this requirement. Respondent has offered merely the minimum standard of managing water quality and quantity requirements as required under state law. Respondent should provide a conceptual plan that shows clearly how trees and sustainable landscape designs will be used as significant stormwater management tools.	Applicant is actively working to design the stormwater management on site and will provide additional details at SESP.
25	Tree Commission	It is unclear how the submission will mitigate the heat island effect, as well as the impact on air quality and resiliency. We join the Environmental Sustainability Council in requesting that the respondent engage specifically on how heat island is/will be addressed.	Applicant is actively working to design for environmental sustainability on site and will provide additional details at SESP.
26	Tree Commission	Falls Church must learn from mistakes. Previous MUR projects have not allowed adequate vertical space for trees, resulting in trees growing away from buildings toward sunlight. This is both unhealthy and unattractive. Stepped-back buildings above the second floor are essential to straight and natural tree growth. The backside of the project should have an activated outside with stepped-back building height, essential for healthy tree growth, and a dual streetscape that announces arrival in Falls Church City. Place-making in only the interior of the project does not create an inviting entrance that integrates the project into Falls Church or encourages pedestrian movement to the project.	Conditions along Route 7 and Haycock allow for a 20' or greater setback from the curb to the building. This meets or exceeds the requirements stated in the "Streetscape Design Standards for Commercial Streets Falls Church, VA." The Applicant is eager to create the best conditions possible for healthy tree growth within the conditions and allowable setbacks provided. Numerous case studies prove that with the correct tree selection trees can thrive in much narrower street setbacks. Central leaders of street trees can lean for several reasons, including species selection and sun orientation.
27	Tree Commission	While we recognize that LEED was an important component of the RFP, we do not see actual sustainability or resiliency performance goals, or any environmental goals other than a LEED score.	In keeping with the Interim Agreement, Applicant is committed to meeting LEED or equivalent standard for residential buildings. Applicant is actively working to design for environmental sustainability on site and will provide additional details at SESP.
28	Tree Commission	In a streetscape rendering, the Amenity Zone appears to have an @4 ft "Tree Strip' and a 2 ft "Edge". We recommend that this tree strip be expanded to the edge. A two-foot edge in the Site Plan would require a waiver from the Streetscape Standards.	The streetscape rendering shown on the Café Zones page (Sheet 26) focuses on the spaces in the amenity zone between the tree planters. The tree planter zones will stretch to the edge of curb and be coordinated so that they are similar to the city's adopted streetscape standards.
29	Tree Commission	It bears repeating that the project lacks an inviting entrance and exterior that would contribute materially to establishing the green and spacious place-making that Falls Church City values. Without a signature entrance, the City will be severely challenged to attract the numbers of visitors and revenue envisioned by the City Leadership.	Applicant will create a gateway feature at this key visual location and will provide additional design detail at SESP. Proposed architecture has not been designed yet but will be attractive and create an exciting gateway.
30	School Board	With regards to the shadow study, are the photovoltaic panels on the roof of the garage impacted by shadows from the surrounding buildings? If so, what will the impact be?	UPDATED PER 6/7 RESUBMISSION: Given that the shared garage is no longer contemplated on Site, this is no longer relevant.
31	School Board	What is the height of the senior living space and the height of the parking garage? How big a shadow will they cast and where will that shadow fall? Are there building setbacks to mitigate the shadow in the winter months over Henderson?	The massing diagram on Sheets 11-12 of the SEE design package resubmission provides information regarding building heights. The shadow studies are provided on Sheets 15-18. UPDATED PER 6/7 RESUBMISSION: Given that the shared garage is no longer contemplated on Site, the garage aspect of this comment is no longer relevant.
32	School Board	The shadow study information included the days with the highest and lowest position of the sun. What will the impacts be at other points of the year?	The shadow study information included the winter, summer, autumnal, and vernal equinoxes at 9 AM, 12 PM, and 3 PM. Applicant has updated the shadow studies to provide information for longer periods of time - see Sheets 15-18 of the SEE design package resubmission.
33	School Board	The shadow studies are based on the currently described heights. What will the impacts be if the buildings were all at the maximum allowable heights?	To the extent the buildings increase in height, shadows would get longer. Studies can be updated at SESP when building design is under consideration.
34	School Board	What is the height of the parking garage and how does that compare to Mary Ellen Henderson Middle School which will be located directly across the street?	UPDATED PER 6/7 RESUBMISSION: Given that the shared garage is no longer contemplated on Site, this concern has been alleviated through design and is no longer relevant.

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35	School Board	What portion, if any, of the parking garage is located underground?	UPDATED PER 6/7 RESUBMISSION: Given that the shared garage is no longer contemplated on Site, this concern has been alleviated through design and is no longer relevant.
36	School Board	The diagrams show the possible heights by code vs. the planned heights. Would the developer consider setting "this is our maximum" heights for each building by location?	The massing diagram on Sheets 11-12 of the SEE design package resubmission provides information regarding commitments to maximum building heights by building and/or block. It is too early in the design process to further define the maximum building heights beyond what is indicated on the aforementioned sheet.
37	School Board	With the potential location of the hotel in proximity to the high school, how will the hotel design support maintaining the school plaza as a school space (including no tobacco)?	Applicant is actively coordinating with both the School Board and the school's design/build team in a bimonthly meeting. A Block C design that respects the school plaza is a frequent topic of discussion and coordination that will be addressed as the design is furthered. All buildings except for the condominiums on the Site will be designated as non-smoking and applicant will work to discourage smoking on all parts of the Site. UPDATED PER 6/7 RESUBMISSION: Where there was previously a hotel in this location immediately proximate to the school plaza, the updated Illustrative Site Plan shows a residential building as the preffered option, with a secondary option to keep it a hotel.
38	School Board	Will you describe in more detail the building massing and exteriors for the hotel and music venue and how they will interact with the school plaza?	Applicant is actively coordinating with both the School Board and the school's design/build team in a bimonthly meeting. A Block C design that respects the school plaza is a frequent topic of discussion and coordination that will be addressed as the design is furthered. Building design will kick off after SEE approval. Applicant will regularly share design updates with the school.
39	School Board	If the senior housing does not wrap the side of the parking garage nearest the school plaza, would that create more green space?	UPDATED PER 6/7 RESUBMISSION: Given that the shared garage is no longer contemplated on Site, this concern has been alleviated through design and is no longer relevant.
40	School Board	What is the projected traffic immediately before (7-9 am) and after school (2-4 pm) when there are parent and buses dropping off and/or picking up students combined with retail, residential, office, hotel, and other traffic?	The morning period will be an active time on Site with office workers arriving and residents leaving their homes, but minimal retail traffic is expected at this time. The afternoon period will be light. The TDMP will further detail traffic and modes of transportation upon submission at SESP.
41	School Board	What are the considerations and plans for surge traffic for special events?	Applicant has agreed to coordinate with the Schools so that, to the extent possible, key events do not overlap. This will allow surge parking to be accomodated in the Block B garage. Further, the WMATA garage contains approximately 1,200 spaces, is easily walkable, and is expected to feel much closer for pedestrians once the Commons is built and connects across the Virginia Tech site.
42	School Board	Please confirm there will not be any on-street parking on Mustang Alley. The diagram on page 12 of SEE shows street parking on the south side of Mustang Alley. However, the street section on page 15 does not.	There is no on street parking on Mustang Alley. The diagram has been updated to reflect this.
43	Architectural Advisory Board (AAB)	We appreciate the attention to details in the presentation and handouts in the schematic phase to date.	Thank you.
44	AAB	Overall site plan showing adjacent VA Tech property to Metro connection and MEH/Future GM campus.	Applicant has consistently noted the importance of the connectivity of the larger approximately 34 acre redevelopment and is committed to continuing this engagement.
45	AAB	Would be good to increase site plan view across Rt 7 and Haycock.	Sheet 5 shows the Annotated Illustrative Site Plan, and the yellow border indicates the approximate extent of the SEE Application. As such, frontages, crossings, and other relationships to Haycock and Rt 7 are discussed throughout the application as appropriate. Applicant is happy to provide a larger context plan if desired at SESP which would show more of the land area across Haycock and Route 7.
46	AAB	Keep updating Shadow studies as the programmatic volumes shift thru the Design Development.	It is anticipated that shadow studies will be updated at SESP.
47	AAB	We appreciate the attention to the variation of massing in both height and plan and although programmatic changes may happen in the Schematic Design phase, the variation of massing concept should stay foremost in the design.	Acknowledged.
48	AAB	The variation of landscape and streetscape along the N-S commons is a great feature that ties into the City's Design Guidelines of creating unique outdoor spaces that will draw people into the development.	Thank you.

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49	AAB	Signage concepts should be built into the RFP so that signage throughout this new neighborhood is cohesive.	It is anticipated that a comprehensive signage package will be submitted and approved for the Site as part of the SESP process.
50	AAB	Their commitment to sustainability in hitting their base LEED targets is inspiring and hope they can reach their base targets and perhaps the next level up.	Thank you.
51	Housing Commission	The Housing Commission urges the Council to make income restricted units its top priority in negotiating concessions from the developer. Our City's recently adopted Affordable Living Policy states “encourage applicants for development approval to provide increased amounts of Affordable Dwelling Units (ADUs) above 6%”. The Commission urges that this be applied to units of all types. The ADUs should also run for life of the property (or a minimum of 75 years). The City should further negotiate that the types of ADUs provided are proportionate to the types of available market rate units (e.g., if 30% of all WFCEPD units are two bedroom units, then 30% of all ADUs should be two bedroom units). The City may, however, accept cash from the developer in lieu of single-bedroom ADUs, at fair market value.	UPDATED PER 6/7 RESUBMISSION: The Voluntary Concessions document will govern this topic.
52	Housing Commission	The Housing Commission was concerned to hear at the March 11, 2019 presentation that there are no ownership ADUs (condos) planned. If this is not rectified, the new development does not meet the City's Affordable Living Policy. The West End property should be inclined to follow the Policy recommendations in order to mitigate any further disparities or financial tests for families and individuals to not just live in the confines of the City, but also buy into the future of the City.	Providing affordable units generated by for-sale condo use in rental apartments is standard practice in the DC Metro Area, and is actually preferred by the many of housing authorities and agencies as it not only provides a sustainable method of managing the units, but also responds to the needs of the population by providing flexible, rental housing without the burden of rising COA fees or unexpected maintenance costs. The Voluntary Concessions document will govern this topic.
53	Housing Commission	We are also concerned that, during an affordable housing crisis in Falls Church, the City is asking for only the minimum 6% ADUs. It is the position of the Housing Commission that an amount higher than 6%, on land that is owned by the City, be negotiated as a priority concession for this development's approval.	Applicants are some of the largest providers of affordable housing in the region and are committed to this laudible effort. On this Site in particular, the land value is being used to fund the building of a new school. This restricts the ability to provide above 6% affordable housing. The Voluntary Concessions document will govern this topic.
54	Arts & Humanities Council	As this large development takes shape and decisions are made about its design and use, it is important to our member organizations of the A&H Council that every effort be taken to utilize and design the property to allow for art, music festivals and performances as well as Heritage Days events that celebrate and commemorate our City’s long and storied history. The large crowds can help build awareness and stimulate vitality (like Watch Night on New Year’s Eve in the City Center) while broadening the public appeal of this new West End commercial venture. These components are an integral part of our City’s community character and culture, and we would like to see it woven thoroughly into the applicant’s efforts in the design of the project – as well as in the program planning for diverse and long-term use.	Draft Placemaking and Amenity Plan will be submitted with revised SEE. Placemaking and Amenity Plan will be updated during SESP process, and team will engage with the community on events during design and operations of the Site.
55	Arts & Humanities Council	ACCESS -- The City schools and related events at the schools will benefit from not only the new high school but improved access from Rt 7/West Broad Street, and the new entrance being provided off of RT 66 as well as the shared parking lot. The careful planning for pedestrians and bicycle crossings especially with the many large events will be critical to the commercial success of the project.	Applicant is committed to designing a development that promotes the pedestrian experience and multi-modal transportation options. Traffic consultants have been and will continue to be involved in the design of the streets and intersections.
56	Arts & Humanities Council	PARKING -- In cases like the Fourth of July celebration, parking is at a premium and the needs for special events such as this raises the question of crowd management as well as parking for guests at any event large or small where there are 200 more cars.	Applicant is experienced in the design and operation of urban centers and is working to put best practices to use here in West Falls Church.
57	Arts & Humanities Council	AFFORDABLE HOUSING – We encourage the maximization of affordable housing for those in need of such space, including teachers, local government employees, artists, performers, and students. Such workforce housing needs to be increased and more affordable in the City - we strongly urge this effort on the part of the developers.	UPDATED PER 6/7 RESUBMISSION: The Voluntary Concessions document will govern this topic.

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58	Arts & Humanities Council	PUBLIC EVENT SPACE – is a very important for all of our events and festivals. We realize that the plans for commercial development space are optimized to increase the income received. The necessary infrastructure that supports adequate and versatile lighting, sound and speakers for music, water access to care for floral plantings, pots, etc. Space for tents, portable stages, etc. would need to be incorporated in the infrastructure phase. The A&H Council would like to meet with the developers to help plan and share their years of experience and work out the avenues to help the West End project be part of the City 's arts and cultural events from the very beginning. Written confirmation of these arrangements and plans into the future will assure a cohesive approach and integrate this West End development into the rest of the City.	The Commons has specifically been designed to accommodate programming, including events and festivals. The Applicant is open to meeting with the Arts and Humanities Council to further our understanding of the City's history and best practices to bring into the site design.
59	Arts & Humanities Council	HISTORY –The history of Falls Church should be integrated in creative ways that celebrate the long history. Much like The Lincoln at Tinner Hill, the Applicant appears to be willing to recognize the unique and important role of this community and the people who built and nurtured it over more than 300 years. We therefore request a future meeting with the developers to illustrate and discuss possibilities with the A&H Council members. We meet monthly on the third Thursday at 9:30 am at the Falls Church Arts Gallery 700 –B West Broad Street, and can set up a special meeting if needed.	In concert with the meeting noted above, the Applicant is open to meeting with the Arts and Humanities Council to further our understanding of the City's history and best practices to bring into the site design.
60	Arts & Humanities Council	PUBLIC ART – currently the A&H Council is finalizing its Public Art Policy recommendations for the City of Falls Church, and is working with the Planning and Community Development Department at City Hall.	The Applicant has agreed in the VC's to a minimum public art spend on Site.
61	Arts & Humanities Council	We would therefore also request a future meeting with the developers on the potential and plans for public art and events as soon as possible so member groups can interact on the public art aspect as well as the cultural events and integration of the City's history through this important aspect of the project.	The Commons has specifically been designed to accommodate programming, including events and festivals. The Applicant is open to meeting with the Arts and Humanities Council to further our understanding of the City's history and best practices to bring into the site design.
62	Chamber of Commerce	Affordable and Workforce Housing: While the Committee understands that the project is primarily being developed to raise funds for the new high school (and, thus, the affordable housing requirements are at a basic level), the Chamber supports any efforts to increase the commitment to affordable and workforce housing and to making such housing attractive to the employees of local businesses. The project's location is ideal for affordable housing, and such housing could help the developer meet its LEED certifications and potentially serve to diversify FCCPS' student population.	UPDATED PER 6/7 RESUBMISSION: The Voluntary Concessions document will govern this topic.
63	Chamber of Commerce	Commercial Building Height: While the height of the proposed commercial building is well within special exception allowances, some Committee members expressed a concern that it may block sunlight to the top of the proposed parking garage, where solar panels may be placed. Solar energy is anticipated to help the new high school reach its energy goals; therefore, the Committee recommends that a more thorough shadow study be conducted and that an independent third-party solar contractor be asked to advise.	It is anticipated that shadow studies will be updated at SESP.
64	Chamber of Commerce	Reduced/Shared Parking Opportunities: The Committee understands Falls Church City Public Schools' ("FCCPS") need for 187 parking spaces in the proposed garage; however, some members of the Committee suggest the City, FCCPS, and Applicant consider future alternative shared parking ideas for 37 of those parking spaces spots (i.e., civic uses) due to: (a) the willingness of FCGP to pay the City an additional $1.2 million for the 37 spaces; (b) the project's plans to encourage safe and convenient walking and biking to school; and (c) potential trends in the future which may portend for a reduction in parking.	UPDATED PER 6/7 RESUBMISSION: Given that the shared garage is no longer contemplated on Site, this proposition is no longer relevant.
65	Chamber of Commerce	Additional Garage Issues: Some members of the Committee recommend that at least 10 percent of the garage's parking spaces be designed for electric vehicle ("EV") charging stations. The Committee also recommends that care be taken with the lighting of the garage to ensure it is a safe space at all hours of the day and night.	Applicant will commit to provide several EV charging stations, and details regarding how many will be provided at SESP. Please see VC's for specific amounts. The garage lighting will be designed based on code requirements and proven best practices.
66	Chamber of Commerce	Internal Streets & Traffic: Given that the potential for cut-through traffic and the project's proximity to schools, the Committee highly recommends speeds be limited to 20 miles per hour within the project and that barriers, seat walls, fencing, and natural buffers be creatively employed to protect pedestrians (especially small children) from meandering/running into the street.	Applicant agrees with the 20 MPH suggestion for The Commons. Applicant also notes the importance of landscape and streetscape design that provides a safe, comfortable environment for pedestrians of all ages.

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67	Library Board	The Library Board has welcomed the City of Falls Church's policy of requesting proffers benefiting the library from major construction projects such as Founders Row. Since West Falls Church condominiums and rentals will increase usage of the library significantly, we would welcome a similar proffer from the developer of West Falls Church. We understand that this project is different from previous construction projects in Falls Church and that the city did not request a proffer in this case. The library would welcome a voluntary contribution by the developers given the important role the library plays in the city. Such a contribution could be directly to the library or to the library's 501(c)(3) charitable foundation. This would be especially timely given the recent news of the budget shortfall pertaining to the library renovation and expansion project, which is deep into the planning process and expected to commence this summer.	In accordance with the City's desire to maximize land value to support the bond payments on the debt to build the new High School, the Applicant is unable to offer additional monetary proffers.
68	Library Board	The Library Board welcomes the efforts by the developer of West Falls Church to ensure that this new development reflects the character of the City of Falls Church. We urge that there be special efforts to acknowledge the city's Mary Riley Styles Public Library and its role in the city as part of the West Falls Church development. Such efforts could take many forms. These might include: • Acknowledging the distinctive arches of the library in some structure in the project • Designing special manhole covers or other physical objects reflecting institutions and people who have influenced the city, including Mary Riley Styles (examples of such covers: https://www.citylab.com/design/2012/02/worlds-coolest-manhole-cover-designs/1269/) • Displaying photography or art work derived from and attributed to the library's local history collection • Other displays as appropriate	Applicant is eager to reflect the character of the City in the development and suggests a meeting in order to develop these ideas further.
69	Environmental Sustainability Council (ESC)	1. Sustainable landscaping (trees, green infrastructure, low impact design) The project as currently envisioned does not sufficiently integrate sustainable landscaping. In addition, we are concerned about public debate on this project that has framed a false dichotomy between landscaping and financial value. Ample research demonstrates that well-designed, sustainable landscaping enhances the financial value of commercial, mixed use urban development. Tree canopy, green infrastructure and low impact design can be cost-effective investments in the long-term sustainability of this project and will enhance community acceptance. While we understand that detailed landscaping design will come later, the Special Exception Entitlement should incorporate clear objectives that ensure the neighborhood maximizes sustainable landscaping while achieving the development's financial goals.	Applicant agrees that opportunities for trees, green infrastructure, and low impact design elements should be incorporated into the design. Draft Placemaking and Amenity Plan will be submitted with revised SEE. Placemaking and Amenity Plan will be updated during SESP process. This plan provides preliminary details regarding important site-wide details and commitments such as landscaping. Applicant agrees that great landscaped spaces improve the value of the real estate, and our intent is to provide lush landscape that serves as an oasis off of Route 7.
70	ESC	We support increased building heights to allow more space for landscaping, and we believe this can be accomplished while balancing both project costs and the impact on neighboring schools. We recommend that any increase in building height be accompanied by increased setbacks for trees (or, at a minimum, steppedback buildings above the second floor to ensure straight, natural, and healthy tree growth) and increased land available for green infrastructure. In addition, the Falls Church Gateway Partners (FCGP) Development team has committed to obtain LEED Neighborhood Development (ND) Gold certification. We recommend that the Voluntary Concessions include commitments to obtain the Tree-Lined Streets, Rainwater Management and Heat Island LEED ND credits, the combination of which would lead to increased sustainable landscaping in the project.	Conditions along Route 7 and Haycock allow for a 20' or greater setback from the curb to the building. This meets or exceeds the requirements stated in the "Streetscape Design Standards for Commercial Streets Falls Church, VA." The Applicant is eager to create the best conditions possible for healthy tree growth within the conditions and allowable setbacks provided. Numerous case studies prove that with the correct tree selection trees can thrive in much narrower street setbacks. Central leaders of street trees can lean for several reasons, including species selection and section and sun orientation.

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71	ESC	2. Stormwater management. The project documents insufficiently address stormwater on the site. This is an infrastructural element that should be addressed at this stage of the project. The Voluntary Concessions document should incorporate the following design requirement from the project's RFDP: "Manage stormwater on the site (without purchase of nutrient credits) in a way that integrates green infrastructure, low impact and sustainable designs, and tree canopy coverage." We advise the City to follow the lead of other Virginia municipalities and model stormwater management requirements under 25-, 50- 100- and 500-year storm events. As the prospects of more severe rain events grow, we strongly encourage the City to request that the FCGP Development team at a minimum conduct a cost-benefit analysis of the stormwater management requirements of a 25-year storm, because today's 25-year storm is likely to become a 10-year storm (the current design requirement) in the next 10-20 years. Lastly, we advise the City to explore coordinated stormwater management with neighboring sites, especially with the George Mason High School site, as doing so may be more cost effective.	Applicant is actively working to design the stormwater management on site and will provide additional details at SESP.
72	ESC	3. Green buildings and neighborhood design. We applaud the City's decision to integrate environmental sustainability into the project, including LEED certification of the neighborhood and buildings, pedestrian and bike friendly components, and electric vehicle charging stations. We are pleased to see the project team's embrace of these elements in the Special Exception Entitlement Application and the draft Voluntary Concessions. Through the process of reviewing the Founder's Row project, we learned that the National Green Building Standard (NGBS) for residential green buildings does not address mixed use projects, and we therefore recommend that only the LEED standard be used for residential mixed use buildings.	Per the IA agreement with the City and the VC's, the Applicant intends to build to the LEED standards or equivalent for wood frame residential.
73	Historical Commission	Preservation of School History: In order to proceed with the development, the project will obviously need to await new high school construction and demolition and removal of the existing high school facilities. We therefore strongly recommend that a plan be developed by the City and Falls Church Public Schools, in cooperation with the West End development team, to document the existing high school through extensive photography or other means for submission to the Mary Riley Styles Local History collection. Such a plan should also provide for systematic identification and safe removal or salvage of key historical and distinctive elements of the existing George Mason High School building complex prior to demolition. It may be desirable to reuse certain elements in the new school construction or in a special memorial area. In any case, the West End development team should also consider ways to memorialize the school in the new development to be built on the former school site. We also recommend that the City begin consulting with various interested parties on ways to integrate the Falls Church Public Schools' history and the specific role that GMHS has played and will continue to play in the community as part of the 75th anniversary of the City of Falls Church in 2023.	Applicant encourages Historical Commission to reach out to FCCPS regarding this opportunity.

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74	Historical Commission	Respresenting Falls Church Hertiage and Site History Through Interpretive Displays and Public Art: The proposed Commons area and perhaps other proposed public features within the West End development offer excellent opportunities for interpretive installations, displays, or public programming to help tell the story of Falls Church, especially the West End portion of the City and nearby Fairfax County. We recommend that the West End Development team honor and provide opportunities for interpreting the "pre-school" land use history of the development site, including the lengthy farm use that has all but disappeared from the area, as well as other earlier features and uses. The farm owned by the Kiessling family that generally sat on this site was called “Quail Hill” and was occupied by them starting in 1931 alongside other farm families such as the Ballards and the Haycocks. Across Rt. 7 (approximate site of the present McDonald's) was Willet’s Store, and behind it was a stop on the Washington, Arlington, and Falls Church electric railway. Portions of the West End were owned prior to and through the Civil War by the Sewall family, and Lewis Sewall was a War of 1812 veteran. More research (in Fairfax County as well as the City of Falls Church) will need to be done to provide a coherent picture of who and what was there.	Applicant would welcome a future meeting/learning session in order to properly address and incorporate the City and Site's history in the development. Applicant encourages the Commission to review the Placemaking and Amenity Plan, which will function as a guiding document and will be used to incorporate ways in which the project can incorporate the history of the Site, the school, and the City.
75	Historical Commission	Respresenting Falls Church Hertiage and Site History Through Interpretive Displays and Public Art: The development team should also work with the City and non-governmental partners during design development to Identify and design historical and artistic themes illustrative of Falls Church's heritage through wall murals and other public art. Appropriate spaces include the Commons area, on the sides of the parking structure, in fountains or walkways, and perhaps at other locations that can provide representations of Falls Church's unique development over time. Themes might include but not be limited to the City's early settlement and its roots in agriculture; the Civil War and its consequences; the growth of Falls Church as a Victorian village and “streetcar” suburb; and its legacy in relation to civil rights and social justice, public education, and the modern "Tree City."	Applicant would welcome a future meeting/learning session in order to properly address and incorporate the City and Site's history in the development. Applicant encourages the Commission to review the Placemaking and Amenity Plan, which will function as a guiding document and will be used to incorporate ways in which the project can incorporate the history of the Site, the school, and the City.
76	Historical Commission	Providing Interpretation and orientation for exploring Falls Church places and history: Finally, there is an excellent opportunity to make the West End development area (adjacent to Metro and just off I-66) a starting point for visitors (and residents) to "discover" Falls Church. We recommend that the development include a dedicated space for a visitor contact area and small "museum" containing (at a minimum) several exhibit cases for changing topical exhibits and some wall space for displays. The space could include an online kiosk and print brochure rack for way-finding maps and guides to Falls Church (places of interest, dining, walking/cycling) as well as public information on events throughout the year. It would make sense to have a cooperative arrangement with the City, the Falls Church Chamber of Commerce, and non-governmental organizations for joint planning and management of such a facility.	While a museum is not anticipated in the retail merchandising mix at this time, Applicant is committed to working with the City and the Historical Commission to ensure that the development properly addresses and incorporates the City and Site's history in the development. Applicant encourages the Commission to review the Placemaking and Amenity Plan, which will function as a guiding document and will be used to incorporate ways in which the project can incorporate the history of the Site, the school, and the City.
77	Historic Architectural Review Board (HARB)	a. We welcome and encourage the inclusion of a significant art component. The art incorporated into the project should be: i. Representative of Falls Church; ii. Be interactive and fun; iii. Be distinctive enough to make the development a destination for people wishing to encounter/interact with the art, for instance, by taking photographs with the art; and iv. Incorporate works by local artists as much as possible.	The Applicant has agreed in the VC's to a minimum public art spend on Site, and is developing a draft Placemaking and Amenity plan that will further detail anticipated art design and commitments.

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	Boards and Commissions (No later than 4/3/19)		Applicant Responses (B&C 4/3/19)
78	HARB	b. We also encourage the use of local materials, such as stone from Tinner Hill, wherever possible.	Applicant requests further information regarding the type of material available, quantity, location, etc. Applicant is committed to working with the City, HARB, and the Historical Commission to ensure that the development properly addresses and incorporates the City and Site's history in the development. Applicant encourages the Commission to review the Placemaking and Amenity Plan, which will function as a guiding document and will be used to incorporate ways in which the project can incorporate the history of the Site, the school, and the City.
79	Economic Development Authority	One suggestion is for the developer to build a larger office building in phase 1.	Given the economics of building Class A office, the office building in Phase 1 is being subsidized by the residential uses. An increase in the size of the office would reuqire further subsidy and a reduction in land value.
80	Economic Development Authority	Consider including an active use for the top of the parking deck.	UPDATED PER 6/7 RESUBMISSION: Given that the shared garage is no longer contemplated on Site, this proposition is no longer relevant.
81	Planning Commission	Hotel massing away from school plaza;	UPDATED PER 6/7 RESUBMISSION: The block in question has been modified to show the massing of the building stepped back further away from the school plaza. The building in question is now a residential building and there is an alternate plan showing a hotel in this location.
82	Planning Commission	Elements and ground floor uses to activate the Haycock Road and Leesburg Pike frontages;	UPDATED PER 6/7 RESUBMISSION: Applicant is skeptical that high quality retail will be successful at the intersection of Rt 7 and Haycock, and is cautious not to force retail in a location where it may not be succcessful. However, Applicant is sensitive to the City's concerns and will ensure that street frontages are active and will pursue retail to the extent feasible. Portions of ground floor amenity space may be able to be developed in a method that would allow conversion to retail should FRIT's neighboring property develop in the future. In this latest development program, Applicant has updated the plan to more directly address some of the concerns about retail frontages, particularly along Route 7 and Haycock, by moving the grocery store closer to Haycock and placing one of the entrances to the store in that location. In addition, by breaking down the massing along Route 7, the Site now has more activation.
83	Planning Commission	Placemaking and Amenity Plan and other illustrative materials	Draft Placemaking and Amenity Plan will be submitted with revised SEE. Placemaking and Amenity Plan will be updated during SESP process.
84	Planning Commission	Further refinement of the phasing plan, including timing and parking tabulations by phase;	This information shall be provided at SESP.
85	Planning Commission	At SESP - The intersection of Route 7 and Haycock road be appropriately designed as a city gateway, including tightening roadway geometry, increasing pedestrian access and safety, and appropriate landscaping;	The intersection of Route 7 and Haycock shall be studied as part of the SESP approval process and the implementation of the NVTA grant.
85	Planning Commission	At SESP - A full traffic signal be considered at new street B instead of the proposed HAWK signal; and	Applicant will coordinate with VA Tech during their design and approval process to determine if and at which point a full signal would be warranted.
86	Planning Commission	At SESP - A Parking Management and Transportation Demand Management Plan that supports non-automobile modes of travel and thereby minimizes roadway congestion and reduces the need for auto parking.	The TDMP will be developed in concert with SESP.
82	Advisory Board of Recreation and Parks	Use of the Central Green – What will be the permitting process for the use of the Central Green? Will there be a fee? Will Recreation Department staff be involved in permitting for special events? Will the City be required to pay a fee for its events?	The Central Green space shall be owned by either the Applicant or a CDA. The space shall be managed by the Applicant. Applicant shall coordinate with the community and the City on events. Fee structure has not been developed at this point.

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	Boards and Commissions (No later than 4/3/19)		Applicant Responses (B&C 4/3/19)
83	Advisory Board of Recreation and Parks	West End will be adding approximately 1000 units to the City's inventory. The closest City park, West End Park, is less than .5 mile away. The Developer should include active recreation elements for it's residents as well as its visitors within its Development. This should include activities for all age levels and could be spread throughout the development.	Applicant is providing the Commons which will have a mix of active and passive uses for people of all ages. In addition the residential units shall have private outdoor courtyard and rooftop space as well as interior amenity space that shall serve for both active and passive recreation.
84	Advisory Board of Recreation and Parks	The Developer should also coordinate with the Recreation Department as to scheduling to avoid a conflict with Recreation Department events.	The Applicant is happy to cooridinate with the Recreation Department
85	Advisory Board of Recreation and Parks	Will it be available for Recreation Department related events?	The Applicant shall meet with the Recreation Department during SESP design to discuss.
86	Advisory Board of Recreation and Parks	What facilities will be made available for use by dogs living at or visiting the site? Water? Waste collection? Relief areas?	The residential buildings shall have accomodations for doggy relief. Water, waste colleciton and ground level relief areas shall be studied at SESP.
86	Advisory Board of Recreation and Parks	Will the Developer agree to a financial arrangement so that a monitor could be available at the track so it would be open to all users?	No. The track is part of the George Mason High School parcel and not related to the private development to occur on the old GMHS site.
87	Advisory Board of Recreation and Parks	Will the Developer agree not to start a Farmer's Market that will be in direct competition with the City's Market?	The Developer will work with the City and coordinate with the Farmer's Market and will not run a competing market at the same time as the current market. The Developer may be interested in the Farmer's Market opening at the site on an alternative day of the week.
83	Advisory Board of Recreation and Parks	GMHS Facilities – As these fields are the only open space in the vicinity of the development, how would the developer propose to coordinate with Recreation and Parks to manage use of the fields, tennis courts and George Mason High School facilities?	The Applicant shall meet with the Recreation Department during SESP design to discuss.
83	Human Services Advisory Council (HSAC)	• We like the idea of micro units to create affordable homes.	Agreed. Thank you.
84	Human Services Advisory Council (HSAC)	• This development should be a leader in affordable housing and go beyond the minimum by providing more than 6% of the homes as Affordable Dwelling Units (ADU) or provide ADUs at rents affordable to households at 40% of the Area Median Income. The ADUs should also be larger to accommodate families and should be permanent and run with the life of the property.	The affordable housing terms agreed to are spelled out in the Voluntary Concessions.
85	Human Services Advisory Council (HSAC)	• Use universal accessibility standards in design.	More detail shall be provided at SESP
86	Human Services Advisory Council (HSAC)	• In planning, take into consideration wheelchair users, strollers, seniors, and caregivers. Everything should be accessible. Bicycles on sidewalks can make it difficult folks struggling with accessibility. Since this is a major project for the City, we would like it to exceed the letter of the law in ADA compliance.	The project shall be accessible for wheelchair users, strollers, seniors, caregivers, pedestrians and bicycles.
87	Human Services Advisory Council (HSAC)	• Consider the number of children and seniors at the development and be sure there are sufficient crosswalks and traffic lights. Add more stop signs and have them flashing.	Applicant shall consider both children and seniors during the design of the SESP.
87	Human Services Advisory Council (HSAC)	• Will the parking garage have first floor parking for seniors? Parking needs to be accessible for the population including when events occur.	This has not been determined and can be discussed at SESP.

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	Boards and Commissions (No later than 4/3/19)		Applicant Responses (B&C 4/3/19)
88	Human Services Advisory Council (HSAC)	• We are concerned about the volume of traffic being siphoned from Haycock.	The Applicant does nto understand this question.
84	Human Services Advisory Council (HSAC)	• Provide transportation, such as a shuttle, to and from the West Falls Church Metro station. The transportation option should make several stops on site, have covered stops, run regularly, and be accessible. Ideally, it will connect with other transportation within the City.	The site is in close proximity to the Metro and thus will encourage people to walk or bike to the Metro Station. Given the expense of annual operations, there is no plan for a shuttle to be provided on site.
84	Human Services Advisory Council (HSAC)	• Please provide more detail about the senior residences.	More detail shall be provided at SESP
85	Human Services Advisory Council (HSAC)	• Provide a credit for low-income residents to be served at the assisted living facility.	The affordable housing terms agreed to are spelled out in the Voluntary Concessions.
86	Human Services Advisory Council (HSAC)	• There appears to be a lack of sufficient separation between the school and commercial property.	Applicant is actively coordinating with both the School Board and the school's design/build team in a bimonthly meeting. A Block C design that respects the school and school plaza is a frequent topic of discussion and coordination that will be addressed as the design is furthered. Setbacks shown in the SEE have been reviewed by the School Board as part of this process.
87	Human Services Advisory Council (HSAC)	• Since we expect the development to be fully open to service animals, we expect there to be provisions such as water available.	More detail shall be provided at SESP
88	Human Services Advisory Council (HSAC)	. Diversity is key. We want a project that accommodates a diverse age span, diverse abilities, and diverse incomes.	OK
84	The Falls Church Village Preservation and Improvement Society	1. Contract Balance: Generally, the SEE appears significantly one sided, with the specific allowances for the developer and vague ranges of benefits for the City, with provisions for significant forbearance of tax payments until 2026. The wording within (Amendment 4) Attachment B is sometimes vague considering the dollar values at stake. For instance- when does the land lease begin for phase one? (The same period as the PILOT payments or some specific approval?) The date of the 'sellout and/or stabilization' is the trigger for Phase 2 negotiations — but there is no definition of stabilization, leaving that wide open for future debate. There are details on concept of phasing for Phase One and Two, but no references to cite the land, acreage or map, plat or specific plan pages to define the physical area of Phase One or Two.	The SEE is a high level concept plan that sets key parameters and allows the Applicant to move forward with a more detailed SESP. It is intended to be somewhat vague by design. The PILOT issues are not covered by the SEE and will be addressed in the Comprehensive Agreement.
85	The Falls Church Village Preservation and Improvement Society	2. Tax Forbearance: Under the PILOT program, taxes for years 2027 and 2028 appear vague until payments begin in 2029. The text appears to be missing the statement that "in TY2027 property taxes will be full market at City rates without forbearance." It does not say that the difference between taxes due- and the PILOT amount will be repaid. It is not clear how long those repayments will occur.	This isssue is not covered by the SEE and is addressed in the Comprehensive Agreement

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	Boards and Commissions (No later than 4/3/19)		Applicant Responses (B&C 4/3/19)
86	The Falls Church Village Preservation and Improvement Society	3. Slow or non-perfonnance: There appears to be no penalty schedule or payments if the development does not come online on schedule, or their mix is changed to be less beneficial to the City or otherwise fail to meet their commitments. This is critical since most economist agree that the U.S. is currently in the longest running bull business cycle since records have been kept, and the normal downturn of the economic business cycle is overdue. It is more important to have all of the possible outcomes and consequences documented.	This isssue is not covered by the SEE and is addressed in the Comprehensive Agreement
87	The Falls Church Village Preservation and Improvement Society	4. Special Tax District: While we heard in earlier briefings that there would be a special tax district that would boost City revenue from this district, but we see no mention of this in the SEE.	This isssue is not covered by the SEE and is addressed in the Comprehensive Agreement
88	The Falls Church Village Preservation and Improvement Society	5. Height Location, Shadow Study: It appears the developer retains the right, over the 99-year lease for 15 stories for all buildings (195 feet of height). This hilltop location is close to 2 and 3 story condos and single-family residences in the City — and Fairfax County. Plans show building D4 next to the Grad Center on Haycock Road to be 10 to 15 stories. This is far too tall at this location- casting shadows over nearby residential properties, shortening the daylight hours for nearby residence by an hour in the winter and many more (due to angle of projection) up to 90 minutes in the summer. The maximum height here should be reduced. The maximum height should be capped at 12 stories or the amount they are willing to build with the next 7 years, whichever is less. Future redevelopment can be reconsidered by the future City Council at the time of redevelopment while considering the surrounding development in the area. A full shadow study at maximum allowable heights should be performed.	This is correct. The zoning and the SEE application are consistent with the Master Plan for the site and allow for 15 stories of development on most of the parcels. The Applicant does not expect to develop every building to 15 stories and some of the heights have been further limited on page 13 of the SEE application, particularly parcels in close proximity to the school. The SEE approval does set height limits and there is no expectation that these heights will be further reduced by the Council at SESP.
88	The Falls Church Village Preservation and Improvement Society	6. Design Fit for Falls Church: We think that it is important that this development be designed in keeping with and become a part of the City of Falls Church and not a separate standalone place. Some of the values of the City that need to guide the development process are understanding of the of the community history, commitments to education, arts and culture and development that meets high standards of the environment and sustainability including tree canopy and green spaces. That also means streetscape, trees, lighting — and the design and architecture should all be of the City. We note the documents reference a new Design Guideline (not distributed) for the site — and does not mention knowledge of the City's existing Design Guidelines adopted by the City Council for commercial development.	The Applicant agrees, and will work with the community during the SESP process on the design and placemaking for the project. A draft Placemaking and Amenity Plan will be submitted with revised SEE. Placemaking and Amenity Plan will be updated during SESP process.
89	The Falls Church Village Preservation and Improvement Society	7. Inward Focused: The project as shown is inward focused with little or no exterior activation, providing the appearance that it is an isolated complex not connected to the City. The Mosaic District suffers from this same issue.	The project will be designed so that it is not inwardly focused.
85	The Falls Church Village Preservation and Improvement Society	8. Undcrgrounding Utilities: There is no mention in the SEE of undergrounding all utilities along Haycock and Route 7. That should be minimum requirement that is documented well so there are no overhead utilities on or around this site.	This issue is covered on Sheet C-0407 of the SEE which refers to the NVTA grant.

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	Boards and Commissions (No later than 4/3/19)		Applicant Responses (B&C 4/3/19)
85	The Falls Church Village Preservation and Improvement Society	9. Stormwater: This commercial site appears to be gaining at least 4.5 acres of new hardscape. In a one-inch rain that will produce over 250,000 gallons of new run off. Three to five-inch rainfalls are no longer rare. No mention is made in the document of any commitment to specific storm water management on site.	See the Voluntary Concessions and responses to Staff Comments in regards to storwater. The SWM plan shall be further developed at SESP.
86	The Falls Church Village Preservation and Improvement Society	10. Trees: The City is proud that it has earned its designation of Tree City USA every year for 40 years, more than any other jurisdiction in Virginia. This development is taking out a huge green space in the City and numerous trees. The SEE depicts the commons both as ALL green (page 20)— and then mostly hardseape with 2 patches of grass (pages 21 and 27). Various plan pages show different commitments to trees for the length of the commons. This site can and should be a model for progressive development preparing for climate change. We request that the commons be completely lined with trees and in-planted in the hardscape plaza areas (in addition to the street trees alone the sidewalks on both sides). Irrigation is also needed in planting areas for anything to live urban development projects. Water bibs should be installed on the exterior of all buildings for the surge watering that is needed during drought periods. We'll disagree with the Q&A 20 (on unnumbered page) that hardscape qualifies as public green space. It does not. It does counts as 'open space.' If 100% of the commons were green, it would still only provide 5% public green space, not the 15% expected. We urge that the City have the developer commit to significant specific amount of green space.	The Applicant will work with the community and staff at SESP on the hardscape and landscape design of the pubilcly accessible spaces.
87	The Falls Church Village Preservation and Improvement Society	11. Memorial Trees: There are numerous memorial trees planted on the current school property. We assert that plans should be made to include those along the commons in concert with the schools, Tree Commission, VPIS and the surviving families.	The Applicant has been made aware of this and will study this further during SESP.
88	The Falls Church Village Preservation and Improvement Society	12. Civic Space: The civic-use space is agreed in the SEE to be at subsidized rent but does not established the rate or the percentage subsidiary. or the basis for determining the fill rate for the space. While this is supposed to be a major 'proffer' the benefit of this space is devalued due to vagueness. Non-profits in the arts need greatly subsidized space rental. Since this is supposed to be a value to the community, the SEE should be modified to set a rate calculator — and establish that the use may be changed by a decision of the City.	This is correct. The subsidy has not been established. The Applicant is negotiating with potential tenants and will fullfill its commitment.

Comment Response Matrix
Little City Commons Special Exception Entitlement
Comment Submission Date: April 19

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	Written Staff Comments (Staff Report 3/11/19)		**Applicant Responses (Staff Report 3/11/19)**
1	Uses	Retail frontages should be considered and explored for Haycock and Street A east. This will help activate the site to the east and potentially provide a retail connection to the adjacent commercial development, as well as, attract pedestrians/drivers along Haycock and in adjacent property.	Applicant is skeptical that high quality retail will be successful at this intersection, and is cautious not to force retail in a location where it may not be succcessful. However, Applicant is sensitive to the City's concerns and will ensure that street frontages are active and will pursue retail to the extent feasible. Portions of ground floor amenity space may be able to be developed in a method that would allow conversion to retail should FRIT's neighboring property develop in the future.
2	Uses	Proposed Development Program: Unit Ranges Sheet: A range of 70-120 is shown for Multi-Family (Phase 2), but the proposed number of units is 148 and outside of the range proposed.	Please see updated chart on Sheet 8 of the SEE design package resubmission.
3	Uses	Alternate Plan: The alternate plan related to the senior housing and office locations referenced in the current submission should be provided for City review and input.	Alternative plan is not feasible based upon desired location of office along Route 7.
4	Uses	Phasing and Program Summary Sheet: Proposed Development Plan Program Unit Ranges: This chart notes there is a Phase IB in Block D. This is the only mention of Phase IB. Please clarify phasing.	Applicant may choose to break down the development of for-sale condominiums into Phase 1A and Phase 1B. Both 1A and 1B would be part of Phase 1, but would not happen concurrently to allow for absorption of each.
5	Building Height	Hotel massing/height changed from the RFDP proposal. Current proposal shows taller height (6-stories) for the entire hotel elevation at Block C along school road. Previous proposal shows a step-down that provided a lower height of 3 stories at this elevation adjacent to school. This appears to be a new concept and would warrant greater discussion.	Specific location and massing of hotel to change at SESP in order to address comments from the School Board.
6	Building Height	Based on the shadow study, the proposed building heights adjacent to Commons Grove Plaza will cast shadow over the plaza area all winter. Massing should be studied further to shift away from the Plaza.	Shadow studies have been updated - see Sheets 15-18 of the SEE design package resubmission - to show one option for updated hotel massing, but hotel has not yet been designed. This comment will be taken into account as hotel design begins.
7	Building Height	Building Heights Diagram: Seven stories are indicated under the maximum number of stories allowed per code column. Please explain.	The 7 stories noted in this comment apply to B3, which references part of the senior housing extension. B3 references the part of the senior housing extension which was lowered in height to respect the school's desire for lowered max height approaching the school. See the updated massing diagrams on Sheets 11-12 of the SEE design package resubmission.
8	Parking	Page 12 of SEE booklet: Off street parking tabulation is provided based on ratio ranges for the proposed uses. Per Sec. 48-488(b)(1)d., provide a parking analysis/tabulation based on Zoning Code requirements and include estimated number of parking spaces to be provided and estimated percent reduction (this information may be provided as a range);	The team considered providing a parking count range, but given the range of allowable GSF/use, found the range to be too wide to be helpful at this stage in the entitlement process. As such, the parking ratio method is being used to provide the City with more helpful metrics to determine the amount of parking to be provided. At SESP the final parking counts will be determined.
9	SEE Materials	Disclosure Statement Attachment: Update to have current School Board member composition	Applicant has revised.
10	SEE Materials	Statement of Justification: Consistency with the Planning Area 8 Small Area Plan – Mobility & Accessibility prepared by Nelson Nygaard in 2017 is referenced in the Special Revitalization District for Education and Economic Development. Please update the Statement to include a discussion on this.	Applicant has revised.
11	SEE Materials	Statement of Justification: Pg. 2, states: “Phase Two includes an additional office development planned for 250,000 gross square feet of commercial space.” This number is not consistent with what is shown on pg. 7 of the SEE Application under the “Proposed Phase 2 Development Plan Program Summary” nor the “”Binding Development Plan Program”	Applicant has revised the SOJ and the chart on Sheet 8 of the SEE design package resubmission.

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	Written Staff Comments (Staff Report 3/11/19)		Applicant Responses (Staff Report 3/11/19)
12	SEE Materials	Proposed Structures: Separate multi-family rental apartments and multi-family condominium units and square footages, and break out the civic use from retail square footage.	Applicant has broken out these uses on the chart on Sheet 8 of the SEE design package resubmission.
13	SEE Materials	Transportation and Street Plan: Per Sec. 48-488(b)(2)c.6., show existing and proposed bus and transit facilities.	Bus and transit facilities are indicated on the civil drawings sheet C-0302. Applicant also notes that bike share will be accomodated on site and specific site location will be determined at SESP.
14	SEE Materials	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) The Comprehensive Agreement will have a schedule of dates. 2) Unit count ranges are provided in the Phasing Plan and Program Summary (Sheet 8 of SEE design package resubmission). 3) Applicant shall provide more detail regarding the delivery of parking relative to uses at SESP.
15	SEE Materials	Parking Reduction: Per 48-488(b)(2)e.f., provide a narrative/justification for proposed parking ratios that differ from Sec. 48-1004.	Requested parking ratios that deviate from the City requirement are based on market demand. Parking waiver will be requested at SESP when more accurate parking counts and a shared parking strategy has been determined.
16	SEE Materials	All applicable pages/sheets: The acreage for the economic development site needs to be consistent throughout the SEE booklet. The Identification of Applicant and the Disclosure Statement pages indicate 10.4 and Statement of Justification indicates 10.3.	10.39 acres is the required maximum acreage of the proposed subdivision site area. There was rounding to 10.4 in the written documents. Applicant has added the word "approximate" or "about" when rounding is used and has been as precise as possible whenever possible.
17	SEE Materials	All applicable pages/sheets: Campus site layout and the WFC layout plans do not seem to align, particularly where the two plans meet at Street B. Once coordination and design efforts with the schools are complete, future submissions should reflect agreed upon design.	Coordination is ongoing.
18	SEE Materials	All applicable pages/sheets: Update all notes regarding design/construction of the school drop-off area to reflect the agreement at the Campus Infrastructure meeting held on February 13. Staff's understanding is that the Developer will design, engineer and construct the drop-off area. Please confirm and update plans accordingly.	Applicant has revised.
19	SEE Materials	All applicable pages/sheets: Parcels lines and the related subdivision are under discussions, but final submission materials and plans and the boundary exhibit will ultimately need to reflect the resulting subdivision and acreage.	Coordination is ongoing, and Applicant notes that this will likely be resolved upon SESP, not SEE, due to the ongoing boundary adjustment conversation between Fairfax County and the City of Falls Church.
20	SEE Materials	SEE Checklist: the first half of the checklist is missing.	Applicant has added the first half of the checklist.
21	SEE Materials	Proposed Structures: Ground Floor Use Diagram Sheet: This sheet shows the residential courtyard as a ground floor use however pg. 12 shows entrances to a partial below grade parking garage below the courtyard. Clarify whether the residential courtyard is at grade and can be accessed from the alley and revise pg. 5 as needed.	Applicant has revised Sheets 6 and 7 of the resubmission to show residential lobby and parking at the ground floor and courtyard at the upper floor.
22	SEE Materials	All applicable pages/sheets: Provide page numbers for the application materials and Comments Response Matrix sheets of the SEE booklet so that information may be referenced more effectively; also provide a Table of Content for these sheets as well.	Applicant has revised.
23	SEE Materials	Sheet 7 of SEE Packet: #4 states "narrower 10' wide drive aisles along the Commons". Street sections in SEE shows 11' drive aisles. 10' drive aisles are shown for New Street A.	Applicant has revised to 10'.

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	Written Staff Comments (Staff Report 3/11/19)		Applicant Responses (Staff Report 3/11/19)
24	Comment Response Matrix	Page 4, response #15: states "Placemaking and Amenity Plan to be approved at SEE approval…" Additionally, response #17 and #28 note the Applicant will seek to have the Placemaking and Amenity Plan approved by Site Plan which is inconsistent with what is indicated here. Please clarify when the Placemaking and Amenity Plan will likely be submitted, when it is intended to be approved, and what details it will entail.	Draft Placemaking and Amenity Plan will be submitted with revised SEE. Placemaking and Amenity Plan will be updated during SESP process.
25	Comment Response Matrix	Page 6, response #32: states a minimum of 6'0" clear pedestrian zone will be provided along New Street A. Sheet C-0404 shows 5.5' between planter edge and building face.	The tree pits/landscape strips are all minimum 6' wide and clear sidewalks have been more clearly identified. There are no sidewalks less than 6' clear.
26	Comment Response Matrix	Page 9, response #3: references Alternative Plans and scenarios. This should be provided with next submission for City review and feedback.	By definition, the SEE affords needed flexibility to ensure the success of the development in an ever-changing market. Applicant will provide detail on final development scenarios at SESP.
27	Comment Response Matrix	Page 11, response #12: regarding bus and transit facilities appears to be cut off midsentence.	Bus and transit facilities are indicated on the civil drawings sheet C-0302.
28	Comment Response Matrix	Page 14, response #14: specifics on phasing plan referenced here do not appear to be included in the booklet as stated in the response. See comment 10 above.	The Comprehensive Agreement will have a schedule of dates.
29	Comment Response Matrix	Several responses simply state "will provide or have provided…" or similar language. Please reference specific pages/sheets in your response as to how a staff comment is addressed.	Applicant will note sheets more clearly.
30	Pedestrian and Bike Connections; Open Spaces	Placemaking and Amenity Plan: To determine the appropriate time for submission of this plan referenced in the current submission, staff needs more clarity on what this document will include.	Draft Placemaking and Amenity Plan will be submitted with revised SEE. Placemaking and Amenity Plan will be updated during SESP process.
31	Pedestrian and Bike Connections; Open Spaces	Haycock Road, Page 14: Are there opportunities to add shared use paths or bike lanes along Haycock?	Based upon required lane widths, the current section could be reduced by 4 feet. While this is not enough to provide bike lanes in each direction or parking, the Applicant will study the feasibility of shifting the gutter, sidewalk, and Block A and/or D to the east or creating add'l planting zone/sidewalk.
32	Pedestrian and Bike Connections; Open Spaces	Cycle Track: Once coordination and design efforts with the schools are complete, future submissions should reflect agreed upon design.	Applicant agrees.
33	Pedestrian and Bike Connections; Open Spaces	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.	Draft Placemaking and Amenity Plan will be submitted with revised SEE. Placemaking and Amenity Plan will be updated during SESP process.
34	Pedestrian and Bike Connections; Open Spaces	Café Zones Sheet: The café zones show the proposed amenity zone dining along Commons Drive. Confirm whether there will also be café zones along New Street A and revise the Café Zones sheet as needed.	Applicant has updated café zone sheet (Sheet 26).
35	Pedestrian and Bike Connections; Open Spaces	Café Zones Sheet: This sheet shows two options for the café zones whereas pg. 3 of the Statement of Justification states that "The Applicant has proposed broad and active sidewalks with restaurant café spaces located against the curb and the continuous pedestrian sidewalk located against the storefront of the retail tenant spaces." The Statement of Justification should be revised to be consistent with the flexibility of the specific café zone locations.	Applicant has revised the SOJ to describe the two options.
36	Pedestrian and Bike Connections; Open Spaces	Café Zones Sheet: a mixture of Option A and B amenity/dining areas is proposed within the development. Adopting only one option may make the area look too formulaic. Improvements should alter the streetscape in such a permeant way that it will not constrict the usage of storefront space to future tenants.	Applicant will likely encourage outboard café dining but in special cases will make exceptions for inboard café dining.
37	Pedestrian and Bike Connections; Open Spaces	Open Space and Recreation Diagram Sheet, Page 20: Revise the open space colors to provide more contrast between the different categories of open space.	Applicant has revised Sheet 27.

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38	Pedestrian and Bike Connections; Open Spaces	Conceptual Landscape Master Plan Pages: The proposed bike lanes are not shown. Please make sure the conceptual sheets are consistent with the street sections.	Applicant has revised conceptual landscape Sheets 28, 29, 31, 32 to show proposed bike lanes.
39	Pedestrian and Bike Connections; Open Spaces	The pedestrian connection proposed in Block C should continue across Commons Drive through Block D. The Common's crossing and curb extension on the other side to receive the pedestrian traffic appears to be set up to continue the walkway through the retail but is cut short. Without the connection Block D alley would likely remain isolated and underutilized due to the surrounding residential/office use.	Given the grade differential between the Commons and the alley, this continuation is not possible.
40	Pedestrian and Bike Connections; Open Spaces	Retail along SR7/Haycock – retail orientation currently feels internally focused; should have retail entrances along perimeter to encourage adjacency to neighboring sites.	Applicant is skeptical that high quality retail will be successful at this intersection, and is cautious not to force retail in a location where it may not be succcessful. However, Applicant is sensitive to the City's concerns and will ensure that street frontages are active and will pursue retail to the extent feasible. Portions of ground floor amenity space may be able to be developed in a method that would allow conversion to retail should FRIT's neighboring property develop in the future.
41	Pedestrian and Bike Connections; Open Spaces	The Developer should continue coordination with the campus project team to determine the most efficient and appropriate layout/size for the proposed school drop-off area to maximize the Community Grove Plaza area.	Coordination is ongoing.
42	Transportation Planning	What crosswalk locations will have brick paver crosswalks?	Haycock and Route 7 shall have City-standard brick paver crosswalk design as part of the NVTA grant. See Placemaking and Amenity Plan for the proposed mix of paving styles for the private streets within the project.
43	Transportation Planning	Some of the intersections show crosswalks only being provided on one leg of the intersection. Please show crosswalks being provided on all legs of the intersections.	1) Commons/7 - Due to the proposed alignment, the location of the proposed croswalk is to correspond with the proposed light sequence and lane configuration. We will explore further as we explore the left-turn out of the project site. 2) Mustang Alley and Haycock - Northern crosswalk should be explored as part of VA Tech redevelopment. With the proposed HAWK signal, the southern location is the safest for pedestrian/cyclist crossing. 3) New Street A and Haycock - we will further explore as we develop the full signal plans.
44	Transportation Planning	School arrival and dismissal plan is complicated. Can additional detail be provided?	Please reference the School Hours Site Circulation sheet in the SEE for details regarding access during these hours. The school design build team can also provide additional assumptions, and provided a site logistics plan to the School Board at the School Board Meeting on 3/19.
45	Transportation Planning	Do the High School and MEH have similar arrival/dismissal times?	Yes they arrive on the same buses.
46	Transportation Planning	HAWK signal at Street B and Haycock Road- a full traffic signal may be more appropriate to accommodate pedestrians and vehicle movements.	Applicant will coordinate with VA Tech during their design and approval process to determine if and at which point a full signal would be warranted.
47	Transportation Planning	Intersection and frontage improvements to be funded by NVTA grant need to be further developed, especially at the intersection of Route 7 and Haycock Road.	See NVTA Grant Scope of Work sheet for locations of improvements (Sheet C-0407). Applicant is actively coordinating with City staff regarding design detail.
48	Transportation Planning	The geometry of the intersection of West Broad St & Haycock Road should be tightened.	Based upon required lane widths, the current section could be reduced by 4 feet. While this is not enough to provide bike lanes in each direction or parking, the Applicant will study the feasibility of creating add'l planting zone, increasing sidewalk widths, and/or increased building zone. Alignment with Shreve is also a concern at this stage of design, but the Applicant is continuing to study and seek design solutions.
49	Transportation Planning	Internal streets should have a posted speed limit of no more than 20 mph, considering the number of expected pedestrians and bicyclists.	Applicant agrees.
50	Transportation Planning	Staff recommends that travel lanes be no wider than 10 feet.	To the extent permissable by fire access, Applicant agrees to 10', with the exception of Mustang Alley (11' per the School's request). Note that the one-way streets on the Commons require 20' clear (consisting of drive aisle, bike lane, paved parking lane).
51	Transportation Planning	Per the NACTO Urban Bikeway Design Guide, the desirable two-way cycle track width is 12 feet. City staff recommends widening bike lanes in the cycle track to 6', and maintaining tubular separation and 3' buffer.	While the width of 12ft for a two way cycle track is the desirable dimension per NACTO Urban Bikeway Design Guide, the guide also allows for as narrow as 8ft in constrained conditions. With the ongoing coordination of utilities, existing topography and the existing Northern Virginia Center's building, this portion of Mustang Alley is constrained in its width. Also taking into account the relative short distance of the cycletrack, the applicant designed a 10ft width as a minimum standard.

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52	Transportation Planning	Please provide more information about how people on bikes will get in and out of the two way cycle track, both on the Haycock Road and high school ends of the cycle track.	Intersections will have breaks in the tubular separation (or other built separation type) to allow for ingress and egress out of the cycle track. More details will be provided at SESP.
53	Transportation Planning	Space should be identified for a Capital Bikeshare station on the site. Staff recommends setting aside enough space for a 19 dock station to allow for future expansion. The length of a 19 dock station is 51.67 feet, and the width is 6.06 feet. The space set aside for a Bikeshare station should be a minimum of 55 feet in length and 10 feet in width, to accommodate access space and allow for adequate spacing between the Bikeshare station and other street furniture.	Applicant will accommodate a bike share station on site. The specific location for bike share will be determined as SESP when the site has been further developed in conjunction with more detailed landscape elements design.
54	Transportation Planning	Bicycle racks should be spaced according to the City's Bike Rack Spacing Standards. Bicycle racks provided should match with those recommended in the City's Streetscape Guidelines.	To be further explored at SESP.
55	Transportation Planning	Please show locations of bike racks to be provided.	To be further explored at SESP.
56	Transportation Planning	The TMP should follow the City's standard template, which includes (1) a preamble briefly explaining the benefits of TDM, (2) specific goals for the site (as specified in the Voluntary Concessions), and (3) a table summarizing techniques that will be used to achieve the site specific goals. For each group of site users (site-wide, residential, and office/retail/cinema) techniques should be broken down into four groups: (1) Site Design, Infrastructure and Options, (2) Promotion, Education, and, Incentives, (3) Monitoring and Enforcement, and (4) Adaptive Management.	The TDMP will be developed in concert with SESP.
57	DPW - Attachment 2	Stormwater: For Stormwater management and Erosion and Sediment control, follow all state and local standards. No exceptions to stormwater management or E&S are being requested/granted for this project.	Acknowledged.
58	DPW - Attachment 2	Stormwater: Water Quality – This site qualifies for redevelopment under the Virginia Runoff Reduction method. Remove nutrients (measured as pounds per year of phosphorus) to a level that is less than current conditions. The percentage of reduction is 10% for the existing impervious area and 20% for the increase in impervious area. The devices used for removal of the nutrients include "green" roofs, permeable pavement, infiltration trenches, bio-retention basins / filters, flow across natural open space etc. See Virginia BMP Clearinghouse for acceptable methods. Regarding the use of off-site purchase credits for water quality compliance, the City Ordinance prohibits their use on projects with over 5 acres of disturbed area.	Acknowledged.
59	DPW - Attachment 2	Stormwater: Water Quantity – Site shall meet all state and local requirements for stormwater release from the site. Adequate outfall shall be demonstrated at all outfalls from the site. On-site detention shall be provided as required.	Acknowledged.
60	DPW - Attachment 2	Sanitary Sewer: Final sanitary sewer layout shall be coordinated with the City and the Campus developer.	Acknowledged.
61	DPW - Attachment 2	Lighting: City will review lighting plan upon submission.	Acknowledged.
62	DPW - Attachment 2	Transportation: Provide a Transportation Impact Study for the proposed road network, including signal and stop sign warrant analysis. Pay particular attention to the following: a. Commons Dive intersections b. Intersection of Street B/ Commons Drive and cycle track intersection c. Intersection of SR 7 and Commons Drive d. Intersections of Haycock/ Street A, Haycock/ Street B, and Haycock and SR 7 e. School drop off loop on Street A	The TDMP will be developed in concert with SESP. The TIA has already been commissioned by the City and performed by Gorove Slade. The TIA will be updated at SESP.
63	DPW - Attachment 2	Consider removing the unconventional traffic crossings across Commons Drive at Street A and intersection south of Street A.	Applicant may choose to modify the intersection based upon block dimensions and ultimate plans, but through the SEE, will have the ability to pursue the design as proposed.

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64	DPW - Attachment 2	Provide traffic signal warrants for all signalized intersections including CFC intersections at Haycock Rd/ Street A and Haycock Rd/ Street B.	This will be coordinated at SESP for warranted intersections.
65	DPW - Attachment 2	Address how cars will safely make a left turn on Commons Drive with having to cross the cycle track. Drivers may be used to bike lanes on the right side of the street, causing an unfamiliar situation.	The circulation diagram in the SEE contemplates this movement. Further detail will be provided at SESP.
66	DPW - Attachment 2	We understand the streets have been designed to promote a maximum auto speed of 25 mph. If the speed limit is reduced to 20mph ensure the street alignment and geometric layout is adjusted to promote a maximum speed of 20 mph. We do not recommend reducing the speed limit less than 20 mph.	Applicant agrees with the 20 MPH suggestion for The Commons.
67	DPW - Attachment 2	Ensure stop bars are located and lane widths are such that all expected vehicles can make turns safely without encroaching into the adjacent lanes.	Acknowledged.
68	DPW - Attachment 2	Is there potential for special events that require the event circulation plan to be held during School drop off and pick up hours? If so, provide clarification on how bus loop and the parent drop off loop will function.	The grid of streets will not be closed by the developer M-F during school pick-up and drop-off hours.
69	DPW - Attachment 2	If the goal of the development is to have a pedestrian friendly space (especially on Commons Drive), consider limiting or removing traffic from some of all of the internal road sections and only maintaining access for emergency vehicles and late night deliveries.	It is vital for the success of the retail to have traffic - auto, cyclist, and pedestrian - along storefronts. As such, it is detrimental to remove people in cars from The Commons. It is important to make sure that the design of the street forces cars to behave appropriately within the pedestrian friendly environment.
70	DPW - Attachment 2	WFC and the campus site layout do not meet at Street B. (Previous comment.) Please continue to coordinate with Campus developers.	Applicant will continue to coordinate with the school for the connection to the school portion along Mustang Alley (Street B).
71	DPW - Attachment 2	Provide adequate sight distance for all intersections at the time of site plan.	Acknowledged.
72	DPW - Attachment 2	Be sure to obtain required waivers for signal spacing in VDOT right-of-way. Provide traffic study and signal timing plan for proposed signals with the site plan.	Applicant is actively coordinating with VDOT.
73	DPW - Attachment 2	Provide signage and striping plan with site plan, including guidance for vehicles, bicycles, and pedestrians, especially at unconventional intersections (e.g., Commons Drive and Street A; and Street A and Street B). Be sure to include stop and yield areas between transportation modes.	It is anticipated that a comprehensive signage package will be submitted and approved for the Site during the SESP process.
74	DPW - Attachment 2	Provide traffic impacts at the parent drop-off loop during drop-off and pick-up hours. Staff has concerns about substantial queuing and back-up. Also, clarify the closing of Street B and Street A connections to the School Road to the public vehicular access – will these areas be open for parent drop-off as well? Or will the school road only be open to buses?	Applicant is actively coordinating with both the School Board and the school's design/build team in a bimonthly meeting. Student drop off and pick up is a topic of discussion and coordination. Applicant created a potential design solution of a parking lane that will have no parking during school pick up and school drop off to allow the lane to be used for parents' cars and avoid potential back up. In addition, the site has been designed to promote slower speed driving. If cars choose to cut through the site, they will be forced to drive at pedestrian oriented and safe speeds.
75	DPW - Attachment 2	Please provide the Transportation Demand Management (TDM) study to support the parking range requests.	Applicant shall create a TDMP and parking waivers at SESP.
76	Urban Forestry - Attachment 3	"The Step 1: SEE furthers the objectives of the Comprehensive Plan as follows:"…and "2. Encourage sustainable development…" Please include tree canopy and landscaping in your sustainable development strategies.	Acknowledged.
77	Urban Forestry - Attachment 3	"The Step 1: SEE furthers the objectives of the Special Revitalization District for Education & Economic Development as follows:"…and "2. Promote environmentally-responsible development…" Tree canopy and landscaping form the backbone of green infrastructure and must not be overlooked in your sustainable development and public education strategies.	Acknowledged.
78	Urban Forestry - Attachment 3	"The Step 1: SEE furthers the objectives of the Special Revitalization District for Education & Economic Development as follows:"…and "6. Provide a gateway to the City which instills a sense of place…" Your response, "High-quality design," is not enough to instill a sense of place; the site must reflect being part of Falls Church as distinct from other "high-quality" places. For example, the density of our shade tree canopy is immediately recognizable to visitors and sets us apart from other suburban communities.	The Applicant is submitting a Placemaking and Amenity Plan which outlines our thinking with respect to placemaking on the Site. As we further design efforts through SESP, the Applicant will look to embrace the history of the City of Falls Church as we plan for a successful future development. The Applicant has already begun to meet with the City's relevant experts in order to ensure that the development becomes a special place with history, roots, beauty, and functionality.

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	Written Staff Comments (Staff Report 3/11/19)		Applicant Responses (Staff Report 3/11/19)
79	Urban Forestry - Attachment 3	At least 15% of the site should be dedicated green space. City code for by-right mixed-use developments requires 15% green space, and while this project will be an exception, the intent of exceptions is that they offer more benefits to the community than by-right projects.	In order to maximize land value for the Site, the project has maximized GSF of development. Open space is limited to The Commons. The Commons was purposefully designed to maximize the impact of the open space provided through a large, contiguous open space with activated and passive spaces alike. It is anticipated that most buildings will have their own private green space via elements like courtyards, roof space, etc. One of the City's main goals for this site is to maximize retail square footage, which requires a substantial ground floor presence, regardless of the vertical density above. 15% green space is not achievable while still achieving the myriad other City goals on this Site.
80	Urban Forestry - Attachment 3	Similarly, there should be at least 15% canopy cover on this project within 20 years of completion. National guidelines (since given up in favor of local goal-setting) stated that 15% canopy cover is achievable in central business districts, so 15% should be a minimum for this type of development.	In the re-submitted SEE plan, the Applicant has targeted 15% tree canopy coverage. Applicant has shown how this target could be achieved based on the 20 year tree coverage areas (sf ft) and obtaining native plant species and species diversity bonuses. Applicant will target 15% tree canopy coverage as design continues and will commit to achieve 12-15% tree canopy coverage on Site.
81	Urban Forestry - Attachment 3	In agreement with a Stormwater comment from City staff, please make use of on-site green infrastructure elements, which will also contribute to green space and canopy cover as requested.	Acknowledged.
82	Urban Forestry - Attachment 3	Buildings should step back from the sidewalks above the second floor. Without step-backs, street trees tend to lean toward the street. Step-backs allow development of symmetrical tree crowns, as well as development of outdoor terraces above streets. And building height that is not immediately visible is far less oppressive to pedestrians.	Conditions along Route 7 and Haycock allow for a 20' or greater setback from the curb to the building. This meets or exceeds the requirements stated in the "Streetscape Design Standards for Commercial Streets Falls Church, VA." The Applicant is eager to create the best conditions possible for healthy tree growth within the conditions and allowable setbacks provided. Numerous case studies prove that with the correct tree selection trees can thrive in much narrower street setbacks. Central leaders of street trees can lean for several reasons, including species selection, sections and sun orientation.
83	Urban Forestry - Attachment 3	On all interior and exterior streets, provide streetscapes that encourage both pedestrian passage and pedestrian lingering in addition to any outdoor restaurant seating, as well as including significant and attractive landscaping.	Draft Placemaking and Amenity Plan will be submitted with revised SEE. Placemaking and Amenity Plan will be updated during SESP process.
84	Urban Forestry - Attachment 3	Since this project is a gateway to the city, activating the perimeter streets will be what integrates the site into the city and sets the tone for future developments at Haycock and Broad. Perimeter areas must not be allowed to appear to be the back sides of the space, as at Mosaic. Note that the City's Streetscape Design Standards for Commercial Streets, which applies to Broad and Washington Street business districts and their adjacent side streets, encourage nontypical streetscape design at city entrances: in particular on page 5 'Create Gateways' and page 6 'Flexibility'. Creative solutions to providing an attractive pedestrian streetscape on the perimeter of the West Falls Church project are welcomed.	Agreed. Draft Placemaking and Amenity Plan will be submitted with revised SEE. Placemaking and Amenity Plan will be updated during SESP process.
85	Urban Forestry - Attachment 3	It might be reasonable to include usable and attractive pedestrian streetscapes as part of the Open Space and Recreation section of your plan.	Draft Placemaking and Amenity Plan will be submitted with revised SEE. Placemaking and Amenity Plan will be updated during SESP process.
86	Urban Forestry - Attachment 3	Underground utilities must not be located under landscape planters that will hold trees.	Existing underground utilities may be located under tree planters, and newly undergrounded utilities that may be located under tree planters will be designed in a way that permits healthy street tree growth and maintenance.
87	Urban Forestry - Attachment 3	If any underground utility corridors are added on the north side of 'Street B,' they must be located to allow for a street tree planting area outside the utility corridor, and a planting plan for that side of the road will be necessary.	Applicant will take this into consideration when designing this area through the SESP process.
88	Urban Forestry - Attachment 3	Install landscape irrigation as a back-up in times of drought. Even though LEED points can be gained by not providing irrigation systems, both hand-irrigation and landscape loss are expensive results of this lack of foresight. Can "native species landscaping that does not (ordinarily) need irrigation" qualify for LEED points?	Native landscaping that does not ordinarily require irrigation, only for establishment and times of extreme drought, does qualify for LEED points. Applicant agrees that great landscaped spaces improve the value of the real estate, and our intent is to provide lush landscape. Therefore, the current LEED approach does not restrict the use of irrigation. Applicant is continuing to evaluate whether permanent irrigation will be installed or not.

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89	Attachment 5	In line with the City of Falls Church Affordable Living Policy, a minimum of 6% of units should be proffered as Affordable Dwelling Units (ADUs). This minimum should apply to all home types throughout the development: rental homes, condominiums, and independent senior living homes. The City should also receive a credit for the assisted living facility, to serve low income individuals. ADUs should run for life of the property. Because the supply of one bedroom ADUs in the City is currently sufficient to meet the need, all of the units should be two or more bedroom homes. All homes should be affordable to households with incomes up to 60% of the Area Median Income (AMI). No amenities fees shall be charged to ADU residents. ADU residents shall have all duties, rights, and privileges as all other residents in the development. The City should also accept cash in lieu of ADUs provided the cash reflects the value of the homes. The development should be accessible to individuals with limited mobility as well as to families with strollers and pets.	The affordable housing terms agreed to are spelled out in the Voluntary Concessions, the latest draft includes the following language: "(a) As the Owner and the City agree is consistent with the City of Falls Church Affordable Housing Policy, the Owner will provide affordable dwelling units ("ADUs") in the project equal to six (6) percent of the total number of dwelling units to be included on the Subject Property, including the independent living units associated with the Senior Housing (rounded up to the nearest whole number). The proportion of ADUs for studio, one bedroom, and two bedroom units will follow the same proportionate mix for the market rate units in the project. The average size of each type of ADU shall be no less than 85% of the average size of the market rate units of a similar type. All ADUs will be dispersed throughout the project with the exception of the top floor of each residential building. Parking shall be provided for ADUs at a rate of one (1) space for every two (2) units. If a parking fee is imposed upon market rate tenants, the same parking fee shall apply to ADU tenants. The Owner shall have the right to require the payment of security deposits and other deposits or fees for ADU units that are also charged to market rate units, excluding amenity fees." The Voluntary Concessions document will govern this topic.
90	Attachment 6	The site must be served by two water supply sources in case one side is shut down for service.	The water service will loop around the site in order to be able to shut down portions for service.
91	Attachment 6	All the buildings on the site must meet the fire flow requirements of the Fire Prevention Code. Please provide a preliminary calculation.	Calculation shall be provided at SESP.
92	Attachment 6	The Parcel D proximity to the age restricted building in Block B may cause severe limitations (0 openings permitted) to window openings along the Parcel D/ Parcel E interface and the exterior wall would need to be fire rated.	It is assumed that perpetual easements will be granted to allow windows along the lot lines in question.
93	Attachment 6	The 10' setback to the west of block C allows for a reduced fire rating and as much as 45% openings depending on the type of building.	Acknowledged. Applicant notes this may require an easement.
94	Attachment 6	If street B is not dedicated as a "city street" than a deed restriction would be required saying that it would always be a street.	Acknowledged.
95	Attachment 7	Street Widths must maintain a clearance of 20 feet of width.	Paved area for fire truck access will maintain a clearance of 20' width. Please reference the street sections beginning on Sheet 20 of the SEE design package resubmission for a detailed breakdown of that width.
96	Attachment 7	Hydrant locations must be within 75' of Building FDC's	This will be coordinated at SESP when building design and FDC locations are further developed.
97	Attachment 7	Non-Highrise buildings are expected to have sustainability with generator power to maintain life-safety systems.	All buildings will meet the code requirement to support life safety systems, which requires an alternate power back-up system.
98	Attachment 8	Fairfax Water: Depending upon the configuration of any proposed on-site water mains, additional water main extensions may be necessary to satisfy fire flow requirements and accommodate water quality concerns.	Acknowledged.
99	Attachment 8	Fairfax Water: Please be aware that Fairfax Water operates a 20-inch transmission main through the site along Haycock Road. In accordance with Fairfax Water policy all developer proposed relocations of Fairfax Water transmission mains greater than 16 inches in diameter require the approval of the Fairfax Water Board. If it is determined that the proposed construction requires relocation of this transmission main, the applicant must submit a letter ot the attention of Ms. Jamie Bain Hedges, PE, Director, Planning and Engineering, requesting permission to relocate the existing transmission main. Submission of such a request, if necessary, is recommended as soon as possible to avoid subsequent project delays or rework. Relocation of the transmission main, if approved, will be at the owner's expense. After staff review, the request will be forwarded to the Board for consideration.	Applicant has already met with Fairfax Water to discuss this.
100	Parking Review Comments	Office Parking: The office parking ratio, while lower than the Zoning Ordinance ratio of 2.22/1,000 square feet, does not take into account proximity to Metro and implies that employees are expected to come to the site by auto. The implication is that this base of parking will be used for other purposes when the office is closed, such as residential parking or overflow for high school events. If this is not the case, then ratio should be changed to provide less parking due to transit proximity.	The parking ratio was driven by market feedback. The site is auto-centric today, and tenants will consider that in their decision in present day. We expect our TOD will be successful in lowering the parking requirement, but given the desire for the parking to be used for overflow high school events, community wide events, and music/entertainment events, the additional parking is warranted. Further, the retailers demand a much higher parking need on evenings and weekends, which lends itself to a natural synergy with the office spaces.

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101	Parking Review Comments	Retail Parking: The retail ratio is only slightly below code, which implies some use by employees already at the site, but does not take into account use of Metro or other ways to arrive at the site (walk, bike, bus). One key to the ultimate parking plan is whether the grocery store is a "destination" grocer, such as a Trader Joe's or Mom's Organic, or a replacement for an existing nearby store such as the Giant at the FRIT project across Haycock Road, or the Whole Foods a mile west at the Idylwood Plaza Shopping Center (Falls Church area of Fairfax County). Two stores immediately across from each other suggests one will kill off the other or they need to be different enough in their market that they will compete effectively.	Requested parking ratios that deviate from the City requirement are based on market demand. Parking waiver will be requested at SESP when more accurate parking counts and a shared parking strategy has been determined.
102	Parking Review Comments	Given that the developer is seeking to gain approval of the ratios at the SEE stage, parking waivers, a shared parking study and a very strong TDM Plan will be crucial as SESPs come forward for approval to ensure that the parking program works.	Applicant shall create a TDMP and parking waivers at SESP.
103	Parking Review Comments	The offset intersection at Chestnut Street seems likely to create issues of stacking cars and those wanting to turn into the site even with a right in/right out restriction on Leesburg Pike.	Applicant continues to evalutate this intersection and coordinate with VDOT and Fairfax County. Applicant included alternate intersection design - see Sheets 9 and C0402 - to address this issue.
104	Parking Review Comments	Street A – at 23 feet, the width is akin to a two-way drive aisle in a garage. This width seems tight if delivery vehicles, car share vehicles or fire and rescue equipment need to access or park there. At this dimension, The street parking will need to be closely managed to prevent street blockages.	In keeping with the City's desire to have 10' drive aisles, the street width of Street A is in line with private streets in the development.
105	Parking Review Comments	The garage entrance off School Road is relatively close to the Leesburg Pike entrance to the site, and may have conflicts with school bus movements and cars stacking at this non-signalized point. The remaining garage entrances seem well-spaced and accessible.	Entrance has been requested by the schools and coordinated with the school's team. Applicant can further study at SESP.
106	Considerations for SESP	Staff Review Comments #38-52	Per planning staff's guidance, comments noted as "Considerations for SESP" will be discussed at SESP.

Comment Response Matrix
Little City Commons Special Exception Entitlement
Comment Submission Date: April 19

Please note: These questions/comments and applicant responses are included to show the evolution of the conversation and site plan. Given this evolution, applicant responses with the latest date supercede prior responses.

	Written Staff Comments (Staff Report 2/25/19 Council Meeting)		**Applicant Responses (Staff Report 2/25/19 Council Meeting)**
1	Staff Report	Retail along SR7/Haycock – retail orientation currently feels internally focused; should have retail entrances along perimeter to encourage adjacency to neighboring sites	Applicant is skeptical that high quality retail will be successful at this intersection, and is cautious not to force retail in a location where it may not be succcessful. However, Applicant is sensitive to the City's concerns and will ensure that street frontages are active and will pursue retail to the extent feasible. Portions of ground floor amenity space may be able to be developed in a method that would allow conversion to retail should FRIT's neighboring property develop in the future.
2	Staff Report	Connectivity to VT site during interim – analyze potential interim access locations between the two sites until permanent connection can be made with VT/WMATA redevelopment.	Coordination with VA Tech is ongoing.
3	Staff Report	Retail plan – a retail plan should be provided. Note: a preliminary retail plan may be provided during the SEE while a more refined plan would be provided at SESP.	Retail plan will be provided as part of the CA.
4	Staff Report	Streetscape – is what they're proposing consistent with City streetscape standards?	The public streets are proposed to remain consistent with City standards.
5	Staff Report	Senior housing extension – other options should be provided	If senior housing extension is pulled back, Applicant recommends that the garage be shifted towards the street in keeping with the RFDP submission.
6	Staff Report	Block C – prefer music venue by plaza	Revised Block C submitted as part of re-submitted SEE.
7	Staff Report	Shadow study – keep heights low by school	Revised Block C submitted as part of re-submitted SEE.
8	Staff Report	Garage façade – Give great thought and care to garage façade since it's the entrance to schools.	Applicant agrees.

Comment Response Matrix
Little City Commons Special Exception Entitlement
Comment Submission Date: February 19

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	Verbal Staff Comments (City Council Work Session 2/19/19)		**Verbal Applicant Responses (City Council Work Session 2/19/19)**
1	Council Member	Saw a note that you've reserved the right to change some of the heights? There's a lot of talk about the importance of daylighting the new high school. Worried about the winter shadow from block C, with the hotel specifically.	Our likely hotel is 80-100k SF that will not require the 15 story height. There's also massing and plan manipulations that could accommodate more square footage without relying solely on height.
2	Council Member	Make sure you consider the shadow impacts on the middle school. On the winter solstice shadow at 9 AM it looks shadowed.	Yes, we are focused on respecting the schools with our design. That is the toughest time of year DC-wide, and it is the 5 story garage casting the shadow, not really the higher buildings.
3	Council Member	Ratio of street spaces vs garage spaces?	Approximately 40-50 street spaces among the couple thousand total spaces.
4	Council Member	Where are the retail spaces? People might not want to walk that far from block B.	We're working with Regency on that right now. May add small amounts of retail parking to other blocks if demanded.
5	Council Member	Do you have min and max parking space counts? When would we get that info?	We have suggested pegging ratios and tying those to the mins and maxes of each use. The parking counts would be determined at site plan.
6	Council Member	What are the parking code requirements and actual usage details of similar mixed use projects by transit? This is a request of staff.	Wyatt said interns have done some data gathering that the City can share. Developer noted these types of details would likely be part of TDM study done later as part of site plan.
7	Council Member	Love the separated bike lanes and cycle track. Will the Haycock crossing be a HAWK signal for peds and bikes?	Yes.
8	Council Member	Why is the bike lane on the commons on the non-parked car side?	Cyclists don't have to deal with cars parallel parking and don't have the risk of getting doored. Emergency services have overflow area in case of emergency in this space as well.
9	Council Member	Are there bike lanes on New Street A?	Lots of discussion with the school team to determine best route for students. New Street A has a more significant slope, and it has a lot of loading, and would have to cross Commons Drive. The cycle track of New Street B has access to HAWK crossing and also a safer, continuous riding experience.
10	Council Member	Opportunity for student generated art on the construction fencing?	We haven't had that conversation yet, but we have talked about it and received high interest in it for the garage screening. We can look into it.
11	Council Member	One thing that I didn't see in relation to pedestrian ingress/egress is a connection to VA Tech site next door. There will need to be some access contemplated through that site.	Development team has met with Rushmark and coordination is ongoing. We're also looking past that to the WMATA site and ensuring that connection is top of mind.
12	Council Member	Is there any above ground utilities?	No, we're undergrounding everything internally as well as all underground work contemplated in the NVTA grant.
13	Council Member	Are there streetlights internal to t he development?	Yes
14	Council Member	Have you decided on operators yet for the hotel and the senior living? Will you unveil this information when it is public?	No decision yet. We have a short list of 2-3 on the senior side. We're circling back on the hotel side and looking at 4 brands. Yes, we will make an announcement as soon as possible upon determining partners.
15	Council Member	Majority of your retail is internally facing. Can you do anything to emphasize the Haycock/7 corner?	The garage and the grocer retail are determining the design of block A given the importance of access and function for the grocer. Once we get to retail merchandising for the store, we'll focus on where the grab and go use can activate streetscape.
16	Council Member	Who's designing the streetscape along 7 and Haycock? Who's using the grant money? Crossing Route 7 is really hard – want to make sure we address this.	We're working with the City to understand the scope and will be providing a plan set outlining the work to be done. The development team will be doing the work and using the NVTA funds.
17	Council Member	I don't like the senior housing finger. It intrudes on the street and feels very close to the school. Can you look at other options?	Yes, we used that to get to the minimum square footage for the senior housing building.
18	Council Member	Please update the chair/vice chair on the school board.	
19	Council Member	Student drop off loop note – is the school ok with paying for that?	We discussed this at the last infrastructure coordination meeting. The development team will be paying for it and designing it.
20	Council Member	Question about block C – originally the hotel was arranged differently. Why is this? I would prefer the music venue to be closer to the school, and not the hotel.	This is still in flux.
21	Council Member	Desire to have the corner of Haycock and 7 not be a grocer or a garage. Want something more active on the first floor.	

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	Verbal Staff Comments (City Council Work Session 2/19/19)		Verbal Applicant Responses (City Council Work Session 2/19/19)
22	Council Member	Emphasis on Block B being as low as possible to not shade the school.	
23	Council Member	To me, kiosk sounds like a temporary seasonal thing. Can you change the name to "boulevard retail" or something that sounds permanent?	
24	Council Member	Expectations regarding commitments to anchor retail uses – What's the guarantee it's going to be a grocer? Need to have firm language in there that it won't become another fitness use. Similarly with ground floor retail along Commons Drive – How do we ensure that this gets leased? Don't want to end up with empty spaces.	
25	Council Member	What's the tree canopy percentage? What do we require for residential?	5.5% on the exhibit.
26	Mayor	Share the concerns that the project is inward-facing. Have concerns that there won't be sufficient retail entrances along 7 and Haycock. Desire to have glass, transparency, entrances, and even outdoor seating along 7 and Haycock.	
27	Mayor	Want to line Haycock with retail given FRIT across the street.	
28	Mayor	Grocery store timing? Early?	A lot has to do with the timing of the turnover of the school. We don't need to focus on getting the grocer in early before the rest of the site.
29	Mayor	Want mechanisms to ensure that hotel and office are delivered at the same time as the residential in phase one.	We're working on the language in the CA. Our intention is to have all uses in phase one to deliver in phase one. Financing is our primary concern, but we're working with this with the City attorney.
30	Mayor	Façade ideas?	This will be use-dependent. We think the office will have more glass, and our initial thoughts is that this is primarily a masonry identity. This will be determined at SESP. Want to make sure that there's authenticity and not too much sameness across the site.
31	Mayor	In terms of the civic use, could you elaborate a bit more as to your intentions and commitments?	Our intention is that it is primarily a music venue that can also serve a civic function for large group meetings. Not sure if this would be run through us or the tenant. Another option is that it could flex into event space for the hotel given the proximity of the uses. Dynamic space – civic, event rental, music venue, music school.
32	Mayor	Shared parking – how does that work?	Example of The Wharf where restaurants demand parking on nights/weekends, and the office parking demand is huge during the day. The uses that we've programmed here will feed off of each other and will be synergistic naturally. We're not underparked at all.
33	Mayor	Do you have any concerns about the retail being spread out across the wide promenade?	No, two-sided retail makes the most sense. The kiosks link the two sides. We think this will feel intimate and close. The width of the commons space was carefully calibrated to think of that – we used other successful retail models (Clarendon Commons, Shirlington, Santana Row) to inform the discussion early on. Usable and active in the middle and also serve to connect across. Programming also plays a role.
34	Mayor	Concerns about the garage and the garage façade. Even with the banner. Want to see other innovative ideas to make that fit in. My expectation is a significant upgrade in materials. Real thought and care.	
35	Mayor	We're about to roll out bike share any minute now. Seems like an ideal location for bike share.	
36	Mayor	Has the school board seen the SEE?	Yes.
37	Mayor	Importance of coordinating with VA Tech and WMATA. Connectivity to the metro is very important. Is there an interim use scenario?	We have started conversations with Rushmark and WMATA. The current timeline is that the larger redevelopment will all be happening concurrently, but we will definitely coordinate if that does not come to fruition.
38	Mayor	Will all boards and commissions review together?	No, but boards and commissions with similar interests will be grouped into the same meetings.

Comment Response Matrix
Little City Commons Special Exception Entitlement
Comment Submission Date: January 28

Please note: These questions/comments and applicant responses are included to show the evolution of the conversation and site plan. Given this evolution, applicant responses with the latest date supercede prior responses.

	Written Staff Comments (Post Pre-Submission Meeting 1/28/19)		**Applicant Responses (Post Pre-Submission Meeting 1/28/19)**
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.
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.
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. Any alternative scenario would be fully detailed if it were selected to move forward with for purposes of Site Plan. Applicant notes that the anticipated building use and layout scenario of the B2 block has no material change from the RFDP submission. Refer to the Appendix exhibit titled "Ground Level Land Use Plan".
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, not in the SEE.
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".
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.
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.
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 will include a shadow study for the buildings adjacent to the school.

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	Written Staff Comments (Post Pre-Submission Meeting 1/28/19)		Applicant Responses (Post Pre-Submission Meeting 1/28/19)
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 will provide; 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 open-air, and as such a majority of the facade needs to be open for air venting purposes. Applicant will work with the City at Site Plan to ensure sufficient visual interest.
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.
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.
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
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.
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) The CA will include a schedule of dates; 2) Applicant will provide ranges; 3) Understood. Applicant will add a sheet to the SEE that provides additional phasing information as well as notes regarding interim conditions.
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 Site Plan. Applicant will add notes justifying the waiver.
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 we expect that they adjust/amend their Site Plan.
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.
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.
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.	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.

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	Written Staff Comments (Post Pre-Submission Meeting 1/28/19)		Applicant Responses (Post Pre-Submission Meeting 1/28/19)
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.
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.
22	Considerations for SESP	Review Streetscape Design Standards for Commercial Streets for streetscape along Haycock Road, Route 7, and New Street B.	Applicant will do so.
23	Considerations 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.
24	Considerations 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.
25	Considerations for SESP	Consider landscaping around the garage entrance on School Road West	Applicant will consider.
26	Considerations for SESP	Will the transformers shown above ground be screened from view?	Transformers will be generally screened to a typical level.
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.
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 owned and operated by FCGP and serve as a central element to the success of the overall development. FCGP is open to sharing this valuable amenity, but in order to minimize risk, FCGP reserves approval rights regarding event type, time, and other relevant details.
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.
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.
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.

Comment Response Matrix
Little City Commons Special Exception Entitlement
Comment Submission Date: January 23

Please note: These questions/comments and applicant responses are included to show the evolution of the conversation and site plan. Given this evolution, applicant responses with the latest date supercede prior responses.

	Verbal Staff Questions/Comments (Pre-Submission Meeting 1/23/19)		Applicant Responses (Pre-Submission Meeting 1/23/19)
1	City Mgmt	Speak a little bit about the office and senior building in Phase 1. What is the current thinking?	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.
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.
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.
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.
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.
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.
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.
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.
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.

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	Verbal Staff Questions/Comments (Pre-Submission Meeting 1/23/19)		Applicant Responses (Pre-Submission Meeting 1/23/19)
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 come May.
11	Planning	Please add a note regarding TDM to come later onto the parking sheet.	Applicant will add the note.
12	Planning	Can you provide an overview of how the utilities are working?	WLP provided a verbal summary.
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.
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.
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.
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 deck, which cannot structurally support a sportsplex use on the top level. 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.
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.
18	Planning	Are the bike lanes on Commons Drive one way?	Yes.
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.
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.
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.
22	CPEDS	Will the intersection at Main & Main be tabletopped? Will there be 4 stop signs?	It is assumed that it will be tabletopped and that there will be 6 stop signs. Refer to "Transportation and Street Plan" sheet in the SEE.
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.
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.
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.

Please note: These questions/comments and applicant responses are included to show the evolution of the conversation and site plan. Given this evolution, applicant responses with the latest date supercede prior responses.

	Verbal Staff Questions/Comments (Pre-Submission Meeting 1/23/19)		Applicant Responses (Pre-Submission Meeting 1/23/19)
26	CPEDS	What is the limit on Assisted Living?	Applicant has agreed to 60% Independent Living as a minimum in the senior housing building.
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.
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.
29	CPEDS	Where are the projects that the landscape character images are from?	Applicant will caption the images with locations.
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.
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.
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.
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.
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.
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.
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.
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.
38	FCCPS	Can you add a streetsection for the garage side of School Rd?	Applicant will add this streetsection.
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.
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.
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.
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.
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.
	APPLICANT QUESTIONS		

Please note: These questions/comments and applicant responses are included to show the evolution of the conversation and site plan. Given this evolution, applicant responses with the latest date supercede prior responses.

	Verbal Staff Questions/Comments (Pre-Submission Meeting 1/23/19)		Applicant Responses (Pre-Submission Meeting 1/23/19)
	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.
	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.

Submitted By:

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(301)-812-4785

Master Planner:

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1300 Spring Street, Suite 400
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Landscape Design:

LandDesign
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Alexandria Virginia
(703)-549-7784

Civil Engineer:

Walter L. Phillips, INC.
207 Park Avenue
Falls Church, Virginia 22046
(703) 532-6163

Initial Submission: February 4th, 2019

1st Resubmission: April 19th, 2019

2nd Resubmission: June 7th, 2019

FALLS CHURCH GATEWAY PARTNERS DEVELOPMENT LLC (FCGP DEVELOPMENT LLC)

WEST FALLS CHURCH ECONOMIC DEVELOPMENT PROJECT

SPECIAL EXCEPTION ENTITLEMENT APPLICATION: RESUBMISSION

CITY OF FALLS CHURCH, VIRGINIA

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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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SEE Checklist

	Special Exception Entitlement Application Requirements — Code Section 48-488B(1)-(2)
	Checklist Item
1	Planning Division Application Form
2	Planning Division Disclosure Form, signed and notarized.
3	Site of five (5) acres or more.
4	Density in the "Special Revitalization District for Education and Economic Development" will not be limited, per se, but approved densities will be consistent with guidance in the City's Comprehensive Plan.
5	Office, Hotel, Retail, and Multifamily Residential uses may be permitted where the city council finds that 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.
6	Building heights and massing should vary over the site, be compatible with adjacent schools or other uses and allow for higher building heights adjacent to arterial roads and nearby commercial development, up to a maximum height of fifteen (15) stories, not including mechanical penthouses. Penthouses may exceed the height limits provided they are set back from the building edge a distance equal to their height
7	Minimum parking requirements may be reduced or modified (Sec. 48-970), provide for shared parking arrangements (Sec. 48-971) and off-site parking agreements (Sec. 48-972). Additional reductions may be approved for provision of exemplary non-motorized vehicular options or other transportation demand management elements. Above ground structured parking must be wrapped or otherwise screened from view.
8	Statement of justification regarding conformance with goals of the "Special Revitalization District for Education and Economic Development", the Comprehensive Plan, Future Land Use Plan Map, and any site-specific studies.
9	Current aerial photograph of the site with surrounding uses within a distance of 400 feet of the site boundary to show context.
10.	Plot and location plan(s) at 1" = 20' scale (unless an alternate scale is approved by the city) showing:

	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-0402**
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	**4-8,13,19**
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.	**8**
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)	**27**
10h	Adjacent roadway median strips and existing and proposed median openings for vehicular access	**C-0403**
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	**28-34**
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.	**8**

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

June 7th, 2019

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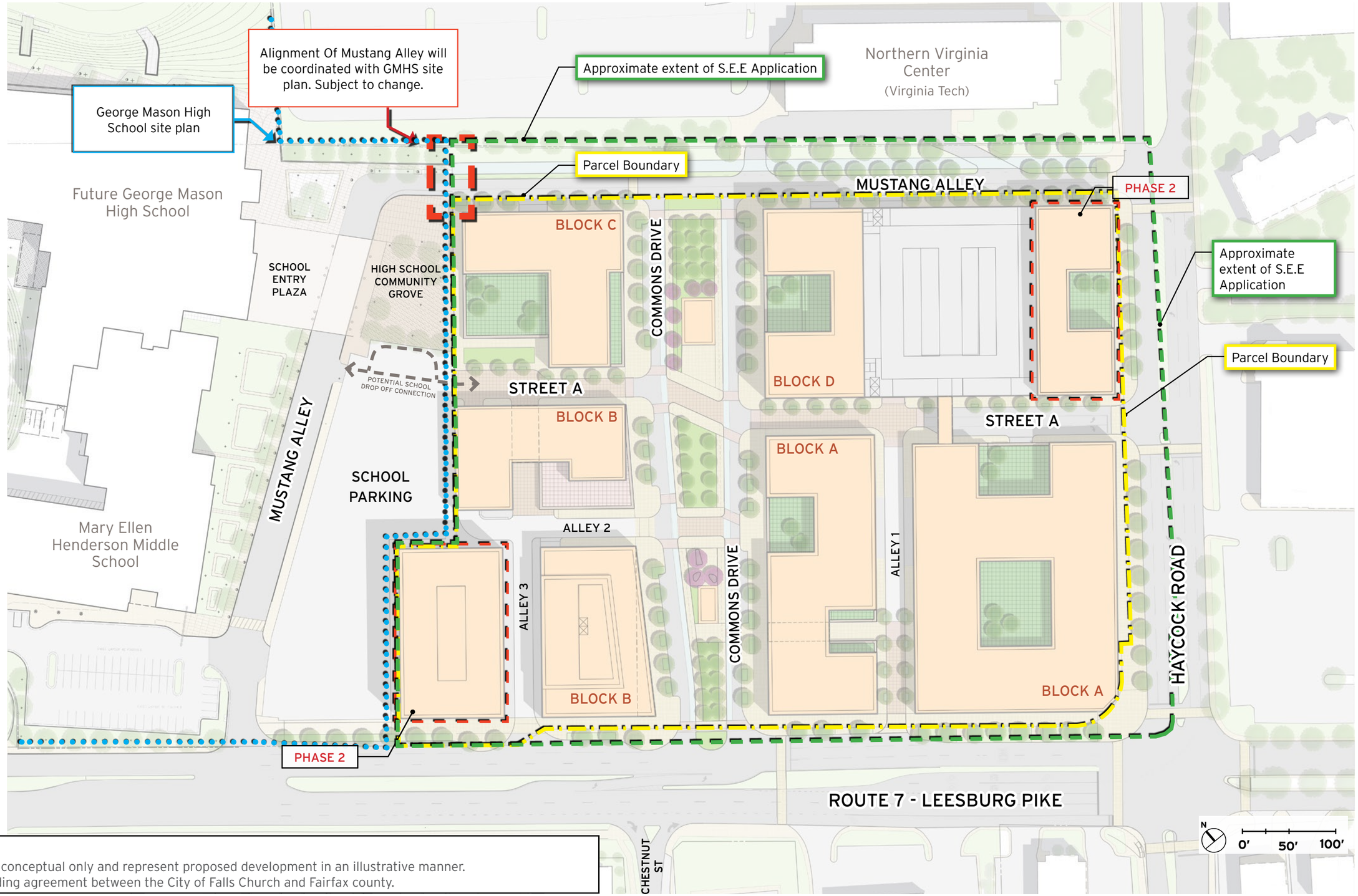
TORTI GALLAS + PARTNERS

FALLS CHURCH GATEWAY PARTNERS DEVELOPMENT LLC
CIVIL ENGINEERING: **WALTER L PHILLIPS, INC.**
LANDSCAPE DESIGN: **LANDDESIGN**

Illustrative Site Plan

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



NOTES:
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2. Parcel boundary pending agreement between the City of Falls Church and Fairfax county.

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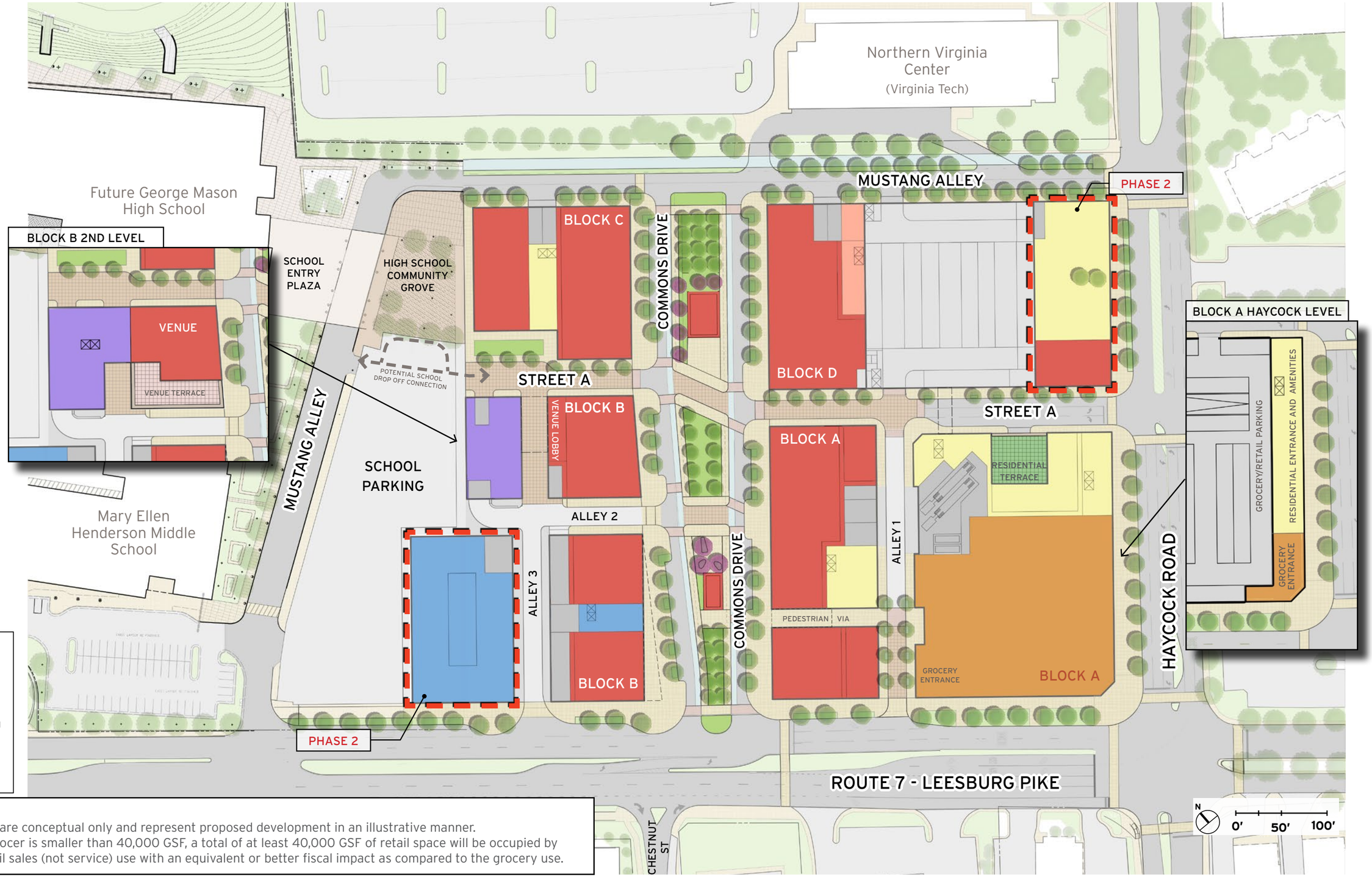
CIVIL ENGINEERING: **WALTER L PHILLIPS, INC.**
LANDSCAPE DESIGN: **LANDDESIGN**

Annotated Illustrative Site Plan

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



Legend

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

NOTES:

1. The SEE drawings are conceptual only and represent proposed development in an illustrative manner.
2. If the proposed grocer is smaller than 40,000 GSF, a total of at least 40,000 GSF of retail space will be occupied by grocer and/or a retail sales (not service) use with an equivalent or better fiscal impact as compared to the grocery use.

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LANDSCAPE DESIGN: **LANDDESIGN**

Proposed Structures: Ground Floor Use Diagram

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

Legend

- Office
- Retail
- Residential
- Senior Housing
- Hotel

NOTES:

1. The SEE drawings are conceptual only and represent proposed development in an illustrative manner.
2. Specific location and massing of hotel to change at SESP in order to address comments from school board.

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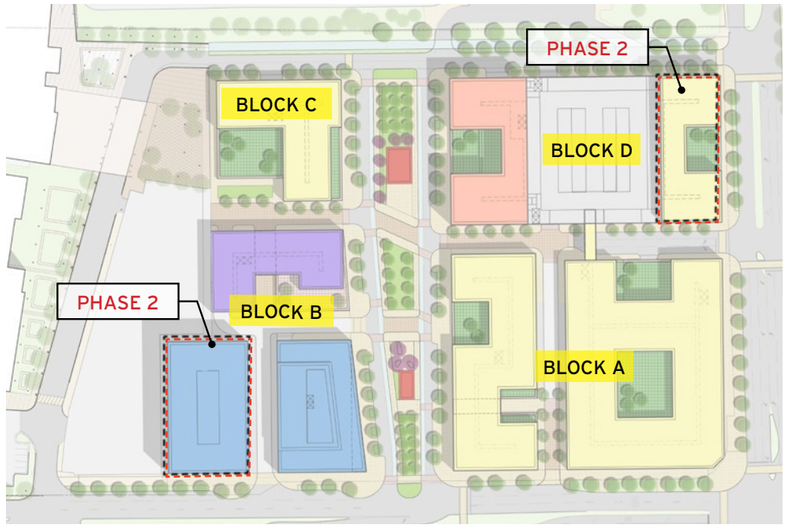
LANDSCAPE DESIGN: **LANDDESIGN**

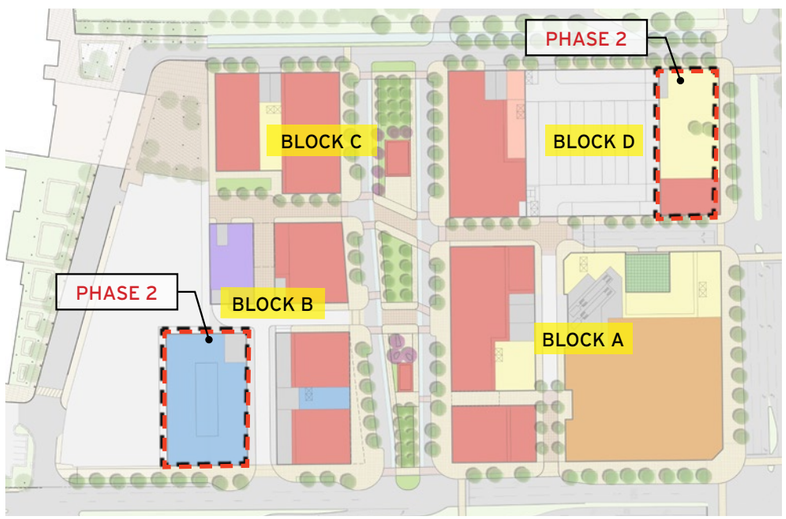
Proposed Structures: Upper Floors Use Diagram

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

Upper Floor Land Use



Ground Floor Land Use



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

Phasing and Program Summary

Proposed Development Plan Program

Use	Block A	Block B	Block C	Block D	Per Use Totals
Retail	25,600	22,000	13,200	**22,600**	83,400
Grocery	40,000				40,000
Civic		12,000	8,000		20,000
Hotel			85,000		85,000
Office		**330,000**			330,000
Multi-family Rental	275,000				275,000
TBD Multi-family Rental Micro or Condominium		100,000			100,000
Condominium	175,000			**148,600**	323,600
Senior Housing				225,000	225,000
Per Block Totals	515,600	464,000	106,200	396,200	1,482,000

Note: Numbers that include Phase 2 elements are bolded

Proposed Development Plan Program - Phased

Use	Phase 1	Phase 2	Per Use Totals
Retail	77,000	6,400	83,400
Grocery	40,000	-	40,000
Civic	20,000	-	20,000
Hotel	85,000	-	85,000
Office	130,000	200,000	330,000
Multi-family Rental	275,000	-	275,000
TBD Multi-family Rental Micro or Condominium	100,000	-	100,000
Condominium	175,000	148,600	323,600
Senior Housing	225,000	-	225,000
Total	1,127,000	355,000	1,482,000

Proposed Development Plan Program: Unit Ranges

Type	Proposed GSF	Approx. Avg GSF / Unit	Proposed Unit Count	Proposed Unit Count Range: Low End	Proposed Unit Count Range: High End
Block A					
Multi-Family Rental	275,000	950	290	275	375
Condominium (Phase 1)	175,000	1,250	140	75	175
Block B					
Hotel	85,000	N/A	150	100	250
Block C					
Multi-Family Rental Micro	100,000	750	134	125	200
Block D					
Senior Housing	225,000	N/A	225	150	250
Condominium (Phase 2)	148,600	1,000	149	70	175
TOTAL	**1,008,600**		**1,088**	**795**	**1,425**

Binding Development Plan Program

Phase 1 Use	Min GSF	Max GSF
Retail	100,000	None
Civic	20,000	None
Office	125,000	None
Condominium	None	275,000
Multi-Family Rental	None	275,000
Additional Residential Density*	None	100,000
Senior Housing	125,000	225,000
Hotel	80,000	200,000
Phase 2 Use	**Min GSF**	**Max GSF**
Retail	None	None
Office	None	None
Condominium	None	148,600
TOTAL Use	**Min GSF**	**Max GSF**
Retail	100,000	None
Civic	20,000	None
Office	125,000	None
Condominium	None	423,600
Multi-Family Rental	None	275,000
Additional Residential Density*	None	100,000
Senior Housing	125,000	225,000
Hotel	80,000	200,000
	450,000	Sum N/A

NOTES:

1. The "Proposed Development Plan Program" is conceptual in nature and is 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. If the proposed grocer is smaller than 40,000 GSF, a total of at least 40,000 GSF of retail space will be occupied by grocer and/or a retail sales (not service) use with an equivalent or better fiscal impact as compared to the grocery use.
3. If the SF of condominiums is reduced from 275,000 GSF, a corresponding amount of additional GSF of up to 100,000 GSF of apartments may be created, but only as micro units as defined in the IA. This will result in an increase in total unit count but not an increase in GSF.
4. If, in accordance with the Interim Agreement, the Applicant chooses to convert up to 100K GSF of condominiums to micro rental units, the unit sizes would be reduced to an average maximum of 675 NRSF for 1BR units and 500 NRSF for studios. This will result in an increase in total unit count but not an increase in GSF.
5. Applicant reserves the flexibility to shift GSF from block to block.
6. Multifamily buildings designated as condominium may become rental, and vice versa, so long as the GSF maximums are respected.
7. Average unit sizes and unit counts are conceptual in nature and subject to change at SESP.

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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.

NOTES:

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2. Owner is permitted to use Phase 2 land for parking, landscaping or similar use, and construction staging during Phase 1 construction and stabilization

June 7th, 2019

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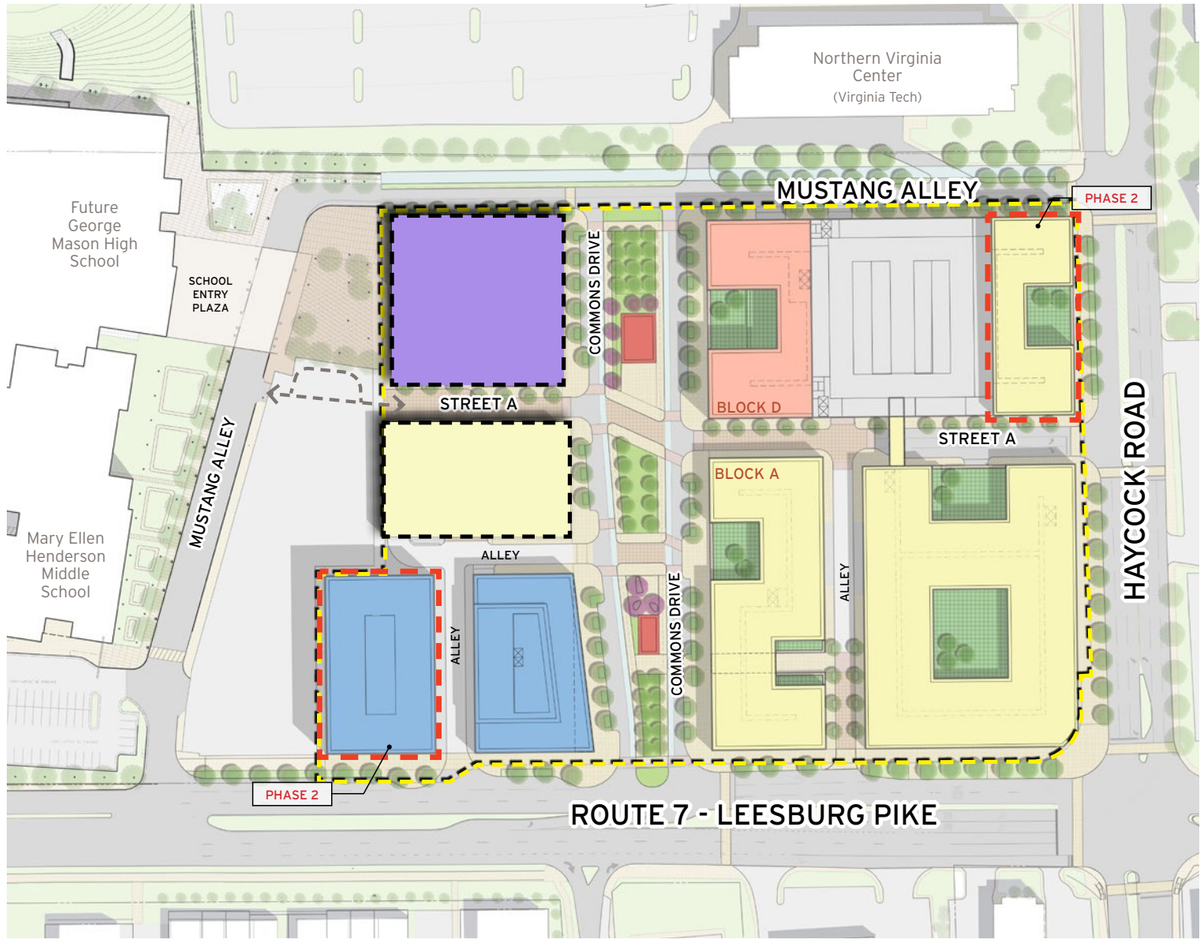
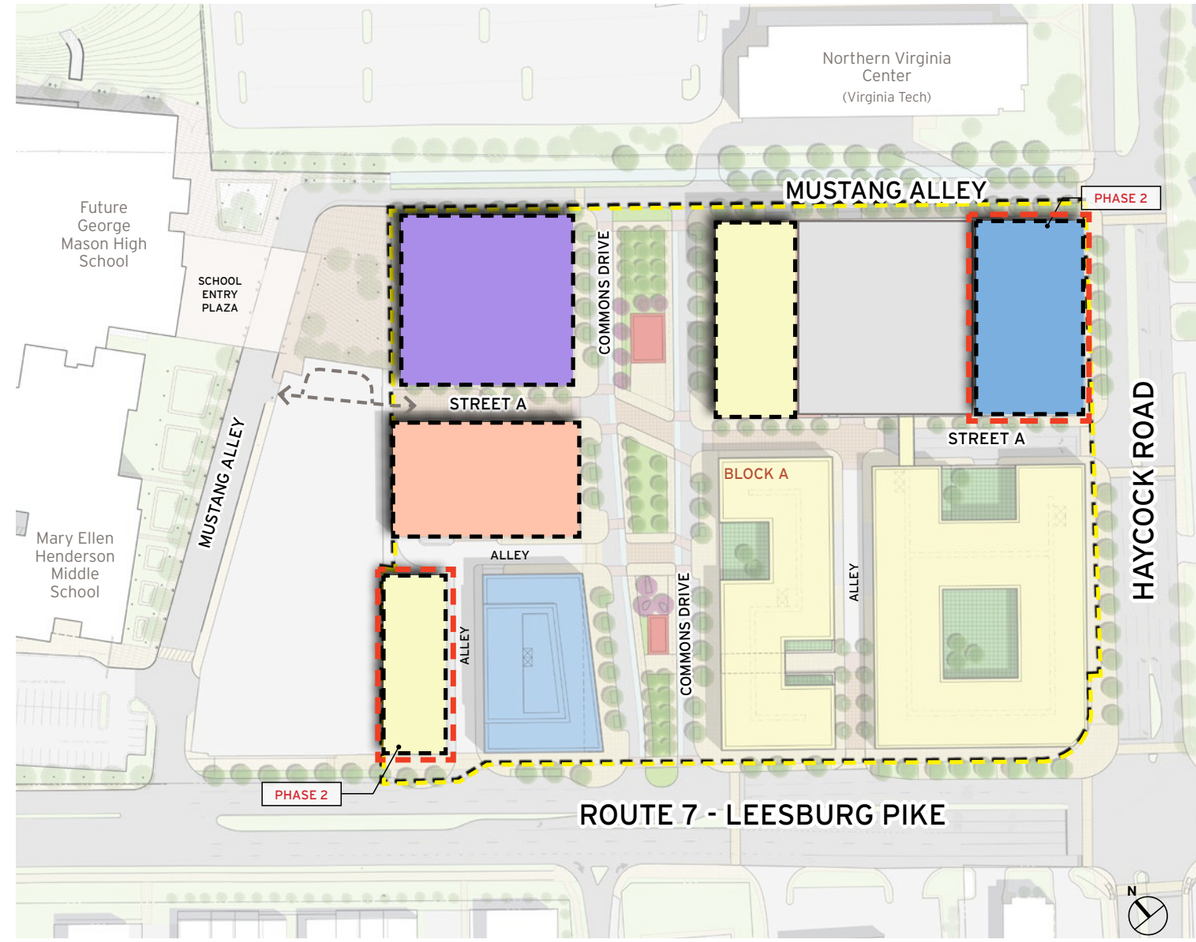
CIVIL ENGINEERING: **WALTER L PHILLIPS, INC.**
LANDSCAPE DESIGN: **LANDDESIGN**

Phase 1 Interim Plan

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



Alternate Land Use Scenario 1



Alternate Land Use Scenario 2

Legend

- Office
- Retail
- Residential
- Senior Housing
- Hotel

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June 7th, 2019

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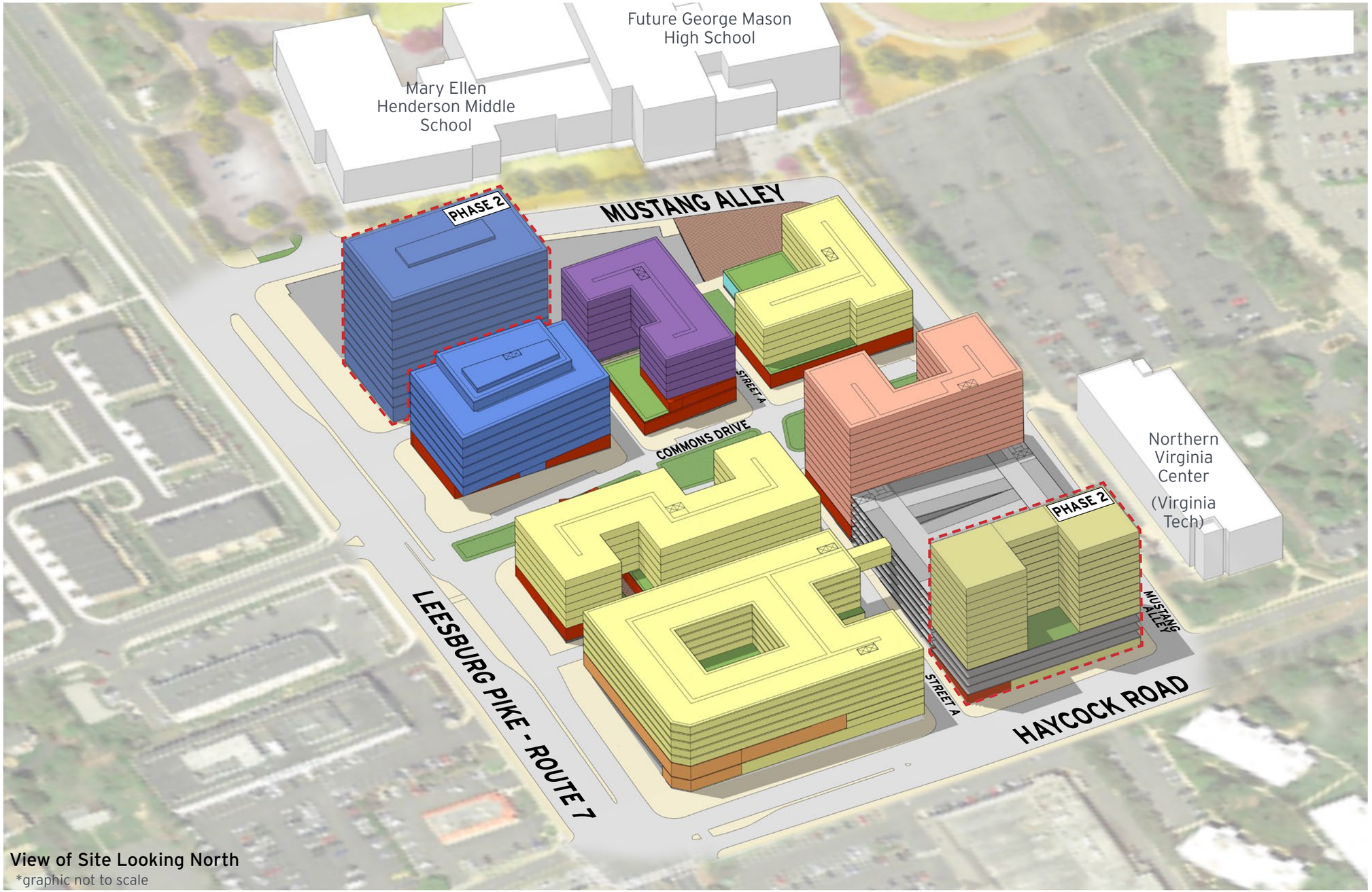
CIVIL ENGINEERING: **WALTER L PHILLIPS, INC.**
LANDSCAPE DESIGN: **LANDDESIGN**

Alternate Plan Concept

WEST FALLS CHURCH ECONOMIC DEVELOPMENT PROJECT: SEE APPLICATION

CITY OF FALLS CHURCH, VIRGINIA



View of Site Looking North
*graphic not to scale

NOTES:
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2. Context massing is approximate.

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

June 7th, 2019

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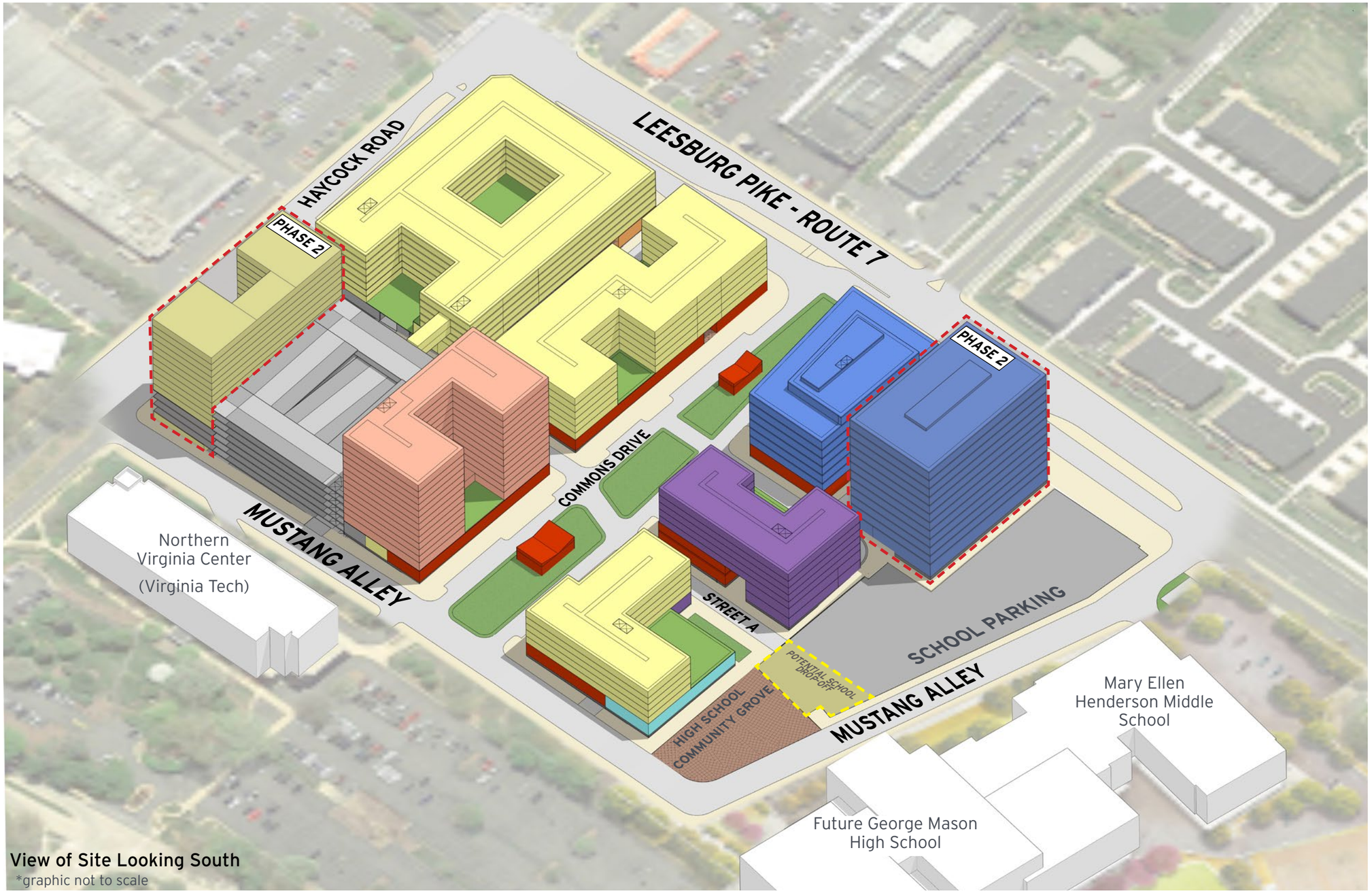
FALLS CHURCH GATEWAY PARTNERS DEVELOPMENT LLC
CIVIL ENGINEERING: **WALTER L PHILLIPS, INC.**
LANDSCAPE DESIGN: **LANDDESIGN**

Massing Diagram: View 1



View of Site Looking South
*graphic not to scale

NOTES:
1. The SEE drawings are conceptual only and represent proposed development in a conceptual manner.
2. Context massing is approximate.

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

June 7th, 2019

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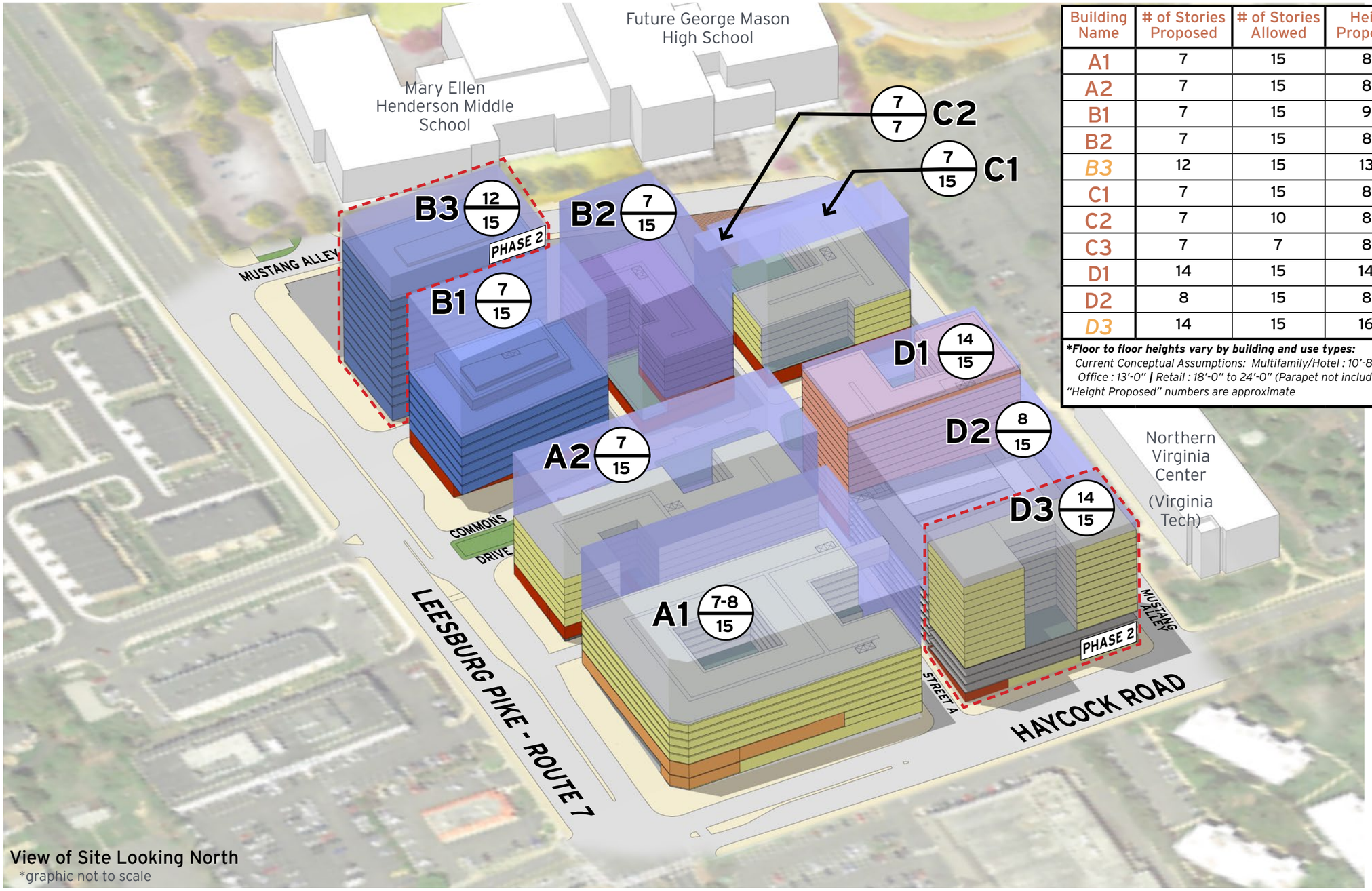
CIVIL ENGINEERING: **WALTER L PHILLIPS, INC.**
LANDSCAPE DESIGN: **LANDDESIGN**

Massing Diagram: View 2

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



View of Site Looking North
*graphic not to scale

Building Name	# of Stories Proposed	# of Stories Allowed	Height Proposed*	Height Allowed*
A1	7	15	89'	174'
A2	7	15	82'	167'
B1	7	15	96'	195'
B2	7	15	89'	174'
B3	12	15	135'	167'
C1	7	15	82'	167'
C2	7	10	82'	114'
C3	7	7	82'	82'
D1	14	15	148'	158'
D2	8	15	85'	160'
D3	14	15	164'	174'

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

NOTES:
1. Applicant may adjust building height during SESP process not to exceed height allowed as shown on this image.
2. Specific location and massing of hotel to change at SESP in order to address comments from School Board.

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

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

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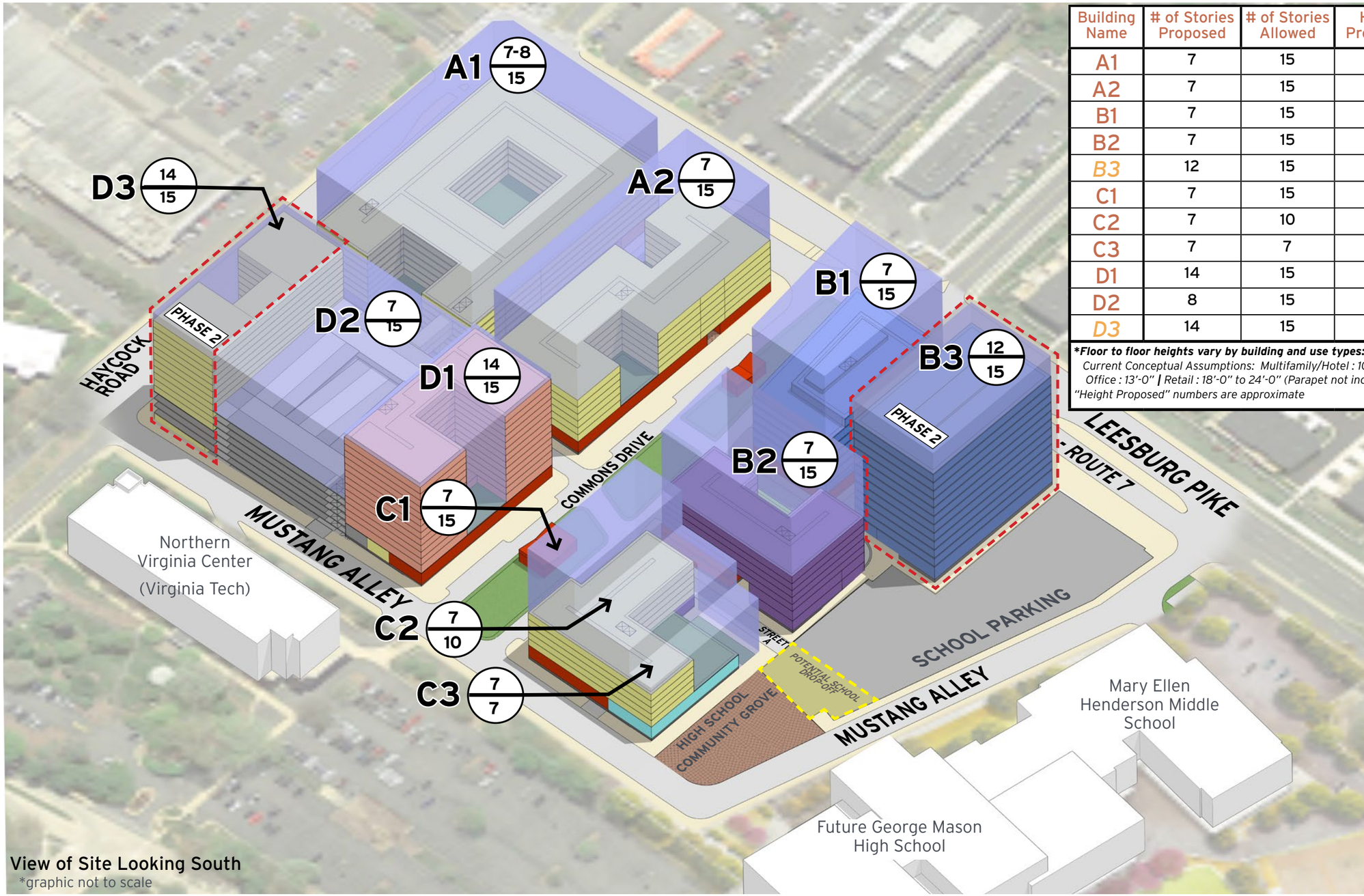
LANDSCAPE DESIGN: **LANDDESIGN**

Building Heights Diagram: View 1

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



View of Site Looking South
*graphic not to scale

Building Name	# of Stories Proposed	# of Stories Allowed	Height Proposed*	Height Allowed*
A1	7	15	89'	174'
A2	7	15	82'	167'
B1	7	15	96'	195'
B2	7	15	89'	174'
B3	12	15	135'	167'
C1	7	15	82'	167'
C2	7	10	82'	114'
C3	7	7	82'	82'
D1	14	15	148'	158'
D2	8	15	85'	160'
D3	14	15	164'	174'

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

NOTES:
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2. Specific location and massing of hotel to change at SESP in order to address comments from School Board.

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

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

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LANDSCAPE DESIGN: **LANDDESIGN**

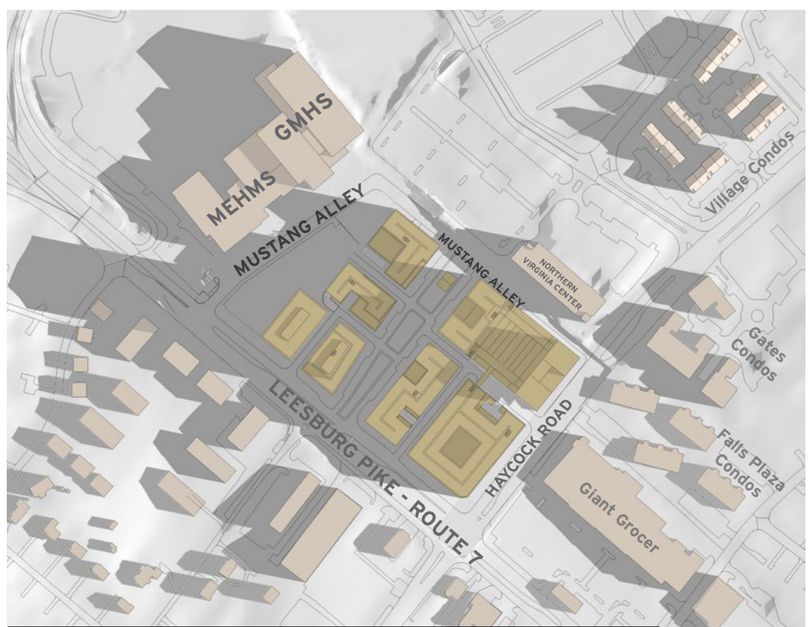
Building Heights Diagram: View 2

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

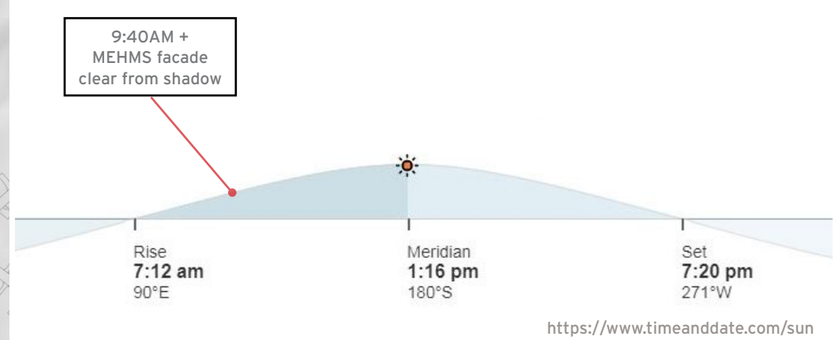
10:00 AM

12:00 PM

3:00 PM



8:00 AM



Spring Equinox (March 21)
Eastern Daylight Time

5:00 PM

NOTES:
1. Context building heights are approximate.
2. Graphics are not to scale.
3. GMHS facade is clear from site shadow's on this date.

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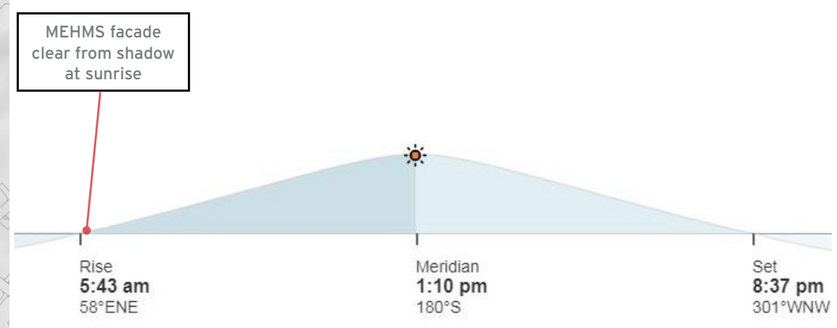
LANDSCAPE DESIGN: **LANDDESIGN**

Site Shadow Studies

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



https://www.timeanddate.com/sun

Summer Solstice (June 21)

Eastern Daylight Time

NOTES:
1. Context building heights are approximate.
2. Graphics are not to scale.
3. GMHS & MEHMS facades are clear from site shadow's on this date.

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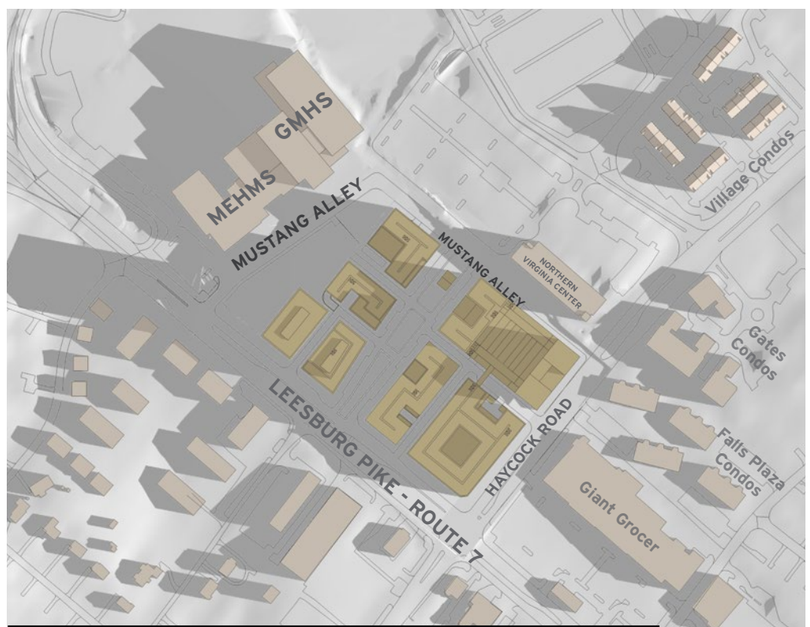
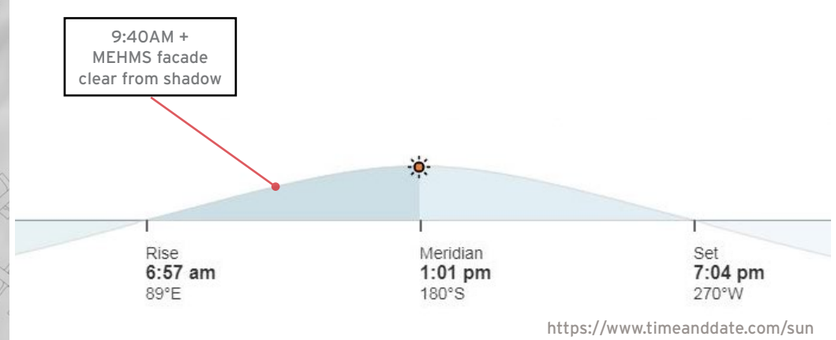
LANDSCAPE DESIGN: **LANDDESIGN**

Site Shadow Studies

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





Autumnal Equinox (Sept. 23)
Eastern Daylight Time

NOTES:
1. Context building heights are approximate.
2. Graphics are not to scale.
3. GMHS facade is clear from site shadow's on this date.

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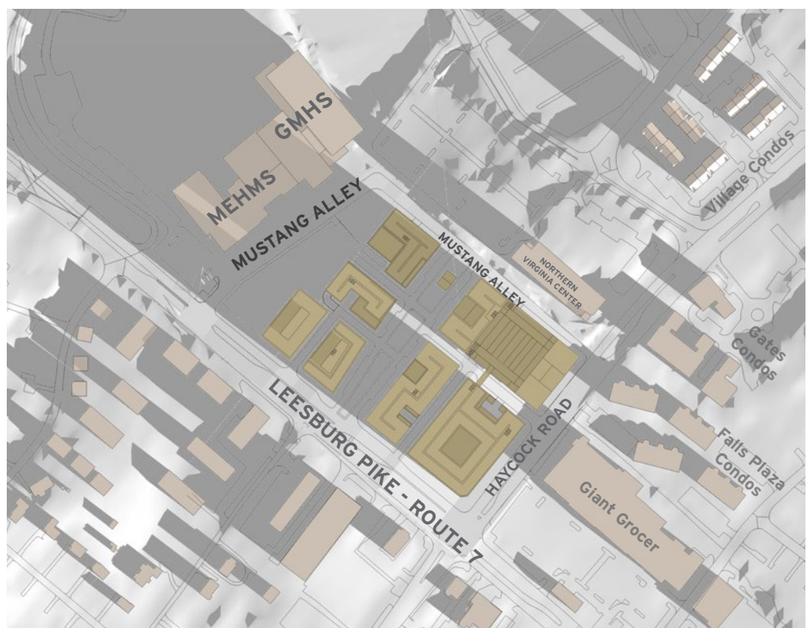
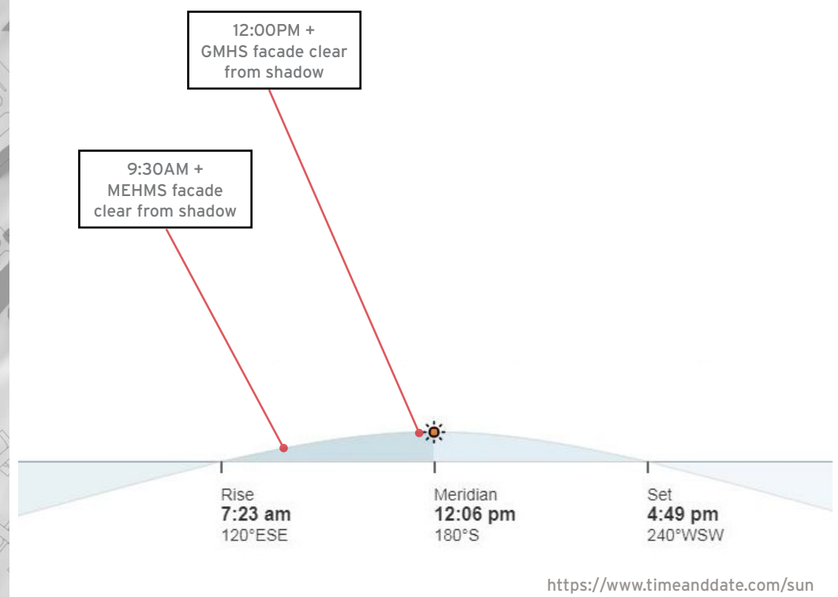
LANDSCAPE DESIGN: **LANDDESIGN**

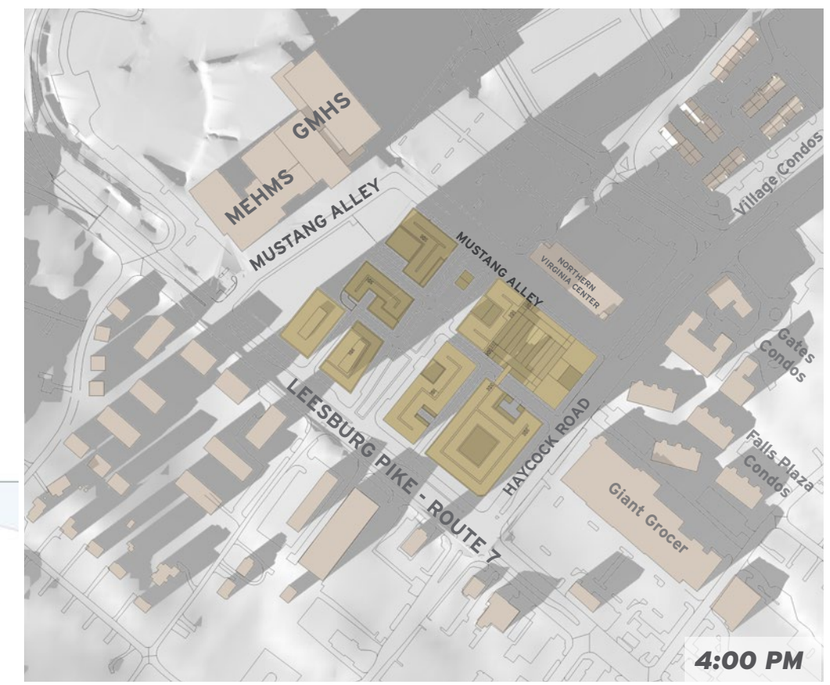
Site Shadow Studies

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





Winter Solstice (Dec 21)
Eastern Standard Time



NOTES:
1. Context building heights are approximate.
2. Graphics are not to scale.

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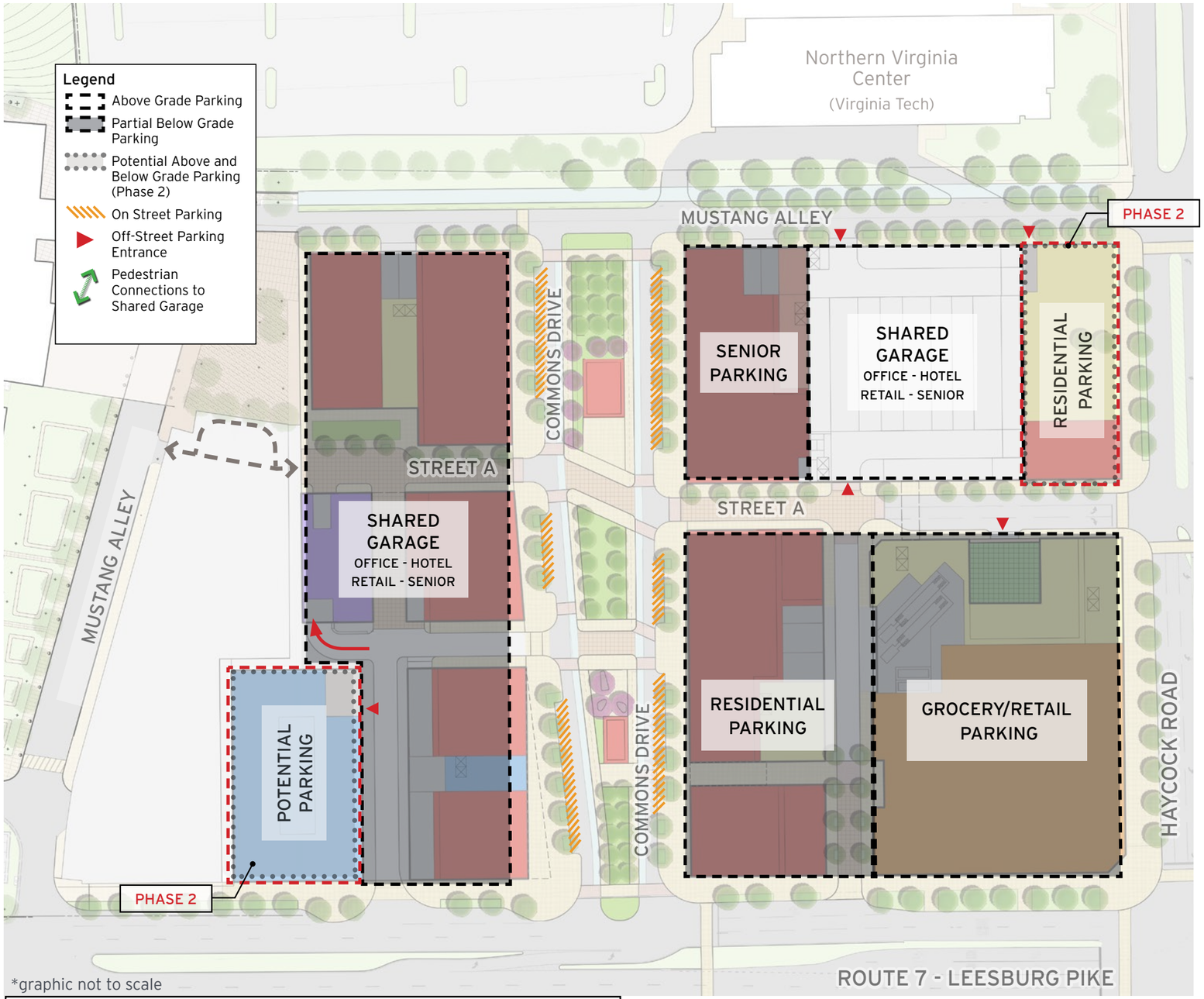
LANDSCAPE DESIGN: **LANDDESIGN**

Site Shadow Studies

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



*graphic not to scale

NOTES:
1. The potential for one sided on-street parking along Street A 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

Parking Requirement Comparison

Use	Minimum Parking Ratios	Maximum Parking Ratios
Phase 1 Office	(*Office*) 1 space per 450sf (2.22 per 1,000sf)	1 per 333.33 sf (3 spaces per 1,000 sf)
Phase 2 Office	1 per 666.66 sf (1.5 spaces per 1,000 sf)	1 per 333.33 sf (3 spaces per 1,000 sf)
Phase 1 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)
Phase 2 Retail	1 per 500 sf (2 spaces per 1000 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 1000 sf)	1 Per 200 sf (5 Spaces per 1,000 sf)
Multi-Family Housing (Apartments)	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 per unit	
Multifamily (Micro Units)	.5 per unit	
Senior Housing	.33 Spaces per unit	
Hotel	.16 Spaces guestrooms	*(Hotel and Motel)* 1 Per guestroom, plus 1 employee space for per ten guestrooms

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 SESP 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 SESP. Shared parking information will be analyzed and provided at SESP.

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

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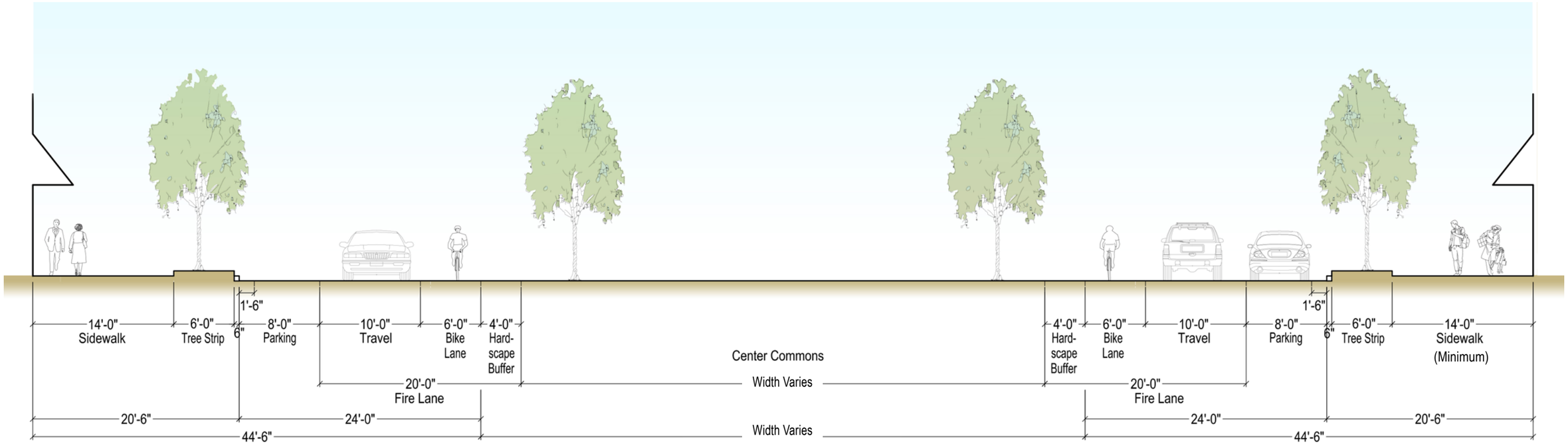
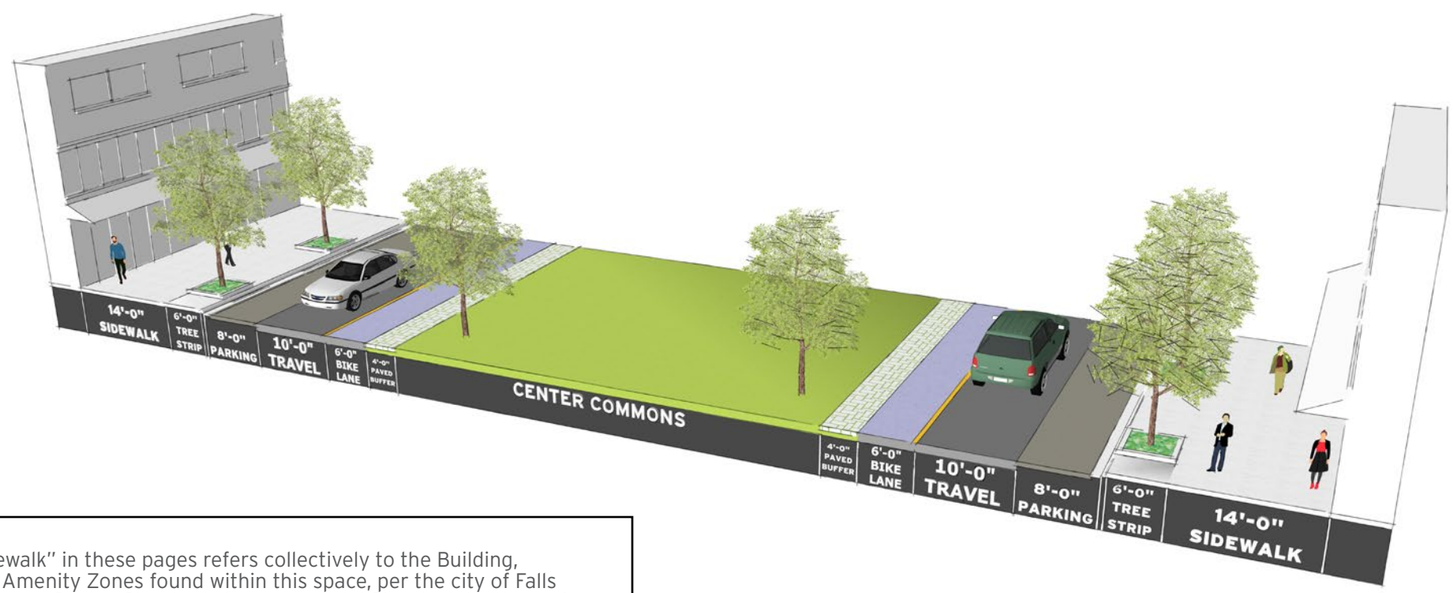
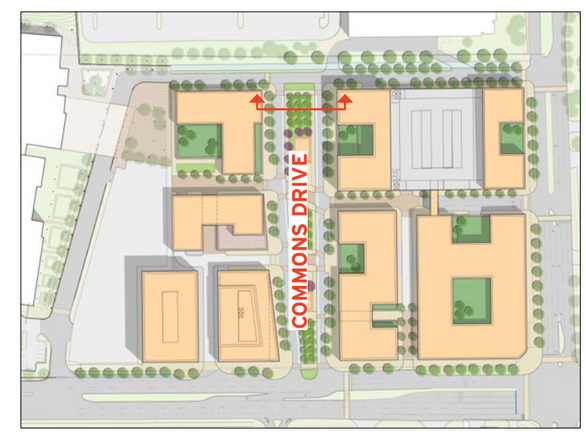
Parking Ratios and Locations

Commons Drive (typ.)







NOTES:
1. The label "sidewalk" in these pages refers collectively to the Building, Pedestrian, and Amenity Zones found within this space, per the city of Falls Church's *Streetscape Design Standards for commercial Streets* definitions. A minimum 6' clear pedestrian zone will be kept in all streets within the project.

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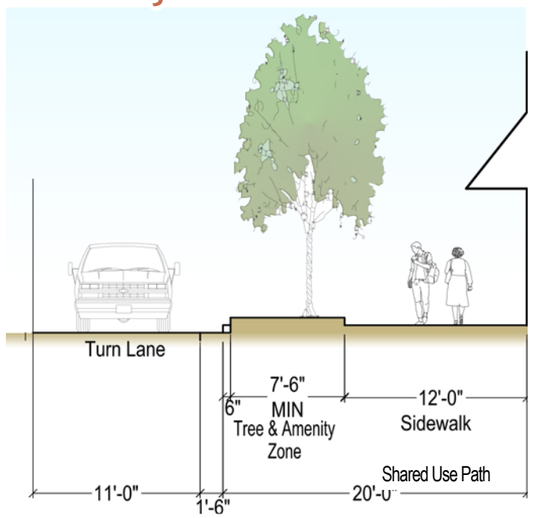
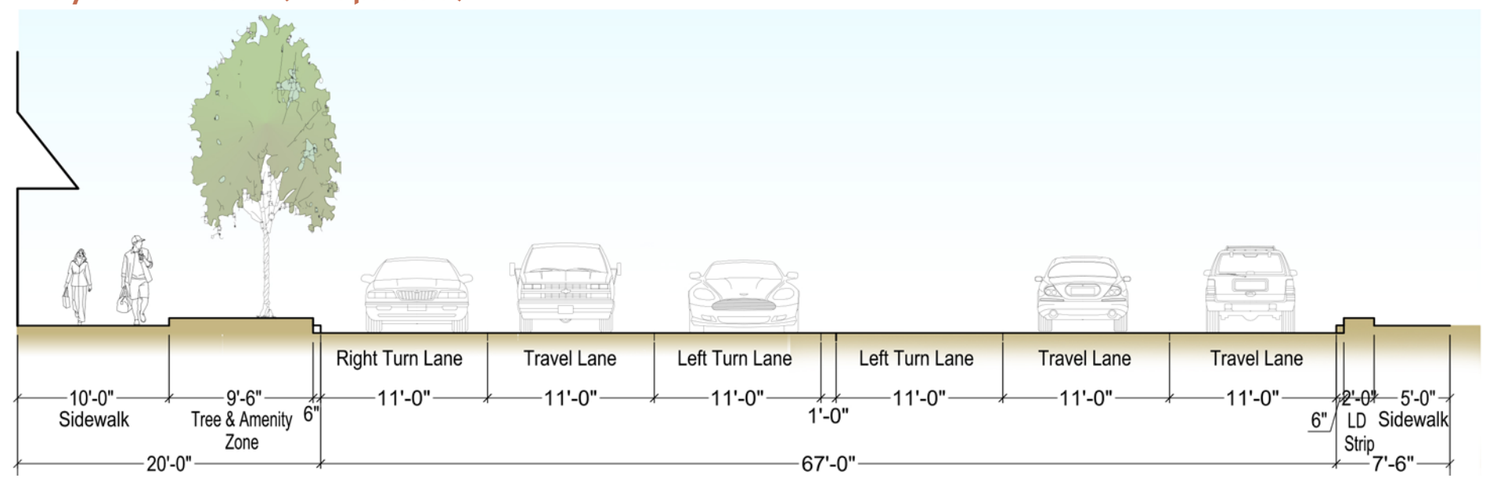
Leesburg Pike - Route 7

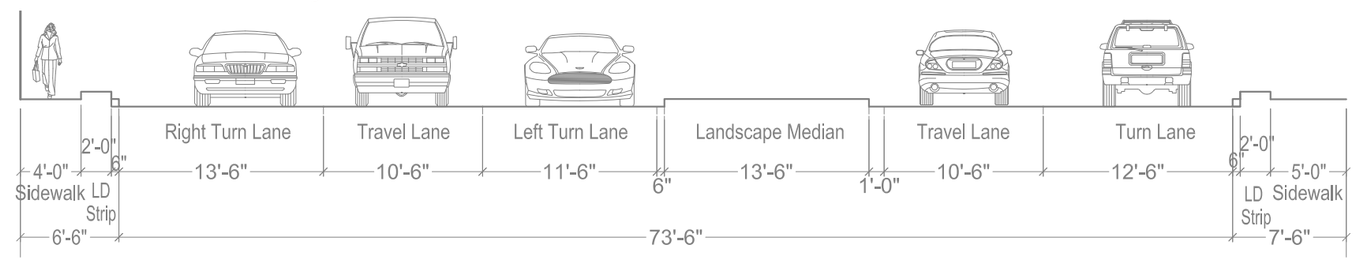


Scale: 1" = 10'

Haycock Road (Proposed)



Haycock Road (Existing Condition)



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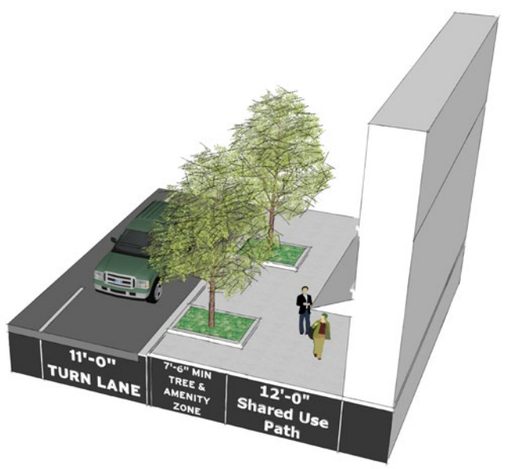

NOTES:
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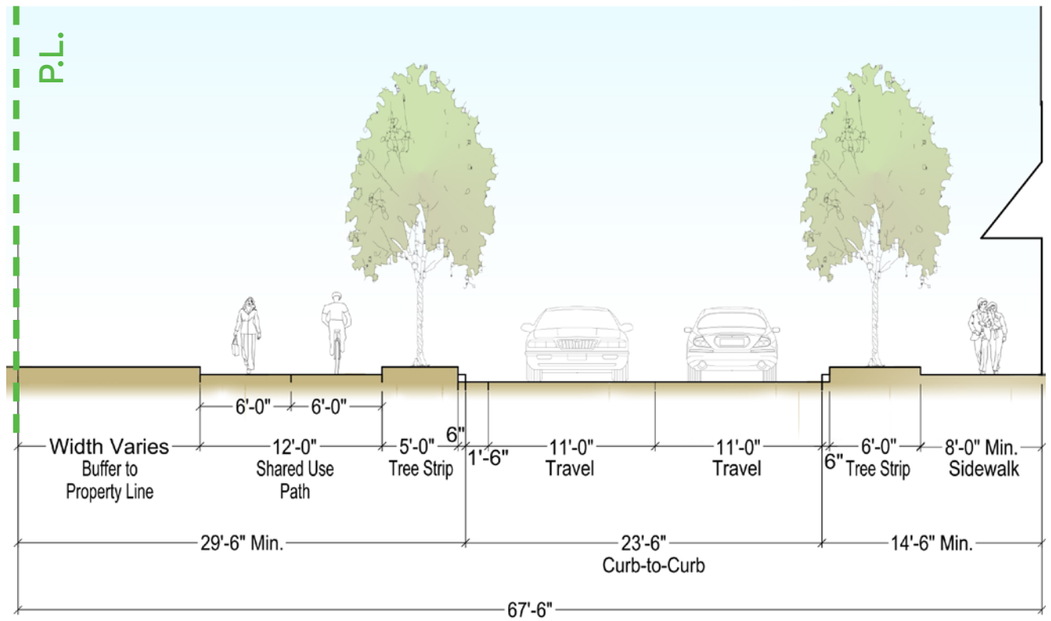
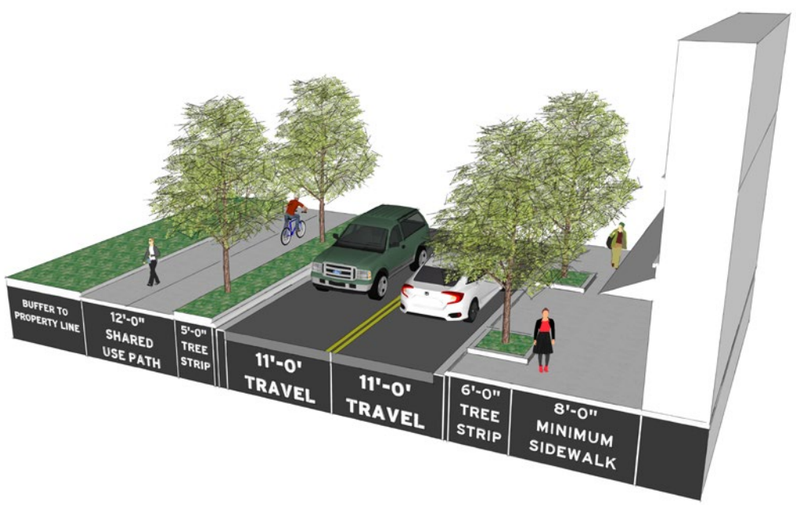
LANDSCAPE DESIGN: **LANDDESIGN**

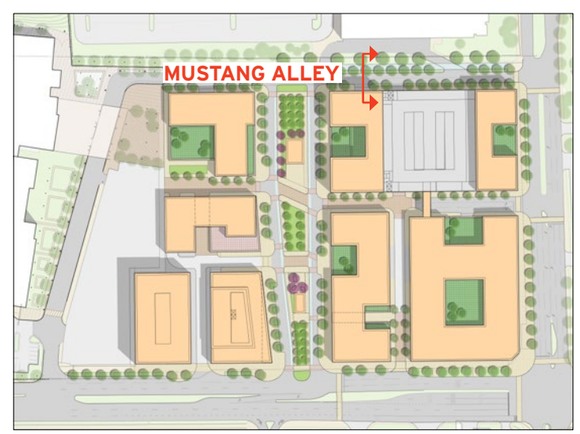
Typical Street Sections

Proposed: Mustang Alley (Along Northern Virginia Center Parcel)

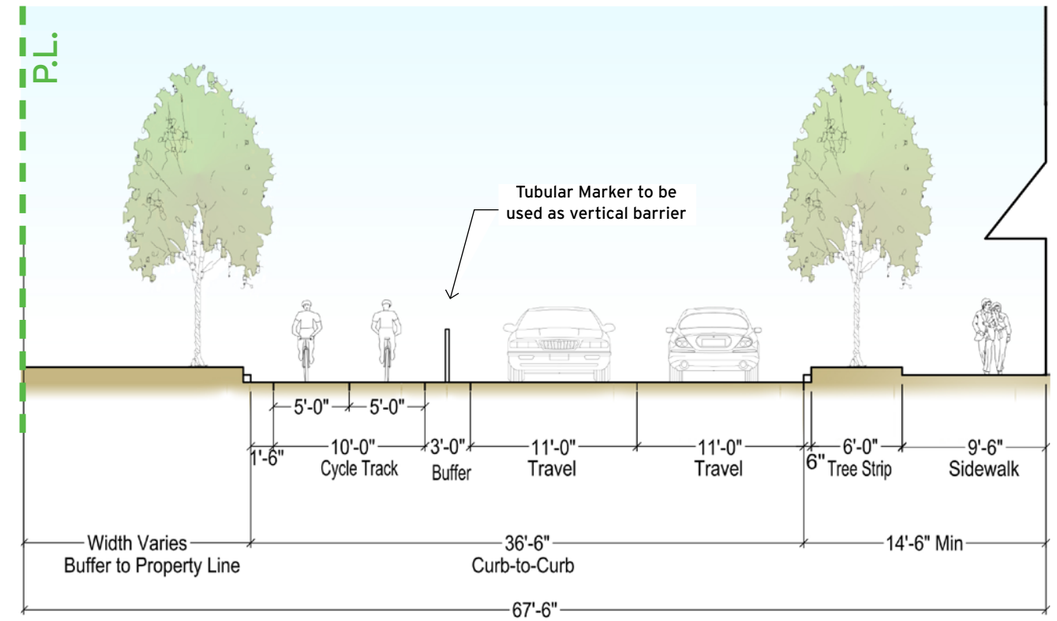


Scale: 1" = 10'

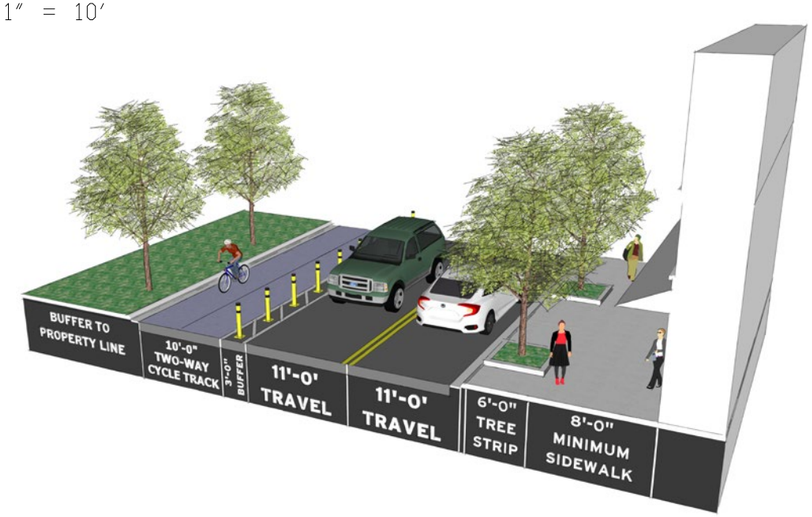




Alternate: Mustang Alley (Along Northern Virginia Center Parcel)



Scale: 1" = 10'



NOTES:

1. The label "sidewalk" in these pages refers collectively to the Building and Pedestrian, Amenity Zones found within this space, per the city of Falls Church's *Streetscape Design Standards for Commercial Streets* definitions. A minimum 6' clear pedestrian zone will be kept in all streets within the project.
2. Section is subject to change pending coordination with GMHS site plan, the pending development of the adjacent Northern Virgina Center.
3. "Buffer to Property Line" and "Tree Strip" are subject to change to accommodate utility design.

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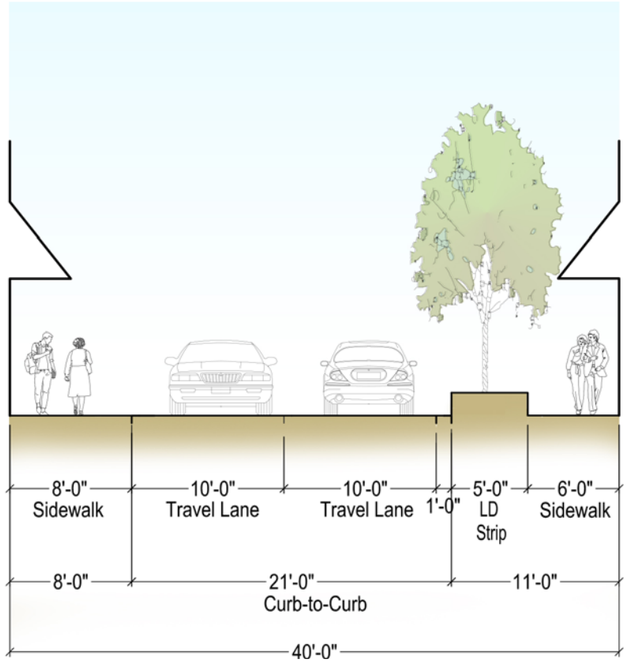
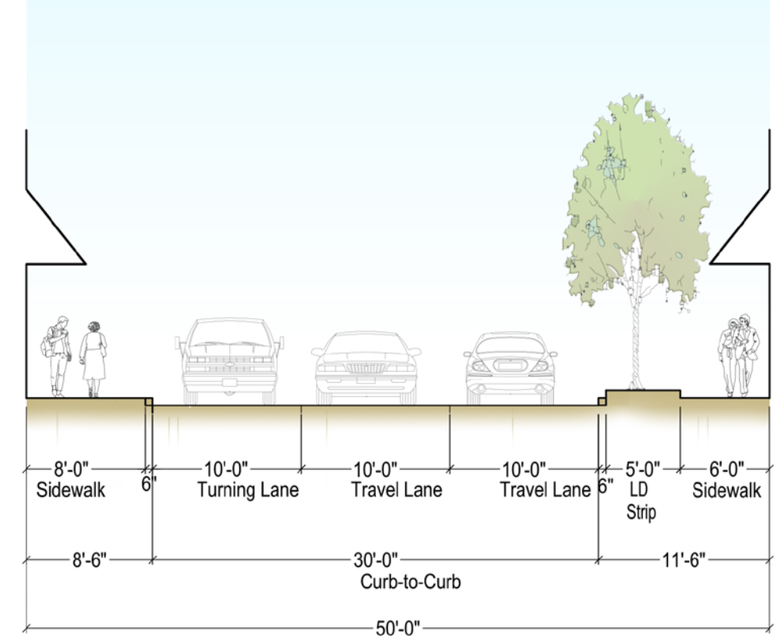
Street A (40′ Wide)

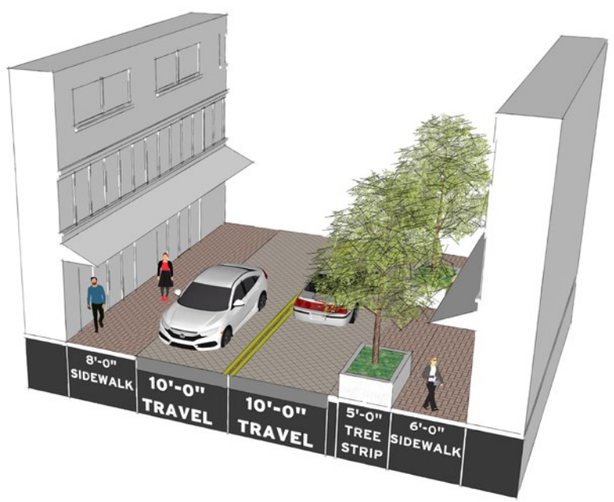


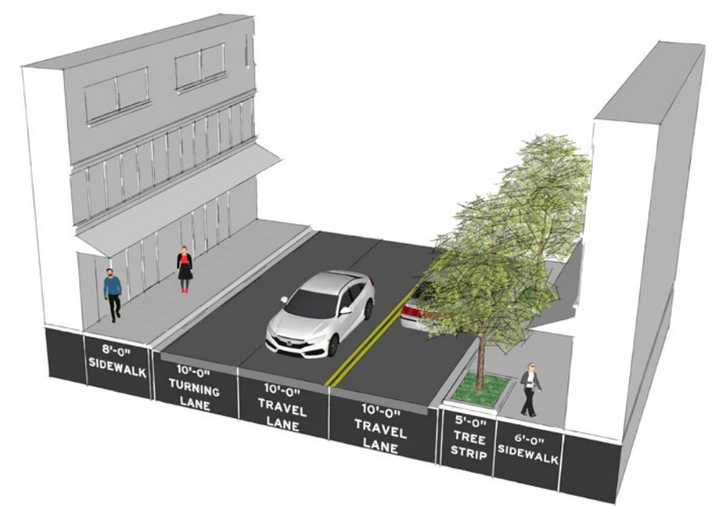
Scale: 1″ = 10′

Street A (50′ Wide)



Scale: 1″ = 10′





NOTES:
1. All dimensions describing Mustang Alley portions belonging to the School Site Plan are approximate.
2. Garage section and screening method illustrated are conceptual and subject to change.

June 7th, 2019

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LANDSCAPE DESIGN: **LANDDESIGN**

Typical Street Sections

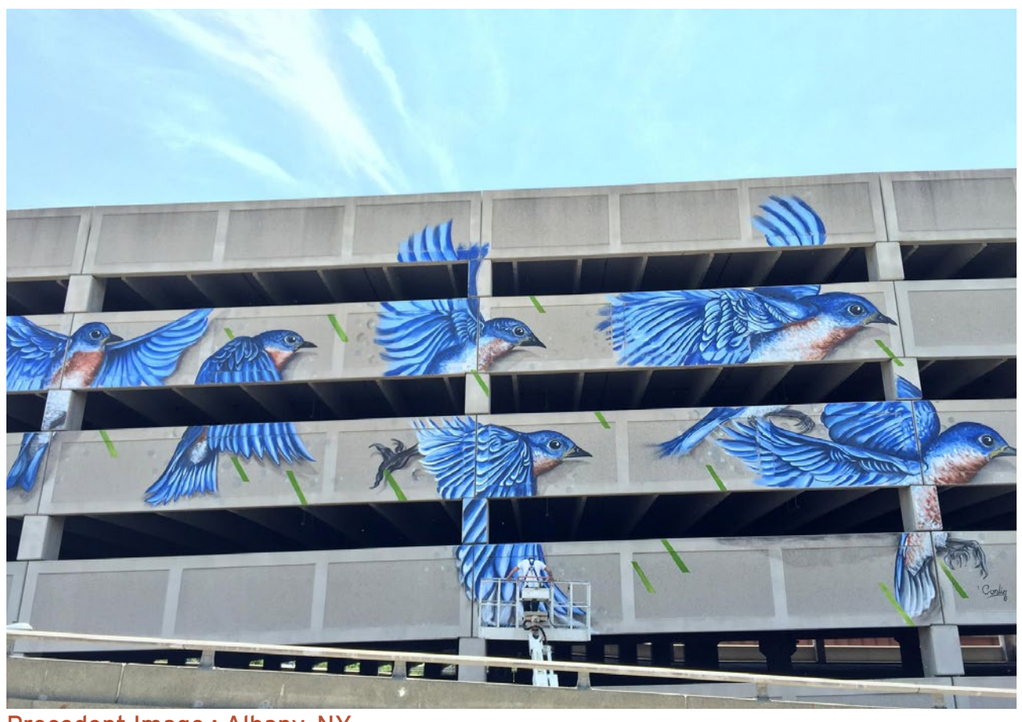
WEST FALLS CHURCH ECONOMIC DEVELOPMENT PROJECT: SEE APPLICATION

CITY OF FALLS CHURCH, VIRGINIA

Precedent Image : Detroit, MI

Precedent Image : Louisville, KY

Precedent Image : Woodstock, GA



Precedent Image : Albany, NY

Precedent Image : Durham, NC

Precedent Image : Tampa, FL

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

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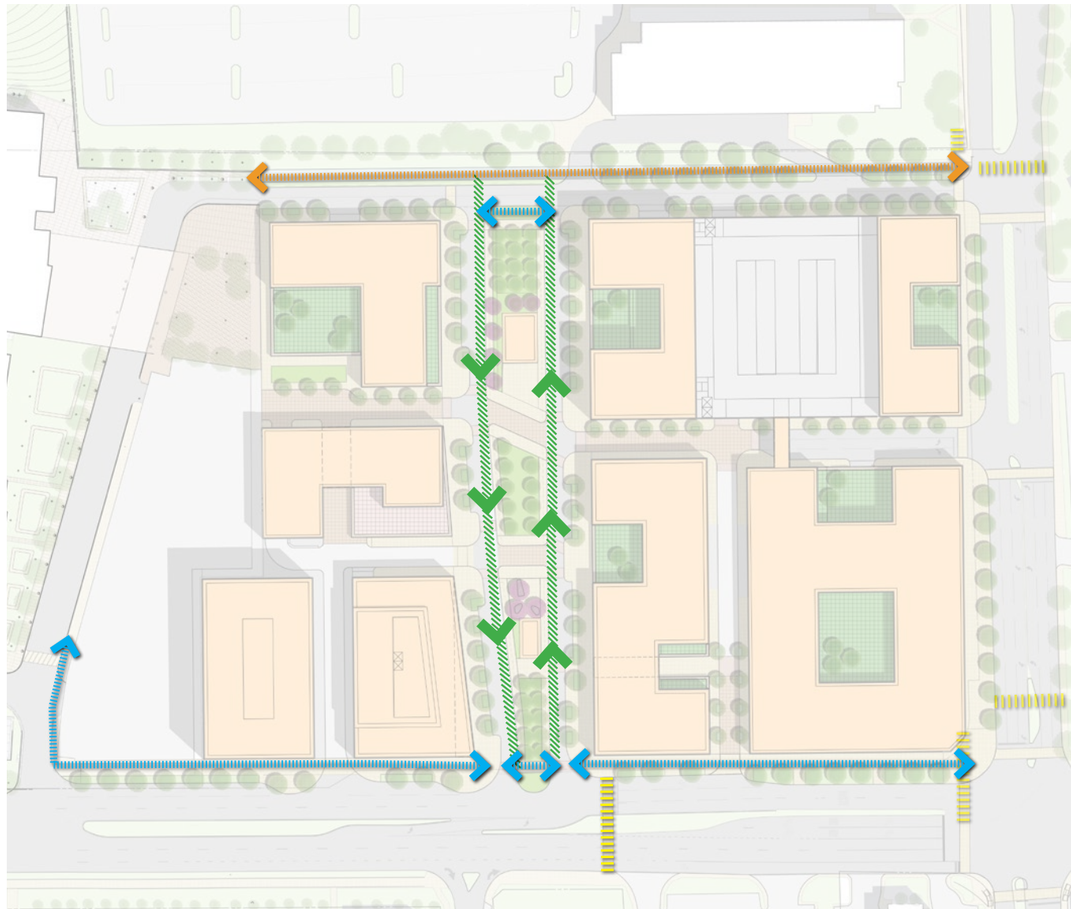
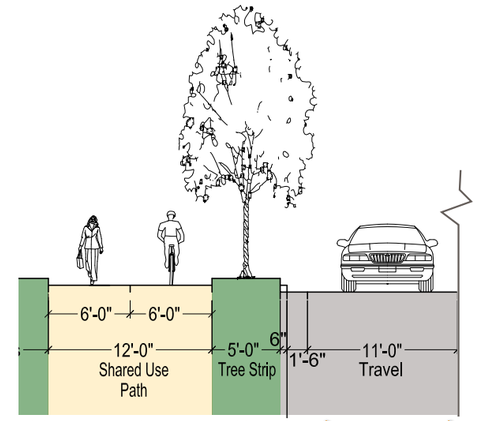
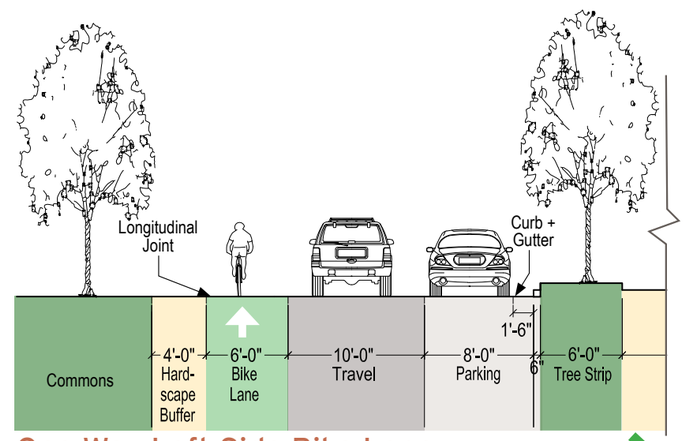
Bicycle Network





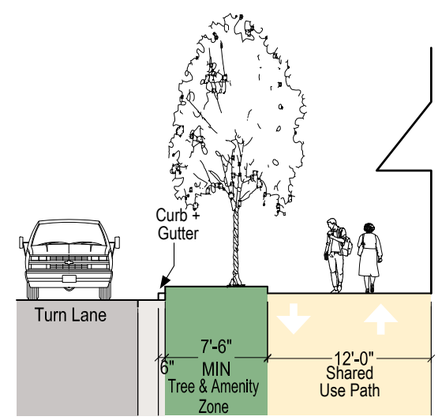
Shared Use Path (Mustang Alley)

Precedent Image. Minneapolis



One Way Left Side Bike Lane

Precedent Image. Commonwealth Avenue, Boston



Shared Use Path (Route 7)

Precedent Image

NOTES:
1. The desirable one way 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*.)

June 7th, 2019

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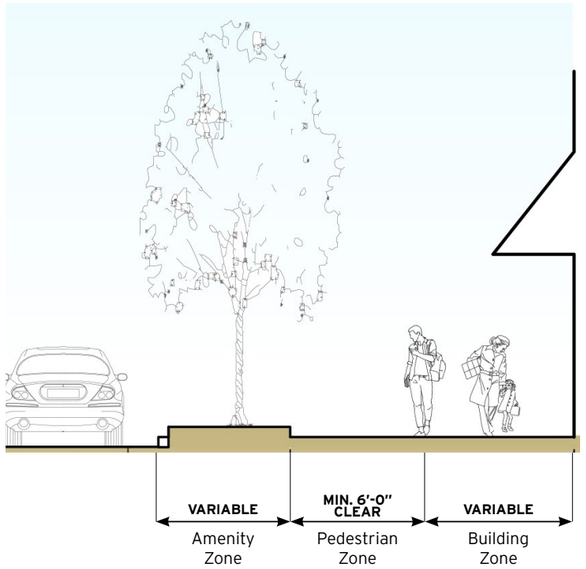
FALLS CHURCH GATEWAY PARTNERS DEVELOPMENT LLC
CIVIL ENGINEERING: **WALTER L PHILLIPS, INC.**
LANDSCAPE DESIGN: **LANDDESIGN**

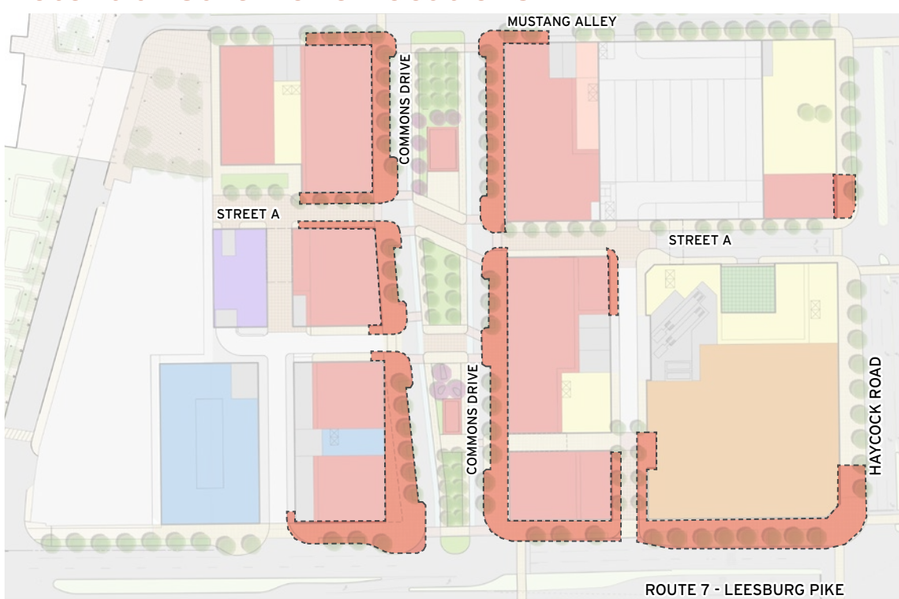
Bike Lane Connections Diagram

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

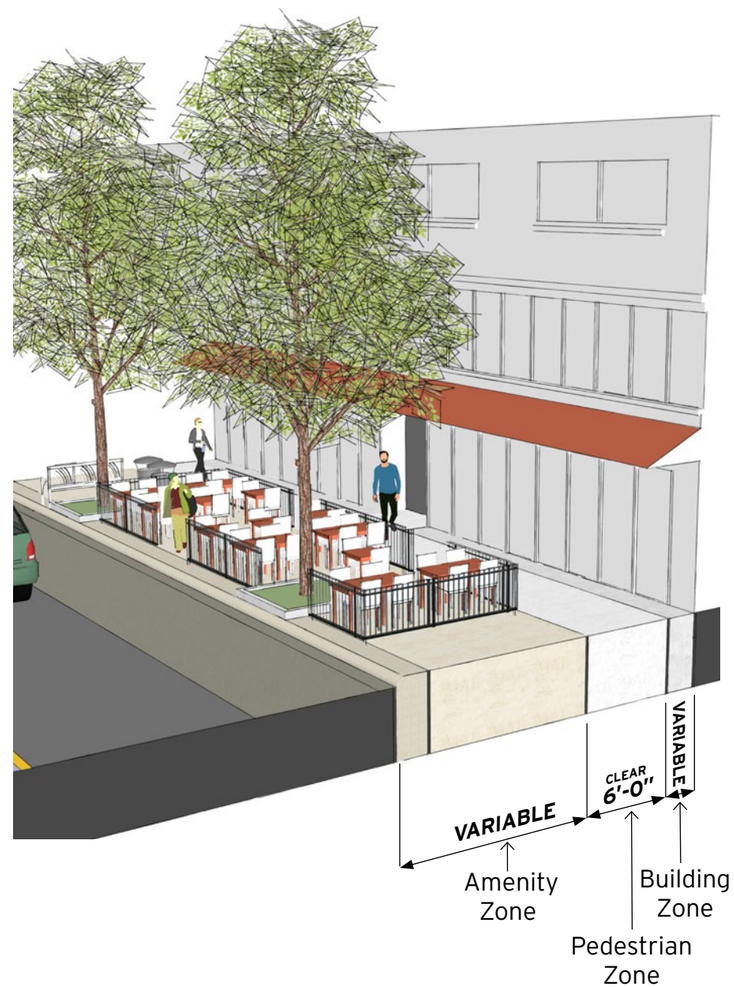
Typical Street Section



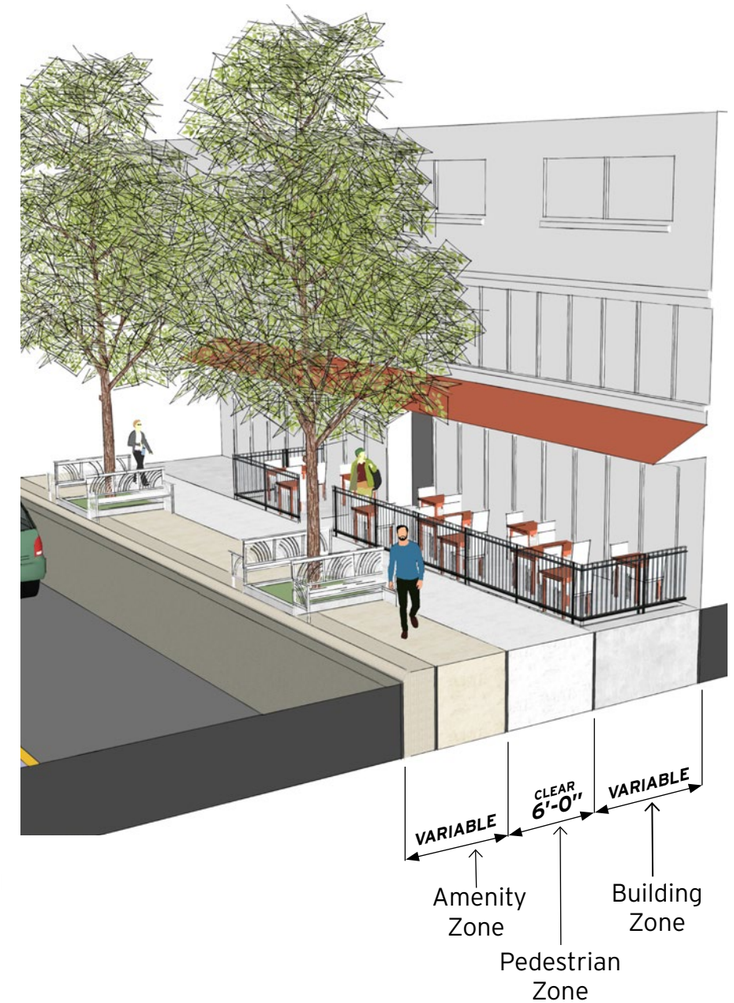
Potential Café Zone Locations



Option A: Amenity Zone Dining



Option B: Building Zone Dining



NOTES:
1. Specific café zone location will be approved at individual restaurant/tenant Certificate of Occupancy.
2. Free and clear access to main entrances for purposes of fire safety will be taken into consideration in the merchandising design.

June 7th, 2019

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FALLS CHURCH GATEWAY PARTNERS DEVELOPMENT LLC
CIVIL ENGINEERING: **WALTER L PHILLIPS, INC.**
LANDSCAPE DESIGN: **LANDDESIGN**

Café Zones

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

Northern Virginia Center
(Virginia Tech)

Future George Mason High School

SCHOOL ENTRY PLAZA

COMMUNITY GROVE

MUSTANG ALLEY

PHASE 2

COMMONS DRIVE

AREA APPROX. 30,000 SQ-FT

60'

585'

THE COMMONS

32'

BLOCK C

STREET A

BLOCK B

VENUE TERRACE

ALLEY 2

ALLEY 3

HIGH SCHOOL PARKING LOT

MUSTANG ALLEY

Mary Ellen Henderson Middle School

BLOCK D

BLOCK A

ALLEY 1

STREET A

HAYCOCK ROAD

PHASE 2

ROUTE 7 - LEESBURG PIKE

CHESTNUT ST

N

0' 50' 100'

Publicly Accessible

Semi Private/Commercial

Private Residental Courtyard

NOTES:

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

June 7th, 2019

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FALLS CHURCH GATEWAY PARTNERS DEVELOPMENT LLC
CIVIL ENGINEERING: **WALTER L PHILLIPS, INC.**
LANDSCAPE DESIGN: **LANDDESIGN**

Open Space and Recreation Diagram

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

NOTES:

1.) The See Drawings Are Conceptual Only And Represent Proposed Development In An Illustrative Manner.

50 0' 50 100 200

June 7th, 2019

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FALLS CHURCH GATEWAY PARTNERS DEVELOPMENT LLC
CIVIL ENGINEERING: **WALTER L PHILLIPS, INC.**
LANDSCAPE DESIGN: **LANDDESIGN**

Conceptual Landscape Masterplan

WEST FALLS CHURCH ECONOMIC DEVELOPMENT PROJECT: SEE APPLICATION

CITY OF FALLS CHURCH, VIRGINIA

1 GROVE

2 RETAIL KIOSK

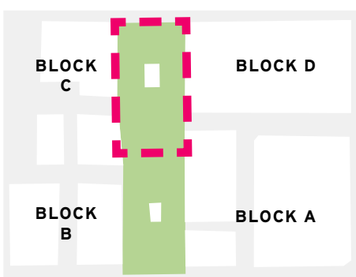
3 GATHERING NODE

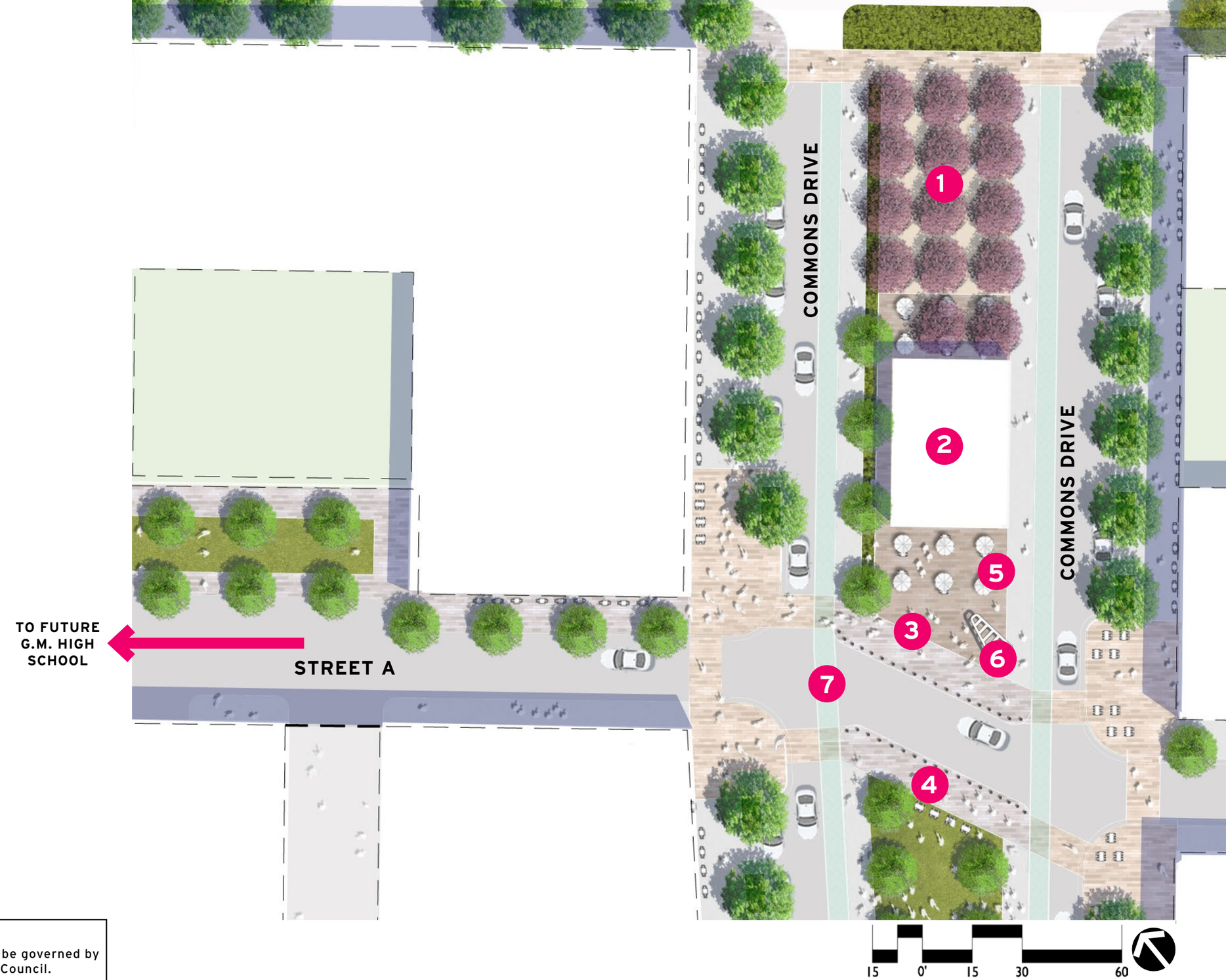
4 PLAZA

5 OUTDOOR DINING

6 PAVILION

7 BIKE LANE





NOTES:

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

June 7th, 2019

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CIVIL ENGINEERING: **WALTER L PHILLIPS, INC.**
LANDSCAPE DESIGN: **LANDDESIGN**

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

NOTES:

1.) Images of precedent projects provided for reference of design intent only; images do not show proposed design.

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FALLS CHURCH GATEWAY PARTNERS DEVELOPMENT LLC
CIVIL ENGINEERING: **WALTER L PHILLIPS, INC.**
LANDSCAPE DESIGN: **LANDDESIGN**

1 PLAZA

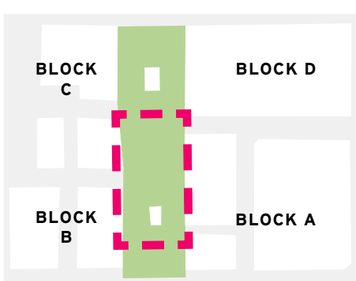
2 OUTDOOR DINING

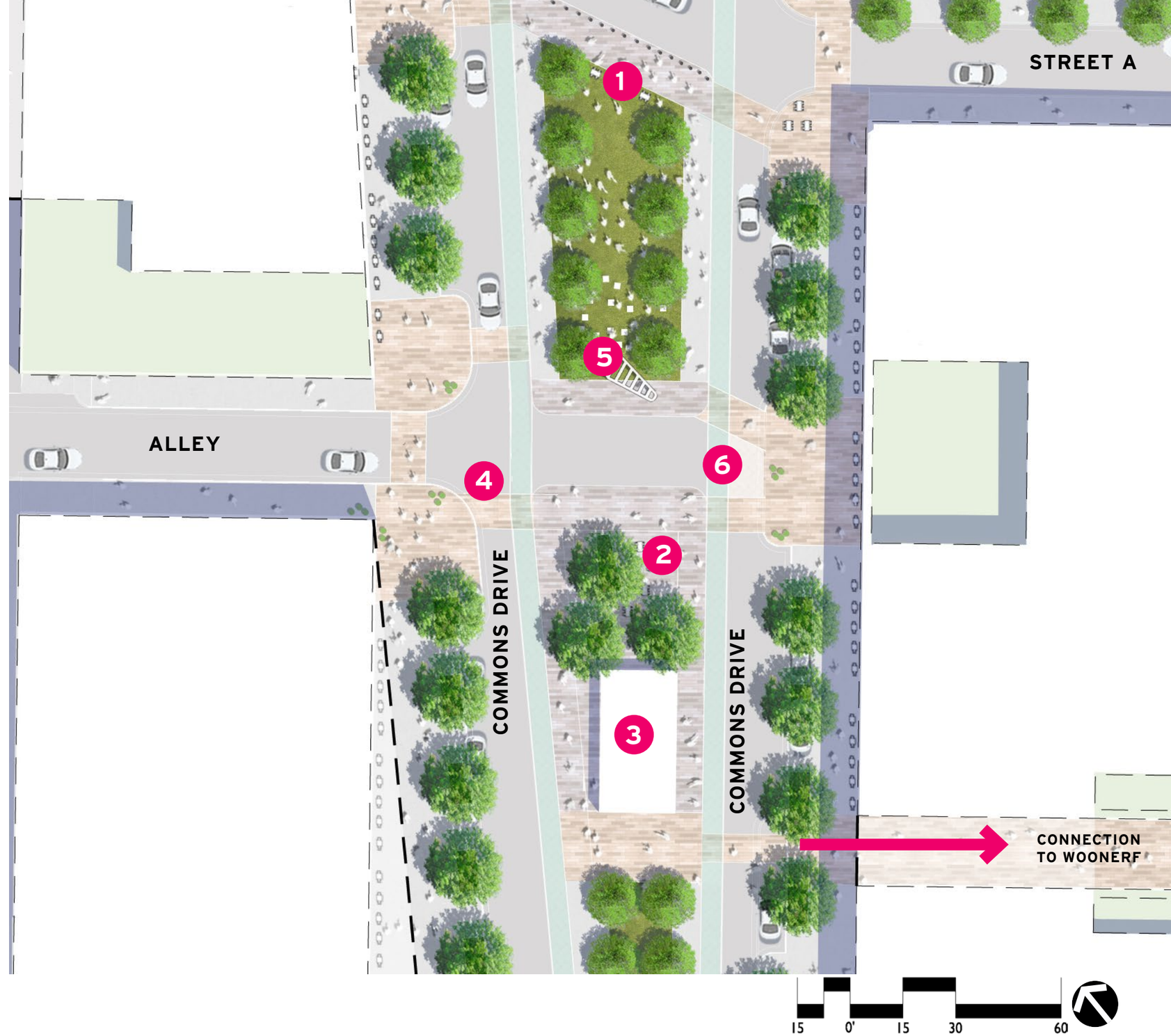
3 RETAIL KIOSK

4 PEDESTRIAN FRIENDLY INTERSECTION

5 PAVILION

6 BIKE LANE





NOTES:

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CIVIL ENGINEERING: **WALTER L PHILLIPS, INC.**
LANDSCAPE DESIGN: **LANDDESIGN**

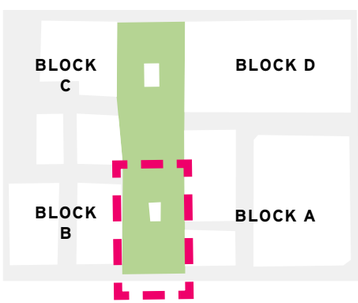
Commons Core

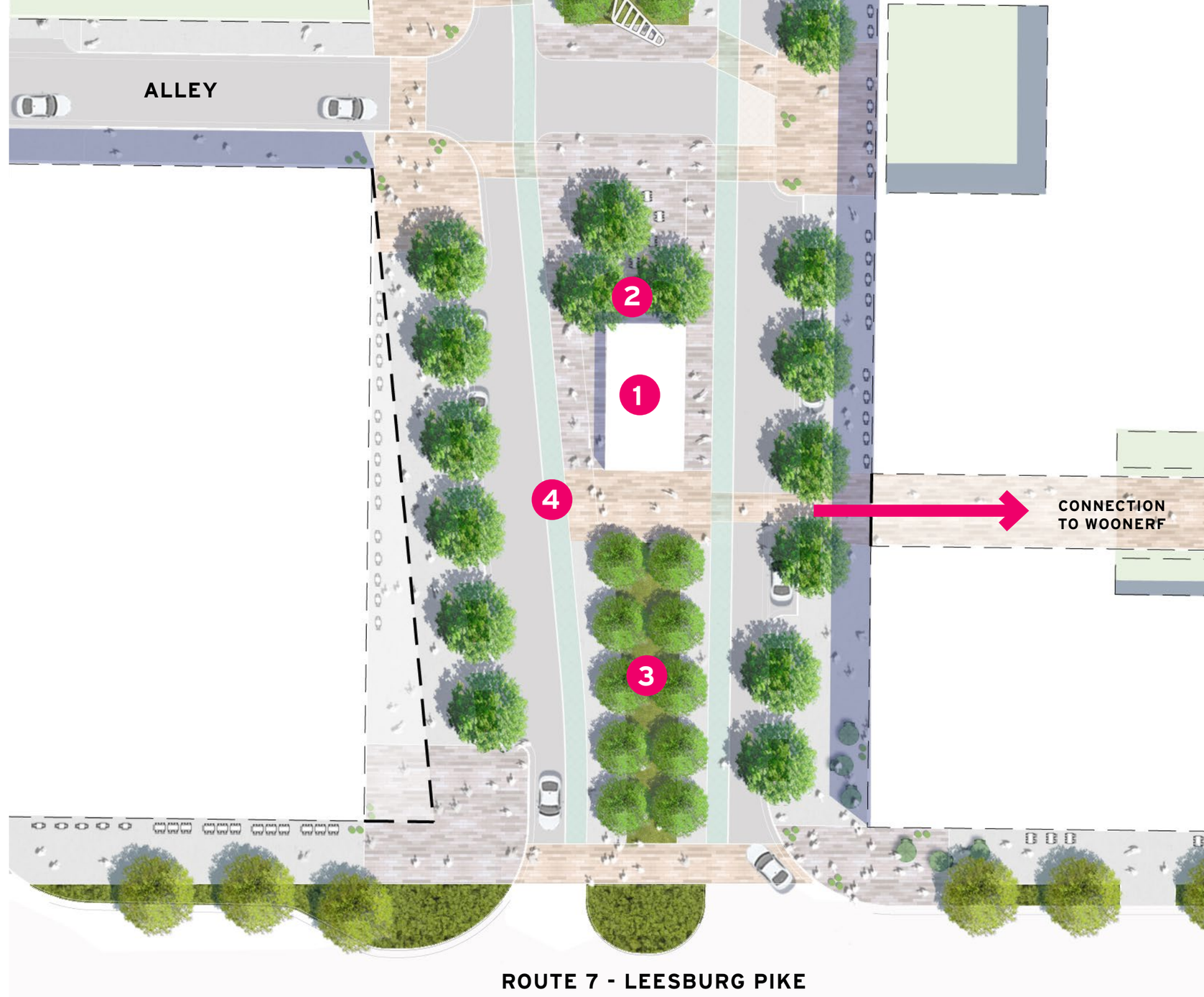
1 RETAIL KIOSK

2 SEATING

3 TREE-LINED FLEXIBLE LAWN

4 BIKE LANE





NOTES:

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

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FALLS CHURCH GATEWAY PARTNERS DEVELOPMENT LLC
CIVIL ENGINEERING: **WALTER L PHILLIPS, INC.**
LANDSCAPE DESIGN: **LANDDESIGN**

South Commons

WEST FALLS CHURCH ECONOMIC DEVELOPMENT PROJECT: SEE APPLICATION

CITY OF FALLS CHURCH, VIRGINIA

KLYDE WARREN PARK - DALLAS, TEXAS

KLYDE WARREN PARK - DALLAS, TEXAS

SMALE RIVERFRONT PARK - CINCINNATI, OHIO

SAN JACINTO PLAZA - EL PASO, TEXAS

NOTES:

1.) Images of precedent projects provided for reference of design intent only; images do not show proposed design.

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FALLS CHURCH GATEWAY PARTNERS DEVELOPMENT LLC
CIVIL ENGINEERING: **WALTER L PHILLIPS, INC.**
LANDSCAPE DESIGN: **LANDDESIGN**

APPROXIMATE CANOPY COVER CALCULATIONS:

- 12-15% CANOPY COVERAGE PROVIDED
- AVG CANOPY COVER IS 425 SF BASED ON PROBABLE SPECIES SELECTED AND NATIVE AND DIVERSITY BONUSES
- NATIVE TREES INCLUDED, BUT NOT LIMITED TO:
  - RED MAPLE
  - SUGAR MAPLE
  - AMERICAN SYCAMORE
  - OAK SPECIES
  - AMERICAN ELM
- PURSUING 25% BONUS - NATIVE TREES
- PURSUING 10% BONUS - PLANTING PLAN HAS NO MORE THAN 25% OF ANY ONE TREE SPECIES

NOTES:

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

June 7th, 2019

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TORTI GALLAS + PARTNERS

FALLS CHURCH GATEWAY PARTNERS DEVELOPMENT LLC
CIVIL ENGINEERING: **WALTER L PHILLIPS, INC.**
LANDSCAPE DESIGN: **LANDDESIGN**

Canopy Cover

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

NOTE: STREET NETWORK, INTERSECTIONS, TRANSFORMER LOCATIONS AND UTILITY DESIGN ARE CONCEPTUAL IN NATURE. FINAL DESIGN WILL OCCUR AT SESP.

0 120 240 480 480

1 INCH = 240'

WALTER L. PHILLIPS INCORPORATED ESTABLISHED 1946

AERIAL EXHIBIT

WEST FALLS CHURCH ECONOMIC DEVELOPMENT

SPECIAL EXCEPTION ENTITLEMENT PLAN

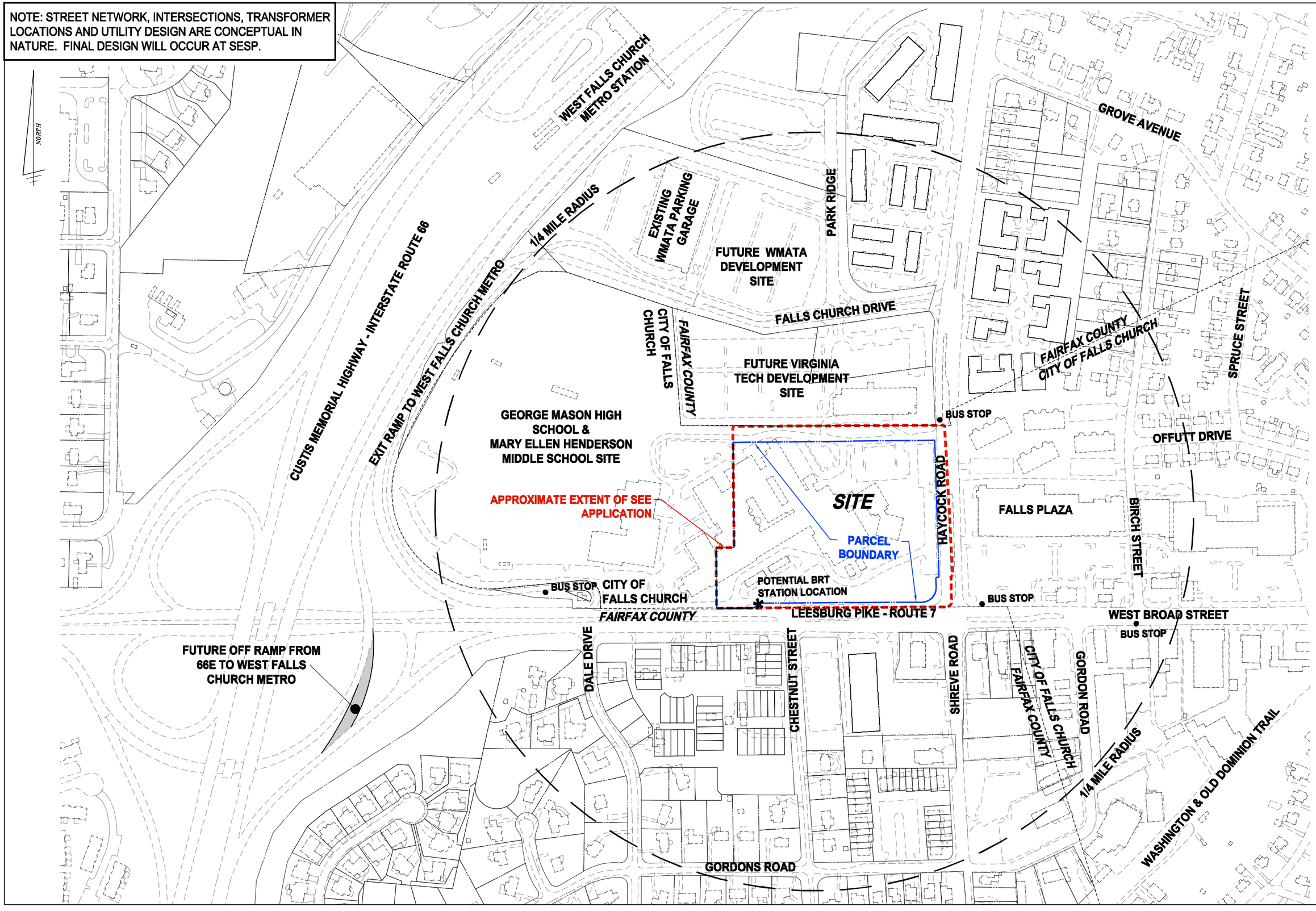
CITY OF FALLS CHURCH

SCALE: 1" = 240'

DATE: 02/04/2019
04/19/2019
06/07/2019

SHEET: C-0301

NOTE: STREET NETWORK, INTERSECTIONS, TRANSFORMER LOCATIONS AND UTILITY DESIGN ARE CONCEPTUAL IN NATURE. FINAL DESIGN WILL OCCUR AT SESP.



WALTER L. PHILLIPS INCORPORATED ESTABLISHED 1946

CONTEXT PLAN

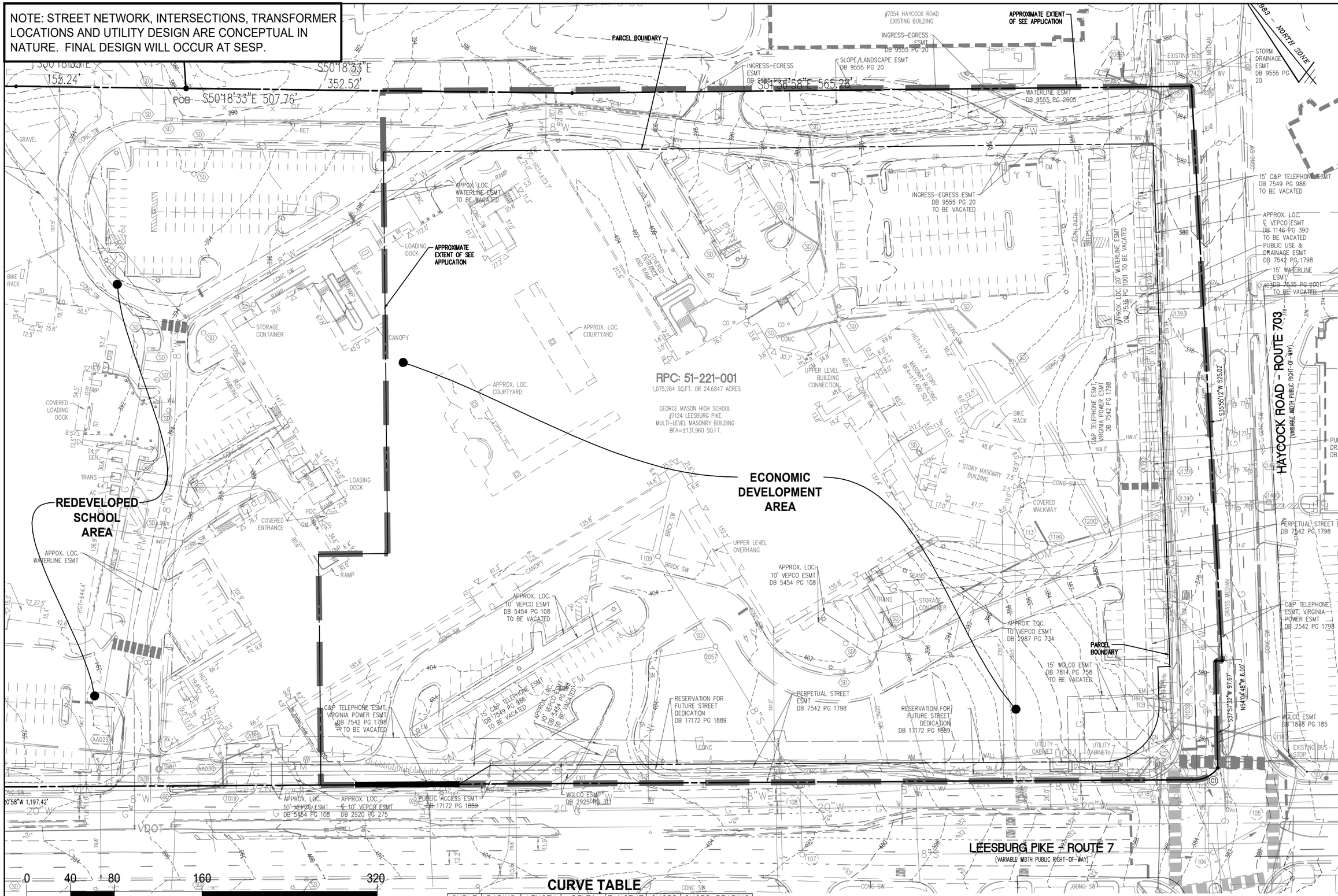
WEST FALLS CHURCH ECONOMIC DEVELOPMENT SPECIAL EXCEPTION ENTITLEMENT PLAN CITY OF FALLS CHURCH

SCALE: 1" = 300'

DATE: 02/04/2019
04/19/2019
06/07/2019

SHEET: C-0302

NOTE: STREET NETWORK, INTERSECTIONS, TRANSFORMER LOCATIONS AND UTILITY DESIGN ARE CONCEPTUAL IN NATURE. FINAL DESIGN WILL OCCUR AT SESP.



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

EXISTING CONDITIONS PLAN

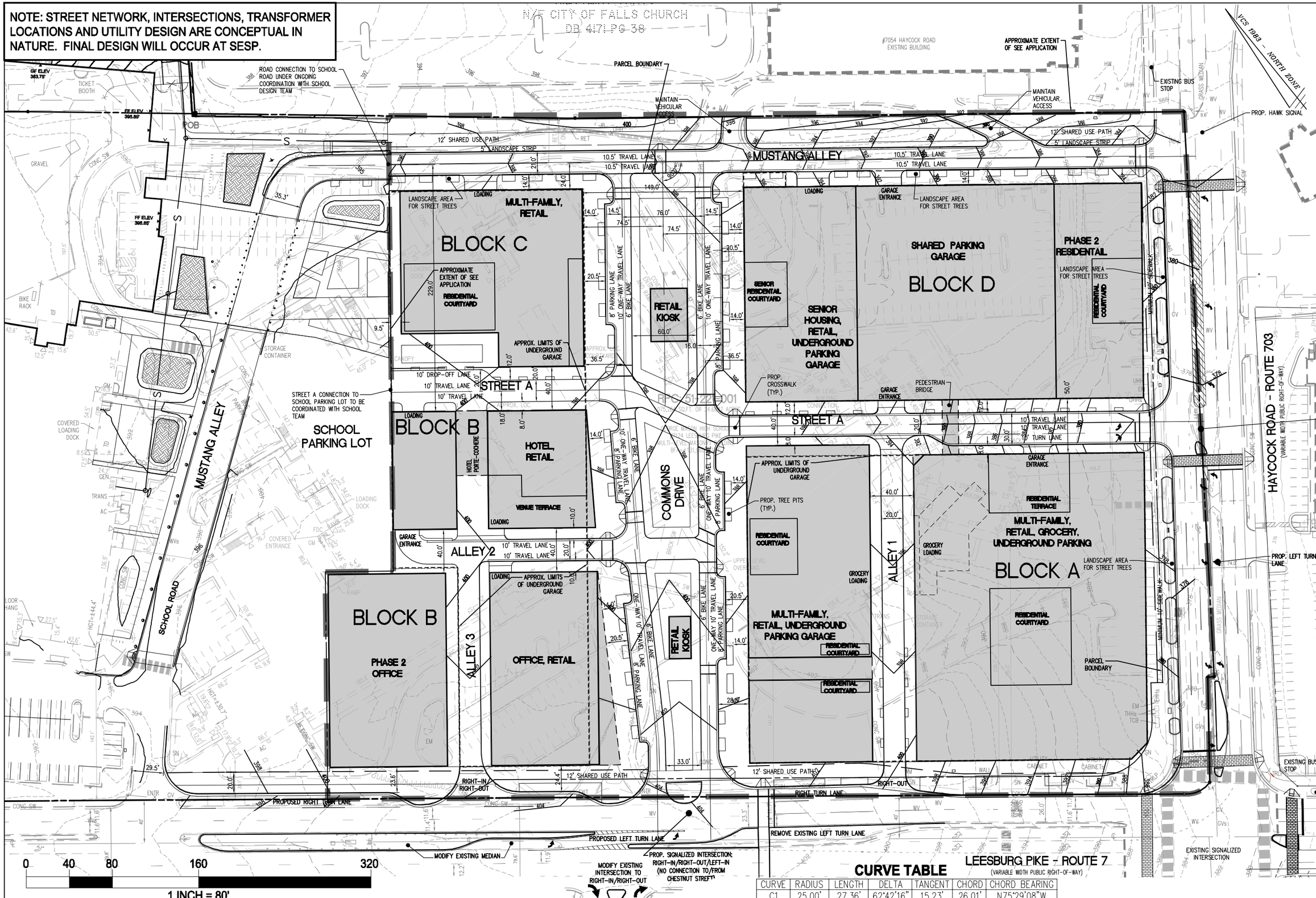
WEST FALLS CHURCH ECONOMIC DEVELOPMENT
SPECIAL EXCEPTION ENTITLEMENT PLAN
CITY OF FALLS CHURCH

SCALE: 1" = 80'

DATE: 02/04/2019
04/19/2019
06/07/2019

SHEET: **C-0303**

NOTE: STREET NETWORK, INTERSECTIONS, TRANSFORMER LOCATIONS AND UTILITY DESIGN ARE CONCEPTUAL IN NATURE. FINAL DESIGN WILL OCCUR AT SESP.



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 1946

PLOT AND LOCATION PLAN

WEST FALLS CHURCH ECONOMIC DEVELOPMENT SPECIAL EXCEPTION ENTITLEMENT PLAN

CITY OF FALLS CHURCH

SCALE: 1" = 80'

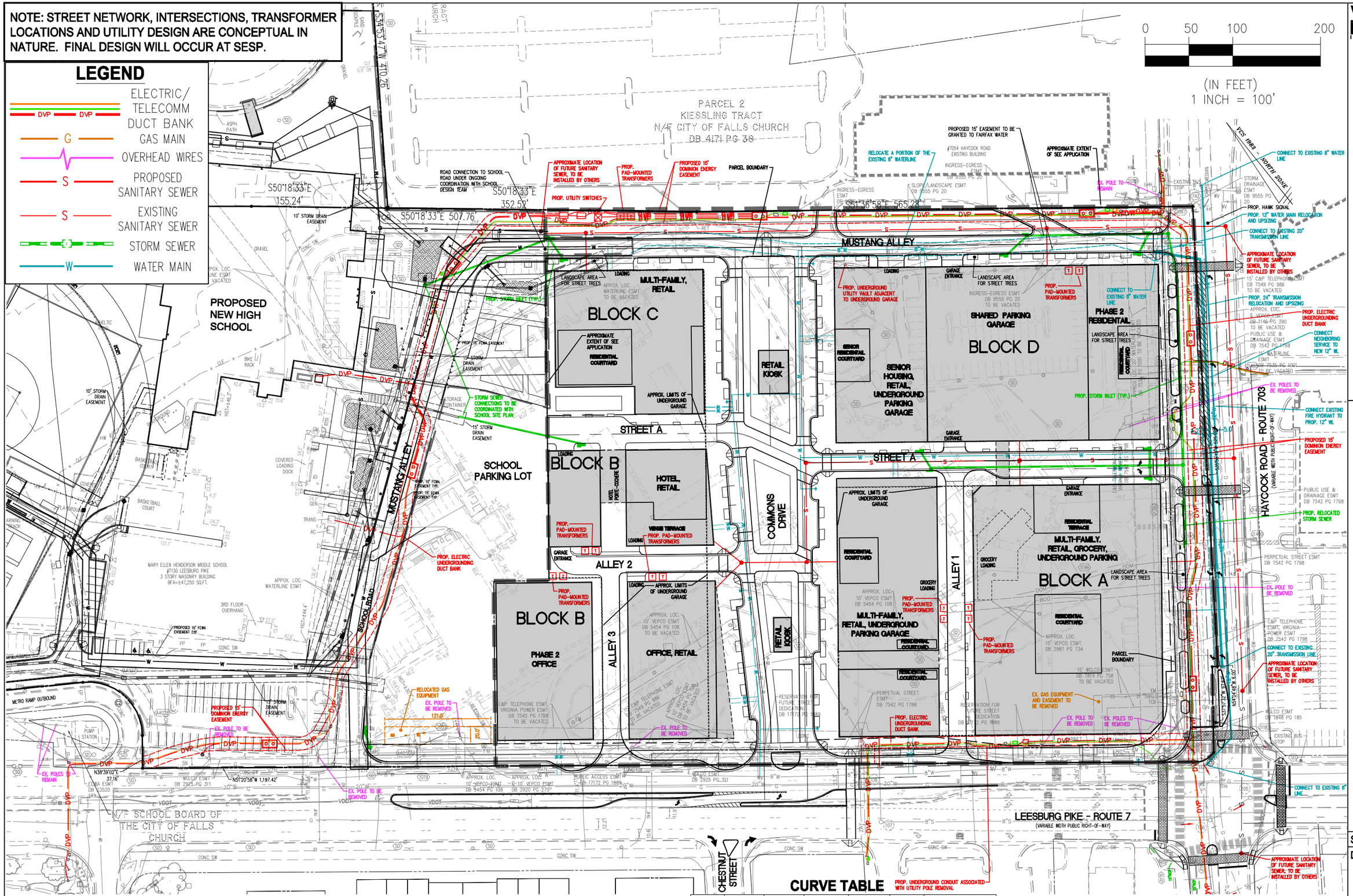
DATE: 02/04/2019
04/19/2019
06/07/2019

SHEET: C-0401

NOTE: STREET NETWORK, INTERSECTIONS, TRANSFORMER LOCATIONS AND UTILITY DESIGN ARE CONCEPTUAL IN NATURE. FINAL DESIGN WILL OCCUR AT SESP.

LEGEND

- DVP — ELECTRIC/ TELECOMM DUCT BANK
- G — GAS MAIN
- OVERHEAD WIRES
- S — PROPOSED SANITARY SEWER
- S — EXISTING SANITARY SEWER
- STORM SEWER
- W — WATER MAIN



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 1946

UTILITIES AND INFRASTRUCTURE PLAN

WEST FALLS CHURCH ECONOMIC DEVELOPMENT SPECIAL EXCEPTION ENTITLEMENT PLAN

CITY OF FALLS CHURCH

SCALE: 1" = 100'

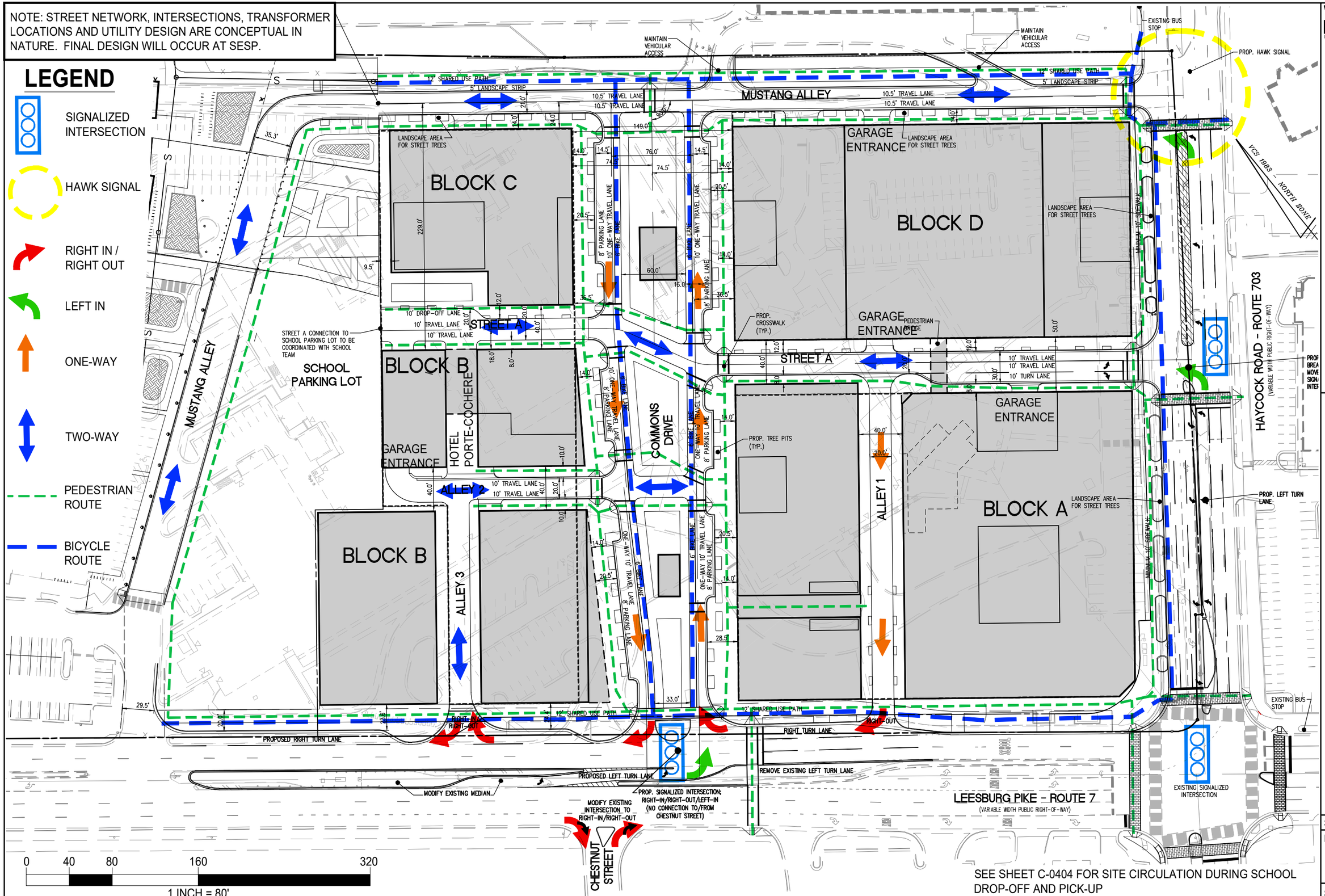
DATE: 02/04/2019
04/19/2019
06/07/2019

SHEET: C-0402

NOTE: STREET NETWORK, INTERSECTIONS, TRANSFORMER LOCATIONS AND UTILITY DESIGN ARE CONCEPTUAL IN NATURE. FINAL DESIGN WILL OCCUR AT SESP.

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

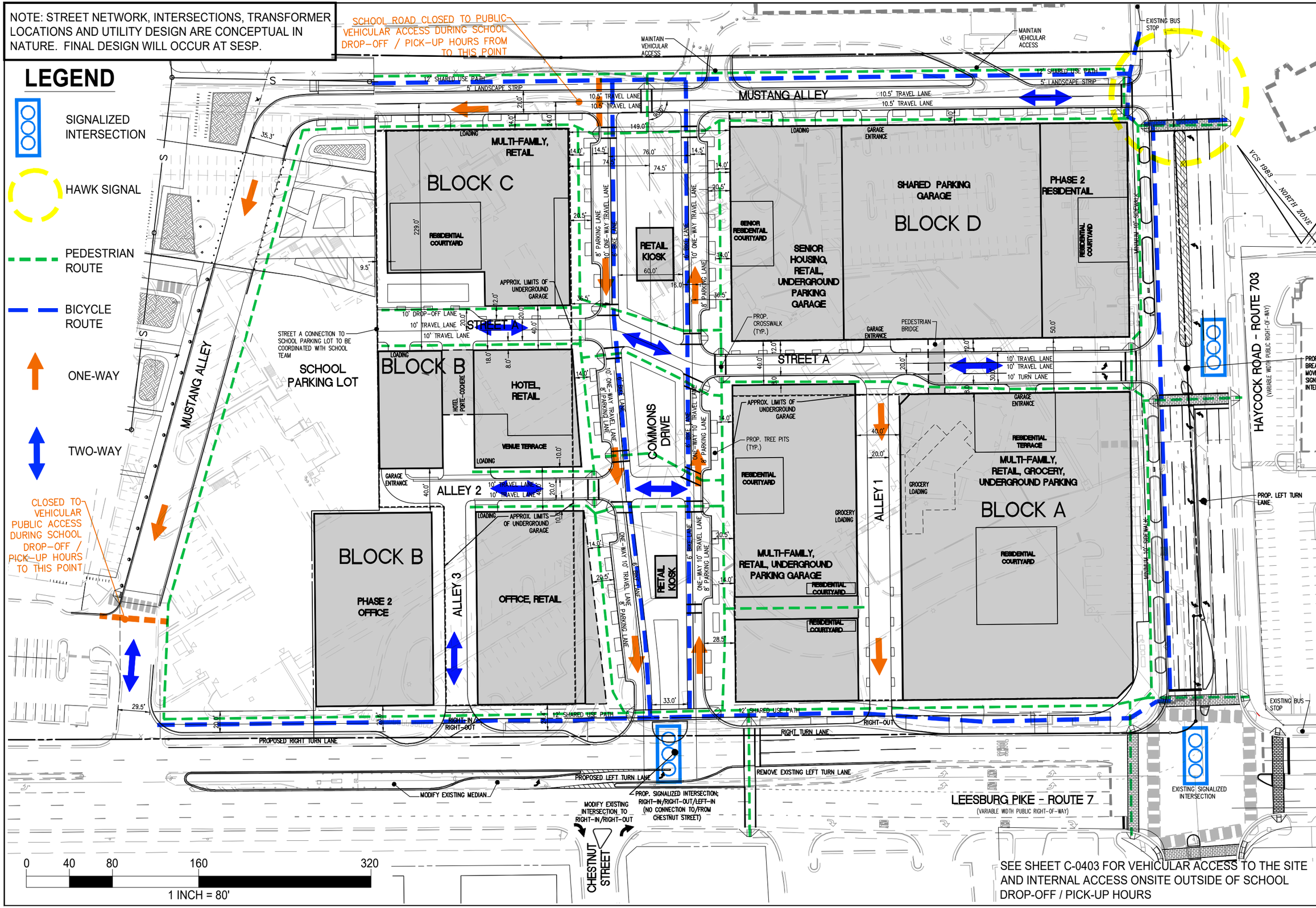
CITY OF FALLS CHURCH

SCALE: 1" = 80'

DATE: 02/04/2019
04/19/2019
06/07/2019

SHEET: C-0403

NOTE: STREET NETWORK, INTERSECTIONS, TRANSFORMER LOCATIONS AND UTILITY DESIGN ARE CONCEPTUAL IN NATURE. FINAL DESIGN WILL OCCUR AT SESP.



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'

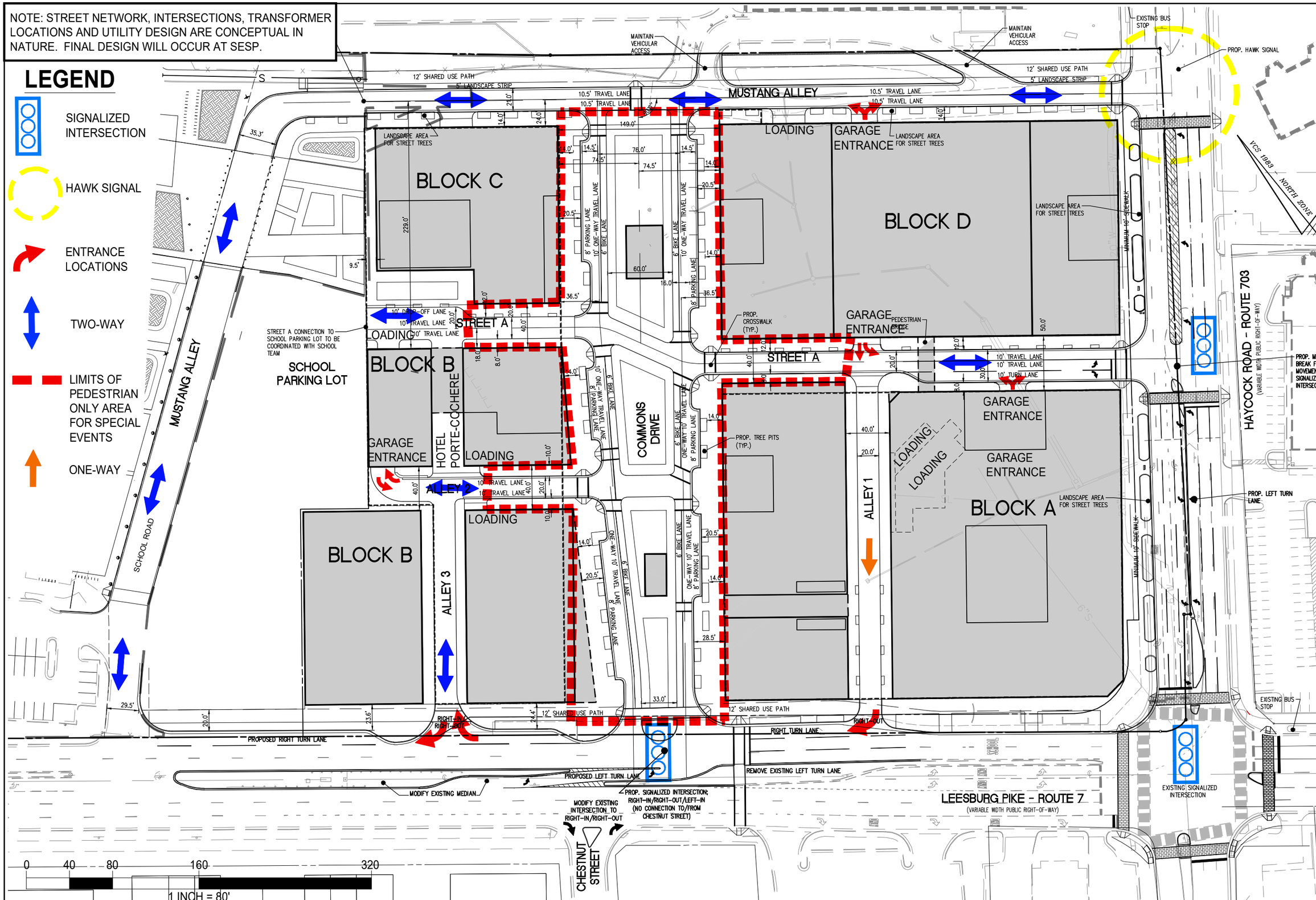
DATE: 02/04/2019
04/19/2019
06/07/2019

SHEET: C-0404

NOTE: STREET NETWORK, INTERSECTIONS, TRANSFORMER LOCATIONS AND UTILITY DESIGN ARE CONCEPTUAL IN NATURE. FINAL DESIGN WILL OCCUR AT SESP.

LEGEND

- SIGNALIZED INTERSECTION
- HAWK SIGNAL
- ENTRANCE LOCATIONS
- TWO-WAY
- LIMITS OF PEDESTRIAN ONLY AREA FOR SPECIAL EVENTS
- ONE-WAY



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
04/19/2019
06/07/2019

SHEET: C-0405

NOTE: STREET NETWORK, INTERSECTIONS, TRANSFORMER LOCATIONS AND UTILITY DESIGN ARE CONCEPTUAL IN NATURE. FINAL DESIGN WILL OCCUR AT SESP.

NOTE: BUILDING AND CURB LINE MAY SHIFT UPON NARROWING OF HAYCOCK ROAD (CURRENTLY UNDER FEASIBILITY ANALYSIS BY APPLICANT).

LEGEND

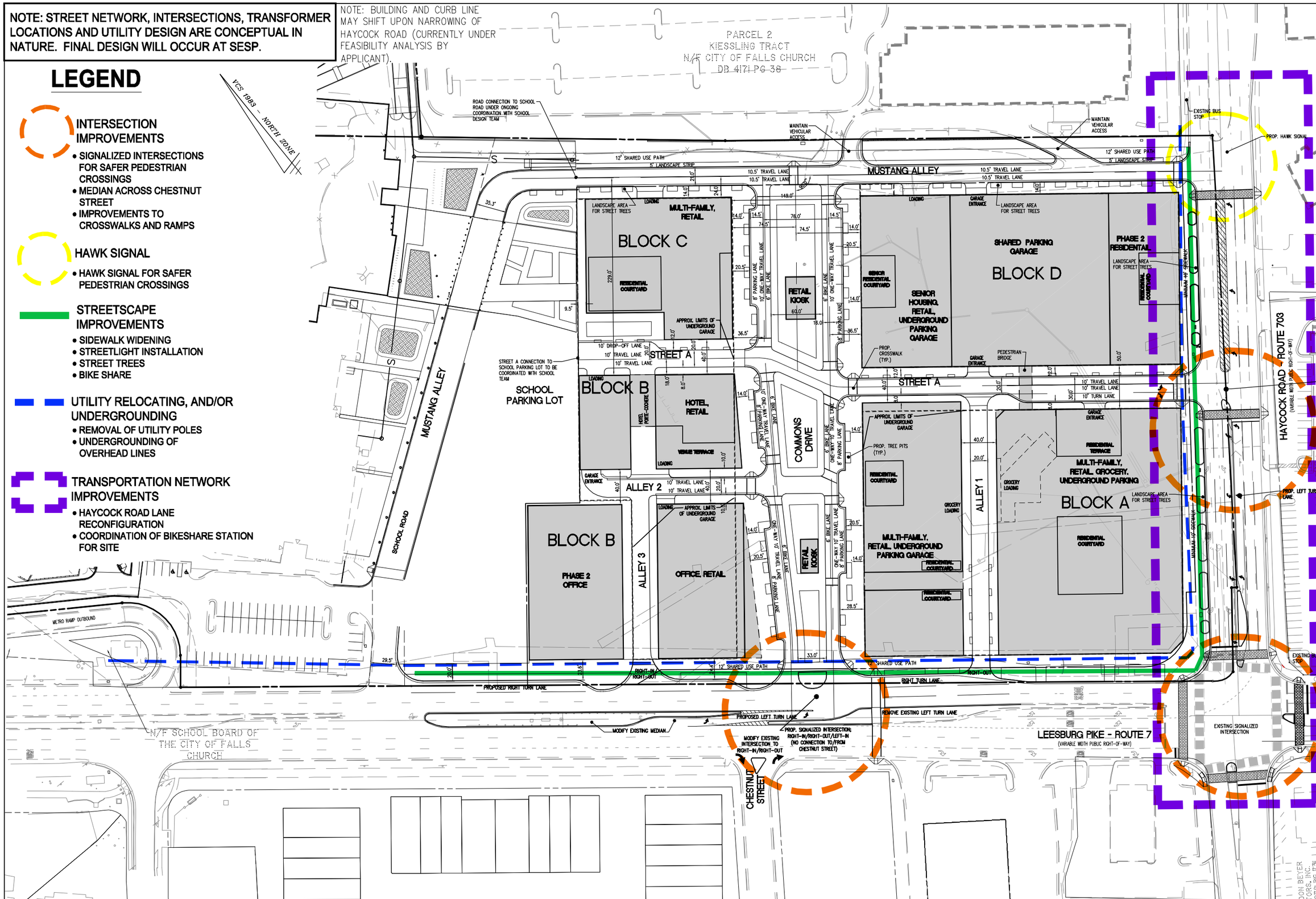
INTERSECTION IMPROVEMENTS
- SIGNALIZED INTERSECTIONS FOR SAFER PEDESTRIAN CROSSINGS
- MEDIAN ACROSS CHESTNUT STREET
- IMPROVEMENTS TO CROSSWALKS AND RAMPS

HAWK SIGNAL
- HAWK SIGNAL FOR SAFER PEDESTRIAN CROSSINGS

STREETSCAPE IMPROVEMENTS
- SIDEWALK WIDENING
- STREETLIGHT INSTALLATION
- STREET TREES
- BIKE SHARE

UTILITY RELOCATING, AND/OR UNDERGROUNDING
- REMOVAL OF UTILITY POLES
- UNDERGROUNDING OF OVERHEAD LINES

TRANSPORTATION NETWORK IMPROVEMENTS
- HAYCOCK ROAD LANE RECONFIGURATION
- COORDINATION OF BIKESHARE STATION FOR SITE



WALTER L. PHILLIPS INCORPORATED ESTABLISHED 1946

NVTA GRANT TRANSPORTATION IMPROVEMENTS
WEST FALLS CHURCH ECONOMIC DEVELOPMENT
SPECIAL EXCEPTION ENTITLEMENT PLAN
CITY OF FALLS CHURCH

SCALE: 1" = 100'

DATE: 02/04/2019
04/19/2019
06/07/2019

SHEET: C-0406