

Comment Response Matrix

West Falls SEE Amendment and SESP Phase I

SEE Resubmission Date: June 3, 2019

Comment Response Date: SESP Second Submission, January 13, 2021

Staff Comments - June/July 2020					
#	Group	Source	Topic	Comment	Applicant Responses
1	VPIS	8/10/20 Chart	Architecture	(VPIS) The eastern facing section is imposing. Although there are windows in the upper parts of the building, it still presents a large wall. Perhaps the developer can consider more openings in that wall to soften the current fortress-like look.	Based on feedback we received on the first submission, we have made modifications to the design of Block A to break up the façade into smaller buildings in our resubmission.
2	VPIS	8/10/20 Chart	Architecture	(VPIS) While many of the designs of the buildings are attractive, we would still like to see a bit more red brick used where possible to tie the design to the design of some of these new buildings to the brick appearance of the City's municipal buildings. That will help tie this development to the City.	The largest portion of the Building A façade at the intersection of Route 7 and Haycock consists mainly of red brick masonry elements, which we included to address the desire to connect this project with the City of Falls Church.
3	VPIS	8/10/20 Chart	Public Art/ Placemaking	(VPIS) We encourage you to direct the developer to work closely with the Falls Church Arts and Humanities Council choosing the arts and murals that will go on the buildings and in the development. We would like to see the developer provide some art that ties into the history of Falls Church, further tying the development into our City, in which it is located.	We anticipate working with staff and the community throughout our placemaking design process. The Applicant propose to host a quarterly meeting with staff and relevant community groups throughout the construction period to periodically present placemaking, art and mural concepts being considered for the site for feedback.
4	A&H Council	8/10/20 Chart	Public Art/ Placemaking	(A&H Council) Placemaking and Amenity Plan. The four themes identified to help guide further development of design elements and other aspects of the Placemaking and Amenity Plan for the project are good and make sense. (The themes are: Historical and Spirited; Eclectic and Refined; Social and Interactive; and Sustainable.) However, the plan is still very conceptual. A commitment should be made by the developer and the development team to continue to work with the A&HC, the Historical Commission, non-governmental organizations (VPIS, Tinner Hill, Falls Church Arts), and city staff to flesh out how these themes will be reflected in project design elements and other project details.	We anticipate working with staff and the community throughout our placemaking design process. The Applicant propose to host a quarterly meeting with staff and relevant community groups throughout the construction period to periodically present placemaking, art and mural concepts being considered for the site for feedback.
5	A&H Council	8/10/20 Chart	Public Art/ Placemaking	(A&H Council) Historical and Cultural Content. The project has usefully conducted a background historical study on the site and also identified several possible themes or historical figures that might be featured in onsite interpretation, Commons features, or naming. These include names associated with the former historic property, as well as the 1948 independent city era, educator Mattie Gundry, and balloonist Thaddeus Lowe. While this is appreciated, further consultation is needed to determine how these or other such thematic elements (such as recognition for prominent people of color and other "hometown heroes," including both women and men) will be specifically incorporated into the final project.	Acknowledged.
6	A&H Council	8/10/20 Chart	Public Art/ Placemaking	(A&H Council) Public Art. In continuing consultation and collaborative decisions between the developer and the City regarding the type and placement of public art pieces throughout the project, all parties (including selected artists) should be guided by subject matter and themes in murals, sculpture, or other art that are not simply generic representations but relate in some way to the community's history and culture. The Arts & Humanities Council would like to work closely with the development team on the evolution of the key public art's objects.	We anticipate working with staff and the community throughout our placemaking design process. The Applicant propose to host a quarterly meeting with staff and relevant community groups throughout the construction period to periodically present placemaking, art and mural concepts being considered for the site for feedback.
7	EDA	8/10/20 Chart	Statement	(EDA) The EDA is supportive of the project design, density, and place making plan, which will help in creating a successful mixed-use development.	Thank you.
8	Hist. Comm.	8/10/20 Chart	Public Art/ Placemaking	(Hist. Commission) General Comments. The Historical Commission has no particular general comments or observations to offer on the architecture, building uses, or circulation laid out in the proposed SEE Amendment or SESP. However, we look forward to working further with the development team and other interested parties to incorporate a variety of visual cues and other reminders of the community's historic and cultural heritage into the complex through mural and other art, historical interpretation and commemoration, themed design elements, and other aspects of project placemaking.	We anticipate working with staff and the community throughout our placemaking design process. The Applicant propose to host a quarterly meeting with staff and relevant community groups throughout the construction period to periodically present placemaking, art and mural concepts being considered for the site for feedback.
9	Hist. Comm.	8/10/20 Chart	Public Art/ Placemaking	(Hist. Commission) Interpretive Signage in the Commons Area. The development team has usefully commissioned an excellent background historical study on the site by EHT Traceries. The Historical Commission recommends incorporation of at least one interpretive sign or marker, preferably in the National Park Service (NPS) style similar to existing Civil War Trails and Big Chimneys signs in town, on the history of the West End of Falls Church in or adjacent to the Commons Area of the complex. The Historical Commission would be pleased to assist in the selection of appropriate interpretive text and graphic images, as needed. An image of one of the existing Civil War Trails markers may be found here (https://www.hmdb.org/m.asp?m=65407).	We anticipate working with staff and the community throughout our placemaking design process. The Applicant propose to host a quarterly meeting with staff and relevant community groups throughout the construction period to periodically present placemaking, art and mural concepts being considered for the site for feedback.

Staff Comments - June/July 2020					
10	ESC	8/10/20 Chart	Urban Design	(ESC) Streetlights: The City is in the process of converting streetlights to LEDs, including selection of style and Kelvin level. To best integrate the project into the City and to maintain both visual and sustainability consistency, we recommend that the project's lighting conform with the City standard as much as possible.	The Applicant intends for the street furniture/lighting on Route 7/Haycock to be compliant with City standards. The furniture/lighting internal to the site, such as in the Commons, will be more unique and contribute to the placemaking elements of the project.
11	Chamber	8/10/20 Chart	Urban Design	(Chamber) Street Lights – Street lights in the project should be consistent with the City's Street Light program to ensure consistency and emphasize that the project is located in the City of Falls Church.	The Applicant intends for the street furniture/lighting on Route 7/Haycock to be compliant with City standards. The furniture/lighting internal to the site, such as in the Commons, will be more unique and contribute to the placemaking elements of the project.
12	Hist. Comm.	8/10/20 Chart	Public Art/ Placemaking	(Hist. Commission) Placemaking and Amenity Plan (draft). The four themes identified to help guide further development of design elements and other aspects of the Placemaking and Amenity Plan for the project are good and make sense. (The themes are: Historical and Spirited; Eclectic and Refined; Social and Interactive; and Sustainable.) However, the plan is a draft and still very conceptual. A commitment should be made by the developer and the development team to continue to work with the Historical Commission and other organizations (VPIS, Tinner Hill, Cherry Hill Foundation, Victorian Society at Falls Church), and city staff to flesh out how these themes will be reflected in project design elements and other project details.	We anticipate working with staff and the community throughout our placemaking design process. The Applicant propose to host a quarterly meeting with staff and relevant community groups throughout the construction period to periodically present placemaking, art and mural concepts being considered for the site for feedback.
13	Hist. Comm.	8/10/20 Chart	Public Art/ Placemaking	(Hist. Commission) In conjunction with the draft Placemaking plan, the development team has identified three possible themes or historical figures that might be featured in a variety of ways. These include the 1948 independent city era, educator Mattie Gundry, and balloonist Thaddeus Lowe. While this is appreciated, we recommend further consultation to look a bit more broadly at other appropriate themes or historical subjects. These might include: <ul style="list-style-type: none"> Expanding the 1948 focus to incorporate the post-WWII era, a period of major growth in the community, up to and including the 1961 integration of the City schools and the City's recognition in 1962 as an All-America City. The City's designation as a Tree City USA, at 42 years the longest-running such recognition in Virginia. Beyond Mattie Gundry (a long-time resident worthy of recognition) and Thaddeus Lowe (an extremely interesting character, with a very picturesque balloon, but only a very brief visitor to Falls Church) there are many other individuals who lived here and have contributed significantly to Falls Church. We would urge that some of them be recognized for their accomplishments through artwork or other commemoration. Perhaps a "hometown heroes" area could feature some of these outstanding individuals. In addition to Madeline "Mattie" Gundry these might include such people as Jo Read, Frederick Forrest Foote, Sr. and Jr., Mary Riley Styles, E.B. Henderson, Mary Ellen Henderson, and others (including more recent contributors). 	Thank you for the information. We will incorporate this into our placemaking research and design as part of the process described in #11.
14	ESC	8/10/20 Chart	Architecture	(ESC) Eliminate fly-through conditions. Fly-throughs are situations, often on corners of buildings, in which glass elements provide any clear line of sight to birds thus creating the illusion of a void leading to the other side. Current design for buildings B1, B2, and C1 have such corners. Building A1 has a potential fly-through atrium effect.	The project was designed in a manner that is sensitive to the concern about bird strikes. The buildings do not include an unusual amount of walls with unbroken reflective glass. The apartment and hotel buildings have small window openings surrounded by panel and brick, the condo and office buildings incorporate more glazing, but the windows are surrounded by masonry frames which set them apart clearly from the sky and signal to birds that the windows are part of a structure. Applicant will review glazing specifications to further help alleviate this concern by avoiding windows that have an unusually high reflectivity.
15	ESC	8/10/20 Chart	Architecture	(ESC) Limit the use of glass on buildings. Safe Skies Maryland suggests not more than 40% of a building's façade should be glass. The 2019 Bird Safe Buildings Act (H.R. 919) sets a standard for government buildings that at least 90% of the exposed façade material from ground level to 40 feet either not be glass or instead use glass that employs bird-safe modifications. Additionally, the act calls for 60% of exposed building façade material above 40 feet to be modified for bird safety as reflection on glass at higher stories can give the illusion of continuous sky. Shutters, louvers, mesh, awnings, and films can be used over glass to minimize such an effect.	The project was designed in a manner that is sensitive to the concern about bird strikes. The buildings do not include an unusual amount of walls with unbroken reflective glass. The apartment and hotel buildings have small window openings surrounded by panel and brick, the condo and office buildings incorporate more glazing, but the windows are surrounded by masonry frames which set them apart clearly from the sky and signal to birds that the windows are part of a structure. Applicant will review glazing specifications to further help alleviate this concern by avoiding windows that have an unusually high reflectivity.
16	ESC	8/10/20 Chart	Architecture	(ESC) Use glass modified for bird safety. Non-reflective options such as opaque, etched, UV pattern or fritted glass should be used, particularly on the first 2-3 stories where surrounding green landscape may be reflected. The patterns on glass must be spaced 2" apart horizontally by 4" apart vertically to provide the visual cues for birds to recognize a barrier.	The project was designed in a manner that is sensitive to the concern about bird strikes. The buildings do not include an unusual amount of walls with unbroken reflective glass. The apartment and hotel buildings have small window openings surrounded by panel and brick, the condo and office buildings incorporate more glazing, but the windows are surrounded by masonry frames which set them apart clearly from the sky and signal to birds that the windows are part of a structure. Applicant will review glazing specifications to further help alleviate this concern by avoiding windows that have an unusually high reflectivity.
17	ESC	8/10/20 Chart	Architecture	(ESC) Issues with buildings for the West Falls Project (July 2020 site plan) are as follows: Building B1 – Office Façade - almost entirely glass, perhaps 80-90%. Mesh or film over building an option. Fly-through conditions - Four (4) glass corners at the front of the building facing Commons Drive. Three of those corners extend from floors 2 to 5, while one (corner with Colonnade) extends from floors 1-5. Ground floor - Plate glass walling on three sides of first floor that will reflect Commons landscaped open space and street trees along Route 7. Upper stories – Above 40 feet, continuous glass can also give illusion of continuous sk	The project was designed in a manner that is sensitive to the concern about bird strikes. The buildings do not include an unusual amount of walls with unbroken reflective glass. The apartment and hotel buildings have small window openings surrounded by panel and brick, the condo and office buildings incorporate more glazing, but the windows are surrounded by masonry frames which set them apart clearly from the sky and signal to birds that the windows are part of a structure. The MOB building has a ratio of 67% solid and 33% glazing. Applicant will review glazing specifications to further help alleviate this concern by avoiding windows that have an unusually high reflectivity.

Staff Comments - June/July 2020					
18	ESC	8/10/20 Chart	Architecture	<p>(ESC) Building B2 – Hotel Façade – appears to be more than 40% window Fly-through conditions – One (1) glass corner on the corner of Commons Drive with Colonnade that extends from floors 2 to 6. Ground floor – Plate glass that will reflect Commons landscaped open space.</p>	The project was designed in a manner that is sensitive to the concern about bird strikes. The buildings do not include an unusual amount of walls with unbroken reflective glass. The apartment and hotel buildings have small window openings surrounded by panel and brick, the condo and office buildings incorporate more glazing, but the windows are surrounded by masonry frames which set them apart clearly from the sky and signal to birds that the windows are part of a structure. Applicant will review glazing specifications to further help alleviate this concern by avoiding windows that have an unusually high reflectivity.
19	ESC	8/10/20 Chart	Architecture	<p>(ESC) Building C1 – Multifamily Condo Façade – appears to be more than 40% window Fly-through conditions – Two (2) glass corners at the front of building facing Commons Drive. Both corners extend from floors 3 to 12. Ground floor – Almost continuous plate glass that will reflect Commons landscaped open space.</p>	The project was designed in a manner that is sensitive to the concern about bird strikes. The buildings do not include an unusual amount of walls with unbroken reflective glass. The apartment and hotel buildings have small window openings surrounded by panel and brick, the condo and office buildings incorporate more glazing, but the windows are surrounded by masonry frames which set them apart clearly from the sky and signal to birds that the windows are part of a structure. Applicant will review glazing specifications to further help alleviate this concern by avoiding windows that have an unusually high reflectivity.
20	ESC	8/10/20 Chart	Architecture	<p>(ESC) Building A1 – Multi-Family Rental Architecture Façade – appears to be more than 40% window Fly-through conditions – Three-sided window feature for 2nd floor of grocery store on the corner of Route 7 and Haycock Road could present a fly-through condition, particularly at night as indoor lights for this business are likely to be on continuously. Art screening over these windows might be an option and would tie corner back into visual features of the Commons area. Ground floor – Plate glass that will reflect streetscape trees on Route 7 and Haycock Road</p>	The project was designed in a manner that is sensitive to the concern about bird strikes. The buildings do not include an unusual amount of walls with unbroken reflective glass. The apartment and hotel buildings have small window openings surrounded by panel and brick, the condo and office buildings incorporate more glazing, but the windows are surrounded by masonry frames which set them apart clearly from the sky and signal to birds that the windows are part of a structure. Applicant will review glazing specifications to further help alleviate this concern by avoiding windows that have an unusually high reflectivity.
21	AAB	8/10/20 Chart	Architecture	(AAB) Appreciate all the materials and views put together; really sets the bar for future development in Falls Church.	Acknowledged.
22	AAB	8/10/20 Chart	Urban Design	(AAB) Benefit to get loading zone in Block A inside instead of open alley.	Acknowledged.
23	AAB	8/10/20 Chart	Urban Design	(AAB) Benefit of splitting Alley A with garage because of slope.	Acknowledged.
24	AAB	8/10/20 Chart	Urban Design	(AAB) Like the more modern feel as come from high school and turns more traditional as move towards intersection.	Acknowledged.
25	AAB	8/10/20 Chart	Urban Design	(AAB) Adding Lane 4 helps with shadows on school plaza.	Acknowledged.
26	AAB	8/10/20 Chart	Architecture	(AAB) Variation of facades throughout really helps with the massing.	Acknowledged.
27	AAB	8/10/20 Chart	Architecture	(AAB) Parking garages look too plain.	The SESP Submission package did not include the intended design for garage facades, which are now included in the resubmission. Almost all of the visible garage elevations incorporate brick piers and horizontal members which combined with murals and artwork will make the garages an attractive feature of the site. The facades that are less visible or will be completely covered by future building construction will be dark grey concrete which is more attractive than a typical precast garage facade. For the facade facing the school, the design will incorporate some brick surround, colored concrete, green wall and art.
28	AAB	8/10/20 Chart	Architecture	(AAB) Color palette looked relatively muted but renderings included some pop of color – how will all that work together?	Based upon feedback from our community meetings in fall 2019, the project has been designed to be a bit more modern with a white, grey, beige and charcoal color palette juxtaposed against pops of color on the buildings as well as at the retail level. The hotel has a rich walnut colored panel material, the apartment building has red mullions and balconies and a terra cotta colored panel, the office has blended shaded precast with vertical accent elements, the condo and office buildings will incorporate color into signage and awnings and all of the buildings will have retail at the ground level with various colored facades.
29	AAB	8/10/20 Chart	Urban Design	(AAB) Is there a buffer between Block B garage and school parking lot?	We anticipate installing vine pockets along the side of the B Garage facing the school parking lot, in the 2-3' feet between the garage and the property line, which will allow us to cultivate plants that can grow up the garage structure which will be visually attractive.
30	AAB	8/10/20 Chart	Architecture	(AAB) Block A corner still seems behemoth. Still needs a little more development; play with depth a bit more. Something to add more verticality and less flat feeling.	Based on feedback we received on the first submission, we have made modifications to the design of Block A to break up the façade into smaller buildings in our resubmission.
31	AAB	8/10/20 Chart	Architecture	(AAB) Office: great design, including feature above lobby.	Thank you. Since we last met with the AAB, we have identified an office development partner who will develop the pad. We have added some additional visual interest to the building with new colors of the precast concrete and shading along with ribbon windows. The building exterior offers textural relief between the prominent vertical members and the shaded horizontal strips. Vertical accents will be evident on the elevation facing the Commons where the structure projects out toward the street. The second floor slab extends over the sidewalk near the main entrance forming a colonnade and providing shelter for persons going toward the entrance.
32	AAB	8/10/20 Chart	Architecture	(AAB) Hotel: great design, fits in well with overall project. Do units on corner with all glazing – does that seem good to do, not much privacy?	The rooms in this vertical stack are one bedroom suites and the area on the glass are the living areas, not the bedrooms. In addition, all areas will have drapes that can be closed for privacy

Staff Comments - June/July 2020					
33	AAB	8/10/20 Chart	Architecture	(AAB) Condo: appreciate attention to proportions; angles and staggered balconies add interesting element to the façade.	Acknowledged.
34	FCCPS	8/10/20 Chart	Urban Design	(FCCPS) What is height of Phase 2 office building? Why is this building footprint proposed to be shifted to the west?	The SEE Approval permits up to 15 stories on the Phase 2 office block. Since the approval of the SEE, the site had to be redesigned to accommodate the combination of the separate apartment buildings, the parking structures, and the relocation of the condo from Block A to Block C. In order to accommodate the condo on Block C and maintain the required setbacks down to the GMHS Community Grove, the Phase 1 and 2 office blocks needed to shift.
35	VPIS	8/10/20 Chart	Parking	(VPIS) We had a lot of discussions about the parking plans for the development. It appears there may be as little as one car space per apartment. Even though Metro is close by, allowing only one space per apartment in this day and age invites parking problems for residents. It would be very bad for overflow parking to end up in the school lot, or in the where the Giant now is, or on other commercial lots or residential streets in this area. All are very possible if there is enough parking.	One of the most important features of this project is that in conjunction with V Tech and WMATA we are creating a 40-acre urban walkable district with direct access to Metro and a mix of uses on site. In addition, the apartment building has a much smaller average unit size in comparison to other recently built projects in the City. Between Uber and Metro, younger renters are opting against the expense of car ownership all across the City and suburban counties. Based upon parking use data from other buildings in Fairfax County, Ballston, East and West Falls Church, we are confident that our parking mix is appropriate for the site.
36	VPIS	8/10/20 Chart	Parking	(VPIS) We were also a bit disappointed to hear that the parking for shopping is paid parking. While it is true that some people may come to this development to shop on Metro, we anticipate that the vast majority of shoppers will be driving here, as they do for most shopping areas. Having paid parking seems to be a serious deterrent for people to come here, as there is so much shopping in this area where parking is free. Is paid parking really a financial necessity for this project to succeed?	As mentioned in the meeting with VPIS, there will likely be some validation period for parking (i.e., first hour free). Our goal is to create a community that is inviting and safe for folks who choose to bike, walk and rideshare instead of driving. Paid parking is part of an overall important strategy to encourage folks to consider alternative modes of transportation when visiting the site. There will be a validation period for shoppers.
37	EDA	8/10/20 Chart	Transportation	(EDA) The Economic Development Authority supports a signalized intersection at Route 7/Commons Drive/Chestnut Street.	Acknowledged.
38	EDA	8/10/20 Chart	Transportation	(EDA) EDA members recommends that the developer and Council consider significant pedestrian safety measures, such as overpasses/bridges on Route 7 and on Haycock Rd. The likely increased traffic from the West Falls development, in addition to traffic from the Virginia Tech and the WMATA redevelopment projects will bring greatly increased new truck, auto, bicycle, scooter, and pedestrian traffic to these two roads, especially affecting the City's George Mason High School students and vulnerable populations. Without significant safety measures, much more local auto traffic will be generated just from Falls Church residents, not to mention all the new residents, workers and visitors to this site.	Our at-grade signalized intersections will dramatically improve pedestrian safety in this area, which currently has many areas where pedestrians are inclined to cross without the protection of a signal today. Pedestrian bridges are inherently not pedestrian-oriented and actually prioritize cars and their speed rather than creating more safer intersections. Pedestrian bridges cannot easily accommodate people who are unable to use stairs - they require extremely long ramps, often tripling or quadrupling the crossing distance for pedestrians, not to mention creating safety issues for the areas that are elevated from the ground and not visible from the street. Prioritizing pedestrian safety for the signalized at-grade crossings, as well as increasing the activity/visual interest along the streets with active retail will be much more effective at creating a walkable environment than bridges or overpasses.
39	Chamber	8/10/20 Chart	Transportation	(Chamber) VDOT Issues – The Committee agrees with the developer about the importance of left turn exit and entry options on Leesburg Pike and was pleased to learn discussions with VDOT are ongoing. The Committee considers this access crucial to the success of the project and offers its voice to help secure the needed approvals.	Acknowledged.
40	AAB	8/10/20 Chart	Urban Design	(AAB) Pedestrian connection – what is it actually going to look like? Will there be retail there or more of just a pass-through? What is the width?	The design of the pedestrian via has been updated to respond to accessibility comments raised during the summer collaboration discussions. In order to allow for a seamless accessible transition between Haycock and the Commons, a one-stop elevator along the Haycock side of the Block A Residential building was added to compliment the sculptural stair. The pedestrian via is approximately 15' wide, open to the sky, and will contain place-making elements such as murals and lighting.
41	AAB/HSAC	8/10/20 Chart	Urban Design	(AAB) (HSAC) What are the sidewalk materials?	Sidewalks will be brick as required by the City's standards on Haycock and Rt 7. Sidewalks within the site will be scored and colored concrete, and plaza areas will contain scored, colored and stamped concrete as well as specialty pavers.
42	AAB	8/10/20 Chart	Urban Design	(AAB) What are plans for the entrance at Route 7 and Commons since the current design has been rejected? Excited to see new design with intersection at 7. Concern about built-in permanent features should be considered with more flexibility to provide for more lawn/open space potential.	The intersection design has been revised and reviewed by Fairfax County and VDOT. The revised intersection design is included in the resubmission.
43	AAB	8/10/20 Chart	Urban Design	(AAB) What will be in Lane 4? Vehicular traffic? Appears to be a pavement "moat" between grove and condo. Transition looks awkward there. Consider having it be a pedestrian lane at any point?	It is vehicular, but will be designed to be low-speed and pedestrian friendly. It is critical for circulation into the B garage, especially for events when the Commons might be closed to traffic.
44	AAB	8/10/20 Chart	Transportation	(AAB) What are elements to ensure safety of students getting to and from school?	Streets/sidewalks that are intended to be pedestrian areas will be designed to be low-speed and pedestrian-friendly, which will ensure the safety of students using those paths to get to and from the schools.
45	AAB	8/10/20 Chart	Transportation	(AAB) Will future cut-through of Commons to WFC metro impact Mustang Alley?	The new intersection at Commons and Mustang Alley will be a 3way stop intersection (4-ways in the future when VT develops) that will induce reduced auto speeds and provide safe pedestrian and bike connectivity along Mustang Alley to ensure safety of kids and staff walking/biking to schools

Staff Comments - June/July 2020					
46	AAB	8/10/20 Chart	Transportation	(AAB) What is the possibility of using internal roads as cut-through and creating internal congestion?	We believe that "cut-through" traffic is crucial to the vitality and safety of the project, and is the reason grids of streets are so important in urban contexts. Enticing vehicular traffic to use the Project's streets rather than the main roads is essential to reducing the volume of cars through the Route 7/Haycock intersection. The new options that drivers will have to get around the Route 7 and Haycock intersection will help traffic throughout West Falls Church. Additionally, high quality retailers expect vehicular traffic to pass by their shops - the more low-speed traffic through the site, the better retailers we can attract. The drivers themselves will naturally slow down as they drive through the project due to the visual interest and activity in the plazas and retail storefronts. All of these elements work in combination to create a safer, more pedestrian-friendly environment for Falls Church residents and visitors.
47	CACT	8/10/20 Chart	Transportation	(CACT) The updated street grid design is much more pedestrian-friendly. However, the connection of Street A during school hours is worrisome. This will need to be very well-signed. How will drivers, pedestrians and cyclists understand what rules are in effect? Who decides when and how to change the traffic flow?	We think this question is addressing the section of Street A that transverses the Commons during certain hours. When that section is closed to vehicular traffic, there will be bollards indicating that it is not available to vehicular traffic. There will be signs alerting pedestrians and drivers that it is a shared area when it is open.
48	CACT	8/10/20 Chart	Transportation	(CACT) The Haycock pedestrian crossings must be as safe as possible. Adding two signals will help.	Acknowledged.
49	CACT	8/10/20 Chart	Transportation	(CACT) We're concerned about VDOT's proposal to use a third westbound lane on Route 7 as an I- 66 on-ramp. This would detract from the pedestrian experience in this area.	We understand and agree, but unfortunately this is not something that we can control. It is a requirement of Central VDOT office as Route 7 is part of the National Highway System, plus it is part of the planned Envision Route 7 BRT route.
50	CACT	8/10/20 Chart	Urban Design	(CACT) The longer, continuous tree pits to stop mid-block crossings on Route 7 are a good idea.	Acknowledged.
51	CACT	8/10/20 Chart	Urban Design	(CACT) Chunking up the larger retail building into smaller building facades is good for pedestrian interest.	Acknowledged.
52	CACT	8/10/20 Chart	Public Art/ Placemaking	(CACT) For the grand staircase, how will the murals and lighting look?	While the selection process for the actual murals and art for the placemaking elements in the project, including those that will be located in the pedestrian via space, will happen closer to construction, we have included some examples of precedent projects that are inspiring to us in our placemaking and amenities package.
53	CACT	8/10/20 Chart	Urban Design	(CACT) How will visitors who can't use the grand staircase feel as welcomed as those who can?	The design of the pedestrian via has been updated to respond to accessibility comments raised during the summer collaboration discussions. In order to allow for a seamless accessible transition between Haycock and the Commons, a one-stop elevator along the Haycock side of the Block A Residential building was added to compliment the sculptural stair. The pedestrian via is approximately 15' wide, open to the sky, and will contain place-making elements such as murals and lighting.
54	CACT	8/10/20 Chart	Public Art/ Placemaking	(CACT) Is there an interim plan for art on the Block D garage before phase 2 development is built? This would be unattractive for visitors arriving from Haycock.	Depending on the timing of the Phase 2 building that will be built in front of the garage, we intend to use the Haycock façade of the garage for placemaking elements such as a mural, which will provide visual interest in the interim before Phase 2 is constructed.
55	CACT	8/10/20 Chart	Urban Design	(CACT) We like the generous 13-foot minimum sidewalks on Commons Drive, but understand café seating may reduce this width. Please ensure an absolute minimum of six-foot clear pedestrian space to accommodate people who are walking or using strollers or wheelchair.	The previously approved SEE VCs required a minimum 6' clear zone, which we are proposing to maintain.
56	CACT	8/10/20 Chart	Transportation	(CACT) Via NVTA grants, we like that pedestrian ramps and refuges at Route 7 and Haycock will be updated.	Acknowledged.
57	CACT	8/10/20 Chart	Urban Design	(CACT) Consider a gateway feature at Route 7 and Commons Drive.	The Applicant is anticipating that a gateway art feature will be included at the entry to the project. See Response #3.
58	CACT	8/10/20 Chart	Urban Design	(CACT) 58 class 3 bike spaces (assuming two bikes per bike rack) may not be enough for a project that is designed with so much cycling infrastructure.	The project is compliant with the City's bike parking standards, but the Applicant will take this under advisement.
59	CACT	8/10/20 Chart	Urban Design	(CACT) The tree strip buffer on Mustang Alley is preferable to bollards.	Acknowledged.
60	CACT	8/10/20 Chart	Urban Design	(CACT) Will there be larger bike racks in the parking garages?	We are meeting the City's bike parking requirements overall across the site.
61	CACT	8/10/20 Chart	Urban Design	(CACT) Please identify possible future locations for Capital Bikeshare facilities in addition to the one planned at Route 7 and Haycock.	A future bikeshare station could be located in the public right of way on Haycock near the Haycock/Rt 7 intersection if desired.
62	CACT	8/10/20 Chart	Urban Design	(CACT) Will there be specified areas for rental scooter parking?	As the manager of the overall site, we will take this into consideration and will continue to adapt and adjust site elements as needed to accommodate scooters or other technological developments in transit usage over the life of the project.
63	CACT	8/10/20 Chart	Transportation	(CACT) We like the accommodation for future bus rapid transit (BRT) service.	Acknowledged.
64	CACT	8/10/20 Chart	Urban Design	(CACT) We like that drop off areas have been provided for app-based ride-sharing.	Acknowledged.

Staff Comments - June/July 2020					
65	CACT	8/10/20 Chart	Transportation	(CACT) Please explain how delivery truck traffic will be separated from pedestrian areas.	Large delivery trucks serving the grocery store will be largely separated from pedestrian traffic as they will use Alley 1 between the Senior and D-2 Garage to enter the covered loading area below Building A where they will load/unload the grocer. Alley 1 and the covered service area in Building A will be dedicated back-of-house areas where pedestrians will be not allowed or discouraged from using. Other areas, including the shared woonerf streets, will be designed to allow loading activities to occur safely with pedestrians in mind, which is typical for urban areas. Retailers often use smaller trucks for delivery, such as UPS/Fedex, which can be accommodated in our streets without much disruption to traffic flow.
66	CACT	8/10/20 Chart	Transportation	(CACT) We are concerned whether shared garage parking will be enough for school events that occur simultaneously with programmed events in the commercial development. The developer indicates that they are planning to program the development and that it is intended to be active 18 hours a day.	FCGP and FCCPS have agreed that we will coordinate event nights so that they do not overlap - there will be 15 nights a year when 300 spaces are available to FCCPS for parking for events. This is further enumerated in the Tripartite Parking MOU executed between FCGP, the City, and FCCPS. Currently and in the future there will be additional parking located on the adjacent Virginia Tech site.
67	CACT	8/10/20 Chart	Transportation	(CACT) The 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.	Acknowledged. FCGP anticipates incorporating smart parking technology where feasible, such as electronic signs at the entrance of garages that display the number of available spaces in the garage.
68	CACT	8/10/20 Chart	Urban Design	(CACT) Is there cover for crossing to the parking garages from residential buildings?	Yes - there will be above-grade covered bridge connections from the D garage to the apartment building.
69	CACT	8/10/20 Chart	Urban Design	(CACT) How will Alley 1 be safe for seniors crossing to the parking garage, especially if it is the route that trucks will use?	We are also reviewing this as part of the design and will ensure we take it into consideration as we move forward with the senior development partner.
70	CACT	8/10/20 Chart	Urban Design	(CACT) How will pedestrian paths through parking garages be designed for safety and interest?	The design of the garages will meet code requirements and are typical in design.
71	HSAC	8/10/20 Chart	Urban Design	(HSAC) Questions/concerns over the stairs and accessibility.	The design of the pedestrian via has been updated to respond to accessibility comments raised during the summer collaboration discussions. In order to allow for a seamless accessible transition between Haycock and the Commons, a one-stop elevator along the Haycock side of the Block A Residential building was added to compliment the sculptural stair. The pedestrian via is approximately 15' wide, open to the sky, and will contain place-making elements such as murals and lighting.
72	FCCPS	8/10/20 Chart	Urban Design	(FCCPS) Would FCCPS parking spaces within Phase 2 office footprint be replaced? Ensure that there are guarantees for school staff and students parking within Phase 2 office building.	Yes, this was also memorialized in the Tripartite Parking MOU.
73	FCCPS	8/10/20 Chart	Urban Design	(FCCPS) What is the width of sidewalk along Route 7?	The Rt 7 sidewalk includes a minimum 10' wide shared-use path and a minimum 5' wide tree pit/landscape strip (including curb). The sidewalk section ranges in width. Maximum dimension is along Block A: from edge of planter to building face it measures just over 21 ft. which includes 15' of paved pedestrian space. However, along the future school parking lot adjacent to the Economic Development project, there is a pinch point where the minimum dimension is 8', including a 3' planter and a 5' sidewalk.
74	FCCPS	8/10/20 Chart	Urban Design	(FCCPS) Is there a potential conflict with pedestrians and cars using Lane 3 to get into B3 garage?	Lane 3 is not intended to be a major pedestrian area as it contains back-of-house service areas, so pedestrians will be encouraged/more likely to use the more interesting Commons street to walk north, but sidewalk is provided on Lane 3 for the pedestrians that do choose to use it.
75	FCCPS	8/10/20 Chart	Transportation	(FCCPS) Discuss the plan for bus pick up/drop off and kiss-n-ride process.	Buses will turn into Mustang Alley from Haycock and line up along the portion of Mustang Alley next to MEHMS/GMHS, then continue to Route 7 to leave. Kiss & Ride drivers will enter the site from Commons or Mustang Alley to get to westbound Street A, then will use the turn-around loop to be constructed by FCGP directly south of the HS's Community Grove. Students would be dropped off at the Grove, then drivers would loop around and go back towards the Commons on Street A, then would be able to leave the site either from the intersection at Commons/Rt 7 or Mustang/Haycock.
76	Housing	8/10/20 Chart	Transportation	(Housing) Will there be any bicycle storage?	Yes, the project complies with the City's Bike Parking Standards.
77	VPIS	8/10/20 Chart	Retail	(VPIS) The plan calls for a grocery store at the corner of Haycock Road and Broad Street. The City already has three large grocery stores – Giant (right across Haycock), Aldi and Harris Teeter. Currently there are plans for a Whole Foods to open at the downtown intersection, making four groceries. Unless this is a specialty grocery store, adding a fifth general grocery seems overkill, and does nothing to add to new shopping opportunities residents of Falls Church were expecting with this development	The grocery store has long been contemplated as part of the project. Grocery stores are a net benefit to the City from a tax revenue perspective. The Applicant has a tenant interested and is in lease negotiations with them - the tenant views itself as unique in the market and will have demand for their offerings.
78	VPIS	8/10/20 Chart	Uses	(A&H Council) Music/Dance School Venue. The Arts & Humanities Council would like to get clarity on if this venue is considered part of the community benefits? If so, what is the square footage available? How will the tenant be decided? Are all community benefits (proffers) perpetual to the Falls Church community for the life of the land-lease?	The provision of the music/education school is part of the community benefits. The space is approximately 8,000 sf but could be expanded to 14,000 if a tenant is secured. FCGP is currently working with potential tenants. The benefit is for the life of the land-lease. FCGP is working with the City to determine if there is a way for the civic education spaces to be owned by a public entity (CDA).

Staff Comments - June/July 2020					
79	EDA	8/10/20 Chart	Uses	(EDA) The EDA emphasized that the developer, Falls Church General Partners, should commit/strive to find uses that will contribute to the vibrancy and economic stability of the site and have positive fiscal impacts for the City.	Acknowledged.
80	EDA	8/10/20 Chart	Uses	(EDA) EDA members emphasized the importance of obtaining early commitments from future commercial tenants. They also specifically asked and were advised of the status and commitment level of the music school, senior housing component, and grocery store	Acknowledged.
81	VPIS	8/10/20 Chart	Uses	(Chamber) Mix of Uses: The Committee recognizes that the recent pandemic may impact future development projects in a number of ways. Given the unknown future of retail, we ask that the City be as flexible as possible regarding ground level uses. While we believe flexibility is needed, we also request that the developer make every effort to secure vibrant, attractive, revenue generating retail to the project	Acknowledged.
82	AAB	8/10/20 Chart	Uses	(AAB) How will office terrace and roof be used?	We have revised the design of the office building since the last submission. The rooftop will house mechanical and ventilation equipment and the green roof. No tenant amenity space is envisioned for the roof, and a terrace is not currently envisioned as it is not a sought-after amenity for the anticipated tenant mix.
83	AAB	8/10/20 Chart	Uses	(AAB) What are envisioned for the two kiosks in the Commons?	FCGP anticipates having food/restaurant tenants in the kiosks, similar to the kiosks at Mosaic and the Wharf, dependent on tenant demand.
84	AAB	8/10/20 Chart	Uses	(AAB) Is the grocer committed?	The grocer lease is in progress and FCGP is hopeful that the tenant can be announced in the coming months.
85	AAB	8/10/20 Chart	Landscape	(AAB) What are splash park plans for winter?	The splash park will be designed to be a visually-pleasing occupiable space even when the fountains are turned off.
86	Housing	8/10/20 Chart	Uses	(Housing) Is there a contingency plan for commercial retail due to COVID-19?	We are optimistic that things will have returned to normal by the time we are delivering the project in 2023-2024, but of course, like all commercial developers, we are keeping an eye on the retail landscape and will continue to adapt our designs as necessary to meet new and changing needs.
87	Housing	8/10/20 Chart	Operations	(Housing) What will be ability to organize protests in the Commons?	This will depend on the ownership of the Commons - if it is owned by the City or CDA, then the City's regulations on organization in public spaces would apply.
88	VPIS	8/10/20 Chart	Housing	(VPIS) The Falls Church community is increasingly concerned about social justice and the availability of affordable housing. With the need to strengthen affordable housing options, the City should adjust the voluntary concession for the project to require that, as a minimum, six (6) percent of the units be affordable (i.e., remove the option to make a payment to the city in lieu of a unit) and clarify that these affordable units will be available in perpetuity.	It is FCGP's understanding from our discussions with staff that the requested base affordability for the project will remain at 6% at 60% AMI or its equivalent as mutually agreed upon with the City. Any additional workforce/affordable housing would be provided such that the economics of the project remain the same, i.e., if more affordable housing is desired, the ground rent or land value payment will have to decrease commensurately. The length of the affordability period in the VCs is currently written as "for the life of the project," as the land will be ground-leased to FCGP for a finite time and not in perpetuity.
89	VPIS	8/10/20 Chart	Housing	(A&H Council) Affordable Housing. The Arts and Humanities Council encourages developers to incorporate a good mix of affordable housing into the project. Falls Church benefits from having opportunities for artists to both work but also live in the city. Artists depend on affordable housing opportunities	FCGP has committed to providing 6% of the units at 60% AMI for affordable housing on site or its equivalent as mutually agreed upon with the City.
90	EDA	8/10/20 Chart	Housing	(EDA) EDA members suggested that they would be willing to consider giving up some of the standard voluntary concessions in exchange for a higher percentage of affordable housing units.	It is FCGP's understanding from our discussions with staff that the base affordability for the project will remain at 6% at 60% AMI or its equivalent as mutually agreed upon with the City. Any additional workforce/affordable housing would be provided such that the economics of the project remain the same, i.e., if more affordable housing is desired, the ground rent or land value payment will have to decrease commensurately.
91	VPIS	8/10/20 Chart	Housing	(Chamber) Affordable and Workforce Housing: As stated in our April 3 letter to Ms. Aubrey, the Committee supports efforts to increase the commitment to workforce housing. 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.	It is FCGP's understanding from our discussions with staff that the base affordability for the project will remain at 6% at 60% AMI or its equivalent as mutually agreed upon with the City. Any additional workforce/affordable housing would be provided such that the economics of the project remain the same, i.e., if more affordable housing is desired, the ground rent or land value payment will have to decrease commensurately.
92	HSAC	8/10/20 Chart	Housing	(HSAC) Would like to talk about the cash-in-lieu vs units discussion with staff; what would meet the needs and see the trade-off to determine what HSAC would prefer.	CFC to respond
93	Housing	8/10/20 Chart	Housing	(Housing) Are there any affordable units in the senior building?	Yes, the senior housing developer will comply with the affordable housing requirements for its portion of the project per the approved SEE VCs, which can include on-site units or a payment in lieu as mutually agreed upon with the City.
94	Housing	8/10/20 Chart	Housing	(Housing) Are there still any micro units?	Yes - previously the micro building and traditional apartment building were separate buildings on the site, but for efficiency and budgetary reasons, the units have been combined into one building, Building A.
95	Housing	8/10/20 Chart	Housing	(Housing) Is there a precedent for having a senior building in this type of development?	Building new walkable urban "lite" communities is an emerging typology in the senior housing space. Senior developers are sophisticated and are staying ahead of the innovation curve, which is why they are now very interested in locating in these types of locations as their tenants and visitors prefer it. There is an incredible amount of demand for these types of facilities to balance the mostly suburban-style senior housing facilities that exist today.
96	Housing	8/10/20 Chart	Housing	(Housing) Were you aware that WMATA would be doing their project as well? With them added to this project should more affordable housing be provided?	Yes, the members of FCGP, EYA and Hoffman & Associates, are two of the three developers of the WMATA West Falls Church parking lot site. The WMATA site will comply with Fairfax County affordable housing policies as required.

Staff Comments - June/July 2020					
97	Housing	8/10/20 Chart	Housing	(Housing) What is the mechanism of owner/manager of rentals? Could there be a commitment to help for a renter's committee or advocacy group? (Tenant bill of Rights).	According to our property management consultant, many of the legal protections required by the Virginia Residential Landlord and Tenant Act are already included in new residential leases. They also shared that they provide the "Virginia Statement of Tenant Rights and Responsibilities as of July 1, 2020" with their new leases.
98	Housing	8/10/20 Chart	Housing	(Housing) Appreciate flexibility of changing proportion. How is rate of 80% AMI for 2 beds determined?	Per the VCs, "The monthly rent for the ADUs will be set by the Housing Commission with reference to the U.S. Department of Housing and Urban Development ("HUD") Washington Primary Metropolitan Statistical Area ("PMSA") area median household income ("AMI")." We propose that rents match the HUD Washington PMSA AMI rents, as is standard for tax credit projects and other affordable housing projects throughout the region.
99	Housing	8/10/20 Chart	Housing	(Housing) Is there a way for city to verify that square footages of ADU would be proportional to market rate?	FCGP will be working with staff on this through the development review process. Each affordable unit plan will have a comparable market rate unit plan, but mathematically, market rate units of the same bedroom count will not have the same average SF as the affordable units of the same bedroom count, as there will be some market rate units of that bedroom type that will be larger.
100	Housing	8/10/20 Chart	Housing	(Housing) Was the Wharf in DC a profitable project even with there being a requirement of 30% affordable units?	As is common for development projects that involve public land or public entities, there were significant subsidies that took a variety of forms at the Wharf, including a TIF, that allowed for the provision of the 30% affordable housing. The development of West Falls is generating economic value to pay for the new GMHS building, which required compromise on the level of affordability that could be provided.
101	Housing	8/10/20 Chart	Housing	(Housing) Possibility of going above 6%? (units at 60% AMI)?	FCGP is willing to entertain discussions of additional workforce/affordable housing with the understanding that the economics of the project must remain the same, i.e., if more affordable housing is desired, the ground rent or land value payment will have to decrease commensurately.
102	Housing	8/10/20 Chart	Housing	(Housing) Will these ADU units be provided in perpetuity?	The VCs are currently written as "for the life of the project," as the land will be ground-leased for a finite time and not in perpetuity.
103	Housing	8/10/20 Chart	Housing	(Housing) Is there a requirement for on-going monitoring and verification of income and affordable housing compliance?	Yes
104	VPIS	8/10/20 Chart	Uses	(VPIS) Modify the third bullet item under Uses in the Voluntary Concessions to state the minimum of 20,000 GSF of programmable civic space, managed by the Owner and which includes approximately 8,000 to 12,000 GSF event space including a 4,000 GSF outdoor rooftop terrace will be available in perpetuity; i.e. never to be developed for retail, residential or other non-civic use. This should be true of the additional 4,000 to 8,000 GSF identified as being occupied by performing arts/education studio or school.	Noted. FCGP has proposed amendments to the civic requirement to be discussed with the City. The land is being ground-leased to FCGP for a finite period, therefore the commitment can only be for the life of the project, not in perpetuity.
105	A&H Council	8/10/20 Chart	Public Art/Placemaking	(A&H Council) Civic Use. Now that the area (Rt. 7 street level office building) and interior space allocation (13,000-16,000 sq. ft.) for civic use has been clarified, a clearer plan for the interior portion of that space should be developed. the Arts & Humanities Council and others have previously recommended, a small portion of the space should be made available for changing local art exhibitions as well as one or two display cases or freestanding interpretive panels for historic and cultural heritage interpretation about the community. There should also be a small public information area (near the entrance to the space) for maps, brochures and other City visitor materials. We would like clarity on the scheduling party and mechanism for use by civic entities. It appears there is now some thought of dual use. If so, is the other use renting the space from the civic entity?	The Applicant will be engaging the A&H Council to provide input and feedback on the placemaking and public art elements for the overall site, which we anticipate will incorporate some of the historical elements mentioned here. For maps, brochures, and other City visitor materials, the City can coordinate with the hotel and rental residential uses to provide to guests and residents as appropriate. The civic space, which was moved from the office into the condo building, will not be publicly accessible at all times, but only accessible during specific events, therefore is not conducive to locating a display as described.
106	Hist. Comm.	8/10/20 Chart	Uses	(Hist. Commission) Civic Use. The interior space dedicated to civic use should include a small amount of wall or freestanding display area for historical photographs and other materials dedicated to the history of the West Falls Project development site and vicinity (see above), and perhaps including information on the broader historical context of the Falls Church community and its growth. Such a display would supplement interpretive signage placed in the Commons area or in an adjacent outdoor circulation space. The Historical Commission would be pleased to assist in the selection and development of appropriate exhibit material.	The Applicant will be engaging the Historic Commission to provide input and feedback on the placemaking and public art elements for the overall site, which we anticipate will incorporate many of the historical elements mentioned here. The Applicant will take the suggestion for incorporating an indoor space into consideration as the interior design of the buildings moves forward.
107	VPIS	8/10/20 Chart	Sustainability	(VPIS) We would like to hear more about the developers' "Dark Skies" plan, both internal and external to the project.	The project is currently targeting the Light Pollution Reduction Credit at the LEED-ND development level. Exterior light fixtures will be full-cut off and meet backlight-uplight-glare rating requirements and/or foot-candle requirements. The project team will also incorporate control mechanisms to turn off appropriate lights at night to avoid disturbing residential areas and spaces.
108	UFC	7/16/20 Letter	Landscape	(UFC) We are pleased FCGP have responded to our advocacy on behalf of the citizens of Falls Church City with a projected tree canopy coverage of 18% but would like a clarification whether this projected coverage is in 10 years or 20 years? Depending on the recommendation for certain trees and its placement – a follow-up discussion may be necessary to confirm that trees will have adequate room to grow and flourish, without impeding on pedestrian walkways or streets.	The tree canopy cover calculation is based on 20-years post-installation.
109	UFC	7/16/20 Letter	SWM	(UFC) We ask that FCGP clarify all bio-retention areas that serve the property and clarify their locations.	The bioretention areas are noted on sheets L401-L405 with the planting hatch code "BR"
110	UFC	7/16/20 Letter	Landscape	(UFC) Our July 15th discussion with FCGP was productive and encouraging. However, we remain concerned over narrow setbacks, especially on Streets A and B, and the impact on tree growth and species selection. FCGP representatives expressed an understanding of our concerns and recognize the need for continued dialogue with UFC. We encourage CFC to emphasize the importance of continuing the dialogue and for FCGP to commit to it.	Noted.

Staff Comments - June/July 2020					
111	UFC	8/10/20 Chart	Landscape	(UFC) Further, we would ask FCGP to clarify the planted area/green space calculations without including street trees along Street A, Street B, and the project's outer perimeter streets (Broad, Haycock, Mustang Alley). We want to better understand the proportion of hardscape area to the green space in the Commons and at the Haycock Road entrance where public use will most concentrate. We encourage CFC to support a goal of at least [10-15%] open green space for this keystone project that will establish a model for other large-scale developments, especially in West Falls Church.	Noted. Our design and development team has many years of experience developing urban mixed-use spaces and has used this expertise to balance the competing land-use interests while maximizing the economic value to the City. As such, we are confident that the landscape strategy proposed will support the vibrant development desired by all. The landscape design is welcoming of users of all ages and abilities, resilient, responsive, sustainable, and maintainable for the life of the project. We provided a calculation of planted area on site in our July community meetings, which is approximately 30,000 sf, but this is not a required calculation by the City. We also note that the plans do not currently reflect the amenity spaces in the private courtyards of the residential buildings, which will provide additional opportunity for planted areas.
112	ESC	8/10/20 Chart	Sustainability	(ESC) Composting: We were encouraged to see that the developer and City staff are cooperating to look at the feasibility of collecting food waste for composting. We would expect that the restaurants, grocery store and tenants may generate more organic matter for compost than could be used on the green spaces in the development. If the excess compost were provided to the schools, residents or participants in urban agriculture programs, it could gradually improve City soil conditions, green space and runoff issues	Acknowledged. The Applicant continues to explore a variety of waste management programs, including composting and participation in the City's glass recycling program, to help reduce waste generated by the site and minimize impacts of waste management and disposal to the extent feasible.
113	ESC	8/10/20 Chart	Sustainability	(ESC) Electric Vehicle charging stations: The voluntary concessions call for 10 equipped EV stations and 30 future stations (conduit). We would like to see the number of future stations increased, given the relatively low cost of laying conduit. The condo building should have a number of stations for owners, given that many will want them either now or in the future. Installation would be significantly more expensive after construction is complete. The developers want to be leased an additional 0.32 acres in which to expand a parking area and say that it will be shared among the school (evening and maybe day use) and business use. As such, we recommend adding 4 extra outdoor EV chargers in that new area, above and beyond the 11 planned for the site, and above and beyond any that are funded by outside installers (e.g., the Volkswagen settlement funds). These will benefit school staff & City residents. Currently, this may cost about \$10k per charge port, but the equipment portion prices are likely to decline by the time the project is built. Placing 4 ports around an outdoor light stanchion may save on conduit and mounting costs. Making the chargers permanently free to the public could also reduce the equipment and installation costs substantially (simpler interface, no communications wiring); home installations are closer to \$1k per port.	The Applicant agrees that EV charging stations will be important to the future users of the site. The Applicant is researching the various options for third party charging stations - it is possible that we may want to locate more than our one required fast charge station on the site as we continue through the design process but we cannot commit to a specific number or location at this time. These are relatively easy to retrofit, so we do not have any concerns about adding them as we get closer to construction.
114	ESC	8/10/20 Chart	Sustainability	(ESC) Solar energy: The ESC would ask the development team to continue to look for opportunities to incorporate solar energy in the project.	As has been previously discussed, solar is not currently an economically viable solution in the Virginia given the lack of tax incentives, nor is it likely to be compatible with the space constraints that currently exist in the project if the tax situation should change in the future.
115	ESC	8/10/20 Chart	Sustainability	(ESC) Office design: We recommend that office building(s) be considered candidates for net zero ready design. This would appeal to corporations that already have or are considering high sustainability standards.	The VCs require the office to meet LEED Gold requirements, which sets a high standard for sustainability. Unfortunately, achieving net-zero design standards would not be financially feasible for this project.
116	ESC	8/10/20 Chart	Sustainability	(ESC) Strongly urge that the West Falls Project seek the US Green Building Council's LEED Pilot Credit 55: Bird Collision Deterrence. This LEED credit encourages site design strategies and modifications to building facades and structures to reduce bird deaths caused by collisions, especially with glass windows. To qualify for this credit, a building must not exceed allowable bird threat levels, which are calculated by several factors including facade materials, height, outdoor lighting and fly-through considerations. The American Bird Conservancy's Bird-Friendly Building Design provides state-of-the-art guidance on how to meet these requirements. The need for the West Falls Project to seek a LEED Pilot Credit 55 is acute. Scientists estimate that every year between 356 to 988 million birds are likely killed in the U.S. as a result of collisions with buildings. Roughly 56% of this annual bird mortality occurs at low-rise developments (4-11 stories). This phenomenon is part of a larger ecological crisis as overall bird populations in North America have declined by about 30% since the 1970s. More thoughtful building design is required to relieve this anthropogenic environmental stress factor for birds.	The project was designed in a manner that is sensitive to the concern about bird strikes, as described in comment #14. We will be considering shading and lighting strategies that help address this concern and address items considered in LEED Pilot Credit 55, but are not at this time pursuing the credit.
117	ESC	8/10/20 Chart	Sustainability	(ESC) Shield and minimize outside lighting. Outdoor lighting fixtures should adhere to the recommendations of the International Dark Sky Association. Additionally, commercial and residential building owners can be encouraged to participate in the National Audubon Society's "Lights Out" program to help mitigate deaths of migratory birds that fly at night during spring and fall migration	Acknowledged
118	AAB	8/10/20 Chart	Sustainability	(AAB) Interested in green roofs and how contributing to development and mitigating heat island effect. Question on if they will have typical green roof vegetation.	Yes, the green roof will have typical green roof vegetation (sedums).
119	VPIS	8/10/20 Chart	Urban Design	(VPIS) We like the idea of a development that is designed for all ages, from the daycare center through the high school and the senior living apartments. The plan, however, does not seem to have any tie-in to the adjoining high school campus. Is that intentional?	The Applicant has been meeting with the leaders of FCCPS weekly for the past two years. The Applicant and FCCPS have discussed the many ways in which their students and their work could be showcased in the Project or otherwise interact with some of the new residents and amenities in the overall district including Virginia Tech, senior housing, arts/education tenants, etc. The Applicant looks forward to the possibilities of incorporating FCCPS students into the community.

Staff Comments - June/July 2020					
120	Chamber	8/10/20 Chart	Statement	(Chamber) Community Outreach – The Committee commends the developer on its work to collaborate with the development projects at VA Tech and West Falls Church Metro, the Falls Church City Schools, and other community organizations, and it encourages those collaborations to continue, especially with regard to art elements, roads, and safety, especially student safety. We recommend reaching out to local residential and other commercial neighbors as well.	Acknowledged.
121	ESC	8/10/20 Chart	Statement	(ESC) Transparency: We recommend that the team hold quarterly meetings open to the public to update City residents on the status of the project. This process, which helps build community trust, has worked well for the Founder’s Row project.	Acknowledged.
122	VPIS	8/10/20 Chart	Landscape	(VPIS) The plan seems to have very little in the way of open space, and particularly of open green space. The pedestrian corridor running through the plan will be genuinely nice and inviting for people walking around the shopping areas. However, other than the streetscape plan running along Broad Street, there is little in the way of other open space in the project, and extraordinarily little in the way of planting areas. We urge you to discuss with the developers whether there are additional opportunities to provide more open space, and particularly planting areas, in this project. For example, the long narrow area currently designated as “Lane 4” could be integrated into the “grove” or converted to a green forecourt for the music school.	The design of West Falls is the result of balancing many competing needs/interests of the community while maximizing the economic benefit to the City. Lane 4 is essential for vehicular connectivity and access to the site, particularly to Garage B during times when the Commons is closed to vehicular traffic, therefore it cannot be converted to open space. The Commons is designed with users of all ages in mind - it will be usable and active, but most importantly flexible so that it can accommodate a wide variety of programming. Additionally, the residential buildings will have outdoor amenities on their courtyards for residents, and our design currently includes an outdoor courtyard in Building A that will serve a future daycare use which may be available for other children to use outside of daycare hours. Finally, the open space of West Falls should be considered in context of the greater 40-acre neighborhood being developed between the City site, the Virginia Tech site, and the WMATA site at the Metro. The Virginia Tech and WMATA sites will have active use open spaces including a dog park and a court park.
123	VPIS	8/10/20 Chart	Landscape	(VPIS) There is little in the way of play areas for children. Undoubtedly, there will be children living in these apartments, as past experience in Falls Church well establishes that, and the plan calls for day care, where play areas are necessary. The closest City Park is the West End Park, quite a walk away for small children. The City should consider requiring that parking structure roofs be used for park and playground space available to any City resident.	The design of West Falls is the result of balancing many competing needs/interests of the community while maximizing the economic benefit to the City. The Commons is designed with users of all ages in mind - it will be usable and active, but most importantly flexible so that it can accommodate a wide variety of programming. Additionally, the residential buildings will have outdoor amenities on their courtyards for residents, and our design currently includes an outdoor courtyard in Building A that could serve a potential future daycare use which may be available for other children to use outside of daycare hours. Finally, the open space of West Falls should be considered in context of the greater 40-acre neighborhood being developed between the City site, the Virginia Tech site, and the WMATA site at the Metro. The Virginia Tech and WMATA sites will have active use open spaces including a dog park and a court park. We will need all of the parking provided in the structures, therefore at this time we could not commit to allowing their top levels to be used as play areas. Not only does the project need to maintain the parking, but the parking level is not a majority flat surface, which would not be amenable to play areas.
124	UFC	8/10/20 Chart	Landscape	(UFC) While encouraging a pet-friendly environment for potential residents, there appears no discussion of how management will ensure proper disposal of pet waste. To be clear, we are not suggesting creation of a “dog park” but requesting a discussion of the location and method of environmentally sound waste disposal. It is important that CFC provide a clear location for dog waste so that street trees and other central green spaces do not suffer adverse health effects. Prior history at Pearson Square has shown CFC the persistent difficulty in maintaining the health of trees and plants that become the default locations for pet waste.	Provided.
125	EDA	8/10/20 Chart	Statement	(EDA) The EDA appreciates the efforts made by the developer to continue to make adjustments to their development plans in view of rising construction costs and the unknown long term effects of the COVID pandemic.	Acknowledged.
126	Library	8/10/20 Chart	Economics	(Library Board) The Library Board understands that the West Falls project will not include proffers comparable to a private sector development but will include long-term payments to the City for land rent and related services. What is the amount and schedule for such payments?	CFC to respond
127	Library	8/10/20 Chart	Economics	(Library Board) The Library Board understands that it is the City’s intention to use the long-term payments from the West Falls project to pay the costs of annual payments on the bonds recently issued to finance the construction of the new high school and the Library. What is the amount and schedule of these bond payments? And, will the long-term payments from the West Falls project be used to pay back bonds for the entire bond packages (i.e., including the two bonds supporting the Library) or just the new high school	CFC to respond
128	Library	8/10/20 Chart	Economics	(Library Board) The Library Board believes that major new development projects generate new demands for Library services and private sector projects have recognized this impact and agreed to proffers for the Library. In the event that long-term payments from the West Falls project exceed the amount of annual bond payments, what process will the City use to allocate any such excess funds (i.e., West Falls payments exceeding bond payments) and how might the Library request that the needs of the Library be considered in making such allocation?	CFC to respond

Staff Comments - June/July 2020					
129	Hist. Comm.	8/10/20 Chart	Public Art/ Placemaking	<p>(Hist. Commission) Anniversaries. Finally, significant anniversaries come up from time to time. A few examples are given below for the period following the projected opening of the West Falls Development; note the 75th anniversary of Falls Church City status. Special events in the Commons and Civic areas and related branding could be linked to these and other commemorations.</p> <p>-2022 60th anniversary of Falls Church All-America City recognition (1962) 130th anniversary of the first Arbor Day in Falls Church (1892) -2023 75th anniversary of Falls Church becoming independent city (1948)</p>	Acknowledged.
130	Chamber	8/10/20 Chart	Statement	<p>(Chamber) Successful Elements from Previous Projects – The developers involved with this project have had great success with past projects, including The Wharf. It is our hope and expectation that successful and innovative elements of prior projects will be incorporated into this projec</p>	Thank you.

Comment Response Matrix

West Falls SEE Amendment and SESP Phase I

SEE Resubmission Date: June 3, 2019

Comment Response Date: SESP Second Submission, January 13, 2021

Staff Comments - June/July 2020					
#	Department	Source	Topic	Comment	Applicant Responses
1	Current Planning	July 9 Letter	Statement	1. The initial SEE application was approved in July 8, 2019. The SEE Ordinance stipulates that amendments to an approved SEE shall be treated, procedurally, the same as new application, and should rely on prior approvals and meet standards of zoning ordinance. As such the following section provides a review of the SEE amendment application based on the SEE code, and consistency with the approved SEE.	Acknowledged
2	Current Planning	July 9 Letter	Phasing	2. Phasing Plan: Per Sec. 48-488B(2)e., provide the following elements in the SEE amendment packet and in the Statement of Justification: 1) proposed timing of construction as related to construction of phases; 2) number of dwelling units, if any, 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.	Provided. See SEE amendment packet and SOJ.
3	Current Planning	July 9 Letter	Additional Info	3. Variances, waivers, and modifications: per Sec. 48-488(b)(2)f., a statement of any proposed variances, waivers and modifications to zoning regulations or adopted city plans and policies must be submitted. In future submission, please include potential variances related to parking, waiver for the parking reduction, and any major deviations from the Streetscape Standards for Commercial Streets as part of this requirement.	Provided.
4	Current Planning	July 9 Letter	Cleanup	4. Development Acreage – SESP Full Set Sheet C-0202: clearly identify total acreage of development by phase, and identify any additional acreage requested beyond the SEE approval. Same information should be included in the narrative under parcel boundary adjustment discussion.	Revised
5	Current Planning	July 9 Letter	Cleanup	5. SEE Amendment Sheets – delineate requested new boundary line and new Phase 1 line. The requested additional land will require a future lot line adjustment (subdivision) application and land exchange agreement between the City and School Board.	Revised
6	Current Planning	July 9 Letter	Cleanup	6. SEE Amendment Sheets: Existing Conditions Plan Sheet C-0303, and Plat and Location Plan Sheet C-0401 seems to be duplicated in the packet.	There are 11x17 sheets and 24x36 sheets included in the package. Sheet C-0303 and C-0401 that are at the end of the package are 24x36.
7	Current Planning	July 9 Letter	Cleanup	7. SEE Amendment Sheets: The revised cross sections for Street A and Street B do not match up with the illustrated diagrams shown below the cross sections. It appears those diagrams had not been updated to show the proposed revisions along Street A and Street B.	Revised.
8	Current Planning	July 9 Letter	Cleanup	8. SEE Amendment Sheets, p. 11 – define what is meant by “semi-private/commercial” open space and include approx. acreage of each type of open space.	Semi-private/commercial open spaces describe the open spaces included in/on buildings (courtyards, daycare open space, terraces not for individual residences, etc.) LandDesign to provide acreage of each type of open space.
9	Current Planning	July 9 Letter	Cleanup	9. SEE Amendment Sheets, p. 14 – include the SEE approved unit ranges in the “Proposed Development Plan Program: SEE Unit Ranges with SESP Phase 1 Proposal” table.	Revised.
10	Current Planning	July 9 Letter	Cleanup	10. Supporting Documents: The narrative of SEE changes indicates the CA-required 20,000 SF is maintained, but Site Program Summary Sheet indicates a reduction to 19,240 SF for civic spaces. Additionally, page 21 of the Supporting Documents states that a minimum of 17,000 square feet of programmable civic space will be provided.	See revised SOJ for details.
11	Current Planning	July 9 Letter	Civic	11. Civic Space: An indoor conference room is allocated for the civic use within the office building. How would this work operationally? Would it be predominately available for the office tenants or for outside groups?	The civic meeting space has been combined with the education/arts spaces in the Block C condo. See revised plans.
12	Current Planning	July 9 Letter	Civic	12. Civic Space: What is the size and location on the Commons for the outdoor event space that is designated for civic use? How would that space be differentiated physically and/or operationally from the rest of the Commons?	The outdoor event space on the Commons designated for civic use is 4,000 GSF. The space is generally differentiated from the rest of the Commons as the lawn area and can be tented or otherwise sectioned off for special events.
13	Current Planning	July 9 Letter	Civic	13. The following changes to the approved uses proposed under the SEE amendment are subject to further review and input by City Council as part of the public review process: 1) Civic space requirements: The Program Summary and proposed amendments to the SEE voluntary concessions amends the square footage to 19,240 GSF and 17,000 GSF minimum, respectively, with a reconfiguration to different locations and types of spaces.	Acknowledged

Staff Comments - June/July 2020					
14	Current Planning	July 9 Letter	Retail	13 .The following changes to the approved uses proposed under the SEE amendment are subject to further review and input by City Council as part of the public review process: 2) Commercial uses: The addition of several commercial uses not explicitly listed in the approved SEE is requested. While some of these uses are considered a type of retail or accessory to a permitted use, others would require a zoning code text amendment to allow for City Council to consider such uses as part of the special exception.	Acknowledged
15	Current Planning	July 9 Letter	Cleanup	13. There appear to be discrepancies for the building heights (number of stories) listed in the table on Sheet C-0202 and the building elevations for Buildings A, B1, B2, and D2.	The table has been revised in the resubmission.
16	Current Planning	July 9 Letter	Transportation	13. A Transportation Demand Management Plan and shared parking analysis has been submitted and is subject to further staff analysis. A parking management plan should be submitted with the next submission. A traffic impact analysis with mitigation measures were provided during the SEE review process. An updated traffic impact analysis and signal justification reports will be provided based on anticipated changes to design, particularly for the Leesburg Pike/Commons Drive/Chestnut Street intersection.	The TDM has been updated with information regarding the parking management plan. The TIA/SJR were submitted to staff on August 24, 2020.
17	Current Planning	July 9 Letter	Additional Info	13. As the project proceeds through public review, additional information on how the following Comprehensive Plan goals could be accomplished should be provided: • Urban Design Guidelines: o Massing, building height, building façade and frontage design for Block A o Treatment of building corners o Gateway features that offer a sense of arrival and express the special qualities of West Falls Church	West Falls has been carefully designed to reflect the City of Falls Church as a “great place to live, visit, shop, dine, do business, and work with a vibrant mix of uses, while retaining in an urban village its community-oriented and historic character.” (Comprehensive Plan Ch 3). The project will be the western gateway to the City, and the project’s architecture, in combination with a feature art element at the intersection of the Commons and Leesburg Pike, will create a sense of arrival to the City. The Block A apartment building architecture has been modified based on comments from the Council, Boards and Commissions, and staff, to modulate the mass and scale of the building while maintaining a cohesive design language. The design pays special attention to the key corners at Leesburg Pike and Haycock Road and the Commons, and will include special placemaking elements to enhance the base building architecture.
18	Current Planning	July 9 Letter	Additional Info	13. As the project proceeds through public review, additional information on how the following Comprehensive Plan goals could be accomplished should be provided: • Chapter 4: Land Use and Economic Development o GOAL 15. Encourage the retention and expansion of existing businesses. o GOAL 16. Determine what types of businesses will be assets and market the City to attract them.	The Applicant endeavors to provide opportunities for existing Falls Church retail businesses to expand or open new locations at West Falls. The leasing process will further identify what types of businesses might be assets to Falls Church and will help market the City to a wider audience to attract them.
19	Current Planning	July 9 Letter	Additional Info	13. As the project proceeds through public review, additional information on how the following Comprehensive Plan goals could be accomplished should be provided: • Chapter 5: Environmental Sustainability, Resilience and Natural Resources: "Environment for Everyone" o Goal: Avoid waste generation and reduce the harmful pollution and financial costs associated with waste management and disposal.	The Applicant continues to explore a variety of waste management programs, including composting and participation in the City’s glass recycling program, to help reduce waste generated by the site and minimize impacts of waste management and disposal to the extent feasible.
20	Current Planning	July 9 Letter	Statement	14. Sec. 48-488B.(2)h. Consistency with Site Specific Studies, Reports and Plan The development proposal was reviewed based on the following two site specific studies, and that analysis is provided in the City Council July 6, 2020 work session staff report. • The 2014 Urban Land Institute (ULI) Technical Assistance Panel Report (TAP) • Small Area Plan Planning Area 8 – Mobility & Accessibility	Acknowledged
21	Current Planning	July 9 Letter	Statement	15. Section 48-488B.(3) SESP Requirements Aside from the changes proposed under the SEE amendment, SESP proposal is generally consistent with the approved SEE. The following sections provide a review of the SESP based on the Site Plan Code, SE Code, approved SEE, general regulations of the Zoning Code, Streetscape Standards, and other applicable policies and regulations.	Acknowledged
22	Current Planning	July 9 Letter	Statement	Section 48-90, SE Primary and Secondary Criteria 16. Applications for SESP are evaluated using special exception primary and secondary criteria, listed in Sec. 48-90(d). Staff review of the SESP based on the Primary and Secondary Criteria is provided in the City Council July 6, 2020 work	Acknowledged
23	Current Planning	July 9 Letter	Statement	16. • An updated fiscal impact analysis based on the SESP Phase 1 submission is in progress by staff pending additional information from FCGP (SE Primary Criteria, Sec. 48-90(d)(1)c).	Acknowledged
24	Current Planning	July 9 Letter	Additional Info	16. • An updated traffic impact analysis and signal justification reports for all proposed signals are required based on anticipated changes to design, particularly for the Leesburg Pike/Commons Drive/Chestnut Street intersection (SE Secondary Criteria, Sec. 48-90(d)(2)b).	The TIA/SJR were submitted to staff on August 24, 2020.
25	Current Planning	July 9 Letter	Additional Info	16. • An updated merchandizing plan is anticipated as the project moves forward in the review process (SE Secondary Criteria, Sec. 48-90(d)(2)g).	Noted.
26	Current Planning	July 9 Letter	Statement	17. Voluntary Concessions for the amended SEE are subject to further discussion with staff.	Acknowledged

Staff Comments - June/July 2020					
27	Current Planning	July 9 Letter	VCs	18. Voluntary Concessions for the SESP – Phase 1 should be submitted with the next submission subject to further discussion with staff.	SESP VCs included with the SESP Resubmission.
28	Current Planning	July 9 Letter	Checklist/Additional Info	19. SESP Supplemental Package - Page 7: include a legend.	Revised.
29	Current Planning	July 9 Letter	Checklist/Additional Info	20. SESP Supplemental Package -Page 15: garage access points sheet is missing the entrance off of Broad to Block A.	Revised.
30	Current Planning	July 9 Letter		21. SESP Supplemental Package - Page 15: garage access points sheet – can the Grocery/Retail garage in Block A be accessed from Street B? Or is the only access via Street C?	Revised.
31	Current Planning	July 9 Letter	Checklist/Additional Info	22. SESP Supplemental Package - Program summary sheet: unit number (146) is provided for the hotel, but GSF is not provided in the far left chart.	Revised.
32	Current Planning	July 9 Letter	Checklist/Additional Info	23. SESP Supplemental Package - A crosswalk at the driveway entrance to Lane 3 from Broad is shown on the SESP civil sheets, but not shown on the illustrative site plan in SESP Supplemental Package.	Revised.
33	Current Planning	July 9 Letter		24. SESP Supplemental Package - The alleys in the project area labeled Alley 1 and Lane 1-3. It would make sense if they were either all Alley or Lane.	These are temporary names. Final street names will be reviewed and discussed with staff as we get closer to construction.
34	Current Planning	July 9 Letter	Checklist/Additional Info	25. SESP Supplemental Package - A separate subdivision (lot line adjustment) application and approval is required with the site plan process to reflect the .32-acre property addition and change (9.45 to 9.77 acres) for Phase 2 option. Additional horizontal and vertical subdivisions are anticipated and should be provided in future SESP submissions.	Acknowledged
35	Current Planning	July 9 Letter	Signage	26. Comprehensive Sign Plan: the proposed concepts and the examples shown here are visually appealing and appropriate for the mixed-use urban environment proposed for this area. Depending on the applicant's preference for timing of signage review and approval, staff will need the following details for review when available: <ul style="list-style-type: none"> • For each tenant, sign quantity, dimensions, area, location, height, etc. specified based on the sign ordinance in Article VI of the zoning code (please review and apply the code to the extent possible and staff will do the final code analysis) • Tenant information and sign content can be submitted as placeholders for now, but signs are reviewed and approved based on the specific tenant space, so future submission will need to identify each tenant space with location indicators within the development. Multiple resubmissions and staff review to complete the sign packet is common in this process. • Any variances needed based on the code should be identified in future sign submission. Sign variances are subject to approval by BZA following a recommendation by the AAB. • Staff recommends concurrent review and approval of the sign proposal and any related variances with the SESP review and approval. 	Acknowledged. The Applicant will pursue signage approvals when we have more information about the actual tenants and their desired designs.
36	Current Planning	July 9 Letter	Checklist/Additional Info	27. SESP Civil Set: Sheet C-0201 – Construction Note #29 (Owner's Consent) should be signed for next submission. {Noted that this will be coordinated with staff}	Signatures will be coordinated.
37	Current Planning	July 9 Letter	Checklist/Additional Info	28. SESP Civil Set: Waivers and/or Modifications - SESP Full Set Sheet C-0101: identify all waivers and modifications under WAIVERS including waivers for parking reductions.	Acknowledged. Waivers and modifications have been identified. Parking ratios proposed are within the ratios approved with the SEE, and therefore do not require a waiver or modification.
38	Current Planning	July 9 Letter	Parking	29. SESP Civil Set: Parking Variances: based on discussions with the applicant regarding possible variances related to parking, any modifications to parking space and aisle dimensions, column spacing and tandem parking regulations provided in Sec. 48-933 will require variances subject to approval by the BZA.	The Applicant is in the process of applying for variances for parking garage dimensions and tandem spaces in the Condo garage. The B, D, and A garages will not require variances for dimensional issues.
39	Current Planning	July 9 Letter	Parking	30. SESP Civil Set: Sheet C-0202 – There appears to be a math error in the parking tabulation table. The maximum spaces provided based upon the SEE approved maximum ratio should be 1954.	The total shown as 1955 is the result of rounding in the calculation.
40	Current Planning	July 9 Letter	Cleanup	31. SESP Civil Set: Sheet C-0202 – Note #2 on the "Proposed Development Plan Program" table is cut off.	Revised.
41	Current Planning	July 9 Letter	Cleanup	32. SESP Civil Set: Sheet C-0202 – in the Height table there appears to be discrepancies between # of stories listed and stories shown in individual building elevation sheets.	Revised.
42	Current Planning	July 9 Letter	Cleanup	33. SESP Civil Set: Loading Spaces - SESP Full Set Sheet C-0202: Loading Tabulation does not include a loading space for hotel use. Per Sec. 48-1004, parking and loading requirements based on use type, one loading space is required for the hotel building.	Revised.
43	Current Planning	July 9 Letter	Cleanup	34. SESP Civil Set: Paved crosswalks are shown on west and south legs of Haycock/Route 7 intersection on the illustrative site plan in the supplemental packet, but the civil set shows them as unpaved. Please clarify and be consistent across the two documents.	Revised.
44	Current Planning	July 9 Letter	Cleanup	35. SESP Civil Set: Two faint lines on the illustrative site plan representing what appears to be a crosswalk is shown on the south leg of the Haycock/Street C intersection. The crosswalk is not shown on the civil plans.	Revised.
45	Current Planning	July 9 Letter	Cleanup	36. SESP Civil Set: The crosswalk on Mustang Alley at the Commons Drive is shown as brick on the illustrative site plan, but shown as unpaved in the civil site plan.	Revised.

Staff Comments - June/July 2020					
46	Current Planning	July 9 Letter	Parking	37. Are all of the parking spaces for the rental apartments located in the D2 Garage?	Yes, all spaces for the Block A apartments are located in the D2 garage.
47	Current Planning	July 9 Letter	Parking	38. Include a sheet showing on-street parking spaces.	Provided.
48	Current Planning	July 9 Letter	Parking	39. Sheet A-A-0106 notes that there are 2 HC Van Spaces and 6 HC spaces but only 4 HC spaces are identified on this sheet. Please clarify.	Revised.
49	Current Planning	July 9 Letter	TDM	40. TDM Page 1 – Typo in last sentence of paragraph four, “Quartre” should be “Quarter.”	Revised.
50	Current Planning	July 9 Letter	Parking	41. The SEE VCs required a minimum of ten (10) charging stations for electric vehicles will be provided in the project parking garage, as well as a minimum of one (1) additional publicly accessible fast-charge station at a location to be determined at SESP within the project. The Owner further agrees to provide conduit for the future installation of thirty (30) additional charging stations for electrical vehicles. The location of the charging station will be determined at SESP Approval, but will include stations and conduit in both the residential and commercial portions of the project. Six spaces are shown in the grocery garage. Indicate locations of additional stations and conduit in the next submission.	We will continue to work with staff on the location of the stations and can locate two charging stations in each garage at a minimum, but we need to maintain flexibility to adjust their locations during the building permit process.
51	Current Planning	July 9 Letter	Parking	42. Consider including more than one publicly accessible fast-charge station for electric vehicles.	The Applicant is researching the various options for third party charging stations - it is possible that we may want to locate more than one fast charge station on the site as we continue through the design process but we cannot commit to a specific number or location at this time.
52	Current Planning	July 9 Letter	TDM	43. The TDM states that a formal Parking Management Plan will be submitted for staff review prior to approval of the SESP. When is that anticipated to be submitted?	The Parking Management Plan has been included as part of the revised TDM.
53	Current Planning	July 9 Letter	Site Planning	44. Comment Response Matrix Comment #33 – Staff supported the 12-foot shared use path option along Mustang Alley and noted that as a feature that should be maintained however the SEE Amendment Application now has the shared-use path reduced to 10-feet. Sheet C-0409 retains the 12-foot shared use path and a 5-foot tree strip as shown in the July 8, 2019 approved SEE.	The section has been revised - the 12' shared use path is maintained.
54	Current Planning	July 9 Letter	Transportation	45. The SESP Compliance Narrative (pg. 14 of the SESP Supporting Documents) states that a bus shelter is provided in addition to bus rapid transit station. However, the site plan does not indicate where a bus shelter would be provided. Please clarify.	The SESP Compliance Narrative mentioned the provision of a bus "shelter" in error. The location for a future BRT station is noted on the plans.
55	Current Planning	July 9 Letter	Landscape	46. Paved sidewalk should continue across the driveway entrances at D-2 garage and Alley 1 along Mustang Alley. This should be the case for all driveway entrances in the project. Neither the civil layout plan nor the illustrative site plan show clearly what is proposed at these entrances.	Revised.
56	Current Planning	July 9 Letter	Landscape	47. Additional crosswalks: 1) given the pedestrian oriented feel and functionality of Commons Drive, two additional crosswalks should be considered at the intersection of Street A and Commons to complete the pedestrian loop around this intersection. 2) a crosswalk should be considered at the western end of Street A as pedestrians leaving the B-3 garage will most likely cross here to get to block C1.	Revised.
57	Current Planning	July 9 Letter	Cleanup	48. The triangular area at the south end of the Commons Drive is shown as stripping on the civil set and paved on the illustrative site plan. What proposed here exactly? Also, where the triangular area meets the upper lawn area appears to be disconnected.	This area has been revised/clarified per the new Chestnut/7 intersection design.
58	Current Planning	July 9 Letter	Landscape	49. What is the material proposed for the crosswalk on Mustang Alley at the intersection of Haycock/Mustang Alley? Recommend paved crosswalk to be consistent with the other crosswalks around the site.	Revised.
59	Current Planning	July 9 Letter	Site Planning	50. What happens in the narrow gap shown between the B-3 garage and the B-4 phase 2 development? What happens to the sidewalk as it continues down to this alley?	There's a 2-3' feet buffer between the garage and the trapezoid parking lot, which is a combination of school and private development project property, which will allow us to design a condition that is visually attractive as part of Phase 1. The condition in the future will be determined when Phase 2 is designed.
60	Current Planning	July 9 Letter	Landscape	51. Explore an urban plaza concept with appropriate outdoor seating and landscaping at the southwest corner of block A-1. This design should extend to connect with the outdoor area at the entrance to the grocery store on Commons Dr. This overall area should be designed as part of the gateway to the project.	Placemaking and streetscape elements will be extended from the Commons down to the entrance to the Grocery at the corner of Haycock/Rt. 7, but there will not be an entrance to the grocery on Commons.
61	Current Planning	July 9 Letter	Landscape	52. Tree planters are combined in several areas along Haycock Road and Route 7. While these are not consistent with the recommendations provided in the Streetscape Standards for Commercial Streets, the Standards allow for flexibility when there is a justification for variations. Please provide reasons and justification for proposed design where it differs from the Streetscape Standards.	Landscape design on Haycock and Rt. 7 revised per 10/1/20 discussions with staff.
62	Current Planning	July 9 Letter	Landscape	53. Verify tree strip width along Mustang Alley. The proposed SEE amendment shows the tree strip width at 6 feet but the SESP Sheet C-0409 shows a 5-foot width.	The drawings have been revised so that they match - both are 5 feet.
63	Current Planning	July 9 Letter	Landscape	54. SEE showed a grove at the north end of the Commons behind the retail kiosk. This has now been replaced by pavers. It is possible to add back some trees/landscaping in this area?	Revised, we have reintroduced 2 trees and additional plantings in that space.
64	Current Planning	July 9 Letter	Landscape	55. Sheet L407 states that for shrub areas the final plant species will be determined at a later date. The intended plant list needs to be included in the next submission in accordance with City regulations and guidelines.	Landscape design revised per 10/1/20 discussions with staff.
65	Current Planning	July 9 Letter	Statement	56. See Attachment 1 for additional transportation planning comments.	Acknowledged

Staff Comments - June/July 2020					
66	Current Planning	July 9 Letter	Architecture	57. Further articulation and modulations for the A-1 residential building elevation along Broad Street should be considered. Breaks and variations in roofline should also be considered as a strategy to reduce the visual scale of the building and to break away from the flat wall appearance.	A new definition between the building modules was created on the Rt 7 façade by adjusting the location of the building setback/transition between the red brick style and the new art deco style facade. This reduces the length and scale of the red brick building previously provided on Rt 7, as requested. The facade type located above the loading dock alley was standardized in order to unify the building hierarchical elements on The Commons and Rt 7. Finally, the white brick facade was expanded to complement that scale of other architectural facade types along RT 7.
67	Current Planning	July 9 Letter	Placemaking	58. The Placemaking Plan suggests there may be food trucks on concert nights (Page 8 of Placemaking & Amenity Package). Where would those food trucks be stationed? Would North Commons Drive need to be closed to automobile traffic on those nights?	The food trucks could be stationed as depicted in the Placemaking and Amenity plan and Commons Drive could potentially be closed if needed, but it is also possible that the trucks could use the parallel parking spaces and allow traffic to flow in the travel lanes as normal. The design is intended to be as flexible as possible to accommodate a variety of options for event planning.
68	Current Planning	July 9 Letter	Placemaking	59. Will placemaking features and materials be incorporated into the pedestrian bridges connecting the D2 Garage to Block A?	Yes, please see illustrative diagrams in the SESP resubmission package.
69	Current Planning	July 9 Letter	Architecture	60. The Haycock Road (east) elevation of Garage D2 is shown as a solid pre-cast concrete wall. Temporary art/placemaking opportunities should be provided until the Phase 2 building is constructed.	Acknowledged. The Applicant has indicated that the Haycock elevation on the D2 garage will have placemaking elements such as a mural.
70	Current Planning	July 9 Letter	Architecture	61. Are there opportunities to play up the design of the office building along West Broad Street so that it has a more engaging frontage along W. Broad Street rather than looking like the back of the building?	The office building design has been refined since the previous submission. As the Applicant begins detailing the building through the post-entitlement design process, further refinements to the Rt. 7 façade may be considered.
71	Current Planning	July 9 Letter	Cleanup	62. B1 Office elevation sheets – include street names for reference and orientation.	Revised.
72	Current Planning	July 9 Letter	Civic	63. Will the main entrance to the civic space (conference room) in the B1 building be off of Route 7 or through the lobby from the Lane 2 entrance?	The civic meeting space has been combined with the education/arts spaces in the Block C condo. See revised plans.
73	Current Planning	July 9 Letter	Architecture	64. North retail kiosk includes monumental steps with a note to see architecture drawings however architecture for the retail kiosk was not included in the SESP.	The retail kiosk is four-sided retail and the facades would be designed per the retail guidelines when a use/tenant has been identified, similar to the inline retailers.
74	Transportation Planning	July 2 Letter	Placemaking	1. Placemaking in pedestrian alleyways. These narrowed paths are ideal opportunities to provide attractive pedestrian scaled paths rather than the expected bleak utilitarian spaces alleys often become. Improvements can still be made to allow these spaces to be functional for trash pickup and delivery during select hours yet enjoyable for people during the majority of the time it the space is unused.	The Applicant intends to use placemaking elements to add to the interest of the streets and alleys, however, every project needs back-of-house space which may be more utilitarian and functional. We would prefer to concentrate the majority of our placemaking on the streets and woonerfs we want to encourage pedestrians to use, rather than the true back-of-house alleys.
75	Transportation Planning	July 2 Letter	Placemaking	1a. Connection between Street B & Street C: potential for an inviting and intriguing path for those entering and exiting the site. i. Pg 24/110: As design team mentioned in meeting, provide representation of pedestrian scaled lighting over the path creating a lower false ceiling of lights. ii. Use parking deck levels (both facing haycock and the Commons) to display something aesthetically engaging. Examples include but are not limited to painted murals, hanging facades for green-walls and parametric art, and light projection art. iii. Consider addition of bicycle ramp up/down the stairs to allow a pedestrian with a bicycle easily wheel up their bike as they climb the steps.	We have adjusted the design of the pedestrian via to accommodate comments from staff and the community. Please see revised design.
76	Transportation Planning	July 2 Letter	Site Planning	1b. Alley 1 between D1 & Garage D2: Understood D1 is a placeholder. i. Use Alley 1 as a public space connected directly to the first floor of the senior living community. Multiple doorways exiting onto the alleyway. ii. Denote the ground with special concrete pavers rather than asphalt. iii. Architectural façade of D1 facing Alley 1 should support step out balconies to keep a lively activated area. These spaces allow residents to personalize their space with plants, lights, and color of their own adding to the alley's character. iv. Provide pedestrian lighting to make the space feel inviting and safe in low lighting. Low strip lights or spaced bollard lighting along the buildings. v. The width of the alley is 25', if it will not hinder delivery drop-off/pickup then include seating along the edges of the senior building and/or parking garage. vi. Use recommendations from (aii) to improve the long façade of the parking deck that will face the alley. Emphasis on a large hanging façade or mural.	Unlike the woonerf space, the alley between D1 Senior and the D2 Garage is going to be a back-of-house service/truck area and we do not want to encourage more pedestrian traffic than necessary. i. This is an alley and not intended for pedestrian use, connections from the D1 senior to this space will likely be back-of-house uses. ii. Again, this is a service area unlike the other shared spaces and would not be an appropriate place to use specialty pavers. iii. We can discuss with the senior developer iv-vi - these are not applicable as this is not a pedestrian space.
77	Transportation Planning	July 2 Letter	Site Planning	1c. Lane 2 & Lane 3: i. Echoing design recommendation from subsection (1b) to provide office employees an adjacent reprieve.	Lane 2 is designed to be a woonerf with specialty pavers and pedestrian friendly elements. Lane 3 is intended to be largely back-of-house, but does include a sidewalk for pedestrians.
78	Transportation Planning	July 2 Letter	Site Planning	2. Amenities along Rt7. a. Each elongated planting strip along block A, has two benches and trash receptacles placed 50' apart. In the plan they are shown floating about 2.5' back from the edge of the mulched planter. i. Recommend either moving the amenities slightly closer to the planter or creating a shallow concrete landing that connects the sidewalk to the bench.	Benches and trash are not placed in plant beds. Paving hatches have been updated for clarity.
79	Transportation Planning	July 2 Letter	Bikeshare	1. Future Bikeshare a. Denoting where future bikeshare stations may be located on site.	A future bikeshare station could be located in the public right of way on Haycock near the Haycock/Rt 7 intersection if desired.

Staff Comments - June/July 2020					
80	Transportation Planning	July 2 Letter	Signage	2. EDA Wayfinding a. Potential incorporation of EDA wayfinding tools into site (further discussion needed)	The Applicant will continue to discuss this comment with staff.
81	Transportation Planning	July 2 Letter	Transportation	1. Providing cross sections for each road, alley, and lane.	Cross sections of streets are provided in the SESP civil drawings.
82	Transportation Planning	July 2 Letter	Haycock	2. Narrowing Haycock to provide 20' streetscape and safer pedestrian crossing.	We have provided a 20' streetscape on Haycock, except along Block D to accommodate the future Phase 2 condo building. We do not believe we can narrow Haycock further based on the street design required to accommodate the projected traffic and transportation improvements.
83	Parking	July 16 Letter	Parking	1. Shared Parking Analysis – This is the piece that needs the most detailing and explanation how the pieces work within it. The parking ratios really depend on how the shares will work together and need more specifics on some of the operators/tenants to be conclusive. For example, different hotels could be more business traveler-oriented vs highway traveler oriented; guests of the former are more likely to arrive by car share or taxi while the latter is likely to arrive in their personal vehicle. Proximity to Metro also makes a difference as the site is well-located for those arriving at both Dulles and Reagan. For the residential, one space per unit (blended ratio for all unit sizes) seems a bit high with the WFC station right there, but it still is not unreasonable.	Additional details on the Parking Management Plan have been provided in the TDM. We feel comfortable with the parking ratios provided and our shared parking concept. We would be happy to have a meeting to discuss our strategy further. By garage, we are anticipating the following: • C garage o Condo residents only o The parking ratio we have provided, approximately 1.4 per unit, is the ratio we believe to meet the parking demand for our anticipated condo buyers. • A Garage: o Grocery employees and customers o Additional general retail customers in peak periods • B Garage: o Medical office employees and customers during the day o A portion of the extended-stay hotel guests, which will be business-oriented, likely to ride-share or take transit) • D Garage: o Apartment residents, including: - A portion of nested "reserved" spaces - Shared "unreserved" spaces, for a lower price than the reserved spaces - Apartment guests o Senior residents and guests o The majority of the extended-stay hotel guests o Music/education school employees o General retail employees o General retail guests
84	Parking	July 16 Letter	TDM	2. TDM - The TDM elements look reasonable in terms of the strategies listed by Gorove Slade. Monitoring is supposed to end five years after initial occupancy; given the length of build-out and phased construction, this needs to be looked at in terms of how long it will take to stabilize the overall project. Depending on how the phases are actually constructed and occupied, there should be monitoring of each phase of construction once occupied and it should continue through build-out of the entire project and for probably five years after. Perhaps they could agree to fund monitoring studies for those out years as there are multiple developers and some pieces could be sold off by the time the entire project is finished.	The TDM And PMP has been updated to state that the developer would submit a TDM Performance Report beginning one year from the initial occupancy and at 3-year intervals until full buildout. After full buildout, the developer would submit a TDM Performance Report at one-year intervals for five years
85	Parking	July 16 Letter	Parking	3. Use of Parking Technologies – I don't recall this being mentioned as a strategy, but given the intent to share the parking and use it for school events, parking technologies that direct drivers to available spaces and manage how spaces get filled at peak times seems important. Drivers hunting for spaces with no idea of availability will create gridlock at peak times especially on event days, and have the potential to back up within the site and onto Leesburg Pike and Haycock Road.	Acknowledged. FCGP anticipates incorporating smart parking technology where feasible, such as electronic signs at the entrance of garages that display the number of available spaces in the garage.
86	Parking	July 16 Letter	Parking	4. Parking Management Plan – The plan mentions "Reserved parking" but does not indicate who it would be for or for what purpose it was being provided. Reserved parking for employees should be kept to a minimum although it is necessary for van and carpools and electric car charging stations, but beyond it, the availability of reserved parking is an inducement to driving.	The Applicant agrees that reserved parking can be an inducement to driving, so we are minimizing the "reserved" parking on site to limited uses as required by our business plan and agreements with our development partners. The uses that would have reserved parking for some or all of their parking needs include the grocer, senior housing, residential apartments, and general retail. All of the condominium parking is "reserved" by nature of it being in a private garage and each space would be sold directly to condo owners.
87	Parking	July 16 Letter	Parking	5. Circulation and on-street parking seem improved from the previous submission and the street sections look like they will work better for bikes and pedestrians. The issues around management of delivery trucks, car share drop-off and food delivery need to be further detailed. This is an issue of time-of-day as well as blocking streets.	The roads adjacent to the Commons are currently designed to be a 20'-wide paved space with a car lane, bike lane, and 4' rumble strip to allow cars to maneuver around double-parked cars or delivery trucks, as is common in urban areas.
88	Parking	July 16 Letter	Parking	6. The changes are generally responsive to the previous comments except as noted above.	Acknowledged
89	DPW	July 8 Letter	Additional Info	1) All traffic signals and HAWK beacons will need and SJR completed showing the need for the signal. If no need is met, then the signal will not be allowed to be installed. Please provide SRJ and warrant analysis for all signals.	Provided.

Staff Comments - June/July 2020					
90	DPW	July 8 Letter	Statement	2) Concerns with signal spacing and timing still exist. If installed the expectation will be to coordinate with the existing signal at Rt. 7 and Haycock. VDOT approval will likely be needed to do this and a hardwired connection will be required.	The dual signals on Haycock are essential for the functioning of the project. The first signal into the D garage is required for the grocery tenant, and the second signal at Mustang Alley for safe crossing for students walking/biking to school.
91	DPW	July 8 Letter	Cleanup	3) In the VCs, it should be clear that the 10% reduction is based on the post developed rate as determined by following Ch. 35 of City Code.	The SEE VCs have been amended accordingly.
92	DPW	July 8 Letter	Cleanup	4) In the VCs and plans, it should be clear the developer is responsible for repaving the frontages along Haycock and Leesburg Pike.	Acknowledged.
93	DPW	July 8 Letter	Cleanup	5) Construction note 11. VDOTs Pavement Design Guide for Subdivision and Secondary Roads in Virginia was revised in 2014. Please ensure that current versions are being referenced. All pavement shall be designed in accordance with the most recent VDOT design guides and standards. The note should be consistent with the one provided in the VC's.	Revised.
94	DPW	July 8 Letter	Statement	6) All signals shall be designed in accordance with the most recent ASSHTO design guidelines and standards.	Acknowledged
95	DPW	July 8 Letter	Cleanup	7) All curb and gutter within the City of Falls Church ROW must include 6" of aggregate base beneath the concrete as shown in drawing 301 on sheet C-0208. The VDOT standard detail cannot be used for sections within the City.	Acknowledged
96	DPW	July 8 Letter	Cleanup	8) Decorative brick crosswalk on public streets shall have 6" striping on the outside of the concrete.	Provided
97	DPW	July 8 Letter	Cleanup	9) Crosswalks on site should be continental style.	Provided
98	DPW	July 8 Letter	Cleanup	10) Clarify crosswalk types throughout plan set.	Provided.
99	DPW	July 8 Letter	Cleanup	11) With VDOT approval, Continental style crosswalks should be used on Leesburg Pike. If not allowed, recommend using 12" stipe in lieu of 6" stripe	Acknowledged, crosswalks proposed at Haycock/7/Shreve per comments from staff pending VDOT approval.
100	DPW	July 8 Letter	Cleanup	12) At the corner of Haycock/Leesburg Pike, edge protection in compliance with ADA should be used to separate the elevation difference. Edge protection can be achieved with either a 4" curb or railings with lower bars to prevent wheelchair accidents.	The design has been revised.
101	DPW	July 8 Letter	Cleanup	13) Verify work hours on cover sheet with Matt Brown, mbrown@fallschurchva.gov.	Confirmed.
102	DPW	July 8 Letter	Cleanup	14) C-0208, manhole detail shall be for hinged manholes. City can provide upon request	Provided.
103	DPW	July 8 Letter	Cleanup	15) All crosswalks and aprons subject to vehicle loads shall use Hanover concrete pavers in accordance with the Streetscape guidelines.	Revised and designed to be appropriately sized for the project.
104	DPW	July 8 Letter	Cleanup	16) On the overall layout page, several labels overlap and are hard to distinguish	Revised
105	DPW	July 8 Letter	Additional Info	17) If ready, provide updated intersection alignment for Leesburg Pike/Chestnut	Provided.
106	DPW	July 8 Letter	Cleanup	18) C-0403 Truncated domes needed in the center island at the kiosk closest to Leesburg pike, specifically to cross Commons Drive	Revised
107	DPW	July 8 Letter	Cleanup	19) St A and Commons Dr., appears some crosswalks are missing. Review and confirm.	Revised
108	DPW	July 8 Letter	Additional Info	20) Who is responsible for maintenance of the storm line under the garage? If the City, how will we maintain it? Can we dig inside of the garage?	It was assumed that this would be a private storm line under Garage D.
109	DPW	July 8 Letter	Cleanup	21) At St B/Alleyway, truncated domes needed on garage side.	Revised
110	DPW	July 8 Letter	Cleanup	22) Mustang/Commons, curb ramp needed on both sides of Mustang to cross street. Also add associated markings and signage.	Revised
111	DPW	July 8 Letter	Cleanup	23) All uncontrolled crosswalks should have appropriate crosswalk signage w/ 30"x30" fluorescent yellow walking person with arrow plaque underneath.	Provided.
112	DPW	July 8 Letter	Cleanup	24) Layout plan, add flow arrows to storm pipes	Revised
113	DPW	July 8 Letter	Cleanup	25) Ramps can't have a curb in lieu of a wing if there is sidewalk adjacent to it, must have wing. Ex- development side of crosswalk across Haycock at St C & Haycock	Revised
114	DPW	July 8 Letter	Cleanup	26) Several curb ramps don't appear to have transition wings, what the plan? If flush there needs to be edge protection (see above comment for requirements) wherever a crosswalk is not supposed to be. Only applicable to where sidewalk meets pavement, no grass areas.	Revised
115	DPW	July 8 Letter	Cleanup	27) There seems to be excessive truncated domes on site on the center island on Commons Dr. Review and confirm.	Revised

Staff Comments - June/July 2020					
116	DPW	July 8 Letter	Cleanup	28) Benches and trash cans shouldn't be placed in landscape beds. Additionally, a wheel chair accessible landing area needs to be provided at each bench, check ADA for exact dimensions. Ex- crosswalk at Commons/ Leesburg	Revised
117	DPW	July 8 Letter	Cleanup	29) Haycock/ St C, a crosswalk should be provided across Haycock on both sides of the intersection.	Revised
118	DPW	July 8 Letter	Cleanup	30) Block A, stop sign onto Leesburg Pike on wrong side of exit, should be on right hand side.	Revised
119	DPW	July 8 Letter	Cleanup	31) C-0412 Stop sign at Commons/Mustang not in correct place	Revised
120	DPW	July 8 Letter	Transportation	32) C-0413 Incoming traffic on Commons stops at St B. Is this okay? Do queues impact Leesburg Pike?	The design of the intersection of Rt. 7 and Commons has be changed. Please see new design.
121	DPW	July 8 Letter	Cleanup	33) C-0413 Add stop signs where traffic cross over median areas	Revised
122	DPW	July 8 Letter	Cleanup	34) General- There are several areas where truck movements encroach into PED facilities, will depart the roadway, or encroach too far into adjacent turn lanes. Review and correct geometry. Alternatively, signage restricting trucks can be considered.	Revised, tires of trucks do not cross over into ped areas.
123	DPW	July 8 Letter	Cleanup	35) PED poles should not be immediately behind Type A/ trapezoidal ramps. Poles should be adjacent to the level landing area immediately behind these ramps. Also, poles cannot be placed in wings. Ex- several issues at Leesburg/Haycock	Revised, but to be finalized with signal plans.
124	DPW	July 8 Letter	Cleanup	36) All trapezoidal ramps MUST have 4'x4' level landing area immediately behind them. If not achievable choose a different ramp. Ex- SW corner of Leesburg/Shreve	Revised
125	DPW	July 8 Letter	Cleanup	37) Truncated domes needed at any island in excess of 6' in width from back or curb to back of curb. Additionally, if signal controlled, provide additional PED buttons in island.	Revised
126	DPW	July 8 Letter	Cleanup	38) All PED buttons to be APS. City can provide spec upon request.	Revised, but to be finalized with signal plans.
127	DPW	July 8 Letter	Cleanup	39) Mustang/Haycock- Additional crosswalk line for crosswalk on bottom. Also, crosswalk lines on top crosswalk missing.	Revised
128	DPW	July 8 Letter	Cleanup	40) All areas when sidewalk is flush with street need truncated domes or edge protection. Review island on Commons and ensure this is the case.	Revised per discussion with staff.
129	DPW	July 8 Letter	Cleanup	41) Commons & St B- SE corner the ramp is missing a wing	Revised
130	DPW	July 8 Letter	Cleanup	42) Commons/Lane 2- Truncated domes missing on inner island	Revised
131	DPW	July 8 Letter	Cleanup	43) All Type A/trapezoidal ramps and PED button locations should have a level landing are shown	Revised, but to be finalized with signal plans.
132	DPW	July 8 Letter	Cleanup	44) E&S- IP and SSF may not be sufficient. Silt traps, diversion dikes, and other measures may be needed depending on lead time from demo to digging of foundations. Add to narrative to justify or revise.	Revised
133	DPW	July 8 Letter	Cleanup	45) E&S- Add note to the effect that City, County, VDOT, or DEQ E&S inspectors can add/delete E&S measures at their discretion. Coordinate with Matt brown (mbrown@fallschurchva.gov) for exact language.	Revised
134	DPW	July 8 Letter	Cleanup	46) E&S- No gutter buddies allowed, only gravel/block IP.	Revised
135	DPW	July 8 Letter	Additional Info	47) Provide hydrographs for routed runoff.	Revised
136	DPW	July 8 Letter	Additional Info	48) The storm water plan is confusing to interpret as the provided 25.343CFS for the 10-year storm of detained water is hard to determine. Expand on narrative to better clarify the logic behind why/how/which hydrographs should be considered and why some shouldn't.	Clarified.
137	DPW	July 8 Letter	Additional Info	49) Please provide HGL's for storm and sanitary mains.	Provided
138	DPW	July 8 Letter	Cleanup	50) Ensure labels from the materials plan legend match up with the materials on the plan. In some areas it is not clear what material is being used.	Revised
139	DPW	July 8 Letter	N/A	51) Maximum scale is 1" = 20'. Drawing scale is 1" = 30' (Sheets C-0502 C-0505)	N/A

Staff Comments - June/July 2020					
140	DPW	July 8 Letter	Cleanup	Sheets C-0501_C0505. Add standard City Notes to Grading and SWM Plans: 1. The City will require the owner to replace any section of broken sidewalk, curb & gutter or driveway apron. 2. The V.E.S.C.P. authority may require changes to the approved plan where inspection reveals that the plan is inadequate to satisfy applicable regulations pursuant to the Code of Virginia 62.1-44.15.55 (C). 3. A separate right-of-way permit is required for any work in the City R.O.W. 4. The re-use of any portion of an existing sanitary sewer lateral requires approval of a plumbing video of the existing line. 5. Downspout drains and sump pump discharges must be installed per the approved plan and shall not be placed underground without prior City approval.	N/A
141	DPW	July 8 Letter	Cleanup	53) Sheets C-0501_C0505. Add Floodplain Note: If any portion of the lot is in the Floodplain, source of information and elevation of 100 year WSE shall be provided.	N/A
142	DPW	July 8 Letter	Cleanup	54) Sheets C-0501_C0505. Add RPA Note - If any portion of the lot is in the RPA, field survey location of RPA to wetlands / top of bank shall be provided.	N/A
143	DPW	July 8 Letter	Cleanup	55) Sheet C-0301. All trees shall be shown and labeled by number. Trees to be removed are shown with an "X"	N/A
144	DPW	July 8 Letter	Additional Info	56) Sheet C-0301. Provide tabulation of existing impervious areas on this plan or SWM plan.	N/A
145	DPW	July 8 Letter		57) Sheet C-0301. Provide calculations for 2-year and 10-year flows to adjoining lots and to the Right-of-Way.	N/A
146	DPW	July 8 Letter		58) Sheets C-0501_C0505. Show 1st floor spot elevations of each proposed building.	Ranges of potential door locations provided.
147	DPW	July 8 Letter		59) Sheets C-0501_C0505. Show sump pump discharge locations, if any.	We may have sump pumps for elements in the garages, elevators, but this requirement is more for single family homes than mixed-use.
148	DPW	July 8 Letter		60) Sheets C-0501_C0505. Show all downspout locations if any.	N/A
149	DPW	July 8 Letter		61) Sheets C-0501_C0505. Call-out/label all new laterals (lengths, size, invert) and all Stormwater and Sewer connections to Existing utilities.	N/A
150	DPW	July 8 Letter		62) SWM Plan. Provide tabulation of pre and post impervious area.	N/A
151	DPW	July 8 Letter		63) SWM plan. Provide VRRM and energy balance calculations.	N/A
152	DPW	July 8 Letter		64) SWM Plan. Identify City drainage as Four Mile Run or Tripps Run	N/A
153	DPW	July 8 Letter		65) SWM Plan. Provide narrative explaining how water quality and quantity standards are met. Additionally, explain why erosion protection or water quantity BMP measures are or are not applicable.	This information was provided in the C-700 series plan sheets.
154	DPW	June 29 Letter		The proposed marked crossing across Chestnut St is not ADA compliant, consider installing VDOT standard CG-12B or CG-12C ramps at both ends of the proposed crossing.	Revised
155	DPW	June 29 Letter		The proposed two signals on Haycock Rd need to be clustered with the signal at Haycock and Broad. Staff has concerns regarding the timing of these three signals due to their close proximity to each other. Discussion with VDOT is needed to ensure the signal timing of the new signals is in coordination with the existing signal timing at Haycock Rd/Broad St.	The dual signals on Haycock are essential for the functioning of the project. The first signal into the D garage is required for the grocery tenant, and the second signal at Mustang Alley for safe crossing for students walking/biking to school.
156	Arborist	July 2 Letter	Landscape	After speaking with the Planning Department, Fire Safety, and the Director of Public Works I recommend using the edged planters in the Streetscape Standard found on page 15 with 2 to 3 trees per planter for the Leesburg Pike and Haycock Rd. streetscape areas including Block D-3 and the school parking lot, if applicable. Advantages to using the 2 to 3 tree edged planters include: <ul style="list-style-type: none"> · Reducing mid-block crossings by encouraging pedestrians to use the designated crossings. · Provide a feeling of safety and separation from the high volume streets. · Opportunity to use landscaping for sound and air pollution barrier. · Reducing the amount of de-icing chemicals that enter the soil from both the sidewalk and the street. · Providing increased soil space for better growing conditions. 	Landscape design revised per 10/1/20 discussions with staff.
157	Arborist	July 2 Letter	Landscape	Some considerations to factor into the site plan design for the streetscapes include: <ul style="list-style-type: none"> · Providing direct egress from building entrances to the street to provide an unimpeded path in emergencies. This can be accomplished by ending the streetscape at the frame of the door. A good existing example is sheet C-401, Block A on Leesburg Pike, the western edge of the planter closest to Haycock Rd., the egress has a straight line from the door to the street. · Providing access to fire department connections (FDC) and fire hydrants as required. 	Acknowledged.

Staff Comments - June/July 2020					
158	Arborist	July 2 Letter	Landscape	A note from the previous City Arborist states: you can't get bonus canopy credits for native species and diversity, because they don't apply to commercial or mixed use projects where city code sets no canopy requirements. The presentation claims of 18.7% canopy still referred to those bonuses. Though the credits may not apply, using native tree species and making sure that no one species makes up more than 25% of the trees are excellent strategies that will be well received. Any trees within private courtyards will contribute to the canopy cover total. · Please provide updated canopy coverage calculations without the bonuses.	Updated canopy coverage calculations have been provided per 10/1/20 discussions with staff.
159	Environmental Sustainability	July 2 Letter	Statement	The project demonstrates a strong commitment to environmental sustainability and resilience. We are especially pleased to see the clear and ambitious LEED certification goals, including LEED-ND Gold v4 for the project overall. The incorporation of green infrastructure throughout is also impressive.	Thank you.
160	Environmental Sustainability	July 2 Letter	Statement	The planning that has gone into reducing vehicle use both within the development, and by residents and visitors, through site design and access to alternative transportation, is greatly appreciated.	Thank you.
161	Environmental Sustainability	July 2 Letter	Statement	The inclusion of the site shadow study in the submission clearly demonstrates the importance of the shading added to the Commons by trees. Artificial shade structures were also mentioned in the presentations, and will probably be needed near the kiosk at the south end of the Commons.	Acknowledged. The Applicant is contemplating shade structures as placemaking elements in the Commons.
162	Environmental Sustainability	July 2 Letter	Sustainability	The green roofs, tree-lined streets and additional shading from trees on the Commons, together with landscape plantings and careful selection of paving and wall materials, should help significantly in managing the effects of a warming climate. The Environmental Sustainability Council (ESC) specifically suggested that commitments to obtain the 'Tree-Lined Streets', 'Rainwater Management' and 'Heat Island' LEED ND credits be included in the Voluntary Concessions (VCs). Can you confirm that they will be part of your certification plan?	The WFC development is striving to implement green infrastructure and low-impact development strategies to mitigate urban heat island effect and manage stormwater. The development will achieve at least 1 pt under the Tree Lined Street credit, locating trees less than 50 ft for 60% of all blocks (the current spacing is approximately every 25 feet). The Rainwater Management and Heat Island credits are being explored at the building-level and under the building-level LEED certifications, but are currently not being targeted under the LEED-ND certification. These LEED-ND credits are challenging to achieve for dense urban-like developments due to limited rainwater infiltration and re-use opportunities, competing rooftop needs, and high SRI requirements for all pedestrian and vehicular spaces. However, these issues are still important to the development team and therefore the project team is striving to incorporate bioretention facilities and green roof, shade site-level pavements with tree-lined streets, and incorporate white concrete and light-colored paving appropriately.
163	Environmental Sustainability	July 2 Letter	Sustainability	ESC also made specific recommendations for building energy use intensity targets. Have you addressed how those might be achieved?	ESC shared the following recommended EUIs from SeventhWave: Building a (Multifamily) - 50; Building B1 (C&S Office) - 40; Building B2 (Hotel) - 66; Building C (Condo) - 50. The LEED goals are in alignment with the recommended EUIs. With the support and guidance of our LEED Consultant (SBP), each building and project team is holding early design conversations to establish EUI, energy point, and carbon reduction targets. SBP is completing several energy model iterations for each building throughout design and is presenting energy efficiency opportunities that are being used to inform the design decisions. Based on the early box energy model analysis completed to date, the targeted and recommended EUIs are in alignment.
164	Environmental Sustainability	July 2 Letter	Sustainability	The project team's presentation indicated that solar power opportunities will be limited. Preparations for its installation as outlined in the VCs, including massing of rooftop mechanical equipment and provision of ductwork in anticipation of possible future installations, should still be made.	Acknowledged, but as has been previously discussed, solar is not currently an economically viable solution in the Virginia given the lack of tax incentives, nor is it likely to be compatible with the space constraints that currently exist in the project if the tax situation should change in the future.
165	Environmental Sustainability	July 2 Letter	Sustainability	Plans to provide electric vehicle charging stations and conduit for future installations seem promising. Information is attached regarding the possibility of working with Electrify America and/or EVGo for charger installation and operation. These organizations are funded by the Volkswagen settlements with the federal and state governments. Significant costs savings may be realized if you can use these programs.	Acknowledged. We agree that a third-party solution like the ones mentioned would be beneficial for all stakeholders and continue to explore the options.
166	Environmental Sustainability	July 2 Letter	Sustainability	The widespread use of green infrastructure throughout the development, including the multiple green roofs and bioretention features, is excellent. They will contribute to both temperature management and stormwater management on the site. The site must of course meet current design standards, but has any consideration been given to the likely effects of anticipated increases in rainfall over the life of the project?	Thank you. The project is meeting the requirements for stormwater management set forth in the approved SEE, which are more stringent than the state regulations, so we are providing more stormwater management than would otherwise be required.
167	Environmental Sustainability	July 2 Letter	Sustainability	One item that was mentioned briefly in the landscape presentation was the use of artificial turf on the Commons. While it may be able to be engineered to have better water handling characteristics and easier, less polluting maintenance than turf grass, the negative environmental impacts on biodiversity, environmental pollution by plastic particles as the "grass" degrades and eventual disposal and replacement of the surface are significant concerns. Can you provide an environmental cost/benefit analysis of the full lifecycle of the proposed material compared with grass or other paving materials to justify its selection?	Artificial turf is proposed for the lawn areas due to the expected high rate of use. In this setting, natural turf would require intensive maintenance which is costly and has environmental impacts of its own. Replacing the turf with hardscape would not be an effective solution because of the active programming that is anticipated for the space.
168	Environmental Sustainability	July 2 Letter	Sustainability	The maximization of tree canopy while ensuring a range of species are used is a good choice. I share the Arborist's concerns regarding the planters on Route 7 and Haycock – edging to protect them from salt infiltration and keep the soil, plantings and mulch in situ is essential.	The planter beds have been revised.

Staff Comments - June/July 2020					
169	Waste Management	July 2 Letter	Landscape	The provision of trash and recycling cans near benches is important to avoid littering, but their numbers should be limited to the extent possible to avoid frequent trash truck stops. The cans shown by the benches on route 7 are not accessible to trash crews from the street.	Acknowledged. The Applicant will continue to work with staff to locate trash and recycling cans appropriately on the site, but they have been located on Rt 7 and Haycock per the Streetscape Standards.
170	Waste Management	July 2 Letter	Landscape	Location of trash and recycling receptacles in the interior of development is not shown on the current submission. Please send once they are available.	Acknowledged. Preliminary locations of the facilities internal to the site have been located on the landscape plans, but Applicant will continue to work with staff to locate trash and recycling cans appropriately on the site.
171	Waste Management	July 2 Letter	Operations	The City of Falls Church has a unique, award-winning waste management program that makes composting available to all our residents. Compost services should be considered for provision in the buildings in this development. Summaries of the capabilities of the two composting vendors used by the City are attached – this is not intended as an endorsement or recommendation of their services, just information about what is available in this area.	Thank you. We are continuing to explore this option for the project.
172	Waste Management	July 2 Letter	Operations	The City has recently started a pilot separated glass recycling program. Provision of glass recycling in this development would be a significant benefit to the community.	We are continuing to explore this option for the project.
173	Environmental Sustainability	July 2 Letter	Landscape	The loss of the educational rain garden feature originally planned at the entrance to the Commons is disappointing. It is a good idea to include this concept in the kiosk and water feature. With so much green infrastructure on site, it would be a lost opportunity not to include some community education on the topic.	The entrance area has been revised per the Chestnut/7 intersection discussions and the rain garden feature has been returned.
174	Fire Marshal	July 7 Email	Code	At least a 20 wide road is maintained throughout complex without any obstructions or diminishing clearances	Provided.
175	Fire Marshal	July 7 Email	Code	Fire hydrants are within 75 feet of FDC for all buildings and on the same side of the street as building. a. Block A Commons Street side- Why is proposed FDC at street instead of on the building?	Fire Hydrants and FDCs will be provided as required by the Fire Marshal. The Building A FDC is not at the street, it is on the building. The final location is to be determined in coordination with the Fire Marshal.
176	Fire Marshal	July 7 Email	Code	Exit doors are not blocked by planters, bike racks, or other items. Egress needs to be straight out from the doors, to ensure all occupants can exit freely without bottlenecking in front of doors.	Provided
177	Fire Marshal	July 7 Email	Code	Question for Zak Bradley and Fairfax Water- Have there been fire flow test on the water mains?	Staff to respond
178	Fire Marshal	July 7 Email	Code	Concessions to include generator to power emergency features to include elevator(s), fire pump, exit lights, emergency lights	These are included in the VCs. See also Building Official question #188
179	Human Services	July 8 Letter	Housing	Instead of “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,” staff recommend that the City ask for a greater number of two bedroom units, as this unit size is in great demand. We recognize this may reduce the overall number of Affordable Dwelling Units (ADUs). We appreciate the opportunity to offer ADUs 40% of the Area Median Income. Any studios or 1 bedroom units in particular should be offered at 40% of AMI. Again, we recognize this may reduce the overall number of ADUs.	Acknowledged
180	Human Services	July 8 Letter	Housing	In the event the City is able to provide funds to supplement condo fees for ADU owners, if the Owner builds a condominium building as is currently envisioned in Phase 2, the Owner should not have the right to convert market rate apartment units within the Phase 1 apartment building to ADUs in lieu of providing the ADUs within the Phase 2 condominium building. The City lacks affordable homeownership opportunities and requests condominium units in order to increase its affordable homeownership stock if the condominium building is constructed.	The Applicant will continue to discuss this comment with staff.
181	Human Services	July 8 Letter	Housing	Staff supports the current voluntary concessions stating that there will be a minimum of one ADU that is accessible.	Acknowledged
182	Human Services	July 8 Letter	Housing	Staff is open to negation regarding a cash in lieu contribution to the City.	Acknowledged
183	Building Official	July 17 Letter	Code	1. Please confirm that the water supply is configured such that if for any reason any one water main has to be shut off , that there is sufficient water from other water mains to provide adequate water for fire operations on the entire site.	Acknowledged.
184	Building Official	July 17 Letter	Code	1. Please submit a description of the structure.	The building construction types and use classifications were included with the architectural plans in the first SESP submission and this resubmission. Please see architectural sheets.
185	Building Official	July 17 Letter	Code	2. Please submit a code analysis and life safety plan.	This information will be provided as required during the building permit process.
186	Building Official	July 17 Letter	Code	3. Please submit a LEED check list.	Preliminary LEED checklists have been provided.
187	Building Official	July 17 Letter	Code	4. Please submit a fire flow calculation.	This information will be provided as required during the building permit process.

Staff Comments - June/July 2020					
188	Building Official	July 17 Letter	Code	5. For community resilience and safety during extended power outages we recommend a "Building Generator" voluntary concession to power the following: a. Fire alarm, b. Exit lights, c. Emergency lighting, d. Night lighting, e. Domestic water pumps, f. At least one elevator in each building, g. Fire pump, if required.	VCS adjusted accordingly.
189	Building Official	July 17 Letter	Code	6. Please consider providing a Fire Control Room for the residential building with direct access from the outside.	Acknowledged.
190	Current Planning	August 3 Email	Transportation	Attached is a drawing for 15 dock station. We have a 12 dock station at George Mason High School, but would be good to leave more room in case there is more demand. Memo about station siting is attached. The base size for stations is now 12 dock, and can add on a smaller number of docks at once.	VCS have been adjusted to commit to a 12-bike dock if the existing dock cannot be re-located.
191	Fairfax Water	Separate Comments	Fairfax Water	Separate Document	Addressed in resubmission.