

Comment Response Matrix

West Falls SEE Amendment and SESP Phase I

SEE Resubmission Date: June 3, 2019

SESP Submission 2: January 19, 2021

SESP Submission 3: April 28, 2021

Staff Comments February 25th, 2021					Reference Sheet (if applicable)	Applicant Responses - DRAFT
# (From Letter)	Group	Source	Topic	Comment		
1	Current Planning	Feb 25, 2021 Letter	SEE Amendment Sheets	Page 3: the green dotted lines showing approximate extent of the site plan application is missing on the west side of the graphic.		Noted and addressed in resubmission.
2	Current Planning	Feb 25, 2021 Letter	SEE Amendment Sheets	Page 11: What is the approx. acreage of each type of open space? This was a previous staff comment. While the Response Matrix indicates this information was provided, that does not appear to be the case on the plan sheet.		Noted and addressed in resubmission.
3	Current Planning	Feb 25, 2021 Letter	SEE Amendment Sheets	SEE Amendment to Civic Space, On Pg. 14: under program summary, a note indicates the square footage could increase to 16,000 SF if a suitable tenant is identified, however the Statement of Justification has up to 14,000 SF. Please clarify.		Currently, FCGP is providing 10,700 GSF of indoor Civic Space in Block C, which includes approximately 3,000 GSF for a conference center. FCGP is also providing 4,000 GSF of outdoor space in the Commons to be used for music / entertainment. This is shown in the revised program summary. At a minimum, FCGP will provide 13,000 GSF of programmable civic space: - Approx. 3,000 GSF of conference/event center - Approx. 7,000 GSF for a performing arts / education use - Approx. 4,000 GSF of programmable outdoor space in the Commons
4	Current Planning	Feb 25, 2021 Letter	SEE Amendment Sheets	Pages 7-10: the street cross sections use decimals of a foot while the illustrations below use feet and inches; this should be consistent.		Noted.
5 a	Current Planning	Feb 25, 2021 Letter	Special Exception Site Plan (SESP)	SESP Sheet C-0101 Notes and Approvals: Under Approvals, provide Planning Commission recommendation date and any conditions included in the motion.	C-0101	The approval has been added to sheet C-0101.
b	Current Planning	Feb 25, 2021 Letter	Special Exception Site Plan (SESP)	Under Variance Approval, provide date of BA approval and variance application number. Staff can provide the variance number if needed.	C-0101	The approval has been added to sheet C-0101.
c	Current Planning	Feb 25, 2021 Letter	Special Exception Site Plan (SESP)	On the bottom right corner, update plan title from "Site Plan" to "Special Exception Site Plan" to be precise and consistent with the remaining pages of the plan.	C-0101	The plan title was changed on sheet C-0101.
d	Current Planning	Feb 25, 2021 Letter	Special Exception Site Plan (SESP)	Under subdivisions, list any past or future subdivision or consolidation approvals involving the property.	C-0101	Lot Line application 2019-3022 has been submitted and is pending approval. This has been noted on the cover sheet.
e	Current Planning	Feb 25, 2021 Letter	Special Exception Site Plan (SESP)	After SEE Amendment approval, update SEE Approval block to reflect final approval.	C-0101	The approval block has been updated.
6	Current Planning	Feb 25, 2021 Letter	Special Exception Site Plan (SESP)	Sheet C-0201 Signatures: owner's certificate should be signed prior to final approval of SESP		To be provided following the final council vote.
7	Current Planning	Feb 25, 2021 Letter	Special Exception Site Plan (SESP)	Sheet C-0202 Site Area Tab: is there room to insert a small version of the plat showing the Parcels next to the area tabulation and development site boundary for visual guidance?	C-0202	The parcel designation has been added to the sheet.
8	Current Planning	Feb 25, 2021 Letter	Special Exception Site Plan (SESP)	SESP Sheet C-0309: existing VDOT signal equipment are shown to remain at corner of Leesburg Pike / Haycock Road. Will the above ground equipment boxes be able to be screened or relocated and / or consolidate with other existing equipment? They should include an art wrap or alternative covering other than standard silver.	C-0402	Pending VDOT approval, FCGP is open to adding an art wrap or alternate covering on the equipment to be determined as part of the later progression of the Placemaking Design. See note on sheet C-0402.
9	Current Planning	Feb 25, 2021 Letter	Special Exception Site Plan (SESP)	Sheet C-0415: Loading truck movements appear to cut off sidewalk corner in Block D-2 turning left off of Mustang Alley onto Alley 1. Please confirm and inform if there will be features (e.g. lights, furniture) in this path.	C-0415 / C-0405	The features have been removed from the path, and the curb around the corner has been changed to mountable curb.
10	Current Planning	Feb 25, 2021 Letter	Special Exception Site Plan (SESP)	Sheet C-0703-0718 (SWM): Indicate where on these pages it can be shown that the applicable voluntary concessions are being complied with.	C-0704	The language of the voluntary concession relating to stormwater management and the reference to where they can be checked for compliance has been added to C-0704.
11	Current Planning	Feb 25, 2021 Letter	Special Exception Site Plan (SESP)	Sheet L105: locations for Materials P-110, P-111, P-112 appears to overlap in some areas.	L003, L105	Further clarity and definition of these materials have been provided.
12	Current Planning	Feb 25, 2021 Letter	Special Exception Site Plan (SESP)	Sheet L101, Bike racks: The Block A frontage along Leesburg Pike and Haycock Road does not appear to have any bike racks. Given the proposed use of a grocery store, this area seems like a logical place to have bike racks. They should be located withing 50' of an entrance.	L101; L201	Bike racks have been added to be added to the southern corner of Block A along Leesburg Pike and Haycock Road.
13	Current Planning	Feb 25, 2021 Letter	Special Exception Site Plan (SESP)	Bikeshare: City staff would like to see if there is a way to get the Bikeshare station in a more visible location closer to key destinations on the development site, but understand options were likely limited due to sunlight requirements and building shadow. Provide other location options that were considered and the spacing dimensions and / or operator requirements constraints for those locations.	L101, L103, L201, L203	The bike station has been moved to the SW corner of Block A.
14	Current Planning	Feb 25, 2021 Letter	Special Exception Site Plan (SESP)	Submission Dates: all reliant documents should list original submission date, and revised date for the subsequent submissions in the date block to keep track of revisions / dates in one place.		Noted.

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15	Current Planning	Feb 25, 2021 Letter	Application Supporting Documents	<i>Disclosure Statement:</i> update Council and School Board members list to reflect the current members.	The Disclosure Statement has been updated to reflect the current members.
16	Current Planning	Feb 25, 2021 Letter	Application Supporting Documents	<i>Fiscal Impact Data Input Sheet:</i> In future submission include ADUs and units by type and average size, include condominium units, and break out retail into sales and service.	Noted. The number of ADUs and the unit mix has been updated. Additionally, the retail is broken out into sales vs. "Quality Restaurant" vs. "High Turnover Restaurant".
17	Current Planning	Feb 25, 2021 Letter	Application Supporting Documents	<i>Fiscal Impact Data Input Sheet:</i> The civic space SF says 13,000, which is not consistent with the program summary sheet. Please clarify.	Currently, FCGP is providing 10,700 GSF of indoor Civic Space in Block C, which includes approximately 3,000 GSF for a conference center. FCGP is also providing 4,000 GSF of outdoor space in the Commons to be used for music / entertainment. This is shown in the revised program summary. At a minimum, FCGP will provide 13,000 GSF of programmable civic space: - Approx. 3,000 GSF of conference/event center - Approx. 7,000 GSF for a performing arts / education use - Approx. 4,000 GSF of programmable outdoor space in the Commons
18	Current Planning	Feb 25, 2021 Letter	Application Supporting Documents	<i>Subdivision Plat:</i> A separate subdivision application was submitted for a lot line adjustment for the proposed modified project boundary. The application is under staff review. The requested additional land will require approval of the subdivision and land transfer agreement b/w the City and School Board.	Noted.
19 a	Current Planning	Feb 25, 2021 Letter	Application Supporting Documents	<i>Statement of Justification:</i> <i>This is a well written and informative document. In future submissions please add a narrative that provides a list of changes from previous submission.</i>	A narrative of changes has been provided in the SOJ.
b	Current Planning	Feb 25, 2021 Letter	Application Supporting Documents (Statement of Justification)	Phase 2 uses listed on pages 6 and 7 do not include the retail SF.	FCGP will provide a minimum of 6,400 GSF of retail use in Phase 2 per the SEE requirements. This has been noted in the SOJ.
c	Current Planning	Feb 25, 2021 Letter	Application Supporting Documents (Statement of Justification)	Special Exception (SE) Criteria: some of the items related to transportation listed under SE Secondary Criteria C should probably be moved up to B under the relevant topic	This has been revised in the SOJ.
d	Current Planning	Feb 25, 2021 Letter	Application Supporting Documents (Statement of Justification)	SE Criteria: is there a goal to reduce Single-Occupancy-Vehicles by a specific percentage that could be included in the narrative ?	There is no specific percentage goal that FCGP has targeting to reduce Single-Occupancy-Vehicles. Instead, FCGP has focused on a holistic approach for creating a walkable, transit focused, and bike friendly project that will decrease the dependency on vehicles. Additionally, FCGP has created a grid of streets that will help relieve traffic in the area by creating more ways for people to navigate this part of the city.
20	Current Planning	Feb 25, 2021 Letter	Application Supporting Documents	<i>Response Matrix:</i> when possible, in responding to staff comments, please include references to plan sheet or document in which a particular comment was addressed.	Noted.
21	Current Planning	Feb 25, 2021 Letter	Application Supporting Documents	Placemaking and Amenity Plan: rendered layout plan is still showing the previous configuration, and does not match the updated SESP plan. The Word Draft should be removed from the plan.	The word "DRAFT" has been removed. The layout has not been updated as these sheets are included to show a representation of the potential activation of The Commons, but should not be viewed as a literal illustration of The Commons' layout. For the current layout and site plan, please refer to the SESP Supplemental Package.
22 a i	Current Planning	Feb 25, 2021 Letter	Application Supporting Documents (SESP Supplemental Packet)	<i>Page 14, Site Program Summary Page:</i> <i>i. the legend for the development uses is missing the civic use</i>	Noted and addressed in resubmission.
ii	Current Planning	Feb 25, 2021 Letter	Application Supporting Documents (SESP Supplemental Packet)	<i>ii. Civic space listed as 9,000 SF; include note or revise table to indicate that additional 4,000 SF is proposed to be in the Commons</i>	Noted and addressed in resubmission.
iii	Current Planning	Feb 25, 2021 Letter	Application Supporting Documents (SESP Supplemental Packet)	iii. 3rd note in bottom left of page re: Phase 2 condo building; what about Block B4 Phase 2 Office - same plan for its parking?	Chart referenced specifically discusses D4 residential unit plans ranges. The Phase 2 Block B4 parking plan will be addressed concurrently with any updated plans with B4's building sign.
22 b	Current Planning	Feb 25, 2021 Letter	Application Supporting Documents (SESP Supplemental Packet)	<i>Page 15:</i> garage access points sheet is missing the entrance off of Broad to Block A. This was a previous staff comment. While the Response Matrix indicates this information was provided, that does not appear to be the case on the plan sheet.	Clarification: There is no Garage A Parking Entrance or Exit off of Broad Street/Route 7. The opening/curb cut here is only for trucks exiting the loading and trash circulation route for the building which is one level above the parking level. Block A's grocery/retail parking can be accessed primarily at Street C, and secondarily, through Garage D via its Street B and Mustang Alley entrances. The gate/loading door along Route 7 will be closed when not in use.
22 c i	Current Planning	Feb 25, 2021 Letter	Application Supporting Documents (SESP Supplemental Packet)	SESP Supplemental Packet c. Page 16: Off-Street Parking Tabulations: i. Micro Apartments # room types: VCs list only 1-bedroom and studios, but the Parking Tabulation table lists (37) 2-bedrooms. Please clarify.	This was as typo. The current unit mix for the micro-apartments, 1-bedrooms, and 2-bedrooms are all included in the revised parking tabulation.
ii	Current Planning	Feb 25, 2021 Letter	Application Supporting Documents (SESP Supplemental Packet)	ii. Senior Housing @ room types equal 150 but 225 listed, please clarify.	FCGP is submitting for 225 senior units in the SESP submission, which is within the approved SEE range of 150 to 250 senior units. Please note that Senior Housing is a placeholder and subject to future future SESP submission for Block d-1 by Senior Developer.

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iii	Current Planning	Feb 25, 2021 Letter	Application Supporting Documents (SESP Supplemental Packet)	iii. What is meant by "Additional Shared Parking"?	The "Additional Shared Parking" is the quantity of spaces necessary to achieve an equilibrium with daily parking demand. Each space comprising the Additional Shared Parking is projected as used by multiple types of end users per day and therefore not allocated to a single use.	
iv	Current Planning	Feb 25, 2021 Letter	Application Supporting Documents (SESP Supplemental Packet)	iv. Information provided in response to comments on how and where shared parking would occur would be very useful to include on this page in PMP.	Noted.	
23	Current Planning	Feb 25, 2021 Letter	Voluntary Concessions for SEE-Amendment and SESP-Phase 1	Voluntary Concessions of the amended SEE and the first draft of the Voluntary Concessions for the SESP are subject to further review and discussion with staff.	Noted.	
24	a	Current Planning	Feb 25, 2021 Letter	Architecture and Urban Design	<i>Block A:</i> the updated architecture in the current submission is an improvement. Parts of the Leesburg Pike and Haycock Road elevations need further development applying the same massing and design principles used in other buildings in the development. Suggestions include: <i>Leesburg Elevation</i> <i>The orange color brick plane on east half of the Leesburg elevation reads as one flat plane, and should be broken up further with additional breaks and reliefs on the façade. E.g., the top of the building should be stepped back a few more feet similar to the Haycock elevation for a more perceptible articulation at the top. Roofline should be undulated to reduce the appearance of scale.</i>	Comments have been addressed by providing updated renderings of Block A and in discussions with City staff in April 2021.
	b	Current Planning	Feb 25, 2021 Letter	Architecture and Urban Design	This section of the elevation appears to have too much verticality and needs to introduce breaks between base, middle, and top to help break up what currently appears as one continuous plane from top to bottom.	Comments have been addressed by providing updated renderings of Block A and in discussions with City staff in April 2021.
	c	Current Planning	Feb 25, 2021 Letter	Architecture and Urban Design	<i>A-A-0101, Note 6:</i> this could be an important feature of breaking up the massing; a limit on setback reduction or expected range should be set.	Noted.
	d	Current Planning	Feb 25, 2021 Letter	Architecture and Urban Design	Only a few windows at the ground floor of Leesburg elevation are labeled as grocery storefront while most do not have this designation. Does this mean most of these windows will be opaque? Most of these ground floor windows, if not all, should remain transparent to activate the street.	Storefront notes provided are typical. Most of storefront windows at grocery along Leesburg Pike to be transparent. Final level of transparency is pending coordination with approved grocery layout.
	e	Current Planning	Feb 25, 2021 Letter	Architecture and Urban Design	<i>Haycock Elevation</i> Last window / storefront area for the grocery space is shown as fiber cement panels - if this cannot be transparent / glass to screen activity within, can a more attractive screening or material than fiber cement be used? Some kind of reflective glass would be ideal.	Panel location at grocery space is mislabeled. Design intent is to provide a high quality composite wall panel per the grocery tenant's specifications.
	f	Current Planning	Feb 25, 2021 Letter	Architecture and Urban Design	For the second floor façade area shown as "2. Fenestration", note indicates this could be redesigned to include a different composition of various materials. If final design is significantly different from the approved SESP, staff should have the opportunity provide input. Can there be fewer design options or can examples of design options be provided for evaluation now? It is recommended that this section is designed to create a more perceptible base-middle-top design in the elevation.	Note is mislabeled. Item identified in the note is Cast Stone.
	g	Current Planning	Feb 25, 2021 Letter	Architecture and Urban Design	<i>North Elevation at Street C</i> There appears to be too much fiber cement paneling used for this elevation, which can typically have the appearance of a lower quality material. Consider using more masonry / brick, at least on the section most visible from Haycock.	Comments have been addressed by providing updated renderings of Block A and in discussions with City staff in April 2021.
	h	Current Planning	Feb 25, 2021 Letter	Architecture and Urban Design	What is the material used for the equipment enclosure visible on this elevation?	Equipment enclosure is to be constructed of engineered acoustic panels.
	i	Current Planning	Feb 25, 2021 Letter	Architecture and Urban Design	If possible, provide more details / renderings for the connecting bridge b/w Streets B and C for the staircase discussed in the response matrix as sculptural addition.	Comments have been addressed by providing updated renderings of Block A and in discussions with City staff in April 2021.
	j	Current Planning	Feb 25, 2021 Letter	Architecture and Urban Design	<i>Plaza on Haycock</i> Consider using a decorative or glass railing for the semi-private courtyard.	Noted.
	k	Current Planning	Feb 25, 2021 Letter	Architecture and Urban Design	Sheet L101 indicates P-102 / Concrete Paving for most of this area. It seems this is a sizable area to provide some seating, decorative paving and landscaping to create a small urban plaza as a gateway into the project from mid-block Haycock. The current design feels more transient, but it could be more welcoming with some minor design tweaks.	Noted. This will be addressed further in the Placemaking Plan.
25		Current Planning	Feb 25, 2021 Letter	Architecture and Urban Design	<i>B2 Hotel Building:</i> needs more development to be consistent with the level of design quality provided in other parts of the project. Suggestions include: reduction in the overall use of cement board paneling on the most visible facades, and use of more high quality materials like masonry or brick is recommended especially on the east facade facing Commons; further articulation of the facade should also be considered to break away from the flat appearance.	The central, vertical bay on the Commons Drive elevation has been modified from cement board paneling to a glazed brick. In conjunction with this design change, the white vertical band has been revised to be metal panel also in lieu of cement board. The revised design contributes additional textures to the pedestrian experience, accentuates the verticality of the building, and establishes a differentiation between the hotel entry and retail areas. An updated illustrative rendering can be found in the hotel's supplemental package.
26		Current Planning	Feb 25, 2021 Letter	Architecture and Urban Design	<i>Block C:</i> Upper level rooftop could be great outdoor space for the building if it was designed as an accessible rooftop terrace	FCGP is not planning to add upper level rooftop outdoor space.
27	a	Current Planning	Feb 25, 2021 Letter	Architecture and Urban Design	<i>B3 and D2 Garages</i> What is the anticipated timing for the mural design and installation?	Murals are anticipated to be installed by project's opening.

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b	Current Planning	Feb 25, 2021 Letter	Architecture and Urban Design	<i>B3 Garage Precast Spandrel Design:</i> the north and west elevation facing school - can some texture be applied on the gray precast spandrel and the columns to mitigate the visual impact of the structure? Also, Response Matrix references colored concrete? Is this what's shown in grey on the plans?		Yes, What is shown in gray is the colored concrete (dark gray). On the west elevation, 2 species of vines will be proposed along the school facing facade of Building B-3 (garage). The drawings have been updated to show this condition. The label was mistakenly placed on Block C, not Block B.
c	Current Planning	Feb 25, 2021 Letter	Architecture and Urban Design	<i>B3 Garage Corner Feature / Tower:</i> since this is the most visible corner of the garage from the school campus, can it be upgraded to brick on all sides of the tower to match the brick proposed on the north elevation? Some horizontal banding to add details and visual interest on the tower could also be consider.		Brick has been added to portions of the north and south elevations.
d	Current Planning	Feb 25, 2021 Letter	Architecture and Urban Design	<i>Landscaping:</i> Comments and Response Matrix says vine pockets will be provided along the side of the B Garage facing the school parking lot. This does not appear to be shown on the SESP sheets.	L003, L102	2 species of vines have been proposed along the school facing facade of Building B-3 (garage). Please note that the provision of the vines is contingent on the school granting FCGP necessary approval to plant the vines on their property as the garage is on the property line. The drawings have been updated to show this condition. The label was mistakenly placed on Block C, not Block B.
28	Current Planning	Feb 25, 2021 Letter	Architecture and Urban Design	<i>Storefront Design:</i> it appears the storefronts are not designed at this time, and serves as blank canvas for tenants to customize in the future to fit their brand and need. This is a great approach to create individuality and diversity in design, which can lead to a visually interesting mixture of storefronts if done well Comprehensive Signage Plan provides some attractive precedents and examples of how these storefronts could be designed, and includes certain restrictions to achieve some cohesion in quality. Is the idea to use this document as design standards for tenants in the future? Is there a FCGP design review team to ensure these storefronts look attractive and inviting as shown in the examples, and what is the remedy if a proposed tenant fit-out is not consistent?		The Storefront Guidelines will be included as an Exhibit to all leases. FCGP will have authority to approve tenant's storefronts and signage to create a successful, high quality retail environment.
29	Current Planning	Feb 25, 2021 Letter	Architecture and Urban Design	<i>Commons Gateway Design / Public Art:</i> Comments and Response Matrix references a gateway design / feature, and Placemaking and Amenity Plan provides examples of public art and placement for future consideration. A review process for those detail and final design should be coordinated with staff in the near future, including which locations would be part of a public review process.		FCGP is finalizing the details for the review process as part of the SESP VC with City Staff and anticipates opportunities for gathering input and feedback on the project's public art.
30	Current Planning	Feb 25, 2021 Letter	Architecture and Urban Design	<i>Elevator Penthouses and Rooftop Equipment Screening:</i> include notes on architectural elevations that if changes or additional to elevator penthouses and rooftop equipment screening are required, such changes shall be reviewed and approved by staff.		Noted.
31	Current Planning	Feb 25, 2021 Letter	Pedestrian Improvements and Open Space	<i>Crosswalk Material:</i> Most of the crosswalks within and around the site are shown as striping on the SESP sheets, but on the layout plans in the Supplemental Packet they appear to be some type of paving. Please confirm the proposed material in future submission and that crosswalks within City ROW and at Route 7/Haycock Road/Shreve Road conform with City Streetscape Standards. Staff encourages creativity in the crosswalks interior to the site to reinforce placemaking.	C-0410 - C-0413	See the referenced striping plans for the labels on crosswalk materials throughout the site.
32	Current Planning	Feb 25, 2021 Letter	Pedestrian Improvements and Open Space	<i>Streetscape :</i> Tree planters are combined in several areas along Haycock Road and Route 7. Additionally, there is a request to modify the setbacks along Haycock Road in Block D-3 to a minimum of 9-foot clear sidewalk with a total setback from face of curb of 16.75 feet as a result of the latest designs of the site and the changes to the design of the Haycock street section required to accommodate the future traffic impacts on the Haycock/Rt. 7 intersection. 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 confirm that the design still provides adequate spacing and orientation of other required elements (lighting, street furniture), as well as spaces for pedestrian passing; and provide reasons and justification for proposed design where it differs from the Streetscape Standards.		Tree planters are combined in order to reduce hardscape and create a buffer between pedestrian and vehicular space. On block D-3 the width of the tree planting has not decreased below the dimensions stated in the Commercial Streetscape Standards. Design team to address in submission
1	Parking Comments	February 15, 2021 Letter	Parking	<i>Parking and Shared Parking Analysis –</i> The Site Program Summary and Off-street Parking Tabulations prepared by Torti Gallas include a shared parking analysis for the reconfigured parking. The reduced parking ratios reflect a range of minimums and maximums, the reductions from the parking regulations seem appropriate for a shared parking situation at a mixed-use project. The shared parking analysis needs to include the weekend time period, not just weekdays and weeknights. Parking agreements may be required to link parking between ownership entities if any parts of the project are sold per §48-936 out of the partnership at a later date. The use of 36-inch high barriers to keep headlights from intruding on nearby residences is a good plan anticipating a likely comment from adjacent neighbors.		<i>Parking and Shared Parking Analysis -</i> There was a typo in the Program Summary included in the SESP 02 Submission. The shared parking analysis did include weekend, weekdays, and weeknights. FCGP acknowledges that parking agreements may be required to link parking between ownership entities if any parts of the project are sold. Noted.
2	Parking Comments	February 15, 2021 Letter	Parking	<i>TDM –</i> As previously noted, 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 there are multiple developers and some pieces could be sold off by the time the entire project is finished. No new comments		Noted.
3	Parking Comments	February 15, 2021 Letter	Parking	<i>Use of Parking Technologies –</i> The developer indicated in the comment responses that they are looking at parking technologies including signs showing the number of vacant spaces. This will be helpful, especially when large events are being held. Agreement to use parking technologies should be included in the Parking Management Plan and appropriate VC's.		Noted.

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4	Parking Comments	February 15, 2021 Letter	Parking	<i>Parking Management Plan</i> – The plan mentions “Reserved parking” which seems to be for residents, and should be unbundled from rent. In draft VC 15, the developer has indicated that construction worker parking will be approved by the City Manager before permits for demolition or building and will include “sufficient parking or other transportation services.” Construction worker parking will be important throughout the project buildout and should be provided for each phase of construction.		Noted.
5	Parking Comments	February 15, 2021 Letter	Parking	<i>Circulation and on-street parking</i> continue to improve with each submission. 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 should be discussed further at the site plan approval stage. The developer has made some changes to address delivery trucks, etc. being an issue through better street widths and locations for short-term drop-off, but it will ultimately depend on on-site management to ensure that this is not an issue.		Noted.
6	Parking Comments	February 15, 2021 Letter	Parking	The changes are generally responsive to the previous comments except as noted above.		Noted.
1	Urban Design Review	February 16, 2021 Letter	Pedestrian Access	Haycock Pedestrian Island: referring to the pedestrian crossing just above Street C across Haycock – staff recommends creating a raised island where striping is shown. The concrete pad should extend south to provide a pedestrian refuge mid crossing (Sheet C-0409 Pg. 31/233).	C-0405	The pedestrian refuge island has been added to the northern pedestrian crossing across Haycock Road to Street C.
a	Urban Design Review	February 16, 2021 Letter	Pedestrian Access	The majority of the existing island separating traffic flows will be removed for additional turn lanes. This crossing connects directly to FRIT property and the rear alley where there is a proposed shared use bike/ped path.		A signalized crossing in this location will help pedestrians and bicyclists safely cross at this location.
b	Urban Design Review	February 16, 2021 Letter	Pedestrian Access	This section of the Haycock crossing is the approximate location for a full movement traffic signal (using \$15.7M NVTVA grant funds), a pedestrian island would complement the improvement (see project details graphic West End SAP Pg. 6-3).	C-0405	A pedestrian refuge island has been added to the northern pedestrian crossing across Haycock Road to Street C.
2	Urban Design Review	February 16, 2021 Letter	Pedestrian Access	<i>Raising Street B:</i> Staff suggests creating a curbless street by raising the street to be flush with the sidewalk. The design is well suited for the unconnected half street used primarily for delivery routes to Alley 1 and as a pedestrian cut-through. Staff also requests a perspective of Street B. (Sheet C-0406 - Pg. 28/223).		The street serves as an overflow path for runoff from the Commons down Street B and to the left through the alley, out towards Mustang Alley. With a flush condition, there is a concern that there would not be sufficient elevation separation between the runoff path of travel and the door locations that may be placed along that street. A curb helps to maintain the runoff in the street and away from the buildings.
a	Urban Design Review	February 16, 2021 Letter	Pedestrian Access	<i>Material:</i> Recommend using a lighter color material than asphalt to connect the brick pavers and street similar to what is shown in Lane 2.		As noted in the response to comment 2, Street B can not have a flush curb condition. Since a flush curb condition is not provided, using a lighter color paving material to connect the sidewalks is not recommended. A clear distinction between pedestrian and vehicular space is needed. Vehicular spaces to remain asphalt and the sidewalks are to remain concrete paving.
b	Urban Design Review	February 16, 2021 Letter	Pedestrian Access	<i>Separation & Lighting:</i> Recommend concrete bollards to designate pedestrian only space. The space would also benefit from additional lighting which can be incorporated into the bollards for ground level lighting.		Noted. The feasibility of utilizing bollards to demarcate pedestrian and vehicular space are to be studied further. Bollard locations to be coordinated with fire truck access route. If bollards are provided, they shall be lighted and materials are to be metal or concrete.
c	Urban Design Review	February 16, 2021 Letter	Pedestrian Access	<i>Slower cars, safer people:</i> Vehicles entering or exiting the lane will be incentivized to slow down as they prepare to cross the elevation difference making them slow down and more likely to be aware of crossing pedestrians. Woonerf design has become increasingly popular for areas who target Vision Zero cities, a goal towards zero traffic-related deaths.		Acknowledged.
d	Urban Design Review	February 16, 2021 Letter	Pedestrian Access	<i>Similar Conditions:</i> Lane 3 & Street C could likewise benefit from the recommendations to raise the street flush to the curb. Because both have cars turning in from higher speed roads, a more gradual ramp up would be needed.		As Lane 3 is a key service and loading area, the safest solution is to have a curb here. FCGP agrees that cars may be turning in from higher speed roads; therefore, we would like to maintain the separation from the pedestrians and the vehicles entering the site from a safety perspective.
3 a	Urban Design Review	February 16, 2021 Letter	Pedestrian Access	<i>Colonnades Lane:</i> Referencing Building B1 Office Packet (Pg. 5/14) <i>Separation & Lighting:</i> same recommendation as 2-b.		Noted. Refer to comment response from 2.B.
b	Urban Design Review	February 16, 2021 Letter	Pedestrian Access	<i>Lane garden:</i> Because there is no egress directly onto Lane 2, staff suggests utilizing the overhang as a planting bed among the columns. Drain spouts could redirect excess stormwater from the north east corner of the office into the plant bed. If it comes a significantly raised planter, the height should be kept at a seating level (18-20”).		Noted. Planters the feasibility of planters in this area are to be studied further as architecture, MEP, and civil for the building are progressed.
4	Urban Design Review	February 16, 2021 Letter	Pedestrian Access	<i>Bollard Adjustment:</i> the park path bollards appear slightly out of place; staff recommends moving the bollards slightly curbside to allow a full 5 feet of free passing space for pedestrians (L-105 – 199/223).	L105, L205	Bollards to be removed in the walks in the Commons.
5	Urban Design Review	February 16, 2021 Letter	Pedestrian Access	<i>Haycock & W. Broad Intersection: the following recommendations to improve (Sheet C-0406)</i> <i>Crosswalk Widening:</i> The crossing is disproportionately thin compared to the relative length of the crossing (82+’ across Haycock / 95+’ across Rt.7). Recommend widening crosswalk to at least 13 feet, especially across the longer west and north segments	C-0410	The crosswalks are 13’ wide total with 10’ brick and 1.5’ concrete banding on either end, per the City standard details, for a total of 13’. If VDOT does not allow the standard brick crosswalk within their areas of maintenance, a 13’ wide stripped crosswalk will be proposed.
6	Urban Design Review	February 16, 2021 Letter	Bicycle Access and Parking	<i>Cyclist Path Connection:</i> To bridge the Common’s painted cycle path to Mustang Alley’s shared path, staff recommends signage and/or color continuity underneath the striped crossing to direct cyclist to use the shared path (Sheet C-0409 – 31/233).	C-0410 - C-0413	The cycle path striping has been added to the striping plans.

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a	Urban Design Review	February 16, 2021 Letter	Bicycle Access and Parking	This shared cycle path connects GMHS/MEHMS to the FRIT property, a popular after school spot for students. The shared ped/cycle path may be continued throughout the rear alley of the FRIT property as suggested in the West End SAP (Pg. 6-4). Path continuity to all destinations through congruent signage and/or color will help reinforce the design (see Figure 1).		Noted.
7	Urban Design Review	February 16, 2021 Letter	Bicycle Access and Parking	<i>Bicycle Racks:</i> Because the W&OD trail is adjacent to the site, this portion of the city experiences heavy bicycle traffic making bicycle parking an important public amenity to maintain. Reference Figure 2.1 for 'Little City' green rack design, best placed at selective high visibility placemaking areas. Also please see for future reference bicycle spacing standards shown in Figure 2.2.	L101, L102, L104, L201, L202, L204	Bike racks have been added along Leesburg Pike and Haycock Road.
8	Urban Design Review	February 16, 2021 Letter	Bicycle Access and Parking	Street C Bicycle Stair Ramp: recommended wheel track up the staircase at Street C (see Figures 3.1-3.3).		Bicycle Stair Ramp has been added.
a	Urban Design Review	February 16, 2021 Letter	Streetscape	Students with bicycles often walk with friends without bicycles through the quickest and most enjoyable route to a destination. Students will be traveling across Haycock home and while we cannot know travel patterns, I suspect quiet pedestrian only Street C with art and lighting will be the preferred path across Haycock over parallel travel to noisy Route 7. This improvement can be a subtle design.		Noted.
9 a	Urban Design Review	February 16, 2021 Letter	Streetscape	Public Seating: Staff recommends the following improvements: <i>High density of benches:</i> along Common's Drive streetscape (none shown now) as well as seating available along Street A. Seating along Route 7 & Haycock should follow the Streetscape Design Standards (pg. 11) which recommends spacing benches approximately 90' apart.	L101, L102, L103, L104, L201, L202, L203, L204	Benches have been added located approximately 90 LF apart.
b	Urban Design Review	February 16, 2021 Letter	Streetscape	<i>Orientation:</i> the benches should be located between planters and oriented perpendicular to the street to give the user a view down the street.	L101, L102, L104, L201, L202, L204, L512	Benches have been rotated 90 degrees from their current position.
10	Urban Design Review	February 16, 2021 Letter	Streetscape	<i>Vegetative Screening:</i> Consider denser planting of bushes between street trees to provide additional screening along auto congested Broad St for people dining on the sidewalk. (Shown in Building A1 packet, Pg. 2)	L401, L403,	Noted. Denser plant spacing provided where applicable, but standard plant spacing based on install and mature sizes will need to be followed.
11 a	Urban Design Review	February 16, 2021 Letter	Streetscape	<i>Public Art:</i> Understood that murals & additional artwork will be finalized through Placemaking. The following are suggestions: <i>Garage Art:</i> Street C, Haycock facing entrance façade is an opportunity for creative use of color, patten, or perhaps rotating		Noted.
b	Urban Design Review	February 16, 2021 Letter	Streetscape	<i>Stair Art:</i> Opportunity for unique treatment of Street C staircase. This should be seen as an elevated surface which is public facing from Haycock. It can be an opportunity to create an intriguing invitation to follow the stairs and explore the site's interior.		Noted.
c	Urban Design Review	February 16, 2021 Letter	Streetscape	<i>Equipment Enclosure Screening:</i> Staff recommends using wood or metal screening technique to hide mechanical utilities on Street C. This is an opportunity to create pragmatic art. (see Figures 4.1, 4.2) (Building A1 packet, Pg. 4)		Noted.
d	Urban Design Review	February 16, 2021 Letter	Streetscape	<i>Wall Art:</i> Composite wall panel #2 (Building A1 packet, Pg. 4), would be good placement for prominent corner site wall art. Laser cut sheet metal with LED lights underneath is a popular visually intriguing option which can be seen on 301 W Broad (see Figure 5).		Noted.
12	Urban Design Review	February 16, 2021 Letter	Streetscape	<i>Importance of Balconies:</i> The following is a consideration to increase the number of balconies offered in multifamily residence buildings. Especially along Common's Drive seen on the west elevation (Building A1 packet, Pg. 5/16).		Noted.
a	Urban Design Review	February 16, 2021 Letter	Streetscape	<i>Eyes on the street:</i> not a term only used to describe neighborhood safety (although it is a benefit). Residential facades that interact with the street below help to create engaging streetscape through passive participation of residents. Pedestrians looking up see a building decorated with individual		Noted.
b	Urban Design Review	February 16, 2021 Letter	Streetscape	<i>Mental Health:</i> Balconies are unique spaces in a home which provide a quieter atmosphere, unrestrictive by walls. This is a key feature, especially for a family tenet with children – especially during COVID times when activity is restricted to the home. Balconies are often seen as temporary reprieves and meditative spots in warm weather.		Noted.
c	Urban Design Review	February 16, 2021 Letter	Streetscape	<i>Desired:</i> Simply balconies are highly valued spaces, especially in apartments which lack the outdoor amenities of a townhouse or home. Creating apartments which this feature will directly help to create interest in those happily interested in renting/buying the units.		Noted.
1	Planner	February 16, 2021 Letter	Sign Comments	<i>WFC Signage + Retail Storefront SES Design Guidelines:</i> the precedents shown have visually impressive and are conducive to the site's desired atmosphere and urban design goals. Below are a few comments and corrections found in the document.		Noted.
a	Planner	February 16, 2021 Letter	Sign Comments	Pg. 6: Says signage may not cover more than 20% of window. Code states 25% of total area of the window pane. Muni-code Sec. 48-1265 (4a)		Acknowledged.
b	Planner	February 16, 2021 Letter	Sign Comments	Pg. 19: Blade signs should have a max allowable area of 10 sq.ft, not 25 sq.ft. Applying for a variance would be an alternative option to reducing size. Muni-code Sec. 48-1265 2a.		Noted.
c	Planner	February 16, 2021 Letter	Sign Comments	Pg. 25: The two branding project signs (one at entrance along Route 7 and one along Haycock Road), will most likely need a variance and additional review because of anticipated size.		Noted.

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d	Planner	February 16, 2021 Letter	Sign Comments	Pg. 8: Storefront window display zones will be retailer dependent but staff would like to point out and encourage the open concept precedents shown on this page. Have storefronts which are permeable and can open up or close depending on weather * As tenant information becomes available please submit signage information as stated below in the previous comments section 2a. *☒		Noted.
2	Planner	February 16, 2021 Letter	Previous Sign Comments	Comprehensive sign package: 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:		Noted.
a	Planner	February 16, 2021 Letter	Previous Sign Comments	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.		Noted.
b	Planner	February 16, 2021 Letter	Previous Sign Comments	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		Noted.
c	Planner	February 16, 2021 Letter	Previous Sign Comments	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.		Noted.
d	Planner	February 16, 2021 Letter	Previous Sign Comments	Staff recommends concurrent review and approval of the sign proposal and any related variances with the SESP review and approval.		Noted.
1	DPW	February 16, 2021 Letter	Streetscape	Sheet C-209. Please add a note to the detail indicating that Hanover Pavers will be used in all areas where traffic is expected including driveway aprons.	C-0209	The note has been added.
2	DPW	February 16, 2021 Letter	Streetscape	Sheet C-402 and 403. Provide dominions for center refuge islands and if the island is 6ft or greater, truncated domes are required.	C-0406 - C-0409	Dimensions have been added for center refuge islands with truncated domes added where needed.
3	DPW	February 16, 2021 Letter	Streetscape	Sheet C-0402 at Sidewalk in islands along Commons Drive still are not showing a non-walkable surface where sidewalks are flush with street. What is the solution for ADA compliance?	L105, L205; L513	Refer to sheet 105, 205, L513 for revised details. As discussed, the proposed outermost 2' wide section is 1' of a cobble-like stamped pattern, a 4" flush "curb", and an 8" cobble-like stamped pattern, the exterior 1' of which is within the 10' travel way. The intent of the 1' being within the travel way is in order for the drive to visually see a narrower travel lane of 9' and in turn limit the speed of vehicles to make it a safer pedestrian experience. The owner acknowledges that the narrower travel lane may result in a more frequent occurrence of cars driving along the edge of travel way between asphalt drive aisle and patterned area, which may require more future maintenance to maintain a smooth driveable surface.
4	DPW	February 16, 2021 Letter	Streetscape	Sheet C-0402 Cross streets on Commons drive appear to have truncated domes where there are no crosswalks (i.e. Street A). What is the solution for ADA compliance?	L105, L205; L513	Per our previous discussion with Zak Bradley, it was our understanding that truncated domes were allowed where there were flush sidewalks entering the vehicular travel way and where the receiving end also had truncated domes and were a flush condition, but that crosswalks were not required. For example, this is the condition at Mosaic along Glass Alley.
5	DPW	February 16, 2021 Letter	Streetscape	Sheet C-0403. Some of the curb ramps at the intersection of Leesburg Pike and Chestnut do not show truncated domes. Please update.	C-0403	FCGP has added truncated domes. Please note, the southern intersection and roadway design of Leesburg Pike and Chestnut including full detail and design of ramps and grading will be part of a Public Improvements Plan routed through Fairfax County and VDOT.
6	DPW	February 16, 2021 Letter	Streetscape	Geometric Plan- Confirm or dimension from the end of the bench to the end of the planter bed to confirm ADA compliance.	L101, L102, L104, L201, L202, L204, L512	Refer to detail 4 on sheet L512 and layout plans on sheets L201, L202, and L204 for bench and planter bed dimensions.
7	DPW	February 16, 2021 Letter	Streetscape	Striping Plan. Call out F should be on both sides of the crosswalks	C-0410 - C-0413	The callouts have been added.
8	DPW	February 16, 2021 Letter	Streetscape	Striping Plan- All stop bars should be shown as a minimum of 4ft from the edge of the crosswalk stripping. Please show dimensions.	C-0410 - C-0413	The stop bar dimensions have been added to the striping plans.
9	DPW	February 16, 2021 Letter	Streetscape	Striping Plan- Stop bars should be located at all stop signs.	C-0410 - C-0413	Stop bars have been added at the stop signs.
10	DPW	February 16, 2021 Letter	Streetscape	Sheet 0413- The service access road near #7054 Haycock needs crosswalk markings and stop signs at both entrances.	C-0413	The crosswalk markings and stop signs have been added.
11	DPW	February 16, 2021 Letter	Streetscape	Sheet 0415- Auto turn from Haycock to Mustang Ally cannot encroach into the through lane on Mustang Ally.	C-0415	The stop bar has been pulled back for the through lane on Mustang Alley.
12	DPW	February 16, 2021 Letter	Streetscape	Sheet 0516- Provide truncated domes and level landing areas behind the curb ramps at Chestnut.		Please note, the southern intersection and roadway design of Leesburg Pike and Chestnut including full detail and design of ramps and grading will be part of a Public Improvements Plan routed through Fairfax County and VDOT.

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13	DPW	February 16, 2021 Letter	Streetscape	Sheet 0602- Show calculations for sizing sediment traps.☒	C-0602	The sediment trap sizing computations are on the left side of sheet C-0602.
14	DPW	February 16, 2021 Letter	Streetscape	Sheet 0702-Remove all layers not associated with proposed site layout or drainage divides.☒	C-0702	The sheet has been cleaned up for clarity.
15	DPW	February 16, 2021 Letter	Streetscape	Sheet 0702-For primary drainage areas provide flow areas along the drainage area boundaries.	C-0702	The drainage areas are divided up by area to each structure.
16	DPW	February 16, 2021 Letter	Streetscape	Sheet 0702- Sub drainage areas should be dash lines with directional arrows.☒	C-0702	Directional arrows have been added.
17	DPW	February 16, 2021 Letter	Streetscape	Sheet 0704- Add a note or narrative about how the proposed vegetated roof area compares to the VC's.	C-0704	The note regarding VC compliance has been added to sheet C-0704.
18	DPW	February 16, 2021 Letter	Streetscape	Sheet 0708- Provide a summary chart of all of the drainage areas with the pre and post development flow and include totals for both routed and non-routed drainage areas.☒	C-0704	A summary comparing pre and post development flow has been added to sheet C-0704. Note that the drainage areas changed between existing and proposed conditions, therefore, the comparison of existing and proposed development flows based on the drainage divides would not be a good comparison of existing and proposed conditions. The drainage divides indicate the runoff to the separate structures. The summary chart includes separation of detained versus undetained areas.
19	DPW	February 16, 2021 Letter	Streetscape	Sheet 0708- Provide narrative explaining chart and pre/post runoff values.	C-0704	The narrative explaining the pre/post runoff values is on sheet C-0704, along with a narrative on compliance with the stormwater regulations.
1	Environmental Sustainability		Climate, Air, and Energy	The preliminary LEED scorecards provided indicate that there are significant energy performance points not being achieved with the current plan. Only the residential buildings (A and C) score more "Yes" points than "No" in the "Energy and Atmosphere" category. Scores for the hotel and office are very low. It seems there are significant opportunities for energy efficiency and performance optimization that are not being planned into the building design. This is inconsistent with Chapter 5 of the City's Comprehensive Plan, which calls for buildings to be designed to optimize resilience, reduce energy use, and increase energy efficiency. Heat island effects are also apparently not being addressed to the fullest extent possible.☒		Note that the rating systems (LEED New Construction, LEED Core & Shell, and LEED Multifamily Mid-rise) have different point structures relative to energy cost savings. Also, the LEED Multifamily Mid-rise rating system applies Home Size Adjustment (HSA) points on top of the energy performance points. Therefore, a comparison of energy performance strictly based on LEED points is not possible. The project team recognizes the importance of achieving high energy performance. Energy models at major design milestones will be completed by the Sustainability Consultant. Energy efficiency opportunities will be proposed as part of this process to increase building performance and ensure alignment the City's Comprehensive Plan and Site Plan requirements.
2	Environmental Sustainability		Climate, Air, and Energy	The comment response matrix from June 2019 indicates that options for solar energy were being future inverters, controllers and meters. Smaller solar installations could still be considered for this site, such as on the kiosk on the Common, or a parking canopy.☒		In the future if financially viable, solar can be considered in these locations. At this point, it is not viable.
3	Environmental Sustainability		Climate, Air, and Energy	The current limited plans for provision of EV charging capability should be re-examined in light of Virginia's passage of "right-to-charge" legislation. The condo building needs to be ready for charger installation for residents. Planning charging infrastructure in response to the rapidly-growing EV market is challenging, of course, but as more auto manufacturers commit to the transition to electric vehicles, the current planned provision may rapidly become inadequate.		There is an opportunity to expand EV charging capacity as the VCs are a minimum requirement. Individual buildings will be able to provide more chargers depending on the demand.
4	Environmental Sustainability		Stormwater Management and Green Space	Initial plans for the green island at the entrance from route 7 were to have a featured rain garden. Is this now precluded by the required redesign of the junction? Planning for this small green space should bear in mind the difficulty of safely maintaining vegetation in this location.☒		The center island at the southern end of Commons Drive is still designed to be a rain garden.
5	Environmental Sustainability		Stormwater Management and Green Space	The use of green roofs, trees and other plantings to manage stormwater is much appreciated. These green infrastructure elements bring many other environmental benefits which are essential to the overall project.☒		Noted
6	Environmental Sustainability		Consumption and Waste	It is encouraging to see that some LEED points are planned for construction waste management. Consideration of compost and glass disposal on the finished site are also appreciated.☒		Noted
7	Environmental Sustainability		Community	The intention to create a development with a strong community feeling is very valuable. Members of the City of Falls Church have long been very involved in creating and maintaining positive environmental benefits, and it is good to know that, as the population grows, efforts are being made to grow the sense of community with it.☒		Noted
1	Public	4/14/2021 Town Hall Comments	Environmental	Are EUI values Source EUI and not Site? If Source EUI, then I assume Site EUIs would be closer 20? In Bldg. A, does EUI of 50 include grocery floor space and energy? Or is it just the residential floors?		The EUI values provided in the presentation are targets FCC conveyed to the project team based on a report provided to FCC from Seventh Wave. These targets are likely Site EUIs. The energy performance of each building will be modeled at major design milestones. Energy efficiency opportunities will be discussed with the target EUIs in mind. The Building A energy model will include the grocery floor space. The design of this grocery space is unknown at this time, so the energy intensity will be modeled using ASHRAE baseline guidelines for now.

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2	a	Public	4/14/2021 Town Hall Comments	Environmental	The buildings in the West Falls project should be encouraged to: Earn maximum LEED points in the Energy and Atmosphere category, which includes Enhanced Commissioning, Optimize Energy Performance, Whole Building Energy Monitoring and Reporting, Grid Harmonization, Renewable Energy, Enhanced Refrigerant Management, and Efficient Hot Water Distribution Systems. In particular, earn LEED points for the Optimize Energy Performance category by demonstrating at least 20% energy performance improvement.		The project team recognizes the value in achieving increased energy cost savings and working toward a 20% energy cost savings target. The combined measures to achieve increased energy cost savings will be different for each building and will be explored at each major milestone throughout design development. A healthy list of energy efficiency opportunities will be presented and discussed with the project teams including enclosure, HVAC, and lighting measures. Note that the EA credits and the requirements within the credits differ between the rating systems. The project team works to maximize the number of points on the Scorecard while also balancing competing credit requirements. For example, highly efficient VRF systems result in increased energy cost savings but would be unable to achieve the Enhanced Refrigerant Management credit due to the quantity of refrigerant used.
	b	Public	4/14/2021 Town Hall Comments	Environmental	Earn maximum LEED points for Bicycle Facilities, Reduced Parking Footprint, and Electric Vehicles.		The project is leveraging the LEED-Neighborhood Development v4 certification on the individual building LEED Scorecards. The buildings are pursuing Path 1 under the LT Credit Category (LEED-ND certification) and therefore points for these credits, which are part of Path 2, are not available. The LEED-ND certification provides a framework for ensuring smart neighborhood design by addressing community connectivity, neighborhood patterns, user experience, and green infrastructure. Elements of these credits are still being incorporated into the building and project design. For example, the project team has committed to 10 EV Charging stations (and 1 accessible station) and is reviewing and considering locations for additional capacity for future growth in EV charging demand.
	c	Public	4/14/2021 Town Hall Comments	Environmental	Use Energy Star appliances (including clothes dryers) and light fixtures in residential and hotel buildings		ENERGY STAR appliances are being targeted. An all LED design and/or high-performing light fixtures, as well as a reduced lighting power density are also being planned.
	d	Public	4/14/2021 Town Hall Comments	Environmental	Fully electrify building systems (i.e. HVAC, hot water)		The project team recognizes the role building electrification plays in a low carbon future. Electric systems are being used for systems where commercial-scale technology is available and high energy performance can be maintained. For some systems, gas may still be necessary to meet space constraints, ensure market viable technology, and manage dry utility service/loads.
3		Public	4/14/2021 Town Hall Comments	Environmental	I would like to see and understand the economic analysis that led the developer to conclude that rooftop solar is not feasible.		FCGP's economic analysis took into consideration the cost of installing solar panels and the availability of the tax credits and other financing available in Virginia currently.
4		Public	4/14/2021 Town Hall Comments	Environmental	What are the developers' thoughts re: incorporating rooftop solar on a green roof?		In evaluating rooftop solar, FCGP also had to weight the viability of green roofs, which are a component of the project's Stormwater Management Plan. At this time, FCGP has determined that green roofs are the best strategy for the limited roof space.
5		Public	4/14/2021 Town Hall Comments	Stormwater Management and Green Space	Could you please detail your stormwater management plans? What level of retention will you have on site? We've had 25-year and 200-year storms in the last couple years. How would the site handle major storms? I'm excited to hear about the inclusion of permeable pavement and green roofs. I would like to hear more from the civil engineer at some point.	C-0704	We are decreasing the runoff from the site of the 10-year storm by 10% from existing conditions. The site is designed to have overland relief in the event of larger storms, which is to provide a path of travel for the runoff away from the buildings in the event that the storm sewer system is inundated.
6		Public	4/14/2021 Town Hall Comments	Stormwater Management and Green Space	Will stormwater management include recycling of water for use in watering trees and plants and not just managed release into stormwater system?		We are not utilizing water re-use in the way of irrigation, but we are proposing runoff reduction measures with the green roofs and urban bioretention planters so that the runoff is being utilized (and therefore reduced and re-used) by the vegetation rather than just releasing into the stormwater system.
7		Public	4/14/2021 Town Hall Comments	Fiscal Impact	Is there a listing of the components that make up "Expenses" (the 2.9M)		City Staff to provide a response.
8		Public	4/14/2021 Town Hall Comments	Architecture and Urban Design	Provide the ceiling height in the garages (there were questions about what the experience of the garages would be—we were able to discuss clear wayfinding, lighting, etc., but didn't have an answer to this).		Garage A (Grocery and Retail Parking): Generally, they range from 8'2" to 13'6" with an approx. average 9'4" Garage B3 and D2: Generally, they 8'-2" at bottom of precast T's (web) and 10'-4" at underside of structure (flange). (This are standard precast garage dimensions) Garage C (Condo parking Only) Generally, they range between 9' to 11' clear. Numbers are approximate.

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9		Public	4/14/2021 Town Hall Comments	Architecture and Urban Design	Provide clarity on the plan for the Garage vines at the school façade	L003, L102 2 species of vines have been proposed along the school facing facade of Building B-3 (garage). Please note that the provision of the vines is contingent on the school granting FCGP necessary approval to plant the vines on their property as the garage is on the property line. The drawings have been updated to show this condition.
10		Public	4/14/2021 Town Hall Comments	Streetscape	Provide a circulation diagram showing garage access during events where the Commons are closed	C-0405 (SEE) This is in the Special Exception Entitlement (SEE) package, sheet C-0405.
11		Public	4/14/2021 Town Hall Comments	Architecture and Urban Design	Staff has requested a clarified perspective image on the experience of the Street C/stair pedestrian path	Noted . FCGP will provide updated renderings following discussions' with staff in April.
1		Fairfax Water	4/1/2021	Fairfax Water	Update standard details.	C-0210 The details have been updated.
2		Fairfax Water	4/1/2021	Fairfax Water	Confirm waterline size in Haycock.	C-0302 The records indicate a 6" waterline. The labels have been revised to provide consistency.
3		Fairfax Water	4/1/2021	Fairfax Water	Add instrument number and easement width for the GMHS easement.	C-0303 These have been added.
4		Fairfax Water	4/1/2021	Fairfax Water	Add instrument number and easement width for the GMHS easement, label FH.	C-0304 These have been added.
5		Fairfax Water	4/1/2021	Fairfax Water	Clarify existing water main connection.	C-0304 This has been addressed.
6		Fairfax Water	4/1/2021	Fairfax Water	Show existing valves.	C-0305 They have been added.
7		Fairfax Water	4/1/2021	Fairfax Water	Revised labels as marked.	C-0307 The labels have been revised as marked.
8		Fairfax Water	4/1/2021	Fairfax Water	Remove 15' label on proposed easement.	C-0308 The label has been revised.
9		Fairfax Water	4/1/2021	Fairfax Water	Revise/add labels as marked up on plan.	C-0309 The labels have been revised as marked.
10		Fairfax Water	4/1/2021	Fairfax Water	Please relocate FH B-3 to this location and delete proposed FH B-4.	C-0402 As discussed, fire hydrant B-4 remained in place in order to serve the FDC in block B-2 on the same side of the street. FH B-3 has been removed with the addition of a crosswalk in that location and to try to minimize the number of hydrants.
11		Fairfax Water	4/1/2021	Fairfax Water	Move FH outside of drop off area.	C-0402 The FH has been shifted and drop off area striped out where the fire hydrant is located.
12		Fairfax Water	4/1/2021	Fairfax Water	Add 2" release valve.	C-0402 The release valve has been added.
13		Fairfax Water	4/1/2021	Fairfax Water	Add fire hydrant on Haycock Road	C-0402 The fire hydrant has been added.
14		Fairfax Water	4/1/2021	Fairfax Water	Revised labels as marked.	C-0403 The labels have been revised as marked.
15		Fairfax Water	4/1/2021	Fairfax Water	Relocate fireline connection for Block C.	C-0405 The fireline connection has been revised to go out to Mustang Alley.
16		Fairfax Water	4/1/2021	Fairfax Water	Show and call out existing 20" DIP WM north of development.	C-0405 The line has been extended and label added.
17		Fairfax Water	4/1/2021	Fairfax Water	Provide blow off hydrant.	C-0405 The fire hydrant has been added to Haycock Road.
18		Fairfax Water	4/1/2021	Fairfax Water	Revise profiles as marked.	C-1001 The profiles have been revised as marked.
19		Fairfax Water	4/1/2021	Fairfax Water	Revise profiles as marked.	C-1002 The profiles have been revised as marked.
20		Fairfax Water	4/1/2021	Fairfax Water	Revise profiles as marked.	C-1003 The profiles have been revised as marked. The Washington Gas line material information is being researched and can be added when determined.
21		Fairfax Water	4/1/2021	Fairfax Water	Revise profiles as marked.	C-1004 The profiles have been revised as marked.