

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
SESP Submission 4: June 30, 2021

#	Group	Source	Topic	Comment	Reference Sheet	Applicant Responses - DRAFT
1	Current Planning	5/27/2021 Letter	Comprehensive Plan Analysis	Approval of the proposed development will be based on a finding that the project substantially achieves the goals of the Special Revitalization District for Education and Economic Development and is consistent with the Comprehensive Plan. The 3rd submission materials and the latest Voluntary Concessions are generally consistent with the Comprehensive Plan. Staff encourages the applicant to continue to pay close attention on the following elements during design development, construction and operations:		Acknowledged.
a	Current Planning	5/27/2021 Letter	Comprehensive Plan Analysis	Urban Design Guidelines: Gateway features that offer a sense of arrival and express the special qualities of West Falls Church [see comment 12 below]		The Gateway will be further designed as part of project placemaking.
b	Current Planning	5/27/2021 Letter	Comprehensive Plan Analysis	Chapter 4: Land Use and Economic Development GOAL 15. Encourage the retention and expansion of existing businesses.		Developer is working on merchandising plan and generating leasing interest and would like to ensure a vibrant mix of retail that includes local and existing business expansion
c	Current Planning	5/27/2021 Letter	Comprehensive Plan Analysis	GOAL 16. Determine what types of businesses will be assets and market the City to attract them.		FCGP is updating the project merchandising plan and is actively working with a retail broker to ensure a vibrant mix of businesses.
d	Current Planning	5/27/2021 Letter	Comprehensive Plan Analysis	Chapter 5: Environmental Sustainability, Resilience and Natural Resources: Environment for Everyone Goal: Avoid waste generation and reduce the harmful pollution and financial costs associated with waste management and disposal.		Every building will have robust recycling programs and will encourage limited use of resources as a sustainability and a general cost savings measure. With waste collection and costs of collection being shared in building among retailers / ground floor uses and the vertical uses, interests will be aligned to reduce waste generation and property management will encourage active recycling programs as we..
e	Current Planning	5/27/2021 Letter	Comprehensive Plan Analysis	Buildings to be designed to optimize resilience, reduce energy use, and increase energy efficiency [see Attachment 4]		Acknowledged. 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.
2	Current Planning	5/27/2021 Letter	Comprehensive Plan Analysis	Section 48-488b(2)i. Effect of SEE Approval and Amendment The initial SEE application was approved on 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. The SEE items proposed for amendments include adjustment to overall parcel boundary and Phase 1 boundary, modifications to proposed uses, general building locations, street layout, phasing, and certain voluntary concessions. These amendments are subject to review and approval by City Council.		Acknowledged.
3	Current Planning	5/27/2021 Letter	Comprehensive Plan Analysis	SEE Code Analysis According to Sec. 48-486(c) and 48-488(b), a special exception entitlement may be sought and approved for a site of five acres or more and shall define land uses, height, transportation, public facilities, utilities, and infrastructure for the project and shall govern future special exception site plan approval(s) for the site. The proposed SEE amendment shall be treated, procedurally, the same as a new SEE application, should rely on the prior approval, and meet standards of the zoning ordinance.		Acknowledged.
4	Current Planning	5/27/2021 Letter	Comprehensive Plan Analysis	Special Exception Site Plan Analysis Pursuant to Sec. 48-488b., the Applicant is requesting a Special Exception Site Plan to allow a mixed-use development project with residential uses, and building heights up to 15 stories. Applications for Special Exception Site Plans are evaluated using special exception primary and secondary criteria, listed in Sec. 48-90(d), as well as considerations used in approving site plans in Section 48-1134.		Acknowledged.
5	Current Planning	5/27/2021 Letter	Comprehensive Plan Analysis	Additional Items to Address The 3rd submission is generally responsive to previous comments. Remaining items to address are noted below. Items to address prior to City Council consideration on June 28, 2021:		Acknowledged.
a	Current Planning	5/27/2021 Letter	Comprehensive Plan Analysis	1) Additional Uses – the additional requested uses not currently permitted by-right in B-2 are subject to consideration and approval by City Council based on findings that the uses would contribute significant positive net revenue benefits, build community, and help to achieve the goals and strategies of the "special revitalization district for education and economic development" and related plans and policies per Sec. 48-488(b)(1)b. Please provide additional information such as descriptions and examples for some of the intended uses, e.g. bowling, mobile food service, maker workshops; as well as justification for how the uses would meet the above-referenced code findings.	02_SOJ Addenda_Additional Permitted Uses	Please see updated Document 2: Statement of Justification as part of SESP Submission 04.
b	Current Planning	5/27/2021 Letter	Comprehensive Plan Analysis	2) Voluntary Concessions – current drafts of the SEE and SESP voluntary concessions are close to final form and will receive input from City Council at the June 7, 2021 work session. Voluntary concessions pertaining to affordable dwelling units are under discussion with City staff. Attachment 5 includes comments specific to the senior housing component for affordable dwelling unit voluntary concession. These are expected to be close to final form for the June 7, 2021 City Council work session. All voluntary concessions will need to be in final form and signed prior to the June 28, 2021 City Council public hearing.		Acknowledged.

c	Current Planning	5/27/2021 Letter	Comprehensive Plan Analysis	3) Electric vehicle charging stations – The plans currently show locations for four electric vehicle charging stations; two in A-1 block garage and two in D-2 block garage. The voluntary concession for electric vehicle charging stations required the locations for stations, including a publicly accessible fast-charging station, and conduit, to be identified by the time of SESP approval. Please identify which garages and/or site location the remaining stations and conduit is planned to be installed. VC for reference: Electric Vehicle Charging Station: The Owner agrees that 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.	09_Detailed Parking Plans Garage A, B3, D2	FCGP confirms its commitment to provide a minimum of 10 charging stations as well as a minimum of 1 publicly accessible fast-charge station. Please see Document 8: Detailed Parking Plans Garage A, B3, D2 in the SESP Submission 04 for further details on these stations.
6	Current Planning	5/27/2021 Letter	Comprehensive Plan Analysis	Items to address through administrative review and approval process post-SESP approval:		Acknowledged
a	Current Planning	5/27/2021 Letter	Comprehensive Plan Analysis	4) The original July 8, 2019 approved SEE included a use program page. Since some of the use details are proposed to change, this page needs to be amended and included with the final SEE amendment documents.		Acknowledged.
b	Current Planning	5/27/2021 Letter	Comprehensive Plan Analysis	5) TDM/PMP Plan: the language on page 3, 2nd bullet under Monitoring and Enforcement conflicts with the language on page 10, last three sentences under Transportation Surveys. Please revise the language in the table on page 3 to reflect the language on page 10.		Acknowledged. Language has been revised.
c	Current Planning	5/27/2021 Letter	Comprehensive Plan Analysis	Per Attachment 1, Comment 2, Use of Parking Technologies: please ensure that the Parking Management Plan includes number and location of reserved spaces including accessible spaces and short-term spaces reserved for pick-up and drop-off, and the operation and maintenance of spaces including access and revenue controls, employee parking towing and hours of operation	09_Detailed Parking Plans Garage A, B3, D2	Please see Document 8: Detailed Parking Plans Garage A, B3, D2 in the SESP Submission 04 for the locations of these spaces. Please note as designs develop, exact locations of spaces are subject to change.
d	Current Planning	5/27/2021 Letter	Comprehensive Plan Analysis	Response Matrix states minimum of 6,400 GSF of retail use in Phase 2. This is not discussed in the SOJ or shown on the Site Program Summary Page.		A minimum of 6,272 SF of retail is required in Phase 2 per the VCs. Please see updates Site Program Summary Page in the Supplemental Package.
e	Current Planning	5/27/2021 Letter	Comprehensive Plan Analysis	Streetscape: There is a request to modify the setbacks along Haycock Road in Block D-3 to a minimum of 9-feet 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 this is 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. The SOJ Addenda provides the applicant's justification for the proposed flush planter edges and combined tree planters. Please include a justification for the proposed streetscape width with 9-feet clear sidewalk.		FCGP is providing 9-ft clear sidewalk to accommodate feasibility of a future Phase 2 and feels that there is adequate areas for pedestrians along Haycock with the 9-ft clear sidewalk
f	Current Planning	5/27/2021 Letter	Comprehensive Plan Analysis	Submission 2 staff comment 24e. re: Haycock elevation last window/storefront area for the grocery space. Applicant states design intent is to provide a high quality composite wall panel per the grocery tenant specification. What does composite wall panel look like, and could we see examples?	Supplemental Packet: A-A-0101	Panel referenced will be composite wall panel as specified by the grocer tenant and shown at grocer ground level. See note for "Composite Wall Panel Color #1".
g	Current Planning	5/27/2021 Letter	Comprehensive Plan Analysis	Sub 2 staff comments 24f. re: Haycock East elevation 2nd floor grocery façade area and note 2. The Applicant's response says Case Stone for this area, but the elevation says translucent film and/or grocery branding graphics. Please clarify.	Supplemental Packet: A-A-0101	Previous response was a miscommunication. The fenestration at the grocery back of house on the Haycock Elevation will be determined based on the Grocery Tenant's layout and HVAC systems. Select storefronts (location TBD) to receive translucent film and/or grocery branding graphics.
h	Current Planning	5/27/2021 Letter	Comprehensive Plan Analysis	The SESP civil sheets include a Conceptual New Infrastructure Plan which appears to have information cut off along the edges. Please provide the full sheet and confirm if conduit for City IT is included per the following voluntary concession: The Owner agrees to provide two, 2" empty conduits for use by the City, to run under State Road 7 (West Broad Street/Leesburg Pike) and Haycock Road sidewalks and crosswalks constructed by the Owner. Conduits shall also include VDOT standard pull junction boxes/hand-hole vaults at ends of right of way property boundary and at intervals of no more than 600' along the conduit path.		FCGP will provide the full sheet detailing the conduit we are providing. FCGP confirms that the project will provide (2) 2" empty conduits for use by the City.
7	Current Planning	5/27/2021 Letter	Comprehensive Plan Analysis	Items to be addressed as part of placemaking and public art selection process (per Voluntary Concession 13. Public Arts and Commons Use)		Acknowledged.
a	Current Planning	5/27/2021 Letter	Comprehensive Plan Analysis	Commons gateway design and public art placement		Acknowledged.
b	Current Planning	5/27/2021 Letter	Comprehensive Plan Analysis	Parking garage mural design and placement		Acknowledged.
c	Current Planning	5/27/2021 Letter	Comprehensive Plan Analysis	Plaza on Haycock - 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.		Acknowledged. FCGP will provide an updated rendering of the Via showing this area in more detail on resubmission.
d	Current Planning	5/27/2021 Letter	Comprehensive Plan Analysis	Art wrap for the VDOT signal equipment at the corner of Leesburg Pike/Haycock Road.		Acknowledged.
8	Current Planning	5/27/2021 Letter	Comprehensive Plan Analysis	Prior to SESP issuance, applicable bonds will need to be submitted. Bond information and instructions are included in Attachments 8 and 9. Please contact Karin Battle (kbattle@fallschurchva.gov) and/or Brittney Barbour (bbarbour@fallschurchva.gov) with questions on how to proceed with bond preparation and submission.		Acknowledged.

1	Parking	5/12/2021	Parking	<p>Parking and Shared Parking Analysis – 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 the goal of greater shared parking and the reductions from the parking regulations seem appropriate for a shared parking situation at a mixed-use project.</p> <p>The applicant corrected the typo on the shared parking analysis in the 2nd Submission so it now reflects the Zoning Ordinance percentages for both weekdays and weekends. Given proximity to the West Falls Church Metro Station, it may be worth looking at even greater shares/parking reductions for the hotel.</p> <p>Parking agreements will be required per §48-971 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.</p> <p>The use of 42-inch high barriers to keep headlights from intruding on nearby residences is a good plan anticipating a likely comment from adjacent neighbors and the school.</p>		<p>Acknowledged.</p> <p>Acknowledged.</p> <p>Acknowledged.</p> <p>FCGP confirms use of 42" barriers at parking garages.</p>
2	Parking			<p>TDM – 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 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.</p> <p>SESP VC #11, Transportation Demand Management and Parking Management Plan, notes that the developer will meet City standards in effect at the time of the SESP approval, however, given the scale of this project and the mix of uses, there may be opportunities to go beyond these standards and improve parking efficiency and use.</p> <p>Use of Parking Technologies – The developer indicated in the 3rd Submission cover memo that they will be working on the parking management plan strategies during SESP approval process. The details listed—number and location of parking spaces allocated for or shared between uses in the building, number and location of reserved spaces including accessible spaces and short-term spaces reserved for pick-up and drop-off, and the operation and maintenance of spaces including access and revenue controls, employee parking towing and hours of operation—are exactly the information needed to ensure smooth operation.</p>		<p>FCGP agrees that monitoring after each phase makes sense to adequately understand the impact of the project. Thus, FCGP is willing to agree to monitor traffic for two years following occupancy of each phase of the project. Occupancy will be considered one year after delivery of the phase.</p> <p>Acknowledged.</p> <p>Acknowledged. A Parking Management Plan is included in this fourth submission.</p>
3	Parking			<p>Parking Management Plan – The plan mentions “Reserved parking” which seems to be for residents, and should be unbundled from rent.</p> <p>In draft SEE 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.”</p> <p>Construction worker parking will be important throughout the project buildout and should be provided for each phase of construction.</p>		<p>Confirmed that parking will be unbundled from rent.</p> <p>Acknowledged.</p>
4	Parking			<p>Circulation and on-street parking continue to improve with each submission. 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.</p>		<p>Acknowledged.</p>
5	Parking			<p>Bicycle Parking proposed on the Site Program Summary meets the Zoning Ordinance requirements but should be noted as loops (each loop is two bike parking spaces) and rounded up.</p>		<p>FCGP has been counting bicycle parking by the number of spaces instead of "loops" as there are different types of bike parking infrastructure that accommodate a different number of spaces. Thus, FCGP would like to continue noting the number of spaces of bicycle parking. Additionally, so we feel that we are providing more clarity on the bicycle parking planned by r</p>
6	Parking			<p>The changes are generally responsive to the previous comments except as noted above.</p>		<p>Acknowledged.</p>
1	Urban Design Review	5/14/2021	Bike Path	<p>Path U-Turn Question: The South East Corner perspective (Buildings B Architecture pg. 2of 19), at the corner of Lane 2 and Common’s drive shows the green bike path loop around the park. Concept Rendering Views, pg. 1 of 4, and the plan sheets do not show this path. Clarification on whether perspective turnaround is what is planned.</p>		<p>Rendering streetscape was outdated. The bike path does not loop around the park.</p>
2	Urban Design Review	5/15/2021	Bike Path	<p>Mustang Alley: Recommend continuation of bike lane striping across Mustang Alley to connect to perpendicular bike lane. Can use green dashing to denote. Figure 1</p>		<p>Crosswalks across Mustang Alley are striped with white and green dashing.</p>
3	Urban Design Review	5/16/2021	Streetscape	<p>Public Seating: The Placemaking Plan highlights excellent primary and secondary seating options and these ideas should be incorporated into future plans.</p> <p>Primary: benches, swings, moveable chairs seating walls</p> <p>Secondary: stormwater gardens, artwork</p>		<p>Acknowledged.</p>
4	Urban Design Review	5/19/2021	Streetscape	<p>General Recommendation: Don’t be afraid to be bold in design decisions regarding placemaking. Lots of great research and ideas which if applied will create a project which can be easily distinguished and unique.</p>		<p>Acknowledged.</p>
5	Urban Design Review		Applicant Responses (Urban Design)	<p>#2 Raising Street B: Concerns a flush alley street will provide too much flooding into Commons Drive. Sunken and covered drains are a potential solution. Figure 2</p>		<p>We continue to have concerns that the drains if clogged on a flush alley will create water depth / ponding adjacent to the building without a curb situation</p>
1	DPW	5/14/2021	Sheet 410	<p>Sheet 410- The stop bars are missing at RI/RO Alley and Commons Drive at their intersections with Leesburg Pike.</p>	C-0410	<p>The stop bar has been added.</p>
2	DPW	5/14/2021	Striping Plan	<p>Striping Plan- Revise pavement markings along Haycock Road and Leesburg Pike to show turn arrows, minimum solid line, dotted taper and drop lane markings following VDOT standards.</p>	C-0410, C-0413	<p>The striping plan has been revised. Please note that the striping along Route 7 will be under separate review and will be reviewed by VDOT under a Fairfax County site plan.</p>
3	DPW	5/14/2021	Striping Plan	<p>Striping Plan- Provide dimensions for turn arrows from stop bar.</p>	C-0410, C-0413	<p>The dimensions have been added</p>
4	DPW	5/14/2021	Striping Plan	<p>Striping Plan - Provide dimensions and spacing for bike lane symbols and sparrow.</p>	C-0411, C-0412, C-0413	<p>The dimensions have been added</p>
5	DPW	5/14/2021	Sheet 411	<p>Sheet 411- Revise the continental striping at Mustang and Street A to present fixed width striping across the road instead of variable width.</p>	C-0411	<p>The striping has been revised.</p>
6	DPW	5/14/2021	Sheet 413	<p>Sheet 413- show the bike lane symbols adjacent to Mustang Alley on shared use path between Haycock Road and the access road near #7054 Haycock.</p>	C-0413	<p>As discussed, the bike lane symbols have been removed from the shared use path so as not to cause confusion since it is not a dedicated bicycle lane.</p>
7	DPW	5/14/2021	Sheet 415	<p>Sheet 0415- Auto turn from Mustang Ally to Alley 1 encroached into pedestrian ramp at this intersection.</p>	C-0415	<p>As discussed, the truncated domes have been pulled back from the truck path.</p>

1	Environmental Sustainability	2/17/2021	Climate Adaptation	I remain concerned about how use of the site will be affected by the higher temperatures and longer heatwaves already occurring and predicted to increase in the future in our region. This area of the City is already exhibits a strong urban heat island effect (see NVRC's Climate Resilience Dashboard). Analysis of future climate model data performed by MARISA (NOAA's Mid-Atlantic Regional Integrated Sciences and Assessments team) shows that our area is projected to see increases in the number of days with nighttime low temperatures above 70°F, from an average of fewer than 30 days now to more than 64 days within the next thirty years. High nighttime temperatures limit street and sidewalk cooling, and can lead to further increases in daytime temperatures. Careful selection of materials for walls and paving, and the provision of shading on balconies, rooftop amenity areas, on the Commons, and for streetside cafes and other outdoor furniture will be essential to achieve a comfortable outdoor environment that can sustain the activation envisioned for this project. Building energy efficiency, including window shading, effective insulation and high-efficiency HVAC equipment should remain a very high priority as design work continues.		Acknowledged.
2	Environmental Sustainability		Electric Vehicle Charging	The adoption of electric vehicles is progressing rapidly, supported by changes in federal and state legislation, and commitments by multiple auto manufacturers to phase out internal combustion passenger vehicles. New development in the City needs to be ready to accommodate the anticipated demand for electric vehicle charging. Installation of charging infrastructure in existing multifamily buildings, where the need was not originally anticipated and prepared for, can involve expenses and physical challenges to install additional electrical capacity, panels, conduit and wiring, and legal expenses in determining easements and owners' rights within condo buildings. Analysis by the Energy Transition Subcommittee of the Environmental Sustainability Council indicates that by 2035, 50% of all vehicles housed in the City could be plug-in electric vehicles (EVs). The proposed 11 charging stations, even with conduit for 30 more, may well prove inadequate. Fast-charging on the street may be relatively easy to add, as asserted in the response to comments, but the ability to add charging stations to indoor parking structures needs careful consideration and planning. I would appreciate some insight into the development team's thinking on this issue as planning progresses.		As technology is rapidly changing, FCGP is sufficiently future proofed based on what we know today. The project will be able to adapt as the market demand increases.
1	Department of Human Services	5/14/2021	Senior Housing	The City values the seven Affordable Dwelling Unit (ADU) Independent Living (IL) units at \$5.6M.		FCGP, the Senior Housing developer and The City continue to have ongoing dialogue about this topic. These comments are being addressed separately.
2	Department of Human Services	5/15/2021	Senior Housing	The value is derived from discounting the delta between an average \$4,000 market rent (less \$3,500 in services provided by the owner) and the current ADU rents of \$1,134 and \$1,323 for studios and one bedrooms, respectively, targeted to households making up to 60% of Area Median Income (AMI) over a period of 30 years at a 4.5% discount rate.		FCGP, the Senior Housing developer and The City continue to have ongoing dialogue about this topic. These comments are being addressed separately.
3	Department of Human Services	5/16/2021	Senior Housing	The City will give back all seven units (3 studios and 4 one-bedrooms), valued at \$5.6M, in exchange for the following:		FCGP, the Senior Housing developer and The City continue to have ongoing dialogue about this topic. These comments are being addressed separately.
a	Department of Human Services	5/17/2021	Senior Housing	2 units (type variable based on conditions) that are perpetually available to City of Falls Church residents making at or below 60% of AMI.		FCGP, the Senior Housing developer and The City continue to have ongoing dialogue about this topic. These comments are being addressed separately.
b	Department of Human Services	5/18/2021	Senior Housing	A City of Falls Church resident meeting the income requirement can enter into the development at any point in the continuum of care (IL, assisted, memory care) and stay there until he/she/they decide to leave or pass on.		FCGP, the Senior Housing developer and The City continue to have ongoing dialogue about this topic. These comments are being addressed separately.
c	Department of Human Services	5/19/2021	Senior Housing	A City of Falls Church resident in IL will pay the applicable ADU rent based on 60% of AMI. A City of Falls Church resident occupying the assisted or memory care components will pay 80% of their income minus health care costs		FCGP, the Senior Housing developer and The City continue to have ongoing dialogue about this topic. These comments are being addressed separately.
d	Department of Human Services	5/20/2021	Senior Housing	All services will be included. At no time will City of Falls Church residents encounter any disparity in service between themselves and market-rate occupants of the property.		FCGP, the Senior Housing developer and The City continue to have ongoing dialogue about this topic. These comments are being addressed separately.
e	Department of Human Services	5/21/2021	Senior Housing	The City requires a \$78k subsidy annually, escalating at 3%, for additional senior affordability initiatives.		FCGP, the Senior Housing developer and The City continue to have ongoing dialogue about this topic. These comments are being addressed separately.
4	Department of Human Services	5/22/2021	Senior Housing	The city estimates the real estate value of the units at \$1.6M and the value of the services subsidy at \$2.1M, and the value of the subsidy at \$1.9M, equaling the total \$5.6M value of the units it is granting back to the owner. See summary methodology below.		FCGP, the Senior Housing developer and The City continue to have ongoing dialogue about this topic. These comments are being addressed separately.
1	City Arborist	5/21/2021	Planters	I am happy to see multi tree planters for Haycock and Route 7, they will improve the pedestrian experience!		Acknowledged.
2	City Arborist	5/21/2021	Planters	From a maintenance perspective the flush planters will not be sustainable. Water flowing into the streetscape planters during heavy rain events will wash out the mulch and soil into our storm water system which requires DPW to clean the pipes more frequently. There is no storm water benefit claimed on this project regarding the flush planters and the minimal soil volume will not substantially change the volume of water entering the storm system unless they are designed collect water. Additionally, any deicing chemicals applied to the sidewalks in winter will be washed into the planters after snow events which will change the pH of the soil and adversely affecting the health of the trees, shrubs, and plants. The edged planters will prevent many of these issues and also reduce the amount to salt thrown in to the tree pits from route 7 which adversely affects the health of the trees, shrubs, and plants.		The Falls Church streetscape standards allow for flush planters, which is why FCGP is employing them on the site. Furthermore, FCGP believes the flush planters to actually better allow storm water to flow into the planters, which facilitates better percolation / permeability and makes the sidewalks more environmentally sustainable. Additionally, if planters were curbed, with the sloped conditions of our streetscapes, the water would flow away from the buildings and then it would follow the sidewalk in a downhill direction until it would hit the raised curb planters. We do not believe that this is an ideal pedestrian condition as the raised curbs will impeded storm water from entering the curb- gutter.
1	Fairfax Water		Sheet C-0403	See Staff Letter pdf pages 19-27	Sheet C-0403	See referenced Sheets
2	Fairfax Water		Sheet C-0404	See Staff Letter pdf pages 19-27	Sheet C-0404	See referenced Sheets
3	Fairfax Water		Sheet C-0405	See Staff Letter pdf pages 19-27	Sheet C-0405	See referenced Sheets
4	Fairfax Water		Sheet C-0503	See Staff Letter pdf pages 19-27	Sheet C-0503	See referenced Sheets
5	Fairfax Water		Sheet C-0505	See Staff Letter pdf pages 19-27	Sheet C-0505	See referenced Sheets
6	Fairfax Water		Sheet C-0802	See Staff Letter pdf pages 19-27	Sheet C-0802	See referenced Sheets
7	Fairfax Water		Sheet C-1001	See Staff Letter pdf pages 19-27	Sheet C-1001	See referenced Sheets
8	Fairfax Water		Sheet 1002	See Staff Letter pdf pages 19-27	Sheet 1002	See referenced Sheets
9	Fairfax Water		Sheet C-1004	See Staff Letter pdf pages 19-27	Sheet C-1004	See referenced Sheets
1	Bonding Form			See Staff Letter pdf pgs. 28-32		Acknowledged.
1	Staff Comments July 1, 2021	7/1/2021	General Comments	Finalize negotiations with City staff on the affordable dwelling unit program, including the senior housing component.		FCGP, the Senior Housing developer and The City continue to have ongoing dialogue about this topic. These comments are being addressed separately.
2	Staff Comments July 1, 2021	7/1/2021	General Comments	Confirm the parking needs of the senior housing provider and describe how that compares to the parking provided in the Off-Street Parking Tabulations (page 21 of SESP Submission 03: Supplemental Packet). If more parking is desired by the senior housing provider for operational purposes, describe how will it be dedicated and/or shared with the other uses in parking garages on-site. Parking agreements may be required per §48-971 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.	09_Detailed Parking Plans Garage A, B3, D2	The parking demand remains the same as it was with the last senior housing provider. Please see Document 8: Detailed Parking Plans Garage A, B3, D2 in the SESP Submission 04 for the locations of these spaces. Please note as designs develop, exact locations of spaces are subject to change.
3	Staff Comments July 1, 2021	7/1/2021	General Comments	Per Sec. 48-488(b), the granting of an amendment to the SEE for the additional square footage does not permit the construction of the senior housing building. A SESP submission for the senior housing building will be required per Sec. 48-488(b)(3), and as noted in the current SESP application materials.		Acknowledged

4	Staff Comments July 1, 2021	7/1/2021	General Comments	For the full 4th submission, please ensure that the program summary figures are consistent between the following documents: a. SEE Amendment Sheets, Phasing Plan and Program Summary, page 12 b. SESP Supplemental Packet, Site Program Summary, page 18 c. Civil Sheet, page C-0202 d. Fiscal Impact Analysis Input Data Sheet		Acknowledged
1	Public Works	6/25/2021	Stormwater Management	If Land Disturbance Area exceeds 1 Acre. Registration Statement, Stormwater Pollution Prevention Plan (SWPPP), Approved Erosion & Sediment Control Plan and Approved Stormwater Management Plan required. This may have already been submitted.		Acknowledged
2	Public Works	6/25/2021	Stormwater Management	If Land Disturbance Area does increase impervious cover over pre-development conditions. Increased impervious area cannot exceed 0.41 lbs/acre/yr of phosphorus discharge and on the remainder of the site phosphorus must be reduced by 20% below pre-development phosphorus load.	C-0703 - C-0704	Acknowledged - the stormwater management designed meets the City and State requirements, as well as going beyond to meet the requirements in the Voluntary Concessions.
3	Public Works	6/25/2021	Stormwater Management	Has construction already started?		No, construction is planned for first half of 2022.
4	Public Works	6/25/2021	Stormwater Management	Capacity analysis required for connections to City Sanitary sewer system. Analysis to include sanitary water flow from increase square footage in block D1...		It is our understanding the City (or consultant hired by the City) performed a sanitary capacity analysis when designing the new sanitary system that was just installed adjacent to the project. With the analysis, our understanding is that the new development was accounted for.
5	Public Works	6/25/2021	Stormwater Management	Are extensive green roof practices being considered to reduce runoff and pollutant load from rooftop impervious surfaces?		Extensive (and intensive) green roof practices are being use on Buildings A and C to reduce runoff and pollution. See stormwater management sheets.
6	Public Works	6/25/2021	Stormwater Management	Are permeable pavers being considered for sidewalk areas surrounding the building?		Permeable pavers are employed on the main walk of the Commons. Portions of the adjacent sidewalks surrounding the buildings are on structure and therefore eliminate the ability for permeable pavers to be used.
1	ESC Energy Transition Subcommittee (ETS) and Environmental Sustainability Council (ESC)	6/2/2021	EV charging	In adopting Chapter 5 of the Comprehensive Plan, Environment for Everyone, our community agreed to pursue a strategy of reducing the use of fossil fuels in the City, especially in transportation, by creating infrastructure for electric vehicle charging, and supporting and promoting the use of electric cars. At the request of members of City Council, the ESC Energy Transition Subcommittee would like to offer the following recommendations pertaining to electric vehicle (EV) charging infrastructure in future major developments in the City of Falls Church: 1) Developers should install at least level 2 EV charging stations in 5% of all parking spaces included in the proposed project; and 2) Developers should plan for future expansion of EV charging station requirements to at least 50% of the parking spaces in the building. This plan should be submitted to the City as part of its Special Exception review process.		FCGP recognizes that there may be 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.
1	Zoning Administrator	6/25/2021	General Comments	There are no Zoning defects in this plan that would prevent having it reviewed by staff.		Acknowledged.
2	Zoning Administrator	6/25/2021	General Comments	Begin developing a methodology for site and infrastructure maintenance. That is, identify common areas, private property, which entity owns and maintains pavement, lighting, etc.		FCGP has started discussions on project maintenance and has made design decisions based on maintenance considerations.
3	Zoning Administrator	6/25/2021	General Comments	Confirm there are no vision obstructions at every intersection, including vehicle intersections and garage exits. These are typically caused by landscaping and tree location.		Confirmed.
4	Zoning Administrator	6/25/2021	General Comments	Confirm all above grade transformers are not located along a street frontage; screen exterior transformers from pedestrian view.		Confirmed.
5	Zoning Administrator	6/25/2021	Parking	The applicant is urged to incorporate a "smart" parking system in the garages, whereby open spaces are indicated by color-coded lighting and a count of available spaces.		FCGP is open to incorporating smart technology throughout the site, including smart parking systems; however, any additional smart technology will need to be funded by the Smart Cities Grant, which was the approach discussed during FCGP's meeting with Zak Bradley and Susan Long on June 17, 2021.
6	Zoning Administrator	6/25/2021	Parking	When designing the garages, be aware of the current code requirements for space dimensions and locations of poles and obstructions, and the minimum overhead clearance for waste disposal and delivery vehicles.		Acknowledged
7	Zoning Administrator	6/25/2021	Parking	Separate the retail parking from residential so that they are not shared or mingled.	09_Detailed Parking Plans Garage A, B3, D2	Please see Document 8: Detailed Parking Plans Garage A, B3, D2 in the SESP Submission 04 for the locations and more details on the retail and residential parking.
8	Zoning Administrator	6/25/2021	Parking	Provide freight elevators to the residential parking levels to facilitate moving furniture and materials.		Freight elevators are provided in the back of house space by the moving / loading dock.

9	Zoning Administrator	6/25/2021	Signage	Begin planning for commercial signage. Leases should require owner/management approval before tenant application with the City; consider stipulating size and location of signs and prohibition against signs without city permit.	07_Comprehensive Signage Plan and Retail Guidelines	Please see Document 07: Comprehensive Signage Plan and Retail Guidelines in the SESP 04 Submission for more details on FCGP's intent for commercial signage.