

Founders Row - Site Plan Submission #2 Comprehensive Comment Matrix (7.10.18)

Carly,
 See below and plans enclosed for responses to the comments provided for the second review of the site plan. Please do not hesitate to reach out with any questions.

-The Founders Row Design Team

	<u>Review</u>	<u>Comment</u>	<u>Response</u>
1	Staff	The site plan architectural elevation changes to date have improved, but may need further refinement in some areas in terms of building architectural design, materials, and colors in order to reflect the special exception architectural elevations for compatibility and design quality.	Applicant will continue to discuss in meetings with City Staff and Architectural Advisory Board (AAB)
2	Staff	Grove Avenue speed tables - coordination required between City staff and Grove Avenue residents. Pending staff meeting with neighborhood; may need your traffic consultant's assistance.	Per our meeting on 5/14/2018, as discussed with Paul Stoddard, after site plan approval, staff will set up a meeting with the Grove Avenue residents to review locations for the three speed tables. Our team will send a representative as needed for the discussion.
3	Staff	The process to determine the eastern building façade art in a collaborative community format and process should start now and be completed along within the site plan and special exception amendment and not a site plan amendment post-site plan.	Per our meeting with City Staff on 5/3/2018, Applicant will engage the community post-Site Plan approval to being substantive meetings and discussions to select an artist and product that mutually satisfies all parties. Applicant has already begun discussions with architect and potential artists to provide possible selections to the community.
4	Staff	As discussed, the revision to "from face of curb" in the voluntary concessions should be proposed as part of the special exception amendment request, subject to City Council approval. (VC #6 edit)	Revised language was incorporated into amended Voluntary Concessions submitted to City Staff on 5/17/2018.
5	Staff	Special Exception Amendment will need final approval by City Council before site plan final public hearing and approval by the Planning Commission. (See schedule for interim site plan process items and events.)	Acknowledged

6	Staff	The voluntary concessions limited residential square footage to 372,245 including lofts. With the addition of age-restricted apartments, the new residential square footage is 446,229 (Sheet C-0202). This requested change is part of the special exception amendment request and is subject to City Council approval.	Acknowledged
7	Staff	VC #6, Page 9: setback is stated as being at least 20' from back of curb along W. Broad and West Streets. The site plan shows measurements from face of curb which is consistent with the zoning ordinance. As discussed, the revision to "from face of curb" in the voluntary concessions should be proposed as part of the special exception amendment request, subject to City Council approval.	Revised language was incorporated into amended Voluntary Concessions submitted to City Staff on 5/17/2018.
8	Staff	VC #6, Page 11: minimum of 5 EV charging stations and conduit for 5 more. Only 3 designated EV stations are indicated of Sheet A1.01 and there does not appear to be a conduit.	5 EV and 10 Future
9	Staff	VC #9 re: dark sky lighting; RTC #61 has a statement regarding fixtures, but unclear how or if this has been addressed on site plan.	A note has been added to sheet C-0401 and E1 for exterior lighting to meet VC #9. The lighting specifications will be provided with the building permit and signage permit applications.
10	Staff	A plan for construction management and worker parking in the form of a Construction Parking Plan and a Construction Traffic and Staging Plan is needed prior to demolition and building permit issuance (VC #21).	MCR will complete a staging plan prior to construction commencement.
11	Staff	Planning Staff to provide reorganized, chronological list of Voluntary Concessions based on due dates with requirements and parties involved for completion - Pending from Planning Staff. Add as a new sheet to site plan for tracking purposes and clarity.	Per conversation with Gary, this will be provided after this next submission.
12	Staff	Parking Modification for required parking is requested from 1,062 to 1,035 (Site Plan C-0102) for an overall 3% reduction requested. The Parking Reduction and Parking Management Plan states that there are to be 1,031 parking spaces provided. Please clarify.	Parking has been reduced to 1,017; reduction to accommodate turn areas at the ends of aisles. The overall parking reduction has been changed to 5%.
13	Staff	Sheet C-0401: Not #7 - it is unclear if city services (trash, snow plow) are intended to be provided?	Founders Avenue will be a privately owned street that will not have City Services provided.
14	Staff	Sheet C-0409: are larger trucks anticipated to use the site	Larger trucks than what are shown are not anticipated to use the loading areas.
15	Staff	Sheet E1: the electronic version of this sheet is different than the hard copies. Please inform which one is the correct version.	The hard copy was updated and inserted to the set after electronic submission. The most recent will be included with the resubmission for electronic and hard copies.

16	Staff	Sheet L2.1, L2.6 and RTC: It is stated that the pedestrian zone in the Streetscape Standards is a minimum of 6'; however, it is 9'-10' for 20' setback areas. VC #6 may allow for flexibility down to 6' for outdoor dining, but that is not the standard	The 6' clear zone is a MINIMUM and may only occur in limited areas where other streetscape elements are present. The amenity zone is a consistent 6'-4" dimension and the building zone for out door seating is ont contiguous along the frontage.
17	Staff	Sheet L2.0 has grey color for R.07, R.09 and R.11 streetlight details; black is required per new streetscape standards.	Details have been revised to indicate color black.
18	Staff	NOTE for Changes (No response needed): Sheet C-0201: Office square footage reduced to 4,946 SF; VC/CDP had 5,316 sf. Explanation provided, due to the site entrance and complexities of the loading area at the southeast corner of the site it was reduced in size.	No response needed per comment.
19	Staff	All sheets: materials appear to be really dark in color. Plan to provide material boards prior to Planning Commission work sessions or public hearings.	Applicant will provide requested material boards at hearings, similar to previous hearings/reviews.
20	Staff	Sheet A2-02: are elevations labeled wrong? Elevation 1 should be 2, to match the sheet legend.	Legend & details updated to match
21	Staff	RTC #186 states that a screen has been included at the east elevation opening to the loading dock. It does look shaded, but it is not labeled as to materials or height of screen.	East elevation has been updated to include a 12' high architectural screen at the loading dock
22	Staff	The Owner has agreed to provide art as shown on Option A for treatment of the East Façade, as shown on drawing A.2.1.a, dated December 9, 2016 (See VC #19). The process to determine the eastern building façade art in a collaborative community format and process should start now and be completed along with site plan and special exception amendment and not a site plan amendment post-site plan.	Per our meeting with City Staff on 5/3/2018, Applicant will engage the community post-Site Plan approval to being substantive meetings and discussions to select an artist and product that mutually satisfies all parties. Applicant has already begun discussions with architect and potential artists to provide possible selections to the community.
23	Staff	Sheet C-0304: Easement along West Street needs to be 20' from curb needs to be consistent with VC #6. Need to change VC with current Special Exception Amendment.	Revised language was incorporated into amended Voluntary Concessions submitted to City Staff on 5/17/2018.
24	Staff	Sheet C-0304: include contour lines (Sec. 38-58(5))	The countour lines have been added to sheet C-0304.
25	Staff	Sheet C-0305: Survey notes #1 has previous zoning district(s)	The zoning districts have been updated in Note #1.

26	Staff	Sheet C-0305: Survey notes list current owners of individual parcels; final plat has owner as Mason Row Apartments LLC. If Final Plat is to be recorded after purchasing all current owned subject site properties then ownership by Mason Row Apartments LLC appears valid for current approval consideration.	Acknowledged.
27	Staff	Sheet C-0304: Easement along West Street needs to be 20' from curb needs to be consistent with VC #6. Need to change VC with current Special Exception Amendment.	Revised language was incorporated into amended Voluntary Concessions submitted to City Staff on 5/17/2018.
28	Staff	#29, Page 4: Comment not fully addressed re: tabulation of façade materials between Special Exception and Site Plan. Original Comment: "The architectural material proposed for the building elevations and facades is primarily masonry but with a predominance of cement panels versus brick. Provide a tabular breakdown of the façade materials and percentages from the special exception architectural elevations and the proposed site plan elevations - by cement panels, brick and glass for comparison"	See attached tabular breakdown.
29	Staff	#43, Page 6: comment states to see updated landscape plans re: east elevation landscaping/easement, but it's not clear if anything has changed. Original Comment: Provide status of the potential easement on adjacent property to extend landscape buffer along eastern façade [VC#3, page 4]	Applicant has held preliminary discussions with Church regarding plantings along the church's property line (above the underground sewer line). City will be kept apprised of any potential easement that will allow for plantings in this area.
30	Staff	Easement between city and church has been indicated by the Applicant has been resolved. Please provide further detailed documentation and show on all relevant plan and plat sheets.	We are coordinating recordation and information with City and will provide for staff approval.
31	Transportation Planning	The 2nd Site Plan submission shows a dedicated left turn lane onto Grove Avenue and one through lane continuing on North West Street. That configuration is consistent with the approved CDP and should be maintained. The pedestrian refuge on North West St should be enlarged. The pedestrian refuge should be extended to include both sides of the crosswalk, and the edge of the refuge should line up with the curb line of Grove Ave. This change will increase pedestrian safety by allowing pedestrians to cross just one travel lane at a time. The lane markings are unclear. I recommend a meeting with the applicant's engineer to discuss.	Per our meeting on 5/14/2018, we are resubmitting the site plan showing the crosswalk to remain. The pedestrian refuge will remain the same size in order to continue to allow the left turn movement from Grove Avenue onto North West Street, but we will add striping on both sides of the crosswalk to discourage drivers from switching lanes within the crosswalk. Public Works will express their position on removal of the crosswalk for discussion at the Planning Commission meeting. The scenario to remove the crosswalk is included as an option for PC review.
32	Transportation Planning	As discussed during our meeting on January 25, 2017, the 2nd Site Plan submission does not show the nose of the median being pulled out beyond the crosswalk that connects the Mason Row site and the Taco Bell site. The median should be reviewed later for pedestrian safety.	As discussed at our meeting on 5/14/2018, we are not pulling the median beyond the crosswalk for maneuverability. As part of the traffic signal phasing of the lights, we will explore what can be done to make the crossing safer without the median extension.

33	Transportation Planning	Brick paver sidewalk materials appear to be shown on W. Broad Street in the 2nd Site Plan submission. Please confirm that brick pavers continue to be used as the sidewalk wraps around from W. Broad Street and onto North West St and Park Ave. Brick pavers are the material of choice in the City's commercial areas and are recommended in the City's Streetscape Standards	Streetscape paving has been revised to provide a full width of brick along Broad Street and N West Street with a larger birch paver area at northern end of Founders Avenue. See landscape plans for details.
34	Transportation Planning	The northeast most drive aisles in level P0 of the parking garage appear to lack space to turn around or have dead ends. The parking spaces at the end of these rows should be considered for removal to allow for turning space and drive aisles.	Turn around areas have been incorporated into the ends of drive aisles; see car turn maneuver diagram on sheet C-0411. Note - residential drive aisles would be dedicated spaces.
35	Transportation Planning	The area for secure bicycle parking is shown on garage level 1, level 1A, P0, P1 and P2. More information is needed about how people on bikes should access bike parking and travel within the garage. A meeting is recommended with the applicant's engineers to discuss.	Commercial Bike storage has been relocated closer to the Founders Ave garage entrance; residential bikes storage is accessed via elevator
36	Transportation Planning	Additional details are needed for bike parking areas to show how the bicycle system will be set up, which type of system will be used, and how the designated areas will accommodate the required parking	Class 1 system will be used for bike storage within structured parking; bike parking details have been provided
37	Transportation Planning	Confirm bike racks referenced on sheet A4.04 are consistent with bike rack detail on sheet L2.1.	The bike rack detail on streetscape (L2.1) is the specified rack per the City's Streetscape Standards. This differs from the private bike storage facilities that are located in the garage for commercial and residential uses (Sheet A4.04).
38	Transportation Planning	The proposed sidewalk bicycle racks appear concentrated in some areas and sparse in others. The bike rack locations should be reviewed to confirm that each door has a bike rack located within 50 feet. See especially the door along West Broad Street near the intersection with West Street and the door along West Street near the entrance to Market Square. Bike racks should also be provided within the building zone, and in Market Square within 50 feet of doors.	A total of 21 bike racks are provided along the perimeter streetscape. Final door locations will be determined with tenant fit out and therefore the applicant is unable to ensure that a bike rack will be located within 50' of every door. The applicant contends that the 21 bike racks provided along perimeter streetscape are sufficient and evenly distributed. Additional bike racks have been provided on west side of Founders Avenue under the overhead building bridge. These racks will be protected from weather and are conveniently located near the theater, residential and office lobbies. Locating permanent bike racks in Market Square near the AR lobby would create potential conflicts with the flexible nature of the open space and the applicant would prefer to exclude permanent bike parking in this centralized gathering area. The 21 racks exceeds the minimum number of short-term bike parking spaces required.

39	Transportation Planning	Please confirm that bike racks are spaced a minimum of 3' apart as shown in the Bike Rack Spacing Standards.	Bike rack layout typical spacing is shown on detail 7/L2.1.
40	Transportation Planning	The City's recently adopted W&OD Master Plan shows at-grade crossings with the W&OD being updated with 3 safety features: 1) raised crossings; 2) narrowed crossings; and 3) special paving materials. VC #11 agrees to narrow the crossing and raised the crossing - 2 of the 3 features identified in the City's W&OD Plan. As discussed with the City staff, the applicant, and NOVA Parks, special paving materials should be used on either side of the crossing. Materials to be used should be shown on sheet L1.0.	Special paving has been provided for the crosswalk. Refer to sheet L2.1 for pattern and material specifications.
41	Transportation Planning	Per VC #11, the developer agreed to install 3 speed tables along Grove Avenue to calm traffic. City staff should identify locations for these tables in consultation with neighborhood residents.	Per our meeting on 5/14/2018, as discussed with Paul Stoddard, after site plan approval, staff will set up a meeting with the Grove Avenue residents to review locations for the three speed tables. Our team will send a representative as needed for the discussion.
42	Transportation Planning	The West Broad Street Small Area Plan calls for redevelopment to celebrate existing residential neighborhoods through urban design including gateway features like special paving, signs, and pillars (page 3-3). This look could be achieved along Park Avenue by repurposing a portion of proposed parallel parking spaces for additional planting spaces for street trees or other greenery not only on the site's frontage as shown, but on the other side of the street as well.	The parallel parking spaces were removed and additional planting was provided. Refer to section shown on detail 3/L2.6. Additionally, shrubs have been provided in the landscaped area between the new sidewalk and residential fence on north side of Park Avenue.
43	Transportation Planning	The applicant is requesting a parking rate of 1.32 spaces per unit. According to the 2011-2015 ACS conducted by the Census Bureau, the average number of vehicles in renter-occupied units in the City is 1.18.	Comment noted.
44	Transportation Planning	The TMP should follow the City's standard template which includes: 1) a preamble briefly explaining the benefits of TDM; 2) specific goals for the site (as specified in the VC's); 3) and a table summarizing techniques that will be used to achieve the site specific goals. For each group of site users (residents, guests, employees, retail customers, and movie patrons) techniques should be broken down into 4 groups: 1) Site Design, Infrastructure and Options; 2) Promotion, Education and Incentives; 3) Monitoring and Enforcement; and 4) Adaptive Management. See attachment for a sample TDM plan using the City's template.	The TDM and PMP report has been revised per the City's standard template.

45	Transportation Planning	<p>The PMP references annual monitoring for the first 3 years of occupancy. As part of the TDM Plan, annual reports are provided until such time after full occupancy when 2 consecutive commute surveys and trip counts demonstrate compliance with goals for the site as established by the VC's. The TDM Plan should be updated so that an annual report of tDM related activities of the site is provided each year for the life of the project.</p>	<p>Per conversation with staff, the TDM/PMP monitoring language has been revised to include annual reporting by the on-site TC in perpetuity. Beyond the initial two years of trip counts, subsequent reports will be limited to resident surveys and parking utilization.</p>
46	Transportation Planning	<p>Because the parking supply is segmented by use, data collection and reporting should be similarly segmented. In addition to the summary statistics described in the PMP, all data collected should be supplied to City Staff.</p>	<p>The TDM and PMP specifies that all annual reporting (including count and parking data) will be supplied to Falls Church staff.</p>
47	Transportation Planning	<p>The turning radius at the east corner of the North West St and Grove Ave intersection has been reduced to 35.0 feet. This turning radius should be maintained in order to increase traveler safety. The 73.0 foot turning radius at the south corner of the intersection remains to allow traffic to flow around the turn without interfering with vehicles in the turn lane onto Grove Ave.</p>	<p>No response necessary</p>
48	Transportation Planning	<p>The northeast corner of the intersection has a turning radius of 25'. The north corner of the intersection shows a turning radius of 25'. This configuration increases traveler safety and should be maintained.</p>	<p>No response necessary</p>
49	Transportation Planning	<p>Areas for outdoor dining have been identified within the building zone and on the sidewalk adjacent to the building. Typical cross sections show 6' clear space. The City's Streetscape Standards recommend a 10' pedestrian clear space. The Streetscape Standards allow for exceptions and flexibility where these exceptions enhance the City's brand and support the stated goals. One of the goals of the Streetscape Standards is to create a "sense of place" that is enjoyable, memorable, and provides connective and harmonious outdoor spaces. Allowing additional space for outdoor dining while still providing accessible pedestrian clear space will contribute to the vibrancy and sense of place in the City.</p>	<p>No response necessary</p>
50	Transportation Planning	<p>The proposed sidewalk along North West St traveling adjacent to the W&OD Park has a continuous foot planting buffer, as does the space in and near the intersection with Park Ave. This buffer helps to provide a transition between the commercial development and adjacent residential area and should be maintained.</p>	<p>No response necessary</p>

51	Transportation Planning	Consistent with the West Broad Street Small Area Plan, a brick paver crosswalk is shown at the new signalized crossing instead of a painted crosswalk. This feature should be maintained.	No response necessary
52	Transportation Planning	The bus stop name has been updated to read: W BROAD ST & N WEST ST. This feature should be maintained.	No response necessary
53	Transportation Planning	Striping is proposed in the Steeples Court intersection to deter motorists from blocking the entrance/exit to Steeples Court. This is a deviation from the CDP that achieves the same purpose. The design is effective at deterring motorists from blocking the intersection with Steeples Court and should be maintained.	No response necessary
54	Transportation Planning	The bus routing information included in the parking reduction request has been updated with the latest scheduled changes. The 28A still provides service between the site and the West Falls Church Metro. The 3T line no longer serves West Broad Street.	Report has been revised
55	Zoning	Confirm the parking space dimension typical shown on sheet A4-02 will be consistently applied throughout the site at a minimum. Staff will be requiring an as-built to confirm parking space dimensions.	Yes, the dimensions shown on sheet A4-02 are typical to the types of spaces indicated and will be applied throughout the site for parking spaces counted towards the parking total.
56	Zoning	Dead-end aisles are reduced, but still present. If these cannot be remedied by plan, you are strongly urged to implement a "smart garage" system such as used at BWI and Mosaic.	Turn around areas have been incorporated into the ends of drive aisles; see car turn maneuver diagram on sheet C-0411. Note - residential drive aisles would be dedicated spaces.
57	Zoning	Confirm overhead clearance in loading spaces of at least 15 feet.	SE Loading dock has clear height of 20
58	Zoning	Confirm all transformers comply with the provisions of Sec. 48-1102 (j), particularly with regard to location and screening. (See text for specific language.)	All transformers will be located in a structural concrete underground vault and thus do not need to comply with the screening provisions. The vault will be designed and specified per the terms requested by Dominion Power.
59	Zoning	Reminder due to the scope of this project: Provide a Construction Parking Plan describing how vehicle access to the site will be managed, where construction vehicles will be staged, and where workers will park.	MCR will complete a staging plan prior to construction commencement.

60	Public Works	Remove the proposed crosswalk and pedestrian refuge at the intersection of N. West St and Grove Ave. We strongly believe the crosswalk is a safety concern for pedestrians due to the curved nature of the intersection. Additionally, in our experience with maintenance of refuge islands such as this, we anticipate the proposed design would become a nuisance requiring continual City resources to repair and respond to motorists that hit the island.	Per our meeting on 5/14/2018, we are resubmitting the site plan showing the crosswalk to remain. The pedestrian refuge will remain the same size in order to continue to allow the left turn movement from Grove Avenue onto North West Street, but we will add striping on both sides of the crosswalk to discourage drivers from switching lanes within the crosswalk. Public Works will express their position on removal of the crosswalk for discussion at the Planning Commission meeting. The scenario to remove the crosswalk is included as an exhibit for staff/PC review.
61	Public Works	We acknowledge and appreciate the continuous soil panel provided for the street trees.	No response necessary
62	Public Works	We understand the competition between the need for paved pedestrian areas and interior green space. However it is our opinion that planted courtyards are the norm on high-quality building projects and plant-free landscaping is contrary to the nature of Falls Church. We ask for further consideration to address this concern.	Market Square is designed as a flexible, usable urban space that will serve many functions, both small and large. Due to potential larger events with many attendees, the space cannot be encumbered with permanent objects. Permanent planter areas would restrict the ability to hold a large function, e.g. a farmers market or art show. While Market Square may not have extensive plantings, it will provide a unique opportunity for social gathering that will benefit the community.
63	Public Works	The City maintains one of the highest recycling rates in the state. Recycling is required for both multi-family and commercial properties per the Solid Waste chapter of the City's Code (Chapter 34). Subsequent submissions should make it clear that a recycling system for all residents and tenants will be implemented. Include pertinent details, such as how recycling will be handled in trash rooms on each floor (if applicable) - and how/where recycling will be consolidated in each loading area.	Each trash room will have bins for recycling; totes will be used to transfer the recycling to larger 4 yard bins at the loading dock; additional bins will be provided at the garage level
64	Building Safety	Tree planter blocks FDC	The FDC has been relocated away from the tree planter.

65	Building Safety	Tree planter blocks crosswalke on Mason Ave	Market Square has been designed primarily as a pedestrian oriented public space. To reinforce the importance of the pedestrian realm and to allow for occasional large community events, the roadway curb in central section of Founders Avenue will be flush and the roadway will incorporate special roadway paving. The street tree planter boxes and bollards will restrict vehicular access to the Square. The mid-block crosswalk near theater entrance will not be striped and would allow for pedestrians to cross Founders Avenue along the flush curb area.
66	Building Safety	It is our understanding that the emergency generator will serve the entire building	An emergency generator (one) will be provided that services both residential buildings (Main and Age-Restricted), the Movie Theater, and garage emergency lighting, elevators, and fire alarms. Retail spaces (non-Theater) will not be connected to the generator but will have battery packs in each space.
67	Building Safety	It is our understanding that within the fire control room shall have the ability to control the garage ventilation system.	Confirmed. The fire control room will be able to control garage ventilation.
68	Building Safety	Please submit a more detailed description of the proposed construction and a preliminary code analysis for the proposed building(s).	Building Code Summary and Code Analysis has been forwarded to Doug Fraser for his team to review
69	Building Safety	What edition of the NGBS will you be using?	We are pursuing and designing towards the Silver certificaton level of the 2012 NGBS standards.
70	Building Safety	Please provide us with a copy of the proposed NGBS Standard	Please see the attached document from Steven Winters Associates which explains the NGBS Standard (1 hard copy and 1 electronic copy provided)
71	Building Safety	Please provide us with a schedule of points that you will obtain in order to achieve NGBS Silver for the multi-family portion of this project.	Preliminary Scorecard from Steven Winters Associates demonstrating that the current design meets NGBS Silver qualificatons is attached
72	Building Safety	Provide a fire flow calculation for proposed building	The fire pump is rated for 1,000 GPM at 100 PSIG boost.
73	Housing and Human Services	Request to offer 6% of ADUs at 40% AMI as opposed to 60% AMI.	Refer to agreed upon Voluntary Concessions package for details on ADU program.
74	Housing and Human Services	Request to change mix to all 2 BRs (with and without dens)	Refer to agreed upon Voluntary Concessions package for details on ADU program.
75	Housing and Human Services	All ADU Units need to be ADA adaptable	One ADU unit will be ANSI A; all other ADU units will meet ANSI B and all units will meet Fair Housing Requirements
76	Housing and Human Services	All amenity fees are waived for ADU residents	Refer to agreed upon Voluntary Concessions package for details on ADU program.

77	NOVA Parks	<p>Sheet C-0707 depicts extensive grading and the installation of a check dam on the W&OD Railroad Regional Park. Sheet 0708 confirms that these facilities are intended to generate credits for nutrient load. Please provide a justification for placing these facilities on park land and state what site improvements are being served or offset by this facility. Also discuss and encumbrances or restrictions that may be associated with this area such as a SWM easement. Finally, please note in the response who the proposed maintaining entity is.</p>	<p>The BMP swale has been removed, however, please note that the storm structures 7, 8, and associated pipes are still proposed. As part of the trail relocation, the existing pipe that carried the ditch outfall under North West Street will be covered and needs to be extended and relocated. Additionally, the curb reconfiguration of the southwest corner of the intersection is also requiring the relocation of structure 3204. Therefore, structures 7, 8, 9, and the associated pipes are still shown and assumed to be maintained by the Park Authority similar to the previous channel outfall system.</p>
78	NOVA Parks	<p>Sheet C-0401 shows two test pits on park land; one on the east side of Grove Ave and one on the west side of N. West St. Prior to test pitting the applicant will be required to complete the NOVA Parks test pit application and pay any associated fees.</p>	<p>The test pits have been removed. It is understood that the applicant will be required to complete the test pit application and pay any associated fees with test pits on park land.</p>
79	NOVA Parks	<p>The centerline of the new trail sections should be solid yellow thermoplastic (90 mil) measuring 5" in width. The comment response lter states that this is reflected on the Striping Plan, however it does not appear to be on Sheet C-0406. This sheet does have a line running down roughly the middle of the trail but the purpose of this line is only to provide measurements and does not have any notes (color or material) associated with it.</p>	<p>The centerline striping for the new sections of trail have been added to sheet C-0406 with labels.</p>
80	NOVA Parks	<p>The word "STOP" on the west side of N. West St. does not appear to be centered in the trail.</p>	<p>The word is now centered on sheet C-0406.</p>
81	NOVA Parks	<p>Shee C-0407 shows stop signs on the east and west side of N. West St. that are located in the paved surface of the trail or sidewalk. Signs located in this manner will likely cause safety concerns, particularly among bicycle users, during periods of heavy trail traffic. These stop signs should be relocated to grass areas adjacent to the trail at least 2 feet from the surface of the trail.</p>	<p>The stop signs have been shifted to be in the grass areas and off of the trail. See sheet C-0407.</p>

82	NOVA Parks	<p>In previous conversations with the applicant and the City, NOVA Parks expressed a desire to have input into the signal timing at N. West Street to ensure trail users are thoroughly considered in terms of timing and duration. NOVA Parks had specific concerns that trail users would not have a dedicated crossing period free from traffic making right on red turns from SB N. West Street. At this time it appears that Wells & Associates has completed the Signal Warrant Analysis and has concluded that a signal is justified at the intersection of N. West Street/Park Ave. and the W&OD Trail. Please comment on how this signal will be utilized to ensure the safety of trail users. Specifically, will this signal have a dedicated phase for trail users? Has it been concluded whether or not right on red will be permitted coming SB on N. West St?</p>	<p>The City will ultimately have authority on how the signal is programmed. In past conversations with City staff, we had discussed an pedestrian-only phase which would allow all peds/bikes (including trail users) to traverse the intersection without vehicular conflicts. We had also discussed No Right Turn on Red (NRTOR) for the southbound approach. The proposed signal design does not preclude any of those operational conditions and we will continue to work with City staff as the signal design progresses.</p>
83	NOVA Parks	<p>Please label the pedestrian signal on the east side of N. West Street</p>	<p>The pedestrian signals on the east side of N. West Street are now labeled. See sheet C-0401.</p>
84	NOVA Parks	<p>The Construction of the facilities on NOVA Parks' land depicted on the application will likely require the trail traffic to be rerouted for some period of time. Show how trail traffic will be maintained safely at all times during construction</p>	<p>The trail relocation plan is part of the overall construction phasing and maintenance of traffic plan to be submitted to the City and NOVA Parks.</p>
85	NOVA Parks	<p>The subject application proposes construction of facilities on NOVA Parks' land. These facilities and construction activities must be licensed for installation and ongoing maintenance through NOVA Parks. Given that the applicant will be responsible for construction of the improvements, and that most facilities will be integrated into Falls Church's traffic and storm water systems for maintenance, both parties will be signatories in this license. NOVA Parks will draft and submit for review the proposed license as the site plan moves closer to approval.</p>	<p>Acknowledged.</p>
86	NOVA Parks	<p>Dominion Power holds an exclusive easement over the entire W&OD Railroad Park right of way. All aspects of this plan should be coordinated with DVP, including but not limited to the species of plants proposed, the location of any new/relocated utility and new subsurface structures such as culvert pipes.</p>	<p>The plans have been submitted to Dominion for transmission encroachment and coordination.</p>
87	Fairfax Water	<p>Sheet C-0101: updated Water Main Construction Notes to reflect included revised notes</p>	<p>The Water Main Construction Notes have been updated.</p>
88	Fairfax Water	<p>Sheet C-0213: update standard details with 2017 versions</p>	<p>The water main details have been updated on sheet C-0213.</p>
89	Fairfax Water	<p>Sheet C-0401: remove 2nd valve from W. Broad Street near garage entrance, and change valve size to 1'8" (see redlined drawing)</p>	<p>The 2nd valve on West Broad Street has been removed. See sheet C-0401.</p>

90	Fairfax Water	Sheet C-0401: include note that the Domestic Water Meter is Inside the building (see redlined drawing)	Note that the domestic water meter is inside the building has been added to sheet C-0401.
91	Fairfax Water	Sheet C-0401: note that drawing shows a wet tap but is calling out a proposed 6" x 6" tee on North West Street (see redlined drawings)	As discussed, we are maintaining the 6"x6" tee, and the 2nd 6" valve has been removed.
92	Fairfax Water	Sheet C-0401: "Valves" is misspelled on Park Avenue (see redlined drawings)	The typo has been corrected.
93	Fairfax Water	Sheet C-0401: "No" is misspelled in the Notes section (see redline drawings)	The typo has been corrected.
94	Fairfax Water	Sheet C-0901: See redline drawings for comments on utility profiles and test pits	The markups have been addressed on sheet C-0901.