

### Founders Row - Site Plan Submission #3 Comprehensive Comment Matrix (8.14.18)

Gary and Carly,

Enclosed are the responses to the comments received for the 3rd submission of the Site Plan. Please let us know if you have any questions.

	<u>Review</u>	<u>Comment</u>	<u>Official Response</u>
1	Staff Comments	Architectural elevation changes to date have improved, but additional architectural improvements are needed in the following general areas: contextual design, massing, materials, color, corner design at Broad & West, and ground floor retail.	Updated elevations and massing were provided to City Council at the Work Session on 8/6/2018. Furthermore, Storefront Design Guidelines will be submitted.
2	Staff Comments	Resolution of the Grove and West crosswalk. Future site plan submissions shall reflect the decision made by City Council of whether or not to remove the crosswalk from the VC's.	Applicant has removed the Crosswalk and included language in the Voluntary Concessions offering a financial contribution to the study and possible future installation of this Crosswalk if it is determined to be necessary
3	Staff Comments	Grove Avenue speed tables - coordination required between City Staff and Grove Ave residents. Pending staff meetings with neighborhood may need your traffic consultant.	Applicant and Wells are willing to engage with the City and neighbors on any future coordination
4	Staff Comments	The process to determine the eastern building facade art in a collaborative community format and process should start now and be completed as a site plan amendment post-site plan approval	Applicant will engage the neighborhood in a collaborative effort post-site plan approval.
5	Staff Comments	Ensure that all plan sheets are consistent with the final adopted VC's and special exception amendment.	Final submission is coordinated with approved SE amendment and Voluntary Concessions.
6	Staff Comments	Special Exception Amendment will need final approval by City Council before site plan final public hearing and approval by the Planning Commission.	SE Amendment has been approved as of 8/13/2018.
7	Planning	Ensure that all plan sheets are consistent with the final adopted VC's and special exception amendment.	Final submission is coordinated with approved SE amendment and Voluntary Concessions.
8	Planning	Resolution of the Grove and West crosswalk. Future site plan submissions shall reflect the decision made by City Council of whether or not to remove the crosswalk from the VC's.	Applicant has removed the Crosswalk and included language in the Voluntary Concessions offering a financial contribution to the study and possible future installation of this Crosswalk if it is determined to be necessary
9	Planning	Grove Avenue speed tables - coordination required between City Staff and Grove Ave residents. Pending staff meetings with neighborhood may need your traffic consultant.	Applicant and Wells are willing to engage with the City and neighbors on any future coordination
10	Planning	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.	Applicant will provide a Construction Management Plan prior to demolition permit issuance.
11	Planning	Parking modification request: Ensure consistency in the amount of percent reduction requested between the site plan, TDM and PMP, Parking Reduction report, and VC's.	Parking counts are coordinated between all submitted materials
12	Planning	Sheet L2.1, L2.6, and RTC: either show a pedestrian zone of 10 feet in the section details with a note indicating it may be reduced to 6' in areas of outdoor dining; or leave as is and include a note on these sheets indicating that in areas without outdoor dining the pedestrian zone shall be 10 feet.	Clarification note has been added to the sections.
13	Planning	Sheets C-0401 - 0408 and L1.0: ensure consistency of sidewalk materials between these sheets. It appears in the "C" sheets that the brick sidewalks end near the intersection of West Street and Broad Street, and the crosswalk at Founders Avenue and West Street appears to be brick. Please confirm that brick pavers continue to be used as the sidewalk wraps around from West Broad Street and onto North West Street and Park Avenue. Brick pavers are the material of choice	Sidewalk materials have been coordinated. We confirm that the brick pavers continue from West Broad Street and onto North West Street until it intersects with Founders Avenue. Note that this treatment does NOT continue onto Park Avenue. As we discussed with staff, Park Avenue is the transition area into the neighborhood/residential area, and the Streetscape Standards indicate concrete can be used in these areas.
14	Planning	Sheet L2.0: grey color is still indicated for luminaire specs. Please indicate black as required per new streetscape standards	Color for luminaire has been updated to Textured Black to match the pole.
15	Planning	Architectural elevation changes to date have improved, but additional architectural improvements are needed in the following general areas: contextual design, massing, materials, color, corner design at Broad & West, and ground floor retail.	Updated elevations and massing were provided to City Council at the Work Session on 8/6/2018 and updated for hearing on 8/13/2018.
16	Planning	Sheet A1-07: confirm that 10 Electric Charging Stations and 10 future ECS parking spaces are indicated as per the VC.	10 ECS and 10 future ECS parking spaces have been added to the drawings

17	Planning	The Owner has agreed to provide as on the East Facade. Include a note on Sheets A2-00 and -01 that what is shown is a placeholder facade art and that the process to determine the eastern building facade art would be a collaborative community format to be completed as a site plan amendment post-site plan approval.	The note has been added.
18	Planning	Sheet C-0304: Remove width (i.e. 14'/20' from FC) in "Prop. Public Sidewalk & Utilities Easement" on the preliminary plat. The building setbacks along West Street are to be 20' from face of curb per the voluntary concessions. Additionally the width of necessary easements will be of variable width depending on exact location and please include dimensions at numerous locations to indicate the variable widths.	We revised the easement to be located 20' from face of curb to coincide with the setbacks required on West Broad and West Street. Note that we believe the easement should be held to the 20', to account for construction tolerance, and since that is the building setback requirement. We have not seen public easements that are variable with the jogs in the building on other projects in the City or in other jurisdictions. The space between the 20' setback and building should be considered building zone area. Per my discussion with Carly, this addresses the comment.
19	Public Works	Request the removal of the proposed crosswalk and pedestrian refuge at the intersection of N. West and Grove Ave.	Applicant has removed the Crosswalk and included language in the Voluntary Concessions offering a financial contribution to the study and possible future installation of this Crosswalk if it is determined to be necessary
20	Tree Commission	The planters along Broad Street should be merged to hold 2-3 of the planned street trees each where possible, both for the health of the trees and for design consistency along West Broad Street.	Size and spacing of planters is in conformance with the Streetscape Standards. Grouping trees is not possible while maintaining other standards for street light spacing and consistent aesthetic along frontage.
21	Tree Commission	Street trees along Park Avenue should be moved to the street side of the sidewalk, because where they are shown is too close to the building for healthy branch development and could cause building maintenance problems in future.	The presence of existing utilities below grade (a 20" main transmission line for Fairfax Water) and preference to maintain a straight alignment for connection of sidewalk requires street trees to be located behind walk as shown. The applicant reviewed multiple scenarios for this area with staff and it was agreed this was preferable. Planning staff asked that we remove the parking lane in that location, which pushed out the curb, however, the trees could not be located behind the curb as stated above.
22	Tree Commission	Please clarify the underground situation of the street trees along Founders Lane. Will these trees be in the ground, or will planters for them be constructed above the garage?	The street trees along Founders Avenue are in raised planters (refer to detail 1 / L2.5). These planters are specifically designed for trees and include an integrated irrigation system. Correct that the planters are over garage structure below.
23	Transportation Planning	Jeff Sikes recommends that the crosswalk and pedestrian refuge be removed from this intersection.	
24	Transportation Planning	Sheet C-0401: The nose of the median should be pulled out beyond the crosswalk that connects the Msson Row site and the Taco Bell site and reviewed later for pedestrian safety	As discussed, we are not extending the nose of the median with this project.
25	Transportation Planning	Please confirm that brick pavers continue to be used as the sidewalk wraps around from West Broad Street and onto North West Street and Park Avenue.	Sidewalk materials have been coordinated. We confirm that the brick pavers continue from West Broad Street and onto North West Street until it intersects with Founders Avenue. Note that this treatment does NOT continue onto Park Avenue. As we discussed with staff, Park Avenue is the transition area into the neighborhood/residential area, and the Streetscape Standards indicate concrete can be used in these areas.
26	Transportation Planning	Sheets A1.07-A1.09: The northeast most drive aisles in level P-0 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.	See dedicated turn around area shown on A1-07 and typical turnaround diagram on C-0411.
27	Transportation Planning	Sheets A1.08, A2.02 and A2.03: 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.	Resident bike parking is located on the Ground Floor parking garage level, at both the north and south ends of the garage. Residents can enter the garage from a variety of touch points, and exit via the main entrance to Founders Avenue. Additional residential bike parking can be found on the P-0 Level with easy access from both the Age-Restricted and Conventional Building elevator lobbies. Bikes can be removed via the elevators, or through the garage exit onto West Broad Street. Indoor Visitor/Commercial bike parking is also on the southside of the P-0 level adjacent the Residential bike parking. (NOTE: "Storage/STG" on drawings indicates private residential storage lockers, not bike parking.)
28	Transportation Planning	Bike rack spacing provided on sheet L2.1 show a minimum of 3 feet between bike racks that are parallel to one another. This spacing should be maintained.	Spacing shown in detail is provided for at-grade bike racks and will be maintained.

29	Transportation Planning	Sheet C-0401: The proposed sidewalk bike racks 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.	Bike racks are located within 50 feet of each determined residential door. Final location of retail doors cannot be confirmed at this time prior to securing leases with specific tenants. The applicant has provided bike racks around the entire perimeter of the site and bike racks in Market Square and on Founders Avenue. As discussed at our meeting with staff, the intent of the code was to provide bike parking near main entrances, which we have provided, and it was not intended to require bike racks within 50 feet of EVERY door in a project such as this with several doors in various locations along the streetscape, which are not finalized until tenant fitout. Note that the number of short-term bike racks provided exceeds the ordinance requirements.
30	Transportation Planning	As discussed with 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.	Materials are shown on sheet L1.0 with additional details on L2.1.
31	Transportation Planning	Per VC #11, the developer agreed to install three speed tables along Grove Avenue to calm traffic. City staff should identify locations for these speed tables in consultation with neighborhood residents.	Applicant and Wells are willing to engage with the City and neighbors on any future coordination
32	Transportation Planning	The West Broad Street Small Area Plan calls for development to celebrate existing residential neighborhoods through urban design including gateway features like special paving, signs and pillars. 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 Applicant has endeavored with the efforts of City Staff to create a welcoming and more residential aesthetic along Park Avenue as the project transitions from more high-density to the "townhome" feel. 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.
33	Transportation Planning	The TDM Plan should be revised to indicate that the route of the resident Shuttle service should not use Grove Avenue to reach the Metro station.	The TDM Plan has been revised to address this comment.
34	Transportation Planning	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.	The TDM Plan has been revised to address this comment.
35	Transportation Planning	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.	The PMP has been revised to address this comment.
36	Zoning	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.	Applicant will provide a Construction Parking Plan prior to issuance of the demolition permit.
37	Zoning	The applicant is reminded not to dedicate or restrict parking spaces available to residents or tenants above what is called for in the plan.	The applicant understands that parking will follow the layout per the approved Site Plan submission materials.
38	Zoning	Signs: at your earliest convenience, begin considering the signage of the project, and what variances may be needed through Zoning.	The applicant has begun work on a master signage plan and is preparing a comprehensive submission to the City post site plan approval.
39	Zoning	If retailers need dedicated parking spaces, that must be handled via a site plan amendment.	Applicant understands and endeavors to not restrict parking beyond what is indicated in their site plan submission.
40	City Arborist	Comply with the Falls Church Streetscape Standards' minimum 10-foot pedestrian zone with or without outdoor dining, and minimum 6 feet for the amenity/planting zone. On sheet C-0403 - W Broad Streetscape Plan, the streetscape cross-section shows 5' for the amenity/planting zone.	Clarification notes have been added to L2.6. On sheet C-0403, the 5' indicated is relating to the clear space in front of the bus shelter as noted on the section. This is not typical of the streetscape and is not intended to be. Please refer to the landscape streetscape sections for this information.
41	City Arborist	Sheet L3.0 - Euonymus plants, proposed for the W&OD Trail edge and the Founders Row buffer planting, are highly invasive and not acceptable. Native species will be required for any W&OD Trail planting, and strongly preferred on the Founders Row site.	Previous conversations with community had indicated a preference to replace the existing burning bush in kind. Noting staff concern with the installation of a potentially invasive species, the plans have been revised to propose an alternate species.
42	City Arborist	Sheet L3.0 - VC's include the use of native plants, but only one of the 8 shrub varieties proposed is native. Please use native species for all, or at least the majority, of the landscape plants.	The plant list has been revised to include additional native species.
43	City Arborist	Sheet L3.0 - Please use a different street tree along W. Broad. Shumard oaks are still in the red oak group. Consider chestnut oak or swamp chestnut oak, with similar shape and large leaves, but in the white oak group.	Street tree on W Broad has been revised to Chestnut Oak.

44	City Arborist	Sheet L3.0 - The location of the tree planting strip along the Park Avenue curb as shown on Sheet C-0210 is preferable to the currently proposed location between the sidewalk and the building. Planting large-scale trees just 10' from the building is likely to result in branch/building conflicts.	The presence of existing utilities below grade (a 20" main transmission line for Fairfax Water) and preference to maintain a straight alignment for connection of sidewalk requires street trees to be located behind walk as shown. The applicant reviewed multiple scenarios for this area with staff and it was agreed this was preferable. Planning staff asked that we remove the parking lane in that location, which pushed out the curb, however, the trees could not be located behind the curb as stated above. Since the curb was bumped out into Park Avenue, the trees are located with the same approximate distance from the building as shown on sheet C-0210, with the sidewalk moved to the other side of the landscape strip.
45	City Arborist	Sheet L3.0 - Planting is shown across Park Avenue from Founders Row. There is no public land at that location so any planting would have to be a gift to the property owner.	With the reconfiguration of the intersection, the curb has been pulled away from the property, therefore there is room to add small plantings, which was requested by Planning Staff. It is anticipated that these will be maintained by the City.
46	City Arborist	Widening the planting strip proposed along the W&OD Trail is preferred.	We are holding a consistent 5' landscape strip with 6' sidewalk along North West Street, including where it turns and travels northeast per discussions among various involved parties at the initial planning stages. We understand the preference to widen the landscape strip, but at this point, since there were multiple parties involved in determining the streetscape section along that portion of North West Street, we are continuing to show a 5' landscape strip.
47	City Arborist	On-site greenspace is preferred	The Applicant has endeavored to comply with City Streetscape Standards while creating a commercially viable, pedestrian engaging (and flexible) entertainment space in the Market Square. We believe the presenting materials represent a best design for balancing all parties' suggestions.
48	NOVA Parks	NOVA Parks has expressed a desire to have input into the signal timing at N. West Street to ensure trail users are thoroughly considered. NOVA Parks looks forward to working with the City in the future to ensure trail users can safely cross West Street.	Acknowledged
49	NOVA Parks	The construction of the facilities on NOVA Parks' land depicted will likely require the trail traffic to be rerouted for some period of time.	Applicant will coordinate with the City and NOVA Parks on a "Maintenance of Traffic Plan" prior to any work on the W&OD Trail
50	NOVA Parks	The subject proposed construction of facilities on NOVA Parks' land. These activities must be licensed.	Applicant will work with the City and NOVA Parks on any licensing and agreements necessary for work on the Trail
51	Architectural Advisory Board	See Minutes from the referenced meeting	Please see attached "AAB Response Matrix" for responses to those comments
52	Fairfax Water	Sheet C-0101 Markups	The working pressure has been revised to 60 PSI. The following revisions were made to address the markups: 1. Labels of the 20" pipe have been revised to DIP from CIP. 2. The water main alignment as shown are from field located valves and a utility sweep performed by Mid-Atlantic Utility Locating, LLC dated June 16, 2017. 3. The thickness of the 20" line has been widened to make more visible. The location is as shown per the Mid-Atlantic Utility Locating, LLC plans dated June 16, 2017. 4. The line in West Broad Street has been revised to show a 12" line. 5. The existing fire hydrant 40-4-140 on Park Avenue that connects to the 20" line has been revised to note to remain. As discussed, the hydrant is in the right-of-way, therefore no easement exists nor is one proposed.
53	Fairfax Water	Sheet C-0301 Markups	

54	Fairfax Water	Sheet C-0401 Markups	<p>The following revisions were made to address the markups:</p> <ol style="list-style-type: none"><li>1. The circled structures asked to be located 5' from the proposed waterline were signs that were removed with this submission. The other utilities are being held 5' from the waterlines horizontally.</li><li>2. As discussed, the proposed domestic tee from the fireline in West Broad is not required to have a 5' separation from each other where they enter the building, therefore, the line angles closer to each other as it enters.</li><li>3. The fire hydrant flow notes have been revised to state "GPM" versus "GPH".</li><li>4. The test pits have been added to the proposed dry utility crossings.</li></ol>
55	Fairfax Water	Sheet C-0504 Markups	<p>This sheet is intended to provide a grading enlargement for clarification on grading, and the proposed detail of water line was left off to keep the plans clear. We believe the other plan sheets and profiles provide the information as needed.</p>
56	Fairfax Water	Sheet C-0801 Markups	<p>The following revisions were made to address the markups:</p> <ol style="list-style-type: none"><li>1. The 6" proposed waterline crossing for the fire hydrant has been revised crossing existing structure 879 to proposed structure 3A.</li><li>2. The proposed waterline crossings between structure 3A to existing structure 852 have been shifted and no longer cross this section of the storm line and therefore has been removed.</li></ol>
57	Fairfax Water	Sheet C-0901 Markups	<p>The following revisions were made to address the markups:</p> <ol style="list-style-type: none"><li>1. The 20" waterline test pit information was added for the</li></ol>
58	Fairfax Water	Sheet C-0902 Markups	<p>The profiles were updated as marked up on the plans.</p>

## Founders Row: AAB Feedback

Item	Comment	Response
Aerial Site Plan	An aerial photo was included in this presentation highlighting surrounding properties. This should be included in the upcoming submission.	Included
Shadow Study	Plan revised to indicate "True North"	Included
Shadow Study	Utilize Aerial Site Plan photo to indicate surrounding areas and the shadow impact on those surrounding areas.	Included
Shadow Study	Shadow study should show: morning, noon, and 4 PM for Winter & Summer Solstices	Included
Roofscape	Introduce a "Heat Island"	The Applicant will be utilizing a light colored TPO (Firestone UltraPly White) which carries a high SRI of 90. Per the manufacturer, this product will reduce the heat island's impact on the environment as long as it is above an SRI of 78.
Sidewalks	Define depth of seating area along sidewalk to be limited by the Landlord so as to not inhibit pedestrian circulation	See "Outdoor Seating Exhibit" which includes the Streetscape section included in our Site Plan submission. The Voluntary Concessions for the project call for a 10' pedestrian zone, which the exception only in instances where there is outdoor dining the pedestrian zone can be reduced to 6'.
Crosswalks	Keep crosswalk but relocate closer to the bank driveway	The Crosswalk has been removed but this has been proposed as an alternative
Trees	Create a living "green screen" at the SE elevation	Included
Massing/Elevations	Include vertical dimensionality and depth to break up the flatness, and introduce height differences/different molding of the cornice along all elevations	Included
SE Corner Elevations	"Significant redesign required"	Included
East Elevation	Remove vinyl siding from courtyard elevation	Vinyl siding has been removed from the project
Market Square Elevation	Provide stepping or projections at long runs of cornice to break up the long shallow caps of the buildings (east façade at the plaza)	Included
Market Square Perspective	Provide a perspective looking southwest to inside the Market Square/Age-Restricted lobby (so looking from the theater to Market Square)	Included
Storefronts	Provide detailed drawings of the storefront and sign placement design standards.	A comprehensive Retail Storefront Design Guideline and Signage package will be submitted to the City post-Site Plan