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June 23, 2021

Via Email Only

Ms. Akida Rouzi, Senior Planner
City of Falls Church
300 Park Avenue
Falls Church, Virginia 22046

**Re: Referral Response Letter
Atlantic Realty Companies (the “Applicant”)
One City Center Mixed-Use Development Project (Munis No.: 2021-0047)**

Dear Ms. Rouzi:

On behalf of the Applicant in the above-referenced case, I am providing you with this letter as a written response to the first round of referral agency comments for the above referenced application. Below these comments are responses to comments received during the April 5, 2021 City Council Work Session, the Planning Commission’s April 21st Work Session, and other community written comments received to-date. For your convenience, each of the staff comments are stated below and the Applicant’s responses follow in bold.

CITY OF FALLS CHURCH PLANNING – AKIDA ROUZI, PRINCIPAL PLANNER

1. SE Review: Below is a shortlist of related items to address in future submissions. This list may be updated as the project moves forward in the public review process with input from City Council:
 - a. Water, Sewer and Stormwater: conceptual design and details on how the project plans to address stormwater management and sanitary sewer capacity on site, and related commitments reflected in Voluntary Concessions, Community Benefits, Terms, and Conditions (VC).

Applicant Response: The conceptual design and details of how stormwater management (“SWM”) is addressed are shown on Sheets 10 through 12 of the revised Conceptual Development Plan, dated February 10, 2021, as revised

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through May 10, 2021 (the “CDP”). As discussed with staff, the sanitary sewer capacity is being coordinated with the City and the City’s consultant, GKY & Associates. As such, sanitary sewer capacity is not required to be shown on the CDP at this time. Notwithstanding, the Applicant continues to actively work on addressing the same. Other related commitments are addressed in the Voluntary Concession (the “VCs”). See draft VCs 34 through 36.

- b. Schools, Library, Parks and other Community Facilities: how the project plans to benefit existing community facilities and offsets future demand and costs related to the development by way of VCs.

Applicant Response: Acknowledged and addressed. See draft VCs 48 and 49.

- c. Transportation Improvements: VC commitments to the proposed transportation improvements including crosswalks, bus shelters, intersection redesign and construction.

Applicant Response: Acknowledged and addressed. See draft VCs 19 through 28.

- d. Preferred Uses: Pending VCs will need to reflect certain specifications and commitments to the proposed commercial, retail and residential uses in the project to include, but not limited to, minimum and maximum square footages, maximum unit counts, design guidelines, etc.

Applicant Response: Acknowledged and addressed. See draft VCs 3, 7, 8, and 9.

- e. Affordable Housing: increase in affordable housing beyond the standards 6% of the residential units, and mix of unit types and AMI levels consistent with the City’s current objectives.

Applicant Response: The mixed-use building’s residential component will include 246 units, 70 percent of which will be studios, one-bedroom, or one-bedroom with work area, which are more affordable by design. As noted in draft VC 39, the proposed residential uses will include a minimum of six percent of units as affordable units at 60 percent of Area Median Income. The Applicant will work with staff during the application process to identify a strategy to further meet the Comprehensive Plan’s affordability objectives.

- f. Environmental Sustainability: the updated SE ordinance calls for new developments to utilize (Leadership in Energy and Environmental Design) LEED criteria (or other rating systems such as the WELL Building Standard) in the design

of the project to achieve high standards for environmental sustainability and climate resilience. Certified projects are encouraged to achieve LEED Silver Gold or greater ratings and deliver a minimum 20 percent improvement in energy performance. See Comment 61 for additional staff recommendations.

Applicant Response: Acknowledged. The One City Center project team is committed to green building techniques and will comply with the City’s updated SE Ordinance and will address the goals of Chapter 5 of the Comprehensive Plan.

To that end, the mixed-use project will, for example, pursue LEED Gold certification with a minimum 20 percent improvement in energy performance. The Applicant will incorporate a number of green building measures in the project, which are listed in Attachment A, with a focus on sustainable strategies for SWM, heat island mitigation, alternative transportation modes, water use reduction, indoor environmental quality, responsible use of resources, recycling, and wildlife protection. In addition, the project team will develop LEED Guidelines for future retail and commercial tenants in order to encourage and facilitate the use of LEED Gold as a green building metric.

Green roof areas and bioretention planters are being considered for stormwater retention. The project will be evaluated for on-site solar generation and net-zero energy (“NZE”) potential once the MEP Engineers and Energy Modeling consultants are engaged. The proposed parking garage will include electric vehicle (“EV”) charging stations for two percent of the parking spaces (approximately 20 EVs) and will run conduit such that an additional two percent of the parking spaces (approximately 20 additional spaces) are EV-ready. See draft VC 30. A list of green building commitments is included as Attachment A of the draft VCs.

- g. Statement of Justification: the City Council adopted code amendments to the City’s SE Ordinance with changes to Primary and Secondary SE Criteria. In future submission, please update SE narrative to reflect these changes.

Applicant Response: The Statement of Justification has been updated to reflect this new criteria.

- 2. Comprehensive Plan Review: The proposed development is located within “AREA 5 – City Center/Downtown” of Comprehensive Plan Chapter 4, Land Use and Economic Development. This area is envisioned as a vibrant, highly-accessible hub of community activity that offers shopping, dining, employment, and cultural/entertainment events. The Comprehensive Plan also calls for a balanced mix of uses that reinforces and maximizes pedestrian connectivity and results in a significant market-driven commercial activity

center that is supported by residential uses necessary to ensure commercial success. The proposed project demonstrates many of the key principles identified in the Comprehensive Plan. The proposed mix of uses including ground floor retail, corner grocery, residences and community open space would help to establish a sense of place at a key intersection that includes improved streetscape, quality architectural design, buildings in close proximity to the roadway, and a defined building wall. Staff recommends further development of the proposed project with focus towards the following Comprehensive Plan goals and strategies:

- a. Goal 3. Develop pedestrian and bicycle trails that link recreational, residential, and commercial uses, as well as schools and metro stations, to reduce the need for auto trips and increase residential-commercial linkages.

Applicant Response: The Applicant will retain the existing sidewalks along W. Broad Street and S. Washington Street in front of the existing buildings (to retain existing trees) and will upgrade other street frontages where new buildings are constructed (e.g., along S. Maple Avenue) in conformance with the City’s Streetscape Design Standards For Commercial Streets, and will provide infrastructure to promote cycling access, including 28 new exterior bicycle parking spaces proximate to the proposed retail areas, and 130 locked, long-term storage spaces located on multiple levels within the proposed parking garage. The Applicant will commit to a Transportation Demand Management program to reduce the number of single occupant vehicle trips for office and residential uses.

- b. Goal 6. Guide land use and development such that it will not harm water quality and will not increase stormwater management concerns.

Applicant Response: The Applicant will meet all City and state stormwater regulations. The project includes underground stormwater detention to address water quantity that will be appropriately sized and located to meet detention and outfall requirements for the site. A conceptual SWM and Best Management Practice (“BMP”) Plan has been added as Sheets 10 through 12 of the revised CDP.

- c. Goal 9. Provide the appropriate level of commercial uses within the City that meets the needs of residents and supports the economic vitality of the City.

Applicant Response: The proposed mixed-use building will include approximately 109,912 square feet of new commercial uses (approximately 26 percent of the building’s square footage) – including almost 58,000 SF of retail space – and approximately 321,034 square feet of new residential uses (approximately 74 percent of the building’s square footage). The proposed

commercial and residential uses appropriately address market demand and are balanced such that the commercial and residential densities serve each other and the surrounding blocks. The proposed mix of uses will create a regional destination and will complement and support existing local businesses.

- d. Goal 12. Ensure that parking solutions enhance the character and efficiency of commercial areas.

Applicant Response: The Applicant will provide 973 parking spaces to serve the proposed development, including six on-street spaces in the proposed Woonerf, and 967 spaces in a new nine-level parking garage, which will be partially located below-grade and partially above-grade (and screened). The site is subject to a July 3, 2013 Parking Agreement and a November 27, 2018 First Amendment To Parking Agreement. Pursuant to those agreements, the Applicant will provide a minimum of 30 permanent free unmetered parking spaces in the proposed garage for use by the public 24/7. The Applicant anticipates it will negotiate further details in the form of a Second Amendment to Parking Agreement later in this review process.

The Applicant has also prepared a shared parking study, Transportation Demand Management (“TDM”) Plan, and Parking Management Plan (“PMP”). The Applicant will phase construction in a way that will allow completion of the new parking garage for use by existing commercial tenants and the public while construction on the remainder of the project continues. A phasing plan and interim parking plan has been included in the revised Special Exception Viewbook dated May 28, 2021 (the “SE Viewbook”) in Appendix 2.

- e. Goal 15. Encourage the retention and expansion of existing businesses.

Applicant Response: The proposed retail and office space will provide opportunities for the establishment of various types of businesses. The Applicant will work with its existing tenants to identify relocation opportunities within the project, and will ensure that project phasing, construction, and interim parking is not detrimental to existing businesses currently operating on the Property.

Additionally, by creating a vibrant, attractive catalyst anchor in this section of the City, the proposed project will also encourage consumers and visitors to patronize existing downtown businesses. Workers and residents within the proposed project will be able to walk to downtown businesses, and the project will help the downtown to continue to evolve into a vibrant mixed-use

neighborhood. It will add vitality to the City's economy, as new residents drive demand for retail and locally-serving office users which, in turn, will have a very positive fiscal impact on the City.

The Applicant will phase construction in a way that will allow completion of the new parking garage for use by existing commercial tenants and the public while construction on the remainder of the project continues. A phasing plan and interim parking plan has been included in the revised SE Viewbook in Appendix 2.

3. Voluntary Concessions: the community benefits offered in the special exception statements and justifications must be formalized into voluntary concessions and submitted to the City for formal consideration.

Applicant Response: The Applicant has included draft VCs with this submission.

4. Fiscal Impact Data Input Sheet: date the document and include in the header section that the information provided in the form is for the new mixed-use building only.

Applicant Response: The Applicant has updated its Fiscal Impact Data Input Sheet as requested.

5. Submission Dates: all documents should list original submission date, and revised date for subsequent submissions in the date block to keep track of revisions/dates in one place. The CDP already does this, so that should continue.

Applicant Response: All application documents will list the original submission date and revised date on subsequent submissions in the date block.

6. Responses to Staff Comments: in future submission of this document, when responding to staff comments, please include references to plan sheet or document in which a particular comment was addressed, and if possible, state how a comment was addressed.

Applicant Response: Revised where applicable.

7. Applicant's Fiscal Analysis: provide statement and data regarding projected net revenues and economic development yields from the project based on the applicant's study. The narrative provided in the Statement of Justification should be elaborated to include supporting research, data and specific assumptions.

Applicant Response: An economic fiscal analysis, prepared by the Applicant, has been included with this submission. The Statement of Justification has been updated to reflect the analysis' findings.

8. Site Plan Amendment Application: the proposed improvements to existing properties (GMS and 150 S. Washington) will be processed as a Site Plan Amendment application subject to approval by Planning Commission. Application process and timing for this aspect of the project is subject to further discussions with staff.

Applicant Response: Acknowledged and addressed. The Applicant will be submitting a combined site plan application for the new mixed-use building and revisions to the existing George Mason Square complex and 150 S. Washington later in this process.

9. Changes between Submissions: in future submission provide a letter with a list of changes from previous submission, and one redlined copy of the plans to identify these changes.

Applicant Response: Redlined versions of each respective document are provided with this submission.

10. CDP Sheet 1: vicinity map is missing the west corner of the site.

Applicant Response: Revised as requested.

11. CDP Sheet 1: where appropriate add note that “owner shall join in the conceptual development plan approval and agrees to be bound by all conceptual development plan requirements; additionally, see Exhibit 13 for applicable standard general notes to include in future submission.

Applicant Response: This note has been provided on Sheet 4 with the other standard general notes.

12. CDP Sheet 2 Existing Conditions Plan: All existing conditions and improvements on and immediately around the site must be shown on this plan.

- a. The existing crosswalks at the intersection of South Washington and West Broad are not shown on the plan;

Applicant Response: Revised as requested.

- b. Existing bus stop and shelter on Broad and Washington are not shown on the plan;

Applicant Response: Revised as requested.

13. CDP Sheet 3 Conceptual Layout Plan: this plan is incomplete, and needs to be updated to show all proposed site elements and existing conditions to remain. Please include the following information in future submission:

- a. Streetscape design and details must be provided on the Conceptual Layout Plan to include tree planters, furniture, bike racks, lighting, spacing dimensions, etc. Additionally, in a subsequent sheet, provide cross sections and detailed layout plan for each street as shown in Exhibit 13 for reference.

Applicant Response: Streetscape design and details have been added to the Conceptual Layout Plan to include tree planters, furniture, bike racks, lighting, spacing dimensions, and proposed bus shelters. Additional sheets have also been provided to show cross sections and a detailed layout plan for each street. See Sheets 3 and 15 through 20 of the revised CDP.

- b. Conceptual layout design and details for the proposed open space and plazas including the community park at the corner of Maple and Annandale, George Mason Square courtyard and open space adjacent to 150 S. Washington office building.

Applicant Response: Conceptual designs and additional details for the proposed open space and plazas, including the community park at S. Maple and W. Annandale Road, have been provided on Sheets 8, 14, and 21 through 24 of the revised CDP. Additionally, the wayfinding signage consistent with the City's wayfinding signage specifications are included around the Property. Vehicular trail blazer signs and parking directional signs have been added in appropriate locations in the streetscape. See Sheets 16 through 19, 21, and 24 of the revised CDP.

14. CDP Sheet 4: the required setbacks indicated for South Maple and West Annandale are incorrect. Should be 14' for both measured from face of curb.

Applicant Response: The Applicant has updated the required setbacks for South Maple and West Annandale to 14 feet on Sheet 4 of the revised CDP

15. CDP Sheet 4: the maximum permitted height is 75' and seven stories in B-2. Please include a reference the maximum floors permitted whenever zoning height requirements are provided in the submission materials.

Applicant Response: Revised as requested. The statement "Seven Stories" has been added to the maximum height listed on Sheet 4 of the revised CDP and Pages 6 and 25 of the revised SE Viewbook.

16. CDP Sheet 4: under Development Summary provide a Density sub-header with the following information: proposed FAR for the entire site, FAR for the new mixed-use building (minus the existing buildings/site), and proposed residential density per acre. The City does not have FAR requirements, but the information would be helpful in evaluating

for Small Area Plan consistency. Additionally, for staff's FAR calculation, please break out the land area for the new mixed-use development and provide acreage.

Applicant Response: The requested density calculations have been added to the Development Summary on Sheet 4 of the revised CDP. A hypothetical land area in acreage for the mixed-use development has also been included for reference. See Sheet 4 of the revised CDP.

17. Site Plan Waiver: per Zoning Code Section 48-1181(2)a., a 10' landscape buffer between the vehicular area shown south of the project site and the adjacent property at 180 S. Washington is required. If this buffer cannot be provided a landscape waiver must be requested and approved by Planning Commission at site plan.

Applicant Response: Perimeter parking lot landscaping has been provided to the greatest extent possible in the existing landscape area, which varies in width down to zero feet. As this area utilizes an existing parking access aisle that will remain adjacent to the existing office building, a waiver will be requested at time of site plan. Reference to this waiver has been added to the Cover Sheet of the revised CDP.

18. Future Subdivision: all parcels included in the project must be consolidated under a subdivision application at Site Plan.

Applicant Response: A waiver of this requirement will be requested at time of site plan as the parcels that comprise the development project, inclusive of George Mason Square, 150 S. Washington Street, and the proposed mixed-use building, are owned by different entities. The Applicant has included a post-redevelopment property ownership exhibit depicting the anticipated property ownership post-redevelopment.

19. SE Viewbook Pg. 5: under the Site header, for the George Mason Square parcel description in the first bullet, add information for existing parking consistent with the fifth bullet for 150 S. Washington parcel.

Applicant Response: This information has been included on Page 5 of the SE Viewbook.

20. Stormwater and Sanitary: include in future submission conceptual Stormwater management and BMP design and sanitary sewer information for staff review. Please coordinate with Zak Bradly and Andre Prince on the specifics of what is required for submission.

Applicant Response: Information regarding SWM, BMP design, and sanitary sewer is included on Sheets 10 through 12 of the revised CDP.

21. SE Viewbook Pg. 6 and 8: for all 3D renderings, please label major streets like Broad and Washington to orient the viewer.

Applicant Response: Revised as requested.

22. SE Viewbook Pg. 9, 10, 12 and 15: label both project views – e.g. proposed Maple and Broad corner, Annandale and Maple corner, Woonerf view from Broad, etc.

Applicant Response: Revised as requested.

23. SE Viewbook Pg. 7: for the breakdown of uses by floor level, under the Proposed Concept header, second story commercial uses of 33,733 SF is mentioned. Is this the office use? Please clarify in future submissions.

Applicant Response: The 33,733 SF of commercial uses on the second floor is for office use. This has been clarified on Page 7 of the revised SE Viewbook.

24. SE Viewbook Pg. 14: “Vehicular Access” is repeated in the legend and represented by two different graphics. Is one of these meant to be Vehicular Route? Pedestrian Route graphic in the legend does not match the graphic provided in the plan. Also, the vehicular access points at the far south corners of the site on Washington and Broad are not labeled as vehicular access points. Please clarify their functions and update the graphic and legend accordingly.

Applicant Response: Addressed; this graphic and the associated legend have been updated to clarify the functions of the access and/or routes. See Page 14 of the revised SE Viewbook.

25. SE Viewbook Pg. 14 and other applicable sheets/plans: include north arrow consistently in plans throughout the Viewbook document.

Applicant Response: Revised as requested.

26. SE Viewbook Pages 17 – 19: these pages are left blank.

Applicant Response: The Applicant is uncertain as to why staff’s copy of these particular pages were blank; however, the Applicant has revised its SE Viewbook to ensure there are no blank pages.

27. Existing Buildings and Improvements: Are there any interior upgrades contemplated for GMS and the office building at 150 S. Washington?

Applicant Response: The upgrades to the existing GMS buildings will be exterior façade improvements only. No interior renovations are contemplated; however, new tenants may choose to renovate their individual spaces over time. No changes are proposed to 150 S. Washington at this time.

28. CDP Sheet 3 Conceptual Development Plan: provide dimensions for interior sidewalks along the Woonerf.

Applicant Response: Revised as requested.

29. SE Viewbook Pg 2: Label all precedent images with project name and location.

Applicant Response: Revised as requested.

30. SE Viewbook Pg 4: It may be helpful to label these site context images with current uses and/or building names to help orient the viewers who are less familiar with this area.

Applicant Response: Arrows have been added to key legend on Page 4 of the revised SE Viewbook to provide context and help orient the viewers who are less familiar with this area.

31. Continued Update: Special exceptions criteria and Comp. Plan references and narratives will need to be revised as pending VC's undergo review and updates.

Applicant Response: Acknowledged.

32. CDP Sheet 7 One City Center stone monument: the monument referenced on page 8 of the document as a part of the landscape concept plan, is not included on the preceding page (page 7). The monument was not shown in renderings in the SE Viewbook either.

Applicant Response: The proposed stone monument sign depicted on Sheet 8 of the revised CDP has been included on the Landscape Plan on Sheet 7 and in the renderings of the revised SE Viewbook. Depictions of the proposed monument sign are included on Sheet 14 of the revised CDP.

33. Commitment to Preferred Uses: Pending VCs will need to reflect certain specifications and commitments to the proposed commercial, retail and residential uses in the project to include, but not limited to, minimum and maximum square footages, maximum unit counts, design guidelines, etc.

Applicant Response: Acknowledged and addressed. See draft VCs 3 and 7 through 9.

34. Prohibited Uses: Pending VCs will need to provide a list of prohibited and allowed uses

for the commercial space in the project.

Applicant Response: Acknowledged and addressed. See draft VC 3.

35. Statement of Justification Pg. 5: states 16,303 SF for the mezzanine level retail space, but the SE Viewbook states 13,300 SF. For the proposed use of the space, the renderings seem to suggest a fitness center while the narrative statement suggest retail. Please clarify the proposed SF and use for the space.

Applicant Response: To provide as much flexibility as possible in the leasing of the proposed mezzanine, the proposed use for this space is “general retail,” which will be 13,365 square feet. Both the revised Statement of Justification and the revised SE Viewbook have been updated to reflect this proposed use and square footage. Draft VC 3.c.ii states that this space may be used for retail business, restaurant, and office use.

36. Special Warranty Deed Restriction: The Tailoring Building and a small piece of land at the corner of Broad and Maple were transferred to Atlantic Realty by the City as part of the City Center settlement in 2014. As part of that settlement, staff believes the Special Warranty Deed prohibits residential uses on those properties. The effect and applicability of this restriction is under evaluation by the City Attorney.

Applicant Response: Per correspondence with staff, the Applicant has included with this submission: (1) a written request to waive the residential restriction; as well as (2) a draft Amendment to the Special Warranty Deed Covenant to remove the residential restriction. The Applicant understands these documents will be reviewed concurrently with this request, and the draft Amendment document will be executed following approval of the special exception.

37. Architectural Materials: The SE Viewbook provides a list of materials proposed for the project in a narrative format on the elevation sheets. This is not sufficient for review. Please label and identify each material on the elevations as shown in the Exhibit 13 for reference.

Applicant Response: Labels identifying building materials have been added to the elevations on Pages 26 and 27 of the revised SE Viewbook.

38. Woonerf: the entrance to the proposed woonerf should be designed as a gateway to the project from Broad Street, and should include public art and special landscaping to reflect its prominence.

Applicant Response: Acknowledged and addressed. The entrance to the proposed Woonerf will include landscaping and public art to serve as a gateway to the project from W. Broad Street. Details of the Woonerf, including landscaping, pavement

materials, and lighting, are provided on Sheets 23 and 24 of the revised CDP and Pages 15, 16, 30, and 31 of the revised SE Viewbook.

39. Screen on the Green: this sounds like a creative idea to achieve an engaging environment, but from where is it meant to be viewed? The woonerf provides a sidewalk width of approximately 10 feet and that may not be wide enough to create any meaningful seating space for a large group.

Applicant Response: The proposed 30-foot by 40-foot exterior visual screen, which will be installed at a top height of 42 feet on the parking structure which is perpendicular to the Woonerf, is meant to be viewed by persons meandering the Woonerf, generally, and is meant to be viewed approximately 35 feet back for those in formal seating (e.g., to watch a presentation). To create a shared space for pedestrians and cars, the curb has been eliminated such that the sidewalk area for pedestrians is at the same level as the vehicle lane. The area permanently dedicated to sidewalks will be 10 feet in width when the Woonerf is open to vehicular traffic; however, when the Woonerf is closed to vehicles, the entire space will be open for pedestrians and will be approximately 57 feet in width by 214 feet in length (or 12,198 SF) to permit larger special events, such as performances or classes. See Appendix 5 of revised SE Viewbook for size comparison.

40. General Architecture: many great design elements in this project, and staff appreciates the attention to the design details and creativity around balancing the aesthetic of the new building and the existing. Staff recommends the following areas for further development of the architecture:

- a. The facades are broken up into different planes by way of material and color changes, this seems to create too many visual variations with little uniformity, and façades appear too busy as a result. Elevations should be simplified, and offer reliefs that are more physical by way of modulations in the facades with perceptible depth, rather than relying too much on variation in material/color only.

Applicant Response: The architect’s design intent of breaking up the building façade is to give the sense of a series of buildings designed and added over time (rather than a “superblock structure”), using various key elements to tie the architecture together, such as glass corners.

- b. Some of the color tones used for the project appear a bit dark. Explore lighter and/or warm tones to see if that provides a better contrast and/or harmony with the existing building materials.

Applicant Response: The apparent darkness of the color palette may be attributed to screen quality of the renderings provided. The proposed

development repeats the same brick color of existing buildings in certain areas and combines it with other more contemporary materials, such as metal panels. The Applicant's architect will provide physical samples of materials and colors upon request.

41. Comprehensive Signage Plan: is subject to further staff review at site plan when more details are available. The AAB will hold public meeting(s) to for formal consideration of the proposed signage and staff will provide a code analysis at that time.

Applicant Response: A proposed comprehensive sign plan package will be provided with the next submission.

42. Rooftop Terrace: there are two small upper story terrace shown along the south and east elevations. What is the proposed design for these spaces? Please include in future submission.

Applicant Response: Additional design and details have been added for the proposed rooftop terraces. See Appendix 1 of the revised SE Viewbook.

43. Washington/Annandale Connection: a mid-block pedestrian access pathway connecting S. Washington Street and S. Maple Avenue through the project between the George Mason Square and the proposed garage should be explored.

Applicant Response: The Applicant cannot provide a full break in the building between S. Washington Street and S. Maple Avenue due to the need to accommodate a topographical change between the LED area and the Maple Avenue entrance, as well as lobby space, retail space, appropriate loading for these uses, and vehicular entrances. However, the Applicant has revised its proposal to include a full traffic signal with pedestrian signalization at the site's eastern entrance along S. Washington Street, and has revised its parking garage design by adding a safe, logical, and appropriately-signed stair and elevator pathway to provide an enhanced pedestrian pathway from S. Maple Avenue through the garage. See Pages 14, 19, and 20 of the revised SE Viewbook.

44. Pedestrian Safety around Loading Area: a safe and designated pedestrian walkway should be provided at the south side of the site between South Washington and South Maple. As proposed, the loading trucks would back out into this area creating a conflict with pedestrian movement through the site.

Applicant Response: In order to provide safe pedestrian circulation in the loading area, the Applicant is proposing to include a sidewalk across the loading area as shown on Sheet 3 of the revised CDP and Pages 14 and 19 of the revised SE Viewbook.

45. Streetscape Design and Details: provide CDP plan sheet(s) with detailed streetscape design and layout with dimensions and other details to demonstrate compliance with Streetscape Standards. See Exhibit 13 for reference.

Applicant Response: Acknowledged and addressed. Detailed streetscape design and layout in compliance with the City’s Streetscape Standards have been provided on Sheets 15 through 20 of the revised CDP.

46. CDP Sheet 7 Landscape Plan: the “TYP. Streetscape Cross Section” is not really a cross section, but more of an elevation. See comment above, staff would like to see more detailed design and layout of the proposed streetscape along Maple, Broad, Washington, and Annandale. Typical cross sections should also be included.

Applicant Response: Detailed streetscape design, layouts, and typical cross sections in compliance with the City’s Streetscape Standards have been provided on Sheets 15 through 20 of the revised CDP.

47. Broad/Maple Intersection: upgrade existing crosswalk on south leg of the intersection to brick pavers to match the remaining legs at this intersection.

Applicant Response: A note has been added to Sheet 3 of the revised CDP stating that this crosswalk will be upgraded, and a commitment to this effect has been made in draft VC 20.

48. Broad/Washington Intersection: upgrade existing crosswalks on south and west legs of the intersection to brick pavers to match the remaining legs that will be upgraded as part of the Broad and Washington development project. The approved CDP for the Broad and Washington is available on the city’s webpage at www.fallschurchva.gov/broadandwashington

Applicant Response: A note has been added to Sheet 3 of the revised CDP stating that these crosswalks will be upgraded, and a commitment to this effect has been made in draft VC 20.

49. Additional Crosswalks: Streetscape Standards recommend a crosswalk every 250 feet of distance. Midblock crosswalks should be provided on Broad Street and Washington Street. A midblock crosswalk with hawk signal is mentioned in the narrative but not shown on the plans.

Applicant Response: A midblock crosswalk with HAWK signal has been added across W. Broad Street, and a new signalized intersection with pedestrian-actuated signals is proposed on S. Washington Street. See Sheet 3 of the Revised CDP.

50. Annandale/Maple Community Park: provide more design details with a layout plan including conceptual landscaping, ground cover/materials, seating, furniture and lighting if possible. Additionally, during design and programming of this park, connectivity to the project site and the adjacent uses should be focus area. The edge conditions, landscaping and location of amenities should be designed to create these connections.

Applicant Response: A conceptual layout design and additional details for the proposed community park at S. Maple and W. Annandale Road have been provided on Sheet 3, 21, and 22 of the revised CDP. The Applicant looks forward to working with staff on programmatic elements for this new urban park.

51. Open Space Breakdown: provide an overall layout plan identifying public vs. private open space with dimensions and approximate square footage. Note, this calculation should include all privately-owned land, including area designated for streetscape, internal plaza/woonerf, and the park space at the corner of Annandale & Maple.

Applicant Response: Acknowledged and addressed. An overall diagrammatic plan with tabulations identifying public versus private open space has been provided. See new Sheet 26 of the revised CDP.

52. Bus Shelter on Broad: a bus shelter at the existing bus stop on West Broad Street must be provided pursuant to the City's Bus Shelter Master Plan. The stop should be relocated to be closer to the intersection of W Broad St & Maple Ave. The Statement of Justification states this Bus Shelter will be provided as part of the project, but plans do not include one.

Applicant Response: A covered bus shelter along W. Broad Street has been included on Sheet 3 of the revised CDP and Pages 14, 19, and 20 of the revised SE Viewbook.

53. Maple/Annandale Traffic Circle: the Statement of Justification suggests that the Applicant will design and construct the traffic circle. What does that mean exactly? Does the proposal include future design, engineering and construction of the traffic circle at the Developer's cost? The planning and design of the traffic circle will need to be coordinated with City staff. Scott Freda is the Project Manager for the project.

Applicant Response: The Applicant understands the City is studying this intersection improvement. The Applicant has held discussions with Mr. Freda and transportation staff about the study, including costs associated with all or a portion of its construction. While the Applicant favors a roundabout, the Traffic Impact Analysis ("TIA") includes analysis showing both a roundabout and a traffic signal in this location.

54. Streetscape Easements and Dedications: the property line appears to meander in and of the public sidewalk area. Please include a conceptual sheet in future submission showing

proposed easements and dedications for staff review. See Exhibit 13.

Applicant Response: Revised as requested and shown on Sheet 13 of the revised CDP.

55. General Parking Review: preliminary staff review of the proposed parking is provided in the attachments. Staff will continue to review the proposed parking as the project moves forward and more details become available. Final parking numbers, proposed reductions and TDM plan are subject to further review at site plan and approval by the Planning Commission. Following documents should be provided in the next submission for preliminary staff review, to be finalized at Site Plan:

- a. TDM and PMP: Draft Transportation Management Plan (TDM) and Parking Management Plan (PMP) abstracts with general goals and strategies; please use Founders Row template available here: <https://www.fallschurchva.gov/1381/Founders-Row-Broad-and-West-Streets>

Applicant Response: A TDM plan and PMP has been included with this submission.

- b. Parking study and justification including a shared parking analysis to support the proposed reduction in the required parking;

Applicant Response: A shared parking analysis has been provided with this submission.

56. Shared Parking Analysis: the Statement of Justification says a shared parking analysis is included in the submission, but that is not the case.

Applicant Response: A shared parking analysis has been provided with this submission.

57. Public Parking: The existing garage provides a significant amount of public parking under an agreement between the City and the property owner. The submission materials do not provide any information on existing public parking or any discussion of what is intended for these spaces. In future submission, please include information on existing parking, applicable agreements and how the applicant intends to address public parking and signage in the project. If needed, please update the parking tabulation accordingly.

Applicant Response: The site is subject to a July 3, 2013 Parking Agreement and a November 27, 2018 First Amendment To Parking Agreement. Pursuant to those agreements, the Applicant will provide a minimum of 30 permanent free unmetered parking spaces in the proposed garage for use by the public 24/7. The Applicant

anticipates it will negotiate further details in the form of a Second Amendment to Parking Agreement later in this review process.

58. Zoning Code: provide typical parking space and loading space dimensions, aisle width and column spacing to demonstrate compliance with Zoning Code Chapter 48.

Applicant Response: Typical parking and drive aisle widths are shown on Sheet 3 of the revised CDP. Typical parking and loading space dimensions, aisle widths, and column spacing have been added to Appendix 4 of the revised SE Viewbook.

59. Loading Space Reduction: a reduction in the required number of loading spaces is requested, which will be evaluated and processed at Site Plan and subject to approval by the Planning Commission.

Applicant Response: The Applicant will request a loading space reduction at time of site plan. Reference to this has been added to the Cover Sheet of the revised CDP.

60. Interim Parking: a map illustration should be provided for the proposed construction phasing and interim parking to support the existing tenants and visitors during construction.

Applicant Response: Acknowledged and addressed. The Applicant has provided maps illustrating the construction phasing as well as the interim parking. See Appendix 2 of the revised SE Viewbook.

61. From Kate Walker: Developer is urged to carefully review Ch. 5 of the Comp Plan. Energy efficiency of the buildings is a primary consideration; also climate & air- related – heat island effect mitigation and shade for southern facades and outdoor uses; generation of renewables (e.g. solar PV); provision of EV charging, consistent with VA’s multifamily “right-to-charge”; active encouragement and infrastructure support of walking and cycling. Green stormwater infrastructure and green spaces should be maximized; birdstrike risk and lighting management for wildlife protection (dark-sky compliance, minimal uplighting) should be addressed. LEED provides guidance for demolition and construction waste management; composting and glass recycling should be provided for the finished site. Appreciate the efforts at community-building – hope it can tie into environmental efforts.

Applicant Response: Acknowledged. The One City Center project team is committed to green building techniques and will comply with the City’s updated SE Ordinance and will address the goals of Chapter 5 of the Comprehensive Plan.

To that end, the mixed-use project will, for example, pursue LEED Gold certification with a minimum 20 percent improvement in energy performance. The Applicant will incorporate a number of green building measures in the project, which are listed in Attachment A, with a focus on sustainable strategies for SWM, heat island mitigation,

alternative transportation modes, water use reduction, indoor environmental quality, responsible use of resources, recycling, and wildlife protection. In addition, the project team will develop LEED Guidelines for future retail and commercial tenants in order to encourage and facilitate the use of LEED Gold as a green building metric.

Green roof areas and bioretention planters are being considered for stormwater retention. The project will be evaluated for on-site solar generation and NZE potential once the MEP Engineers and Energy Modeling consultants are engaged. The proposed parking garage will include EV charging stations for two percent of the parking spaces (approximately 20 EVs) and will run conduit such that an additional two percent of the parking spaces (approximately 20 additional spaces) are EV-ready. See draft VC 30. A list of green building commitments is included as Attachment A of the draft VCs.

DEPARTMENT OF PUBLIC WORKS - ZAK BRADLEY (MARCH 3, 2021)

A. Voluntary Concessions

1. Comments will be provided at Sub 2 once submitted
 - a. To include, but not limited to, stormwater, paving, ADA, and signal improvements

Applicant Response: Acknowledged.

B. Plan

1. Crosswalks at all City intersections need to be brick pavers. City can provide spec.

Applicant Response: A note has been added to Sheet 3 of the revised CDP stating that the crosswalks at S. Maple Avenue, W. Broad Street, and S. Washington Street will be upgraded with brick pavers, and a commitment to this effect has been made in draft VC 20.

2. Curb ramps at Maple/Annandale are subject to change during site plan for ADA or layout reasons

Applicant Response: Acknowledged. The Applicant, in coordination with DPW will determine the final location and details of the curb ramps at S. Maple Avenue and W. Annandale Road at time of site plan.

3. Show directional arrows for all vehicular travels ways. These should clearly show one or two way traffic

Applicant Response: Revised as requested; see Sheet 3 of the revised CDP.

4. All parallel parking spaces should be a minimum of 8'x22' unless they are at the beginning or end, in which case they can be 8'x20'

Applicant Response: The Applicant has verified that all proposed parallel parking spaces are a minimum of 8'x22' or 8'x20' for those spaces at the front or back ends. See Sheet 3 of the revised CDP.

5. Streetscape Standards to be met on all adjacent City roads

Applicant Response: Detailed streetscape design and layout in compliance with the City's Streetscape Standards have been provided on Sheet 15 through 20 of the revised CDP.

6. Show existing signal equipment, curb ramps, and crosswalks at Broad/Washington. Showing this layout will help determine what conflicts, if any, are present and need to be addressed.

Applicant Response: This information has been provided on the Existing Conditions Sheet. See Sheet 2 of the revised CDP.

ANDRE PRINCE, SENIOR ENGINEER (MARCH 2, 2021)

- How does the developer intend to re-align existing storm sewers to handle stormwater runoff from West Broad Street, South Maple Ave and West Annandale Road?

Applicant Response: A Preliminary Grading and Utility Plan has been included to demonstrate the anticipated utility relocations. See Sheet 9 of the revised CDP.

- Where is the developer proposing to locate the series of underground detention facilities per Statement of Justification?

Applicant Response: A conceptual SWM and BMP Plan, along with related details, has been included on Sheets 10 through 12 of the revised CDP. The anticipated preliminary location for the SWM vault is in the loading dock drive aisle, which is subject to change with final engineering.

- How would the series of underground detention facilities drain to existing storm sewers as needed?

Applicant Response: A Preliminary Grading and Utility Plan has been included to demonstrate the anticipated SWM and storm design. See Sheet 9 of the revised CDP.

- What prominent design features of the development aids efficient use of energy, water resources and reduce negative impacts to the environment?

Applicant Response: Acknowledged. The One City Center project team is committed to green building techniques and will comply with the City’s updated SE Ordinance and will address the goals of Chapter 5 of the Comprehensive Plan.

To that end, the mixed-use project will, for example, pursue LEED Gold certification with a minimum 20 percent improvement in energy performance. The Applicant will incorporate a number of green building measures in the project, which are listed in Attachment A, with a focus on sustainable strategies for SWM, heat island mitigation, alternative transportation modes, water use reduction, indoor environmental quality, responsible use of resources, recycling, and wildlife protection. In addition, the project team will develop LEED Guidelines for future retail and commercial tenants in order to encourage and facilitate the use of LEED Gold as a green building metric.

Green roof areas and bioretention planters are being considered for stormwater retention. The project will be evaluated for on-site solar generation and NZE potential once the MEP Engineers and Energy Modeling consultants are engaged. The proposed parking garage will include EV charging stations for two percent of the parking spaces (approximately 20 EVs) and will run conduit such that an additional two percent of the parking spaces (approximately 20 additional spaces) are EV-ready. See draft VC 30. A list of green building commitments is included as Attachment A of the draft VCs.

**PLANNING & ENGINEERING DIVISION, GREGORY L. PRELEICZ, MANAGER,
PLANNING (March 3, 2021)**

1. The property is served by Fairfax Water.

Applicant Response: Acknowledged.

2. Adequate domestic water service is available from existing 12-inch water mains in W. Broad Street and S. Washington Avenue and an 8-inch water main in S. Maple Avenue. See the enclosed water system map.

Applicant Response: Acknowledged.

3. Depending upon the configuration of any proposed on-site water mains, additional water main extensions may be necessary to satisfy fire flow requirements and accommodate water quality concerns.

Applicant Response: Acknowledged. The Applicant has provided a preliminary Grading and Utility Plan. On-site water mains are not anticipated at this time. See Sheet 9 of the revised CDP.

DEPARTMENT OF PUBLIC WORKS – ALI KHAVARI (February 23, 2021)

1. Currently the City’s Revenue Sharing S Maple & Annandale intersection improvement project is in very early stages of design and the City is exploring both a signal and a roundabout as legitimate design alternatives, the City is planning to review both design proposals at the 30% stage and direct the design team in coordination with the George Mason Square Development team as to which design alternative will be the preferred one by the City. So just something for the One City Center to know about.

Applicant Response: The Applicant understands the City is studying this intersection improvement. The Applicant has held discussions with Mr. Freda and transportation staff about the study, including costs associated with all or a portion of its construction. While the Applicant favors a roundabout, the TIA includes analysis showing both a roundabout and a traffic signal in this location.

2. The TIA study assumes that no ped/bike improvements will be in place within the study area by 2024, this assumption is not valid as the City’s current S Maple Ave & Annandale Rd intersection improvement project is supposed to go into construction by FY23/FY24. Regardless of what design alternative is ultimately chosen by the City for this intersection, some ped/bike improvements such as the installation of brick paver sidewalks and crosswalks, curb extensions, ADA ramps, and improved signing and markings are some of the proposed modifications to the existing ped/bike amenities that should be reflected in the study, even though this consideration may not have much of an impact on the outcome of the TIA done by the consultant.

Applicant Response: Acknowledged. The Applicant’s traffic consultant has updated the previously submitted TIA in order to address the impacts of proposed modifications to the existing pedestrian/bicycle amenities.

INTERIM CITY ARBORIST – CHARLES PRINCE (March 9, 2021)

- I am happy to see a park going in where the parking lot is at Annandale and Maple. Can you provide more details on the park plan?

Applicant Response: A conceptual layout design and additional details for the proposed community park at S. Maple and W. Annandale Road, have been provided on Sheets 3 , 21, and 22 of the revised CDP. The Applicant looks forward to working with staff on programmatic elements for this new urban park.

- Please show irrigation plans for the streetscape planters including meters, pipes, wires, heads, valves, and backflow preventers as well as any related equipment.

Applicant Response: Per discussion with City staff, the Applicant has included a note on Sheet 25 of the revised CDP and in draft VC 38.e stating that any proposed irrigation plans will be designed in accordance with City standards and in coordination with the City Arborist, and that the final design will be determined at time of site plan approval.

- Tree species can be selected during site plan review; I am available to discuss with the landscape team.

Applicant Response: Acknowledged. The Applicant will work with the City Arborist at time of site plan to determine the appropriate tree species for the project.

DEPARTMENT OF PUBLIC WORKS – LONNIE MARQUETTI (February 17, 2021)

1. The plan proposes street cans along S. Maple Ave, the City does not offer street can service on all other roads other than Washington St and Broad St. If installed, it will be the property owner's responsibly for service, twice a week.

Applicant Response: The Applicant acknowledges that it will be responsible to emptying street cans along S. Maple Avenue twice per week. See draft VC 19.b.

2. No proposed dumpster enclosure locations provided.

Applicant Response: Trash handling occurs internal to the loading dock. As such, there are no dumpsters to enclose. Enlarged plan is provided on Appendix 4 of the revised SE Viewbook.

3. 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 tenants will be implemented.

Applicant Response: The Applicant will engage a private trash and recycling company to handle waste and recycling. The Applicant will incorporate dual trash/recycling chutes. See Appendix 3 of the revised SE Viewbook.

4. Map below shows current street cans in the area



Applicant Response: Acknowledged.

CITY OF FALLS CHURCH, GOVERNMENT DEVELOPMENT SERVICES – JOHN JOHN RUSSELL (March 5, 2021)

- The existing George Mason Square has three existing buildings that not equipped throughout with a sprinkler system, and the fire apparatus access roads appear to be compromised.

Applicant Response: Based upon discussion with staff, it is the Applicant's understanding that the area between George Mason Square and the proposed garage may be an appropriate access way for a fire apparatus. The Applicant also understands that the proposed access way to the proposed building and to the existing 150 S. Washington is acceptable. See Sheet 3 of the revised CDP.

- The fire service elevators were not identified at this phase of design, but looking at the bases of design the fire service elevator with access to a rated stair tower was not readily located during the page turn.

Applicant Response: The proposed building height from lowest fire department access point (309') to highest occupied floor is 114'- 8". VCC 403.6.1 states a fire service access elevator is required when an occupied floor is more than 120' above the lowest level of FD access. As such, a fire service access elevator is not required. Clarification has been added to Page 25 of the revised SE Viewbook.

- Below are a few excerpts from the fire code and building code as a basis for the comments, please see the VFC2015 and VBC2015 for the full code requirements
- 1) Virginia Fire Code 2015 chapter 5, and appendix D fire apparatus access requirements need to be addressed in the drawings. [text omitted for brevity].

Applicant Response: As coordinated with the City reviewer, two fire lanes are provided for access to the existing buildings and are labeled on Sheet 3 of the revised CDP. It is the Applicant's understanding that adequate access is provided as shown on the revised drawings.

- 2) Virginia Construction Code 2015 chapter 30
 - Chapter 30 section 3007.6.1 Access to interior exit stairway or ramp
The fire service access elevator lobby shall have direct access from the enclosed elevator lobby to an enclosure for an interior exit stairway or ramp

Applicant Response: The proposed building height from lowest fire department access point (309') to highest occupied floor is 114'- 8". VCC 403.6.1 states a fire service access elevator is required when an occupied floor is more than 120' above the lowest level of FD access. As such, a fire service access elevator is not required. Clarification has been added to Page 25 of the revised SE Viewbook.

CITY OF FALLS CHURCH OFFICE OF THE FIRE MARSHALL – HENRY LANE, FIRE OFFICIAL (March 5, 2021)

- Identify fire protection package: A clear definition of the intent of fire protection package shall be clearly stated. This shall include all typical components including, but not limited to, generator, fire alarm system, sprinkler and standpipe system. This should include the proposed level of protection for the parking garage. The new building shall include a fire command center to comply with Statewide Fire Protection Code section 508.

Applicant Response: The building will be protected to meet the requirements of VCC 403, as applicable, including an automatic sprinkler system in accordance with VCC 903.3.1.1, smoke detection, fire alarm system, standpipe system, emergency voice/alarm communication system, fire command center, smoke removal, and standby and emergency power. The parking structure will be provided with a separate dry-pipe automatic sprinkler system and other applicable code required features.

- Location of Fire Department Connection (FDC): Shall be within 75 feet of the fire hydrant. Design planning shall accommodate that fire hose, when connected between the hydrant location and the FDC, remains unobstructed. No streetscape, bus shelters, bike racks or outdoor café shall obstruct this area. Fire hose when deployed from the FDC to the hydrant

location shall not cross roadways, driveways to/from a parking garage, or egress/access points into or away from the structure.

Applicant Response: The location of the Fire Department Connection is demonstrated on Sheet 3 of the revised CDP and Page 20 of the revised SE Viewbook.

- Building Egress and Access Points: Design planning should provide that ALL egress and access points provide egress away from the building without obstructions. No streetscape, bus shelters, bike racks shall obstruct the means of egress away from the building.

Applicant Response: Addressed; the Applicant has provided all egress and access points without obstructions, and they have been identified on Pages 19 and 20 of the revised SE Viewbook.

- Streetscape: The Fire Official shall review and approve all streetscape to assure interoperability for the building egress, emergency responder operations and unhampered access to building systems.

Applicant Response: Acknowledged.

- Radio Coverage Compliance: Public Safety Radio Coverage Compliance, this requirement is not only for the underground parking garage but includes coverage requirements inside and aboveground in the building to include stairwells. The space and amplification equipment shall be provided and maintained by the building owner. Certification by a Professional Engineer shall be provided showing the testing of signal strength and coverage has been met prior to the final C.O. being issued. The City Fire Official is the point of coordination for all city emergency services for approval of radio compliance.

Applicant Response: The Applicant has provided a commitment to this in draft VC 14.

- Emergency Generators: In order to maintain resiliency, the building shall have a generator sized accordingly to supply and sustain fire protection systems, emergency lighting and ventilation, Public Safety Radio systems, elevator service (at least 1 elevator), sump pumps as well as domestic water in order to sustain sanitary systems and other critical functions that are to remain viable during extended outages. Generators are preferred to be natural gas supplied (diesel generators are limited by fuel supply; will also require annual permits).

Applicant Response: Emergency generators will be located on the roof above the service areas located on the tenth level of the proposed mixed-use building. Specifications will be provided as the project develops further.

- **Designated Fire Lanes:** Existing buildings in George Mason Square will need Fire Lanes for emergency response. 101 West Broad will need to have access on at least two sides. 103 W. Broad will need to have access on side where ramp goes up to existing parking garage. Presently, the ramp for the existing garage does not allow for heavy vehicle access.

A designated fire lane where the existing parking garage ramp is, can be built that would egress onto South Washington Street. This area can have a lockable bollard only accessible by fire department personnel. It can be built using high strength grids that will allow grass to grow up between the grids. It must be built to withstand a 75,000 pound vehicle.

If fire suppression sprinklers are installed in these existing building, then the fire lane access requirement can be reduced.

All Buildings will need to have a minimum of a 20 feet wide fire department access lane. The alley way leading to the parking garage can be used. Will need to evaluate the widths with new construction.

Designated Fire Lanes may be designated by the Fire Official and shall be marked and maintained by the building owner according to code.

Applicant Response: Addressed; the designated fire lanes have been discussed with the Fire Marshal and the Building Code official. As a result of that conversation, the proposed designated fire lanes have been identified and labeled on Sheet 3 of the revised CDP.

- **Signage:** Signage will be required throughout the building in accordance with requirements set by the Fire Official. This shall include clear markings that identify of all exterior doors on ground level, stair and floor level landings inside stairwells, interior equipment rooms (electrical) and FDC location location. FDC shall be equipped with a “red (non-auditable) strobe light above the FDC that activates during alarm mode.

Applicant Response: Acknowledged. All required signage will be provided throughout the proposed buildings in accordance with the requirements set by the Fire Official.

- **Fire Dept Knox Box(s):** Shall be installed where designated by the Fire Official.

Applicant Response: Acknowledged. All required Fire Department Knox Box(es) will be installed in coordination with the Fire Official. The Fire Department Connections have been identified on Sheet 3 of the revised CDP and Page 20 of the revised SE Viewbook.

- Parking Spaces: The project shall have a least one designated parking spaces for POLICE - FIRE MARSHAL needs (including signage).

Applicant Response: A “POLICE-FIRE MARSHAL” parking space will be designated at time of site plan, and a commitment to this has been provided in draft VC 18. The proposed location for this parking space has been identified on Page 20 of the revised SE Viewbook

- Pre-Construction Meeting: A Pre-Construction meeting will be required to review the requirements of chapter 33 of the Virginia Statewide Fire Prevention Code.

Applicant Response: Acknowledged; this meeting will occur prior to construction.

- Applicant shall follow all codes and apply for permits for approval by the Fire Official under the Virginia Statewide Fire Prevention Code including but not limited to demolition and construction (chapter 33), blasting (chapter 56), hot work (chapter 35), removal of underground storage tanks, hazardous material mitigation, locations of fire department connections, fire command centers, Knox box locations, hydrants locations and fire lanes.

Applicant Response: The Applicant will comply with all state requirements and regulations and, prior to construction, will apply for all required permits for approval by the Fire Official under the Virginia Statewide Fire Prevention Code.

CITY OF FALLS CHURCH URBAN DESIGN REVIEW – Cameron Gahres, Planner (March 4, 2021)

Pedestrian Access

1. Crossing & Crosswalks:

- a. HAWK Crossing: Indicate on plan where the proposed HAWK will cross W Broad Street.

Applicant Response: The proposed W. Broad Street midblock crossing and HAWK signal has been included on Sheet 3 of the revised CDP and Page 20 of the revised SE Viewbook.

- b. S Washington Crossing: Staff recommends a second mid-block crossing across S Washington St.
 - i. The site is framed by the intersection of the city’s crossroads; a connection across both major streets will help create a more inviting pedestrian experience and generate more foot traffic through the site’s commercial areas.

Applicant Response: The Applicant has revised its plans to propose a fully-signalized intersection along S. Washington Street with crosswalks and pedestrian-actuated signals. See Sheet 3 of the revised CDP and Pages 14 and 20 of the revised SE Viewbook. This will provide safe and full pedestrian access across S. Washington Street, and will help break up what is, today, a relatively long and unsafe block for pedestrians.

- ii. A second full HAWK signal is not required. Staff recommends a bricked crossing over the 5 lanes (60+ ft) of S Washington Street through the existing median with appropriate ped signage.

Applicant Response: The Applicant has revised its plans to propose a fully-signalized intersection along S. Washington Street with crosswalks and pedestrian-actuated signals. See Sheet 3 of the revised CDP and Pages 14 and 20 of the revised SE Viewbook. This will provide safe and full pedestrian access across S. Washington Street, and will help break up what is, today, a relatively long and unsafe block for pedestrians.

- iii. Streetscape design standards recommend a crossing at least every 250 ft on commercial streets. Currently along S Washington, there is about 760 feet between the formal crossings of W Annandale Road and Broad St.

Applicant Response: The Applicant has revised its plans to propose a fully-signalized intersection along S. Washington Street with crosswalks and pedestrian-actuated signals. See Sheet 3 of the revised CDP and Pages 14 and 20 of the revised SE Viewbook. This will provide safe and full pedestrian access across S. Washington Street, and will help break up what is, today, a relatively long and unsafe block for pedestrians.

- c. Brick Crosswalks: creation of a brick crosswalk to replace existing striping on the following locations:
 - i. West & South leg of the Broad St & Washington St intersection

Applicant Response: A note has been added to Sheet 3 of the revised CDP stating that these two crosswalk legs will be upgraded, and a commitment to this effect has been made in draft VC 20.

- ii. South leg of the N Maple & W Broad St intersection

Applicant Response: A note has been added to Sheet 3 of the revised CDP stating that this crosswalk leg will be upgraded, and a commitment to this effect has been made in draft VC 20.

- d. Traffic Circle: Pedestrian islands mid crossings are a positive pedestrian design choice and should be preserved in the plan.

Applicant Response: Acknowledged; the Applicant understands the City is studying this intersection improvement and favors a roundabout. The plans show pedestrian islands for the crossings. See Sheet 3 of the CDP.

2. Woonerf: positive design choice that should be preserved in the plan even if site needs to be restructured to accommodate a wider fire lane.

- a. Eliminate Curbs: the renders shown (SE Viewbook: Pg. 30) shows a typical street with a continuous curb separating asphalt lanes for cars and bricked sidewalk for people. The key element of a woonerf is the elimination of the curb to create a shared space. See Figures 1.1, 1.2, 1.3 for example.

- i. Pedestrian and auto space should be on the same level.

Applicant Response: The Applicant has refined its design for the proposed Woonerf; the sidewalk will be at the same level as the car lane. Renderings have been updated. See Pages 30 and 31 of the revised SE Viewbook.

- ii. Use different colors or textures in pavement material to guide street users.

Applicant Response: The refined Woonerf concept includes high-quality, masonry pavers which will provide differentiation in colors between the area dedicated to permanent sidewalk and the vehicle lane to provide a visual cue to guide pedestrians and vehicles. See Sheets 23 and 24 of the revised CDP.

- iii. Bollards & planters should be used in addition to differing material color/texture

Applicant Response: The refined Woonerf concept includes moveable planters and bollards. See Sheets 23 and 24 of the revised CDP and Pages 31, 53, and 54 of the revised SE Viewbook.

- iv. These design alterations will create an area which can more seamlessly transform into an activity space (festival, movie night, etc.). Woonerf is Dutch for “living yard”.

Applicant Response: The refined Woonerf design will incorporate high-quality pavers, moveable bollards and planters, and a permanent sidewalk area that will be at the same level as the vehicle lane.

- b. Material: as mentioned above a material change on the woonerf has several benefits:

- i. Transitional feel from W Broad asphalt to new materials will be que for drivers to slow down.

Applicant Response: The refined Woonerf concept includes high-quality pavers, bollards, and movable planters which will provide differentiation in material between asphalt on W. Broad Street and this area to slow drivers.

- ii. Informs pedestrians that it is not a typical asphalt street to be avoided.

Applicant Response: Acknowledged.

- c. Sign visibility: the entrance of this street would be a good place for unique placemaking signage. Draft early because it will likely require a variance.

Applicant Response: Acknowledged. The Applicant has proposed signage at the entrance to the Woonerf. See Sheets 23 and 24 of the revised CDP and Pages 30 and 31 of the revised SE Viewbook.

3. Loading Dock Path: Clarification on the connection between W Annandale Rd and S Washington below the loading docks (SE Viewbook: Pg. 19). Is the area strictly auto or also allow pedestrian?

Applicant Response: This area was studied as a possible pedestrian connection, but the narrow width of section adjacent to the existing 150 S. Washington building was considered unsafe as a shared path for vehicles and bicycles/pedestrians. Instead, the Applicant is proposing a walkway in front of the loading dock that will direct pedestrians to S. Washington via an upgraded landscape area between the building and the parking structure. See Page 14 of the revised SE Viewbook and Sheet 15 of the revised CDP.

- a. Potential for the creation of a shared pathway along property line outside of delivery hours to provide a convenient pedestrian connection. Falls Plaza Renovation is exploring a similar situation, converting a rear alleyway for deliveries into a shared space for bicycles and pedestrians. The following details could help to accomplish this idea:

- i. Materials: Using different materials, colors, or striping to designate a separate pathway apart from the asphalt for people to use (parallel to the tree line).

Applicant Response: Acknowledged. The proposed pedestrian connection will include different materials and colors to designate a separate pathway apart from the asphalt.

- ii. Signage: ped/bike iconography to direct cyclists and pedestrians.

Applicant Response: Acknowledged. Signage will be incorporated to safely direct pedestrians and cyclists to S. Washington Street. Such signage will be included in the comprehensive sign plan that will be provided with the next submission.

- iii. Adequate pedestrian scaled LED lighting to help provide a greater sense of safety after dusk.

Applicant Response: Acknowledged. Appropriate lighting will be used for pedestrian safety and aesthetics purposes.

- 4. Gateway Features: The project marks the arrival to the heart of the Falls Church, the crossroads of Broad & Washington. This is a unique opportunity to convey identity through placemaking and gateway features. The following are suggestions:
 - a. Landscape: Expand and enhance the quality of landscape and streetscape along W Broad St & S Washington.

Applicant Response: Detailed streetscape design and layout in compliance with the City's Streetscape Design Standards have been provided on Sheets 15 through 20 of the revised CDP.

- b. Visual Statements: Incorporate branding, public art, and unique signage within the medians and architectural elements on building facades, rooftops, and building frontages to reinforce the gateway experience.

Applicant Response: The Applicant is proposing a stone monument sign that will be approximately 3 feet in height and composed of Trondhemite and other local stone. This monument sign will signal arrival at "One City Center" and will reinforce the gateway experience. See Sheets 7, 8, and 14 of the Revised CDP and Pages 40, 41, and 45 of the revised SE Viewbook.

Streetscape

- 5. Visual Intrigue: Currently the arcade's interior, although open is not inviting. Retail, restaurants, and proposed improvements will generate interest. The follow are suggestions on how to further build and capture the interest of passing pedestrians:
 - a. Colored Lighting: Due to the narrow entrance, the interior path is briefly visible from the street. Suggestion to accent façade's interior walls with colored lighting at night to provide an interior glow. Visually intriguing to passing cars & people, and a unique

corner piece to city's downtown. See Figures 2.1 for example.

Applicant Response: Acknowledged. Colored lighting will be coordinated with future tenants along this space.

- b. Doorway: A common design technique to draw people into a space such as an alley is to create a false ceiling or doorway; either through an archway, lighting, or installed art. Such a technique could be used at the arcades interior or entrance. See Figures 3.1, 3.2, 3.3.

Applicant Response: Acknowledged. An urban gateway is proposed and will be designed to invite pedestrians into One City Center's events, shops, and restaurants. A combination of new design elements, such as a mix of pavers, decorative string lights and public art, will all contribute to activate the existing plaza. See Sheet 14 of the revised CDP and Pages 30, 31, 53, and 54 of the revised SE Viewbook.

- 6. Public Seating: additional seating should be installed along W Broad & S Maple St; Streetscape Design Standards (pg. 17) recommends spacing benches of at least 84' apart.
 - a. Additional Seating Areas:
 - i. Arcade Interior
 - ii. Temporary moveable chairs available for woonerf during special activities, festivals, movies, etc.

Applicant Response: Arcade interior seating will be provided by future tenants. Benches have been provided approximately 84' feet apart in coordination with other streetscape elements along all proposed streetscape areas per the City of Falls Church streetscape guidelines. Temporary moveable seating can be provided in the Woonerf as appropriate for special activities, festivals, movies and other events held there. See Sheets 15 through 24 of the revised CDP.

- b. Type of seating:
 - i. Benches (fixed)
 - ii. Café seating / lawn chairs (moveable)
 - iii. Raised planters & walls (at least 2 feet deep and 20 inches high).
 - iv. Window Sills along storefront

v. Base of Fountain / Statue / Centerpiece Art

vi. Steps

Applicant Response: Acknowledged. Benches (fixed seating) have been provided along the streetscapes and within the Woonerf area. Moveable café seating may be provided as appropriate with adjacent restaurant uses.

7. Public Art: The following additions are suggestions of ways to incorporate art into the project:

a. Centerpiece artwork: Either within arcade's Y courtyard or as part of the proposed corner park.

Applicant Response: Acknowledged. Public Art elements will be incorporated as suggested. See VC 11.

b. Arcade Corner: Chamfered corners of the arcade's entrance leave large outward facing blank walls. This could be an opportunity for murals, banners, signage, etc.

Applicant Response: Acknowledged. The Applicant will consider utilizing the blank walls in the Arcade to display murals or seasonal banners. See Pages 40 and 41 of revised SE Viewbook and draft VC 13.c.

c. Traffic Circle: possible area for temporary or permanent art instillation.

Applicant Response: Acknowledged. The Applicant will consider this comment as the traffic circle vs. traffic light design develops.

d. Garage Facades: as mentioned the perforated metal screening over parking garages can be used to showcase colors and patterns. Figure 4 shows a precedent.

Applicant Response: Acknowledged. The Applicant will consider this comment as the design evolves.

8. Lane Width: Wherever curbs are being altered along W Broad, S Maple, and S Washington, set so that lane width is at a maximum of 11 feet.

Applicant Response: Acknowledged. The Applicant is potentially altering the curbs along W. Annandale Road and S. Maple Avenue in association with the traffic circle at the intersection of these roads and will accommodate 11-foot lanes where possible and applicable. The Applicant is not proposing modifications to the curbs along W. Broad Street or S. Washington Street.

Parks & Open Space

9. **Corner Park**: inclusion of the green space at the corner of Broad & Wash is a positive design choice and should be kept in the plan. Some open-ended design suggestions; opportunity for:
 - a. Green Space (as shown)
 - b. Placemaking signage
 - c. Public art
 - d. Incorporated seating
 - e. Some combination of all the above.

Applicant Response: Conceptual designs and additional details for the proposed open space and plazas, including the community park at S. Maple Avenue and W. Annandale Road, have been provided on Sheets 14 through 24 of the revised CDP.

Building Treatment

10. **Façade**: Consolidate the multiple façade segments of differing color and material (SE Viewbook Pg. 26/27). Figures 5 show a suggestion of how to square off identifiable buildings. General suggestions:
 - a. Frame building segments vertically

Applicant Response: The design intent of breaking up the building façade is to give the sense of a series of buildings designed over time, using various key elements to tie the architecture together, such as glass corners.

- b. Within segment keep similar material, color pallet, window fenestration.

Applicant Response: See Applicant Response to Comment 10.a above.

- c. Use courtyard and common space balconies to define breaks.

Applicant Response: Acknowledged. Balconies have been added to define breaks. See Pages 26, 32 and 33 of the revised SE Viewbook.

- d. Vary façade by stepping back certain segments 6-12'+ to create a bottom, middle, top.

Applicant Response: Acknowledged. The proposed building façades are designed to be classic in nature. In addition, exterior fenestrations and change of materials will emphasize the shadows in order to define the base, middle and top of building.

11. Pink Granite: A suggestion to incorporate a local material Trondhemite, a pink granite mined from a quarry at Tinner Hill. The quarry is no longer operating but Dept of Public Works still holds some of the stone which could be used in visible accent pieces. Reference Figure 6 to the Falls Church Bank constructed with such granite. (South Washington SAP: 3-19 bank)

Applicant Response: Acknowledged. The Applicant is willing to incorporate this local material into the stone entry monument. See Page 40 and 41 of the revised SE Viewbook.

12. Window frosting: depending on the use of corner commercial building (SE Viewbook: Pg. 31), may need a few inches of privacy glass frosting at the bottom of pane.

Applicant Response: Acknowledged. Depending on the ultimate use of the corner of the commercial building, window frosting will be considered for privacy purposes.

13. Importance of Balconies: Strong recommendation include balconies offered in residential units for the following reasons:

- a. Eyes on the street: not a term only used to describe neighborhood safety (although it is a benefit). Residential facades that interact with the street below help to create engaging streetscape through passive participation of residents. Pedestrians looking up see a building decorated with individuality of the tenant through plants, flags, lighting, etc. rather than a monolith façade.
- b. Mental Health: Balconies are unique spaces in a home which provide a quieter atmosphere, unrestrictive by walls. This is a key feature, especially for a family tenet with children – especially during COVID times when activity is restricted to the home. Balconies are often seen as temporary reprieves and meditative spots in warm weather. Common courtyards, while important, do not replace balconies.
- c. Desired: Simply balconies are highly valued spaces, especially in apartments which lack the outdoor amenities of a townhouse or home. Creating apartments which this feature will directly help to create interest in those happily interested in renting/buying the units.

Applicant Response: Acknowledged. Balconies have been included as suggested for aesthetic purposes but also as an added amenity and for the well-being of future residents. See Pages 26, 32 and 33 of the revised SE Viewbook.

Bus Access

14. **Bus Shelter:** The current bus stop along W Broad St should be replaced with a bus shelter. Bus stop standard configuration can be seen in Figure 7.
 - a. The shelter's location should also be moved closer to the S Maple intersection, however still 50-60 feet from the intersection to allow the bus to completely clear the intersection (Bus Stop Standards Pg. 7).

Applicant Response: Acknowledged; the Applicant proposes to install a covered bus shelter along W. Broad Street in the location depicted on Sheet 3 of the revised CDP and Page 14 and 20 of the revised SE Viewbook.

Bicycle Access and Parking

15. **Traffic Circle:** staff suggests connecting the Maple St bicycle lane through the roundabout via painted lanes similar to what is seen in Figure 8

Applicant Response: At this time, a bicycle lane is not proposed in the roundabout in the City design consultant's preliminary design and, in most roundabouts, such bicycle lanes are not typically striped separately from the main travel lane. Additionally an on-road bike lane within a roundabout is not recommended by most design authorities. However, as discussions remain ongoing in relation to the City's intersection improvement project, the Applicant will evaluate this suggestion once the City has determined the preferred design for this intersection. Sharrows, if desired, could potentially be put through the circle.

16. **Bicycle Racks:** Bicycle parking is an important public amenity to maintain, and should be placed near bus shelters and heavily traveled areas (entrances & exits). Reference Figure 9.1 for approved bicycle rack design. Also please see bicycle spacing standards shown in Figure 9.2.

Applicant Response: The Applicant has provided bicycle parking within the streetscape per the City's Streetscape Design Standards. Bike racks have been located near bus shelters and near the entrances/exits of heavily-traveled areas. See Sheets 15 through 24 of the revised CDP.

CITY OF FALLS CHURCH – SUSAN BELL, PLANNING CONSULTANT (March 5, 2021)

- **Existing Tenant Parking:** Although the overview indicates that construction will be phased to allow completion of the parking garage while the remainder of the project is built, interim parking for the George Mason Square and 150 S. Washington Street tenants will need to be clarified in subsequent submissions, and resolved before approval of the site

plan or initial permits.

Applicant Response: The Applicant has provided a narrative regarding construction phasing, and has included phasing and interim parking diagrams in Appendix 2 of the revised SE Viewbook.

- Construction worker parking arrangements for each phase of construction needs to be detailed as the proposal is refined. This includes use of nearby lots, possible construction of temporary parking onsite and transit/shuttle use.

Applicant Response: The Applicant has provided a narrative regarding construction phasing, and has included phasing and interim parking diagrams in Appendix 2 of the revised SE Viewbook.

- Parking by Use in the new garage: The final mix of uses and units, and therefore, parking numbers, will not be determined until the Final Site Plan, shared parking and any parking reductions are approved. No locations of parking by use are specified (i.e. residential vs. office vs. retail). Parking for the potential grocery store needs to be detailed as well as grocery store loading and parking for delivery vehicles.

Applicant Response: The number of parking spaces provided for each use is outlined in the shared parking analysis. The final location of each space will be detailed at the time of site plan. Grocery loading is to be accommodated in the loading spaces shown in the plan set.

- Parking Management Plan: The final Parking Management Plan, which is supposed to be submitted before final site plan approval, will be key to understanding the final allocation of parking by use, and the proposed share of parking, and to ensuring that shared garage access will function effectively for both customers and deliveries. The PMP needs to detail locations by use, access controls, how the parking spaces will be managed and shared between uses, including the nature of access controls between uses and levels, and any parking charges. Additional information should include:
 - Information on parking control equipment, locations of queuing and a queuing analysis that demonstrates that vehicle queuing will be accommodated entirely within the garage and specifically addresses vehicle queuing potential on East Broad Street.
 - Delivery truck access and turning analysis within the garage loading area as well as management of the loading dock.
 - Strategies to prevent renters seeking to avoid the cost of renting a residential space from using retail, grocery and office parking spaces.

Applicant Response: A Parking Management section has been included in the TDM Plan with this submission.

- **Shared parking:** The application does not detail the proposed parking share by use, or provide any justification for the reductions proposed from the code requirements. Though not addressed in the submission, the settlement agreements related to public parking in the George Mason Square Garage note that a portion of the public parking will be included in the shared parking.

Applicant Response: A shared parking study has been included with this submission.

- **Public Parking:** There is no discussion of the shared parking currently onsite by settlement agreement.

Applicant Response: The site is subject to a July 3, 2013 Parking Agreement and a November 27, 2018 First Amendment To Parking Agreement. Pursuant to those agreements, the Applicant will provide a minimum of 30 permanent free unmetered parking spaces in the proposed garage for use by the public 24/7. The Applicant anticipates it will negotiate further details in the form of a Second Amendment to Parking Agreement later in this review process.

- No TDM has been provided.

Applicant Response: A TDM plan has been included with this submission.

CITY OF FALLS CHURCH ZONING ADMINISTRATION, JOHN C. BOYLE, ZONING ADMINISTRATOR (March 4, 2021)

Parking:

1. Provide a justification for the reduction in required loading spaces; the Planning Commission may consider the reduction as a waiver at site plan discussion.

Applicant Response: The Applicant continues to request a reduction in the required number of loading spaces for approval by the Planning Commission (to be evaluated and processed at time of site plan) with the justification that this is a mixed use project that will share loading spaces. While this waiver will be requested later, it has been noted on the cover sheet for reference purposes as necessary to support this development.

2. Maintain a minimum vertical clearance free of all obstructions to a height of 15 feet for all portions of the loading spaces, see Sec. 48-934.

Applicant Response: Acknowledged. See Appendix 4 of the revised SE Viewbook.

3. Provide a construction parking plan that locates construction trailers and provides for the parking of the construction crew, related staff and all current uses.

Applicant Response: Addressed. The Applicant has provided a narrative regarding construction phasing and has included phasing and interim parking diagrams in Appendix 2 of the revised SE Viewbook.

4. Staff requests that a space be dedicated in the completed garage near the retail entrance dedicated for emergency vehicles only.

Applicant Response: Addressed. Designated spaces for emergency vehicles is depicted on Page 20 of the revised SE Viewbook.

General:

1. Realign property line so that it does not fall within the traffic circle, see Sheet 3 of 8 and thereafter at about 5 o'clock on the traffic circle.

Applicant Response: Revised as requested.

2. On Sheet 4 of 8, "Minimum Yard Requirements" change all entries from "back of curb" to "face of curb", and

Applicant Response: Revised as requested.

3. Change "required" setback entries of 18' and 16' to 14'; NOTE: this may impact your entries in the "provided" column.

Applicant Response: Revised as requested. The Applicant has updated the required setbacks for S. Maple Avenue and W. Annandale Road to 14' as shown on Sheet 4 of the revised CDP. The provided setbacks have not changed to acknowledge that while the Zoning Ordinance requires certain setbacks (to be measured from the face of curb), it will comply with the adopted Streetscape Standards.

4. Confirm there are no vision obstructions as provided for in Sec. 48-1103 wherever a vehicle path crosses a sidewalk or right of way and delineate the vision triangle on the plans.

Applicant Response: The Applicant has confirmed there are no visual obstructions in accordance with the City Code. Vision triangles have been included on the development plans. See Sheet 3 of the revised CDP.

5. Provide a wall check survey to Zoning as soon as it is available.

Applicant Response: Per discussion with staff, a wall check survey will be provided as required at time of construction.

Roof-Mounted Utilities:

1. Screen all roof-mounted utilities from pedestrian view.

Applicant Response: The Applicant has evaluated its mechanical screening from nearby vantage points of varying topographies, and all roof-mounted utilities will be screened from pedestrian view.

2. Staff has noted a surge in applications for roof-mounted wireless communications equipment on tall buildings in the City. These require a special use permit, with a recommendation from the Planning Commission and approval by the Board of Zoning Appeals. Staff suggests the applicant simplify that process by including a concurrent application for a special use permit that will pre-approve the building for such installations. The primary review criteria have been that such installations not have any ground-based equipment and that roof-based equipment be screened from pedestrian view. Zoning staff can assist in framing that request.

Applicant Response: Acknowledged. No roof-mounted wireless communications equipment is proposed.

Signs and Review by AAB:

1. Provide a uniform sign package as soon as practical that delineates the number, size and placement of all signs. Sign packages require approval by the AAB. Buildings of this scope typically require variances for the number and size of signs. Sign variances are heard by the AAB for recommendation and the Board of Zoning Appeals for determination.

Applicant Response: A proposed comprehensive sign plan package will be provided with the next submission.

2. This application requires a site plan review by the Architectural Advisory Board (AAB), for recommendation to the Planning Commission. That board meets the first Wednesday of each month. Contact the Zoning Office for placement on that agenda.

Applicant Response: Acknowledged.

**CITY OF FALLS CHURCH ECONOMIC DEVELOPMENT – BECKY WITSMAN,
ECONOMIC DEVELOPMENT DIVISION CHIEF, (March 4, 2021)**

- A summary spreadsheet on the projected net annual fiscal impact analysis for this proposed project follows on page 2 of this memo. The projected annual net fiscal impact of the project falls within a range of \$439,185 - \$744,174 and according to the methodology used in past projects.

Applicant Response: Acknowledged.

- The pupil ratios used in these fiscal runs reflect pre-COVID pupil ratios from the 2019 – 2020 school year, per the types of units proposed and the number of actual pupils residing in those unit types at Pearson Square, Northgate, the Read Building, 301 West Broad and the Lincoln projects. The range of pupils for this project with those inputs is projected to be 37.5 - 56.24 pupils.. The 56.24 pupil projection result of the range represents an artificial 50% pupil escalation factor, as included in previous projects.

Applicant Response: Acknowledged.

- Adjustments to these fiscal projections will be made if the developer, via their Voluntary Concessions, is able to commit to the type of retail square feet (possible grocery, restaurant or retail sales) they will be able to deliver with this project.

Applicant Response: Acknowledged. The Applicant will continue to work with staff on these fiscal projections as the project proposal is further revised and refined through the City's development review process.

- Information on the City's Commercial Real Estate Tax Abatement program has been provided to this applicant, as encouragement to consider investing in more substantial improvements to the existing 101, 103 and 105 W. Broad Street buildings.

Applicant Response: Acknowledged; the Applicant is not planning to remodel the entire building, but rather plans on revitalizing the façade and functionality of the first floor and courtyard of George Mason Square in order create a complimentary top of the line street level experience to One City Center.

- Economic development staff highly recommend continuing a shared public parking option with this applicant, that includes a greater commitment to a long term arrangement.

Applicant Response: The site is subject to a July 3, 2013 Parking Agreement and a November 27, 2018 First Amendment To Parking Agreement. Pursuant to those agreements, the Applicant will provide a minimum of 30 permanent free unmetered parking spaces in the proposed garage for use by the public 24/7. The Applicant anticipates it will negotiate further details in the form of a Second Amendment to Parking Agreement later in this review process.

COMMENTS RECEIVED FROM CITY COUNCIL WORK SESSION (April 5, 2021)

1) Transportation:

- a. Please confirm whether the proposed traffic circle will be signalized and how safe pedestrian and bicycle movements will be provided.

Applicant Response: The Applicant understands the City is studying this intersection improvement. The Applicant does not believe the traffic circle will be signalized. The Applicant has held discussions with Mr. Freda and transportation staff about the study, including costs associated with all or a portion of its construction. The Applicant favors a roundabout, as roundabouts have been shown to improve traffic flow by removing stop signs and traffic lights, reducing the number of conflict points between road users, and reducing the speed of vehicles at intersections. As a result, they help to reduce the number of traffic injuries and fatalities. Roundabouts can also provide placemaking opportunities, as is being proposed here. The TIA includes an analysis showing both a roundabout and a traffic signal in this location.

At this time, a bicycle lane is not proposed in the roundabout in the City design consultant's preliminary design and, in most roundabouts, such bicycle lanes are not typically striped separately from the main travel lane. Additionally, an on-road bike lane within a roundabout is not recommended by most design authorities. However, as discussions remain ongoing in relation to the City's intersection improvement project, the Applicant will evaluate this suggestion once the City has determined the preferred design for this intersection. Sharrows, if desired, could potentially be put through the circle.

- b. Update the traffic study to reflect all recently-approved projects, and show senior living in place of a theater at Founder's Row.

Applicant Response: The Applicant's TIA reflects all recently-approved projects. Density and trip generation for each background development are based on the approved TIAs for those developments, as agreed upon during the scoping meeting for this project. The recent addition of a senior living facility at Founder's Row is in lieu of the previously planned hotel. Senior living residential generally generates less trips than the hotel use; therefore, the Applicant's TIA should be considered conservative.

- c. Confirm the public parking approach for the project, including the number of spaces available to the public, hours, etc.

Applicant Response: The site is subject to a July 3, 2013 Parking Agreement and a November 27, 2018 First Amendment To Parking Agreement. Pursuant to those agreements, the Applicant will provide a minimum of 30 permanent free unmetered parking spaces in the proposed garage for use by the public 24/7. The Applicant anticipates it will negotiate further details in the form of a Second Amendment to Parking Agreement later in this review process.

- d. Incorporate a bikeshare station on the site, potentially near the main Broad and Washington entrance.

Applicant Response: Addressed. An eleven dock bikeshare station has been added in the streetscape along W. Broad Street near the entrance of the proposed grocery store. See Sheets 15, 16, and 20 of the revised CDP.

2) Woonerf:

- a. Provide more details as to how the space will function, as well as design details regarding hardscaping, landscaping, and pavers. How will we ensure this will not exist as “dead space” or a “glorified alley” with poor retail visibility?

Applicant Response: The Woonerf is designed to be a shared space for pedestrians and cars. Serving as a functional, natural extension of the GMS plaza area, the Woonerf will support the surrounding retail space with active storefronts. There will be no curbs, where a mixture of bollards, hardscape, and landscape elements will be included on the sidewalk area. The entrance to the proposed Woonerf will include landscaping and wayfinding signage to serve as a gateway to the project from W. Broad Street.

The area permanently dedicated to sidewalks will be 10 feet in width when the Woonerf is open to vehicular traffic; however, when the Woonerf is closed to vehicles, the entire space will be open for pedestrians and will be approximately 57 feet in width by 214 feet in length (or 12,198 SF) to permit larger special events, such as performances or classes.

Details of the Woonerf, including landscaping, pavement materials, and lighting, are provided on Sheets 23 and 24 of the revised CDP and Pages 30, 31, 53, and 54 the revised SE Viewbook.

- b. Please provide perspective images of the character and quality of design for the proposed Woonerf.

Applicant Response: Addressed. Details of the Woonerf, including landscaping, pavement materials, and lighting, are provided on Sheets 23 and 24 of the revised CDP and Appendix 5-1 and 5-2 of the revised SE Viewbook.

- c. Please provide a perspective of the Woonerf from a person standing in the Woonerf looking at the retail from the garage entry looking towards W. Broad Street.

Applicant Response: Addressed. See Appendix 5-1 of the revised SE Viewbook.

- d. Please provide a better understanding of the dimensions, such as a comparison of dimensions with other spaces for comparative purposes.

Applicant Response: The Applicant has included images that compare the Woonerf size with other public spaces located in Reston Town Center and Falls Church. See Appendix 5-3 and 5-4 of revised SE Viewbook.

- e. Eliminate the left-hand turn into the Woonerf, and convert the Woonerf into a right-in/right-out.

Applicant Response: Addressed. The Applicant has eliminated the left-turn into the Woonerf and revised the design of the Woonerf access to be right-in/right-out only, where a raised “pork chop” island is proposed to prevent left turns in and out. In addition, the TIA has been updated to reflect this scenario. See Sheet 3 of the revised CDP.

3) Garage:

- a. Please explain the nine levels of parking and whether it is reasonable to expect residents/tenants/visitors to circulate up as high. Would it be possible to reduce our resident parking and reduce the height of the garage?

Applicant Response: Access to the garage occurs on multiple levels and in four different locations. This garage serves not only the new mixed-use building, but provides parking for the existing George Mason Square complex and 150 S. Washington Street, and will provide public parking spaces for the greater downtown area. The parking garage as planned is consistent with residential parking garage design in urban areas. Vehicles have the ability to enter on multiple levels of the garage thereby decreasing the number of levels required to circulate to the top.

The parking supply provided balances the need to meet residential market demand while providing additional spaces to benefit the general public. In

addition, the request to provide parking on-site for patrons of other off-site uses in the City increases the on-site parking supply.

- b. Please look for parking reductions and shared parking opportunities wherever possible.

Applicant Response: Acknowledged. The Applicant has included a shared parking study with this submission. The parking supply has been optimized to balance parking demand, market expectations, and the provision for public parking to serve uses in the City located off-site.

This garage serves not only the new mixed-use building, but provides parking for the existing George Mason Square complex and 150 S. Washington Street, and will provide public parking spaces for the greater downtown area.

4) Architecture:

- a. Please address concerns regarding the massing of the building and opportunities to break it up.

Applicant Response: The design intent of breaking up the building facade is to give the sense of a series of buildings designed over time, using various key elements to tie the architecture together, such as glass corners.

- b. Please provide information on specific building materials, window-to-wall ratio, percentage of brick/cementitious materials, etc.

Applicant Response: See below as to a list of building materials being considered at this stage in the design process. The Applicant has also provided the window/wall ratios (where no curtain wall floor-ceiling is provided):

**Commercial levels: 44% Solid materials, 56% Glazing
Residential levels: 55% Solid materials, 45% Glazing**

Predominant materials may include:

- **Masonry**
- **Cementitious Material**
- **Metal Finish**
- **Glazing**
- **Railing Systems**
- **Wall Screening System**
- **Backlit Translucent System**
- **Metal Canopies**

- **Metal Louvers**
- **Metal Mesh**

- c. Please consider adding cornice lines to the building so it can provide a sense of height change.

Applicant Response: Acknowledged. Cornice variation has been added to emphasize height change.

- d. Please consider a publicly-accessible pedestrian path with appropriate signage between the S. Maple Avenue garage entrance and the LED screen area in the Woonerf.

Applicant Response: Acknowledged. The Applicant has incorporated a clearly marked pathway from S. Maple Street into the proposed garage that will direct pedestrians to a dedicated public stairway and elevator for easier connection to the LED screen area in the Woonerf. Appendix 6 of the revised SE Viewbook.

- e. Please confirm what upgrades, if any, are being made to the interiors of the George Mason Square office buildings.

Applicant Response: The upgrades to the existing GMS buildings will be exterior façade improvements only. No interior renovations are contemplated; however, new tenants may choose to renovate their individual spaces over time.

5) Open Space:

- a. Please confirm the total percent of open space and publicly-accessible open space for the project.

Applicant Response: A new Sheet 26 has been added to the revised CDP to delineate both publicly-accessible open space and private open space. Publicly-accessible open space is approximately 60,860 SF or 30% of the site; private open space is approximately 23,116 SF or 11% of the site. Landscaped open space is shown on Sheet 25 of the revised CDP and is approximately 33,404 SF or 16% of the site.

- b. What opportunities exist across the site for meaningful, usable open spaces/respite areas/pocket parks?

Applicant Response: The Applicant is proposing a number of meaningful, useable open spaces across the site as follows:

- **City Center Park:** The Applicant proposes to transform the existing 10,374-square foot Triangle Parking Lot into a new community park that will include benches, a lawn area, opportunities for public art, and other streetscape features and amenities.
- **George Mason Square Courtyard:** The Applicant will be renovating and rehabilitating the existing publicly-accessible George Mason Square courtyard. Improvements include benches, brick paving, dining seating, string lights, planters, and other attractive features. As discussed above, the Woonerf will also serve as a functional open space area, including landscaping, pavement materials, lighting, and a variety of outdoor seating options.
- **Streetscape:** The Applicant will also implement the City's Streetscape Design Standards For Commercial Streets along the Property's public street frontages and provide benches, landscaping, hardscaping, and lighting to create useable, inviting public spaces for the community. See Sheets 7, 8, and 14 through 25 of the revised CDP.
- **Woonerf:** The Woonerf is designed to be a shared space for pedestrians and cars. Serving as a functional, natural extension of the GMS plaza area, the Woonerf will support the surrounding retail space with active storefronts. There will be no curbs, where a mixture of bollards, hardscape, and landscape elements will be included on the sidewalk area. The entrance to the proposed Woonerf will include landscaping and wayfinding signage to serve as a gateway to the project from W. Broad Street. The area permanently dedicated to sidewalks will be 10 feet in width when the Woonerf is open to vehicular traffic; however, when the Woonerf is closed to vehicles, the entire space will be open for pedestrians and will be approximately 57 feet in width by 214 feet in length (or 12,198 SF) to permit larger special events, such as performances or classes.
- **Private Amenity Areas:** Exterior private amenities within the proposed mixed-use building will include a private deck for special events, and an outdoor green terrace. Rooftop amenities will include a pool and lounge area with shade structures and seating areas. Other outdoor areas will feature fire pits, built-in seating areas, and/or grill/bar settings to offer a variety of social experiences.

- **Landscaped Areas:** 13,000 square feet of landscaped areas dispersed between courtyard rooftops and the new mixed-use building roof is proposed as part of LEED goals and open space design. See Pages 25 and 46 of the revised SE Viewbook for possible locations of green areas on Levels 5 and 10. See also Sheet 25 of the revised CDP.

6) Housing:

- a. Please confirm whether any for-sale residential units are contemplated.

Applicant Response: The Applicant anticipates rental residential with the proposed building, but has included draft VC 3.a to permit a conversion of all or a portion of the units to condominiums if conditions warrant such conversion in the future.

- b. Please explain the approach to addressing the City’s housing affordability goals.

Applicant Response: The mixed-use building’s residential component will include 246 units, 70 percent of which will be studios, one-bedroom, or one-bedroom with work area, which are more affordable by design. As noted in draft VC 39, the proposed residential uses will include a minimum of six percent of units as affordable units at 60 percent of Area Median Income. The Applicant will work with staff during the application process to identify a strategy to further meet the Comprehensive Plan’s affordability objectives.

COMMENTS RECEIVED FROM PLANNING COMMISSION & BOARDS/COMMISSIONS WORK SESSION (April 21, 2021)

Parking:

1. I am wondering if almost 1,000 spaces is really necessary and would encourage the applicant to take a hard look at that and see if it can’t be reduced perhaps significantly with TDM’s and other similar devices. *(Bob Young/EDA)*

Applicant Response: The proposed garage serves not only the new mixed-use building, but also the existing George Mason Square complex and 150 S. Washington Street office building. It will also provide public parking spaces for the greater downtown area. The Applicant has sized the garage to accommodate the anticipated market demand for these varying uses, and the goal is to optimize/“right-size” the garage so that it is adequate to meet market, but not provide extra parking that incentivizes more people to drive.

The Applicant has requested an 11.3 percent parking reduction with its request, and will commit to a TDM plan to reduce automobile trips and encourage the use of alternative

forms of transportation, such as mass transit, ridesharing, bikesharing, and walking. A shared parking reduction study, a TDM Plan, and PMP have been included with this submission.

The Applicant notes that its proposed parking rate is comparable to nearby multifamily projects, including 301 W. Broad, which maintains 1.30 spaces per unit, and Founder's Row, which maintains 1.31 spaces per unit.

2. I am hoping that the VC's will include a provision that on that sign (parking garage sign) from time to time can say there is public parking at the appropriate times. *(Bob Young/ EDA)*

Applicant Response: A proposed comprehensive sign plan package will be provided with the next submission. The VCs have committed to installing signage alerting drivers to public parking within the garage. See draft VC 26.b.

3. There is a lot of parking and that is really surprising to me particularly given the proximity of this site to transit. I would encourage reducing this particularly given the City's end goal of reducing greenhouse gas emissions and seeing as how much of our greenhouse gas emissions come from travel I would like to see the parking broken down and more creative connections with transit that we have available. *(Cory Weiss/ PC)*

Applicant Response: The proposed garage serves not only the new mixed-use building, but also the existing George Mason Square complex and 150 S. Washington Street office building. It will also provide public parking spaces for the greater downtown area. The Applicant has sized the garage to accommodate the anticipated market demand for these varying uses, and the goal is to optimize/"right-size" the garage so that it is adequate to meet market, but not provide extra parking that incentivizes more people to drive.

The Applicant has requested an 11.3 percent parking reduction with its request, and will commit to a TDM plan to reduce automobile trips and encourage the use of alternative forms of transportation, such as mass transit, ridesharing, bikesharing, and walking. A shared parking reduction study, a TDM Plan, and PMP have been included with this submission.

The Applicant notes that its proposed parking rate is comparable to nearby multifamily projects, including 301 W. Broad, which maintains 1.30 spaces per unit, and Founder's Row, which maintains 1.31 spaces per unit.

4. I absolutely agree with the EDA and the CACT about the parking, it seems like an awful amount of parking even for this big project. I would support whatever kind of reductions you are looking for with parking. *(Rob Puentes/ PC)*

Applicant Response: The proposed garage serves not only the new mixed-use building, but also the existing George Mason Square complex and 150 S. Washington Street office building. It will also provide public parking spaces for the greater downtown area. The Applicant has sized the garage to accommodate the anticipated market demand for these varying uses, and the goal is to optimize/“right-size” the garage so that it is adequate to meet market, but not provide extra parking that incentivizes more people to drive.

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The Applicant notes that its proposed parking rate is comparable to nearby multifamily projects, including 301 W. Broad, which maintains 1.30 spaces per unit, and Founder’s Row, which maintains 1.31 spaces per unit.

5. If you feel that you need all of that parking to make this work then that is problematic and we need to figure out what is missing to bring that down. (*Rob Puentes/ PC*)

Applicant Response: The proposed garage serves not only the new mixed-use building, but also the existing George Mason Square complex and 150 S. Washington Street office building. It will also provide public parking spaces for the greater downtown area. The Applicant has sized the garage to accommodate the anticipated market demand for these varying uses, and the goal is to optimize/“right-size” the garage so that it is adequate to meet market, but not provide extra parking that incentivizes more people to drive.

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The Applicant notes that its proposed parking rate is comparable to nearby multifamily projects, including 301 W. Broad, which maintains 1.30 spaces per unit, and Founder’s Row, which maintains 1.31 spaces per unit.

6. I also agree that it is overparked (*Brent Krasner/ PC*)

Applicant Response: The proposed garage serves not only the new mixed-use building, but also the existing George Mason Square complex and 150 S. Washington Street office building. It will also provide public parking spaces for the greater downtown area. The Applicant has sized the garage to accommodate the anticipated market demand for these

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The Applicant notes that its proposed parking rate is comparable to nearby multifamily projects, including 301 W. Broad, which maintains 1.30 spaces per unit, and Founder’s Row, which maintains 1.31 spaces per unit.

Transportation:

1. (On the roundabout) I think in traffic engineering studies they have shown with proper applications that they have proved to be safer in many cases but we do see challenges with cyclists utilizing the roundabout safely particularly cyclists who are not necessarily the strongest ones. (*Jason Garmon/ CACT*)

Applicant Response: The Applicant understands the City is studying this intersection improvement. The Applicant has held discussions with Mr. Freda and transportation staff about the study, including costs associated with all or a portion of its construction. The Applicant favors a roundabout, as roundabouts have been shown to improve traffic flow by removing stop signs and traffic lights, reducing the number of conflict points between road users, and reducing the speed of vehicles at intersections. As a result, they help to reduce the number of traffic injuries and fatalities. Roundabouts can also provide placemaking opportunities, as is being proposed here. The TIA includes an analysis showing both a roundabout and a traffic signal in this location.

At this time, a bicycle lane is not proposed in the roundabout in the City design consultant’s preliminary design and, in most roundabouts, such bicycle lanes are not typically striped separately from the main travel lane. Additionally, an on-road bike lane within a roundabout is not recommended by most design authorities. However, as discussions remain ongoing in relation to the City’s intersection improvement project, the Applicant will evaluate this suggestion once the City has determined the preferred design for this intersection. Sharrows, if desired, could potentially be put through the circle.

2. Extend bike lanes through the roundabout as opposed to stopping them on either side. (*Jason Garmon/ CACT*)

Applicant Response: The Applicant understands the City is studying this intersection improvement. The Applicant has held discussions with Mr. Freda and transportation staff about the study, including costs associated with all or a portion of its construction. The Applicant favors a roundabout, as roundabouts have been shown to improve traffic flow by removing stop signs and traffic lights, reducing the number of conflict points between road users, and reducing the speed of vehicles at intersections. As a result, they help to reduce the number of traffic injuries and fatalities. Roundabouts can also provide placemaking opportunities, as is being proposed here. The TIA includes an analysis showing both a roundabout and a traffic signal in this location.

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3. I think there's an opportunity to explore making robust bicycle infrastructure at that intersection regardless of the format it takes. (*Jason Garmon/ CACT*)

Applicant Response: Bicycle parking racks have been provided in the streetscape on each of the two immediately adjoining sides of the proposed City Center Park near the intersection.

4. Along the back side of the development along Maple and Annandale, there's great opportunity to create some robust cycling infrastructure to connect this part of the city to the southwest corner of the city which is more suburban and more car-oriented and less welcoming to other non-automotive modes of transportation. (*Jason Garmon/ CACT*)

Applicant Response: Acknowledged. The possibility for additional cycling infrastructure in this vicinity, to include bicycle lanes, will be dependent on the ultimate design determined for the City's intersection improvement project. As discussions remain ongoing in relation to such project, the Applicant will evaluate this suggestion once the City has determined the preferred design for this intersection.

5. We definitely like the idea of the mid-block crossing on Broad near the Woonerf and we would like to explore the opportunity for a mid-block crossing along South Washington as well. (*Jason Garmon/ CACT*)

Applicant Response: The Applicant has revised its plans to propose a fully-signalized intersection along S. Washington Street with crosswalks and pedestrian-actuated signals.

See Sheet 3 of the revised CDP and Pages 14 and 20 of the revised SE Viewbook. This will provide safe and full pedestrian access across S. Washington Street, and will help break up what is, today, a relatively long and unsafe block for pedestrians.

6. There is opportunity to make sure that we provide for robust bus station and pedestrian waiting areas for that potential rapid transit line on Broad Street that matches the higher level of service that the rapid system. (*Jason Garmon/ CACT*)

Applicant Response: The future rapid transit line on W. Broad Street will travel along the north side of W. Broad Street and not along the Property's W. Broad Street frontage. However, the Applicant proposes to install a new cover bus shelter along W. Broad Street in the location depicted on Sheet 3 of the revised CDP and Pages 14 and 32 of the revised SE Viewbook. The Applicant is also providing a streetscape along W. Broad Street that is in conformance with the City's Streetscape Design Standards, which will include benches, lighting, and other features that will improve the pedestrian experience along this frontage.

7. I agree with Mr. Young's comment that the parking number was a bit eye opening when I first saw it. I have not dug through in detail into the parking and transportation demand management plans yet but looking forward to doing that as well to make sure that we are turning over every stone that we can to permit transportation demand management and reduce parking to the extent that we can and reduce the number of vehicle trips to the site that we can. (*Jason Garmon/ CACT*)

Applicant Response: The Applicant has sized the garage to accommodate the anticipated market demand for these varying uses, and the goal is to optimize/"right-size" the garage so that it is adequate to meet market, but not provide extra parking that incentivizes more people to drive. The proposed garage serves not only the new mixed-use building, but also the existing George Mason Square complex and 150 S. Washington Street office building. It will also provide public parking spaces for the greater downtown area.

The Applicant has requested an 11.3 percent parking reduction with its request, and will commit to a TDM plan to reduce automobile trips and encourage the use of alternative forms of transportation, such as mass transit, ridesharing, bikesharing, and walking. A shared parking reduction study, a TDM Plan, and PMP have been included with this submission.

The Applicant notes that its proposed parking rate is comparable to nearby multifamily projects, including 301 W. Broad, which maintains 1.30 spaces per unit, and Founder's Row, which maintains 1.31 spaces per unit.

8. Without reference to the newly approved Broad and Washington project caddy cornered to this one, the HAWK idea of having a crossing mid-block controlled by pedestrians would only

compound problems of congestion during peak hours and it could risk accidents with pedestrians. (*Mary Chaves/ VPIS*)

Applicant Response: The proposed HAWK beacon will allow safe protected pedestrian crossings across what is currently a long and unsafe block. The HAWK beacon will help increase driver attention to pedestrians crossing W. Broad Street and is appropriate in the City's downtown area given the area's high pedestrian demand to cross this roadway without enough adequate traffic gaps to safely cross.

Making pedestrian movements more comfortable and safe will help transform the typology of W. Broad Street into a more walkable, urban condition, which will benefit residents and businesses along both sides of the street. The HAWK beacon provides for a signalized pedestrian crossing in a location where a traffic signal is not otherwise warranted, while still providing a clear indication to stop for pedestrians.

Queuing along the corridor exists today and the introduction of a HAWK signal will essentially redistribute the location of the queues so as to accommodate pedestrian crossings in this location. Additionally, the Applicant will explore coordinating the HAWK signal with the upstream and downstream traffic signals during the peak hours so that pedestrians can cross in this location when traffic on W. Broad Street is stopped in both directions.

9. Ideally, traffic entering the Woonerf should be right turn only as should traffic exiting it. (*Mary Chaves/ VPIS*)

Applicant Response: Addressed. The Applicant has eliminated the left-turn into the Woonerf and revised the design of the Woonerf access to be right-in/right-out only, where a raised "pork chop" island is proposed to prevent left turns in and out. In addition, the TIA has been updated to reflect this scenario. See Sheet 3 of the revised CDP.

10. We believe that the proposed traffic circle at Maple & Annandale should be dropped in favor of a signalized intersection for both vehicle and pedestrian safety including those accessing the new proposed park. (*Mary Chaves/ VPIS*)

Applicant Response: The Applicant understands the City is studying this intersection improvement. The Applicant has held discussions with Mr. Freda and transportation staff about the study, including costs associated with all or a portion of its construction. The Applicant favors a roundabout, as roundabouts have been shown to improve traffic flow by removing stop signs and traffic lights, reducing the number of conflict points between road users, and reducing the speed of vehicles at intersections. As a result, they help to reduce the number of traffic injuries and fatalities. Roundabouts can also provide placemaking opportunities, as is being proposed here. The TIA includes an analysis showing both a roundabout and a traffic signal in this location.

11. We encourage the use of alternative transportation such as mass transit, ridesharing, bikesharing, and walking- maybe with that you can reduce the proposed height of the building. *(Michael Trauberman/ ESC)*

Applicant Response: The Applicant's traffic consultant has submitted a shared parking study, a TDM Plan, as well as PMP. Specifically, the TDM encourages the use of alternative transportation such as mass transit, ridesharing, bikesharing, and walking.

The mixed-use building is proposed to be a maximum of 115 feet in height, which is necessary to achieve a successful land use mix, underwrite the building's cost, and ensure the viability of the project's commercial uses. The mixed-use building's height and massing is appropriate under the Comprehensive Plan and Downtown SAP, which recommend the Property for the most intense level of development in the City's downtown area. Unlike other recently-approved or proposed downtown projects, the proposed mixed-use building is not located adjacent to established residential uses, and is surrounded by commercial properties on all sides.

The mixed-use building's architecture has been refined to provide a more pedestrian scale, which is enhanced by a wider pedestrian realm, activated ground-floor uses, and outdoor seating. The proposed mixed-use building is harmonious with existing commercial development and is not disproportionate to surrounding land uses in terms of height, bulk, or scale. Moreover, the additional bonus height will allow for increased revenue to the City as well as patrons for downtown businesses.

12. I do agree with the comment from several city council members that trying to make a left-hand turn into that Woonerf off of Broad Street is going to be very challenging and I encourage you to take another look and see if that really is feasible. *(Tim Stevens/ PC)*

Applicant Response: Addressed. The Applicant has eliminated the left-turn into the Woonerf and revised the design of the Woonerf access to be right-in/right-out only, where a raised "pork chop" island is proposed to prevent left turns in and out. In addition, the TIA has been updated to reflect this scenario. See Sheet 3 of the revised CDP.

13. I like the roundabout I also think we should call it a roundabout and not a traffic circle. Traffic circles tend to have negative connotations with the wider public. *(Brent Krasner/ PC)*

Applicant Response: Acknowledged. The Applicant prefers a roundabout concept as well and will refer to this proposed improvement as a "roundabout" moving forward.

Engaging Business Owners:

1. It is going to be very important to have the existing business owners on board with the plan during construction obviously that is first and foremost the Four P's which may not be impacted at all or could be impacted greatly by the plan. *(Bob Young/ EDA)*

Applicant Response: Acknowledged. The proposed retail and office space will provide opportunities for the establishment of various types of businesses. The Applicant will work with its existing tenants to identify relocation opportunities within the project, and will ensure that project phasing, construction, and interim parking is not detrimental to existing businesses currently operating on the Property. A phasing plan and interim parking plan has been included in Appendix 2 of the revised SE Viewbook. The Applicant will phase construction in a way that will allow use of the completed new parking garage by existing commercial tenants and the public while construction on the remainder of the project continues.

Architecture:

1. We really like the proposed fixes to the first two floors of the existing buildings. We are wondering if some additional work can be done above that particularly along the roofline. *(Bob Young/ EDA)*

Applicant Response: No additional façade upgrades above the first two floors are proposed to George Mason Square with this proposal.

2. We are very keen to the courtyard being activated as well as the frontage along South Washington. *(Bob Young/ EDA)*

Applicant Response: Acknowledged; the project includes a repositioning of the existing George Mason Square office campus, which includes the renovation of the existing courtyard space. The Applicant intends to activate the courtyard by including additional seating areas, removing existing planters, improving hardscape features, and installing overhead accent lighting. The Applicant also proposes ground-level “bump outs” for new retail or restaurant uses along S. Washington Street.

3. At 115 feet tall, this would be the highest structure in this part of the city. It would cast strong shadows and reduce sunlight for other Broad Street retail, Mr. Brown's Park, and the City's street trees- does it need to be this tall? We prefer to see setbacks along the face of the project to give room for light to enter and the street trees to grow. *(Mary Chaves/ VPIS)*

Applicant Response: While the building may be the tallest in this part of the City, its height is appropriate as it forms the largest commercial block in the downtown area. The mixed-use building is proposed to be a maximum of 115 feet in height, which is necessary

to achieve a successful land use mix, underwrite the building's cost, and ensure the viability of the project's commercial uses. In addition, the proposed mixed-use building is not located adjacent to established residential uses, and is surrounded by commercial properties on all sides; thereby, the proposed building is harmonious with existing commercial development and is not disproportionate to surrounding land uses in terms of height, bulk, or scale.

In addition, while shade from the proposed building may affect the vigor of the tree growth, it will not inhibit the trees from growing. The building has been oriented in such a way that still allows for the trees to receive direct sunlight depending on the time of day (e.g., in the morning for the trees along W. Broad Street and in the afternoon for trees along Maple Avenue). Shadow studies have been provided on Page 29 of revised SE Viewbook.

4. I think there really needs to be some look at that height and some ability to step back a little at that corner so it does not overwhelm that Maple and Broad Street corner like it does to me looking at the photos. (*Melissa Teates/ PC*)

Applicant Response: The mixed-use building is proposed to be a maximum of 115 feet in height, which is necessary to achieve a successful land use mix, underwrite the building's cost, and ensure the viability of the project's commercial uses. In addition, the proposed mixed-use building is not located adjacent to established residential uses, and is surrounded by commercial properties on all sides; thereby, the proposed building is harmonious with existing commercial development and is not disproportionate to surrounding land uses in terms of height, bulk, or scale.

5. It seems very one note from a lot of the materials and colors just from the sketches so I hope when we get closer to really looking at this for votes that we get to see some materials, we get to see better articulation on the architecture, we get to see a little bit more setback and we get rid of that monolithic feel it has right now. (*Melissa Teates/ PC*)

Applicant Response: Acknowledged. The Applicant remains mindful of this comment as the building exterior continues to evolve through the development review process. Physical samples of building materials can be provided upon request.

6. I do not have any problems with the height or the massing I really like the aggressiveness of it. (*Rob Puentes/ PC*)

Applicant Response: Acknowledged; the Applicant believes the height to be appropriate given the site's size and prominent location in downtown Falls Church.

7. Why is just the façade being addressed and is there any way to reconfigure the office space internally? (*Rob Puentes/ PC*)

Applicant Response: The upgrades to the existing GMS buildings will be exterior façade improvements only. No interior renovations are contemplated; however, new tenants may choose to renovate their individual spaces over time.

8. I am intrigued by the decision to keep 150 South Washington. It is a 50-year old, Class B building. There may be a legitimate logical reason for it to be kept but I wonder if there are any alternatives for it being redeveloped as a part of this. (*Brent Krasner/ PC*)

Applicant Response: The 150 S. Washington office building continues to show strong leasing activity and remains a competitive asset in the Applicant's office portfolio.

Stormwater:

1. In terms of the sidewalk for the driveways, we would like to see the use permeable pavers and the use that area for bio-retention and filtration as well. (*Rolf Anderson/ Stormwater Taskforce*)

Applicant Response: Permeable pavers are not proposed at this time.

2. The Woonerf looks like a driveway into the parking garage for the most part so that might be an opportunity there to do something in terms of permeability and moving and retaining some of the water you might explore further as you develop this. (*Rolf Anderson/ Stormwater Taskforce*)

Applicant Response: The Woonerf will include street and sidewalk paving, as shown on Sheet 7 of the revised CDP. Conceptual details of this paving is shown on Sheet 24 of the revised CDP.

Green Space & Open Space:

1. The footprint of it is quite a massive building and I realize that you are reducing the impervious area but it is quite a coverage of the area so be mindful to green space and open space. There might be other opportunities to explore that as you develop this further whether that would be on the roof or the pedestrian areas on the sides or the Woonerf. I think it makes it more pleasant in terms of living and also gives you more opportunities for bio-retention. (*Rolf Anderson/ Stormwater Taskforce*)

Applicant Response: The Applicant is proposing a number of meaningful, useable open spaces across the site as follows:

- **City Center Park: The Applicant proposes to transform the existing 10,374-square foot Triangle Parking Lot into a new community park that will include benches, a lawn area, opportunities for public art, and other streetscape features and amenities.**

- **George Mason Square Courtyard:** The Applicant will be renovating and rehabilitating the existing publicly-accessible George Mason Square courtyard. Improvements include benches, brick paving, dining seating, string lights, planters, and other attractive features. As discussed above, the Woonerf will also serve as a functional open space area, including landscaping, pavement materials, lighting, and a variety of outdoor seating options.
 - **Streetscape:** The Applicant will also implement the City's Streetscape Design Standards For Commercial Streets along the Property's public street frontages and provide benches, landscaping, hardscaping, and lighting to create useable, inviting public spaces for the community. See Sheets 7, 8, and 14 through 24 of the revised CDP.
 - **Woonerf:** The Woonerf is designed to be a shared space for pedestrians and cars. Serving as a functional, natural extension of the GMS plaza area, the Woonerf will support the surrounding retail space with active storefronts. There will be no curbs, where a mixture of bollards, hardscape, and landscape elements will be included on the sidewalk area. The entrance to the proposed Woonerf will include landscaping and public art to serve as a gateway to the project from W. Broad Street. The area permanently dedicated to sidewalks will be 10 feet in width when the Woonerf is open to vehicular traffic; however, when the Woonerf is closed to vehicles, the entire space will be open for pedestrians and will be approximately 57 feet in width by 214 feet in length (or 12,198 SF) to permit larger special events, such as performances or classes.
 - **Private Amenity Areas:** Exterior private amenities within the proposed mixed-use building will include a private deck for special events, and an outdoor green terrace. Rooftop amenities will include a pool and lounge area with shade structures and seating areas. Other outdoor areas will feature fire pits, built-in seating areas, and/or grill/bar settings to offer a variety of social experiences.
 - **Landscaped Areas:** 13,000 square feet of landscaped areas dispersed between courtyard rooftops and the new mixed-use building roof is proposed as part of LEED goals and open space design. See Pages 25 and 46 of the revised SE Viewbook for possible locations of green areas on Levels 5 and 10. See also Sheet 25 of the revised CDP.
2. The roof you might have some opportunities there for additional greenspace, green roof, or gardens and you have definitely identified that as an opportunity. (*Rolf Anderson/ Stormwater Taskforce*)

Applicant Response: Acknowledged. The Applicant proposes to incorporate 13,000 square feet of landscaped areas dispersed between courtyard rooftops and the new mixed-use building roof as part of LEED goals and open space design. See Pages 25 and

46 of the revised SE Viewbook for locations of possible green areas on Levels 5 and 10. See also Sheet 25 of the revised CDP.

3. Does the park and the proposed landscape plantings within the project would meet the 15% greenspace that the city has an objective for new development projects? (*Mary Chaves/ VPIS*)

Applicant Response: The Applicant is providing a community park in addition to interior plantings all around the site, which total to approximately 16% of landscaped open space. In addition, see Sheet 26 of the revised CDP, which outlines both the publicly-accessible open space and private open space being proposed with this project.

4. Suggested adding more green space along the Woonerf to both add more green space to the project and festiveness to the Woonerf. (*Melissa Teates/ PC*)

Applicant Response: The Woonerf has incorporated design elements that will help activate retail storefronts, such as changing the ground level to be uniform for pedestrians and cars. Additional features include street furniture; hanging lights; and a mixture of bollards, hardscape, and other landscape elements on the sidewalk area; all of which are designed to enhance the festiveness of this public space while still maintaining a very porous flow for pedestrians across to both sides. Additional green space cannot be added given vehicular, pedestrian, and ADA clearance requirements.

5. In regards to green space we need to think about increased temperatures in this area and how we are going to keep this place activated and welcoming in a warming climate. (*Cory Weiss/ PC*)

Applicant Response: The Applicant is providing sixteen percent (16%) of landscaped area, including a green community park featuring a native plant landscape. The Applicant's plans have also included green and usable areas on the rooftops to help provide more pervious surfaces and lower reflectivity. The project also proposes the continued re-use of larger existing office buildings, which will result in less environmental impact than providing new structures.

6. The Woonerf seems to be auto-oriented. A true Woonerf is residential scale, kids playing the street, and I do not know if the entrance to the garage can really attain what that term is truly meant to be. (*Brent Krasner/ PC*)

Applicant Response: The Woonerf is designed to be a shared space for pedestrians and cars. Serving as a functional, natural extension of the GMS plaza area, the Woonerf will support the surrounding retail space with active storefronts. There will be no curbs, where a mixture of bollards, hardscape, and landscape elements will be included on the sidewalk area. The entrance to the proposed Woonerf will include landscaping and public art to serve as a gateway to the project from W. Broad Street.

The area permanently dedicated to sidewalks will be 10 feet in width when the Woonerf is open to vehicular traffic; however, when the Woonerf is closed to vehicles, the entire space will be open for pedestrians and will be approximately 57 feet in width by 214 feet in length (or 12,198 SF) to permit larger special events, such as performances or classes.

Details of the Woonerf, including landscaping, pavement materials, and lighting, are provided on Sheets 23 and 24 of the revised CDP and Pages 30 and 31 of the revised SE Viewbook.

Landscaping:

1. Would you be planning to eliminate the large street trees that now exist along Broad Street and replace them with small trees that will take several years to grow to canopy size? (*Mary Chaves/ VPIS*)

Applicant Response: All existing, healthy, mature street trees along W. Broad Street and S. Washington Street in front of George Mason Square will remain. Any new street trees along W. Broad Street will be planted in those areas associated with the construction of the new mixed-use building. See Sheet 7 of the revised CDP.

Climate Resiliency & Sustainability:

1. We encourage the use of green or solar roofs, stormwater retention that substantially exceeds the minimum city requirement, and significant numbers of electric charging stations. (*Mary Chaves/ VPIS*)

Applicant Response: Green roof areas and bioretention planters are being considered for stormwater retention. The project will be evaluated for on-site solar generation and NZE potential once the MEP Engineers and Energy Modeling consultants are engaged. The proposed parking garage will include EV charging stations for two percent of the parking spaces (approximately 20 EVs) and will run conduit such that an additional two percent of the parking spaces (approximately 20 additional spaces) are EV-ready. See draft VC 30. A list of green building commitments is included as Attachment A of the draft VCs.

2. I am surprised that you are basing the water retention on a 10-year probability that seems to be somewhat short sighted. Most other things are based on 100-year storms and those sometimes fail. (*Maureen Bidetti/ AHC*)

Applicant Response: Underground water retention systems are typically designed to the 10-year storm because the inlets and underground piping that leads into the underground system are also designed for the 10-year storm. This means that nothing larger than the 10-year storm flows underground and gets into the underground detention facility. Above grade ponds are typically designed to control the 10-year flow and are designed

for the 100-year (or larger) storm to not overtop the dam embankment. This is not applicable to underground storage because there is no dam embankment.

3. The ESC encourages the applicant to design a building that is close to net zero carbon as possible. *(Michael Trauberman/ ESC)*

Applicant Response: Acknowledged. The project will be evaluated for on-site solar generation, NZE potential, and net-zero carbon potential once the MEP Engineers and Energy Modeling consultants are engaged. The Applicant intends to pursue many energy efficiency strategies to reduce energy consumption beyond the minimum requirements for LEED Gold Certification and reduce carbon emissions. See draft VC 30. A list of green building commitments is included as Attachment A of the draft VCs.

4. We are encouraged by the commitment to “green building measures consistent with LEED Gold standards” and we asked the question: “does that mean we are going to be certifying this building using the LEED Gold standard?” *(Michael Trauberman/ ESC)*

Applicant Response: Correct. The Applicant will commit to LEED Gold certification for the new mixed-use building.

5. We would like to aim for net zero carbon building using energy efficient design and electrification, on and off site renewables, and credits for energy efficiency improvements and renewable energy generation at the existing building. *(Michael Trauberman/ ESC)*

Applicant Response: Acknowledged. The One City Center project team is committed to green building techniques and will comply with the City’s updated SE Ordinance and will address the goals of Chapter 5 of the Comprehensive Plan.

To that end, the mixed-use project will, for example, pursue LEED Gold certification with a minimum 20 percent improvement in energy performance. The Applicant will incorporate a number of green building measures in the project, which are listed in Attachment A, with a focus on sustainable strategies for SWM, heat island mitigation, alternative transportation modes, water use reduction, indoor environmental quality, responsible use of resources, recycling, and wildlife protection. In addition, the project team will develop LEED Guidelines for future retail and commercial tenants in order to encourage and facilitate the use of LEED Gold as a green building metric.

Green roof areas and bioretention planters are being considered for stormwater retention. The project will be evaluated for on-site solar generation and NZE potential once the MEP Engineers and Energy Modeling consultants are engaged. The proposed parking garage will include EV charging stations for two percent of the parking spaces (approximately 20 EVs) and will run conduit such that an additional two percent of the

parking spaces (approximately 20 additional spaces) are EV-ready. See draft VC 30. A list of green building commitments is included as Attachment A of the draft VCs.

6. We encourage a minimum of 20% energy performance improvement for LEED Version 4. (*Michael Trauberman/ ESC*)

Applicant Response: The Applicant will commit to a minimum of 20 percent energy efficiency. See draft VC 30 and 31. A list of green building commitments is included as Attachment A of the draft VCs.

7. We would like to have maximum points in the LEED energy and atmosphere category, full electrification of building systems, and residential units use of energy star appliances including clothes dryers, energy star or LED light fixtures, and on site generation for solar on buildings if feasible located with vegetative roofs. (*Michael Trauberman/ ESC*)

Applicant Response: The Applicant will commit to the use of Energy Star appliances, and the use of LED light fixtures.

8. We also encourage maximum EV charging stations in the garages with at least 5% for residential parking spaces and at least 4% for new and existing office and retail spaces. (*Michael Trauberman/ ESC*)

The proposed parking garage will include EV charging stations for two percent of the parking spaces (approximately 20 EVs), and will run conduit such that an additional two percent of the parking spaces (approximately 20 additional spaces) are EV-ready. See draft VC 28.

9. I would like to underline Kate Walker's comments in the staff memo to take a look at Chapter 5 of the Comprehensive Plan, this design does not seem very innovative or forward looking with respect to the impacts of climate change. (*Cory Weiss/ PC*)

Applicant Response: Acknowledged. The One City Center project team is committed to green building techniques and will comply with the City's updated SE Ordinance and will address the goals of Chapter 5 of the Comprehensive Plan.

To that end, the mixed-use project will, for example, pursue LEED Gold certification with a minimum 20 percent improvement in energy performance. The Applicant will incorporate a number of green building measures in the project, which are listed in Attachment A, with a focus on sustainable strategies for SWM, heat island mitigation, alternative transportation modes, water use reduction, indoor environmental quality, responsible use of resources, recycling, and wildlife protection. In addition, the project team will develop LEED Guidelines for future retail and commercial tenants in order to encourage and facilitate the use of LEED Gold as a green building metric.

Green roof areas and bioretention planters are being considered for stormwater retention. The project will be evaluated for on-site solar generation and NZE potential once the MEP Engineers and Energy Modeling consultants are engaged. The proposed parking garage will include EV charging stations for two percent of the parking spaces (approximately 20 EVs) and will run conduit such that an additional two percent of the parking spaces (approximately 20 additional spaces) are EV-ready. See draft VC 30. A list of green building commitments is included as Attachment A of the draft VCs.

10. Designing to a 10-year storm is insufficient considering the amount of precipitation that is likely to come our way. (*Cory Weiss/ PC*)

Applicant Response: This underground closed conduit system will be designed for the 10-year storm event, which is consistent with local jurisdictional requirements. Storms larger than this are conveyed overland. It should be noted that the entire downstream system is designed for the 10-year storm, so increasing the size of the few pipes on-site to a larger pipe will have negligible impact on the downstream system.

11. I think the West Falls Church project capturing the 10-year storm plus an additional 10% if I recall correctly so we can do better and I would like to see that with this project moving forward. (*Cory Weiss/ PC*)

Applicant Response: Acknowledged; we have confirmed with City staff that there is no need to expand the project's SWM vault beyond its current proposed size.

12. I would like to see would be the equivalent of a TDM for greenhouse gas emissions whereas the TDM of course would reduce the number of car trips, this idea would give you the opportunity to explain what you are doing in kind of a comprehensive manner while reducing greenhouse gas emissions. That would include using electric appliances instead of gas and to ensure that those appliances are as energy efficient as possible. (*Tim Stevens/ PC*)

Applicant Response: Acknowledged. The One City Center project team is committed to green building techniques and will comply with the City's updated SE Ordinance and will address the goals of Chapter 5 of the Comprehensive Plan.

To that end, the mixed-use project will, for example, pursue LEED Gold certification with a minimum 20 percent improvement in energy performance. The Applicant will incorporate a number of green building measures in the project, which are listed in Attachment A, with a focus on sustainable strategies for SWM, heat island mitigation, alternative transportation modes, water use reduction, indoor environmental quality, responsible use of resources, recycling, and wildlife protection. In addition, the project team will develop LEED Guidelines for future retail and commercial tenants in order to encourage and facilitate the use of LEED Gold as a green building metric.

Green roof areas and bioretention planters are being considered for stormwater retention. The project will be evaluated for on-site solar generation and NZE potential once the MEP Engineers and Energy Modeling consultants are engaged. The proposed parking garage will include EV charging stations for two percent of the parking spaces (approximately 20 EVs), and will run conduit such that an additional two percent of the parking spaces (approximately 20 additional spaces) are EV-ready. See draft VC 30. A list of green building commitments is included as Attachment A of the draft VCs.

13. You might want to consider there is something that would make it very clear that regardless the number of existing and future charging equipment that you put in the parking garage, you will not charge any special construction charges to anyone who might want to charge their vehicle once the capacity you have installed has been exhausted. (*Tim Stevens/ PC*)

Applicant Response: The proposed parking garage will include EV charging stations for two percent of the parking spaces (approximately 20 EVs), and will run conduit such that an additional two percent of the parking spaces (approximately 20 additional spaces) are EV-ready. See draft VC 33. All EV charging stations will be fully wired and functional, and open to all residents on the Property. A fee associated with providing the EV charging service (that is, a fee for recharging vehicles and using electricity) may be assessed.

Public Art:

1. One of the things that particularly the arts and theatre need are space whether it is performance space or classroom space that might be something that may be interesting to see. (*Maureen Bidetti/ AHC*)

Applicant Response: Acknowledged. When the Woonerf is closed to vehicles, the entire space will be open for pedestrians and will be approximately 57 feet in width by 214 feet in length (or 12,198 square feet) to permit larger special events, such as performances or classes. City Center Park will offer a 10,374-square foot community park, including benches and a lawn area, which will be given to the City and could be used for performances or classes. The renovation of the George Mason Square courtyard will include public space that could be made available as performance space.

Affordable Housing:

1. I would encourage you as we get to other conversations about this first reading to be more articulate about the commitment to affordable housing. (*Rob Puentes/ PC*)

Applicant Response: The mixed-use building's residential component will include 246 units, 70 percent of which will be studios, one-bedroom, or one-bedroom with work area, which are more affordable by design. As noted in draft VC 39, the proposed residential

uses will include a minimum of six percent of units as affordable units at 60 percent of Area Median Income. The Applicant will work with staff during the application process to identify a strategy to further meet the Comprehensive Plan's affordability objectives.

2. Look at best practices in affordable housing and equity. *(Cory Weiss/ PC)*

Applicant Response: Acknowledged.

Retail Use:

1. We've been told maybe a grocery store and that you guys are in talks but I do hope that as we get closer to first reading that there is more clarity on what kind of retail we're going to have there. It doesn't have to be a grocery store but I am concerned that we don't really know what this anchor is and while the small spaces will hopefully eventually fill, it is usually that anchor that makes it some place that other businesses want to be. *(Melissa Teates/ PC)*

Applicant Response: The Applicant is in discussions with a grocery store operator (a new entrant to the City's grocery store market) to be located an approximately 26,507-square foot anchor tenant space near the intersection of W. Broad Street and S. Maple Avenue. The Applicant cannot commit to a grocer at this time; however, it has designed the anchor tenant space with a grocer or larger format single tenant in mind (e.g., it is constructed of concrete, features approximately 30-foot tall ceilings, and is not easily demisable). Additionally, the Applicant's fiscal impact statement is not predicated upon having a grocer; therefore, its fiscal impact numbers should be considered conservative.

2. A grocery anchor is maybe less of a selling point than what it would have been years ago with all of the grocery coming online. Obviously, there may be a niche that you are going for but there may be other types of anchor tenants that would be a better complimentary fit based off what is already here and what is already planned. *(Brent Krasner/ PC)*

Applicant Response: The Applicant is in discussions with a grocery store operator (a new entrant to the City's grocery store market) to be located an approximately 26,507-square foot anchor tenant space near the intersection of W. Broad Street and S. Maple Avenue. The Applicant cannot commit to a grocer at this time; however, locating a grocery store tenant in the anchor space would be beneficial to the City from a placemaking and fiscal benefit perspective. Grocers provide multiple services within a single store and generate substantial foot traffic. Grocers generally prefer being near competitors, and down Falls Church offers a sense of place and walkability that is unique within the region and sought after by grocery store operators.

Additionally, Falls Church's grocery stores have not seen a precipitous drop in revenue per square foot with the introduction of new stores (e.g., Harris Teeter and Aldi), as such stores are generally drawing from areas outside of the City. Additionally, each grocery

store operator is somewhat different in their offerings, clientele, pricing, and brand, such that they do not saturate the market. The pandemic has demonstrated that it is better to have more, and not fewer, places within walking distance for City residents to access qualify food and related goods.

COMMENTS RECEIVED FROM PLANNING STAFF (April 27, 2021)

1. With 2nd submission, we'd like to see more details regarding the scope of the proposed façade upgrades to the 150 S. Washington building. This was not exactly clear in the current submission. Please include renderings.

Applicant Response: No changes are proposed to 150 S. Washington at this time.

2. Open space calculations – square footage, and break down of public and private open space, tree canopy coverage. E.g. sidewalks, plazas, green space, etc. under existing conditions and proposed conditions.

Applicant Response: Addressed. See Sheet 26 of the revised CDP.

3. Additional architectural comments from Paul below: With each building having

- A single style of architecture from ground to roof

Applicant Response: The design intent of breaking up the building façade is to give the sense of a series of buildings designed over time, using various key elements to tie the architecture together, such as glass corners.

- A clearly delineated bottom middle top, with strong horizontal lines marking change in use (from commercial below to residential above)



Applicant Response: The design intent of breaking up the building façade is to give the sense of a series of buildings designed over time, using various key elements to tie the architecture together, such as glass corners.

The change in building uses can be identified in the façade through the incorporation of different materials, fenestration styles, and the scale of these elements on each floor. At the base of the mixed-use building, glass is the predominant material for commercial uses to emphasize storefronts and glass boxes. At the middle and top levels where residential uses are located, the design has a more balanced mix of glass and solid looking surfaces. The addition of balconies on upper levels also delineates the residential character and enhances the quality of living spaces.

Specific examples of use separation on the building facades include:

- **W. Broad Street:** The glass box at the entrance of the Woonerf, the storefronts at the grade level, and the glass element at the intersection of W. Broad Street and S. Maple Avenue clearly depicts the commercial character of these areas. Moving up the building levels, the design incorporates an increased use of solid veneers and integrates balconies at certain levels to demarcate the residential character.
- **S Maple Avenue:** The building mass is broken up by introducing a residential courtyard, which marks the separation between the commercial levels and the residential above.

See Appendix 7 of the revised SE Viewbook for an illustrative explanation.

4. Found this rendering in the Downtown SAP (page 3-16). This shows some definite organization – with towers on each end in darker colors, two rising roof lines in the middle of the building, and balconies coordinated with the roof lines / window patterns.



Applicant Response: Acknowledged. Similarly, the Applicant has incorporated certain key features and vertical elements to accentuate areas of the project. Notwithstanding, the design of the building is still being developed as the project progresses. See Appendix 7 of the revised SE Viewbook for an illustrative explanation.

**COMMENTS RECEIVED FROM ENVIRONMENTAL SUSTAINABILITY COUNCIL
(April 21, 2021)**

- 1) The ESC looks forward to learning more regarding plans for achieving LEED Gold certification.

The One City Center project team is committed to green building techniques and will comply with the City’s updated SE Ordinance and will address the goals of Chapter 5 of the Comprehensive Plan.

To that end, the mixed-use project will, for example, pursue LEED Gold certification with a minimum 20 percent improvement in energy performance. The Applicant will incorporate a number of green building measures in the project, which are listed in Attachment A, with a focus on sustainable strategies for SWM, heat island mitigation, alternative transportation modes, water use reduction, indoor environmental quality,

responsible use of resources, recycling, and wildlife protection. In addition, the project team will develop LEED Guidelines for future retail and commercial tenants in order to encourage and facilitate the use of LEED Gold as a green building metric.

Green roof areas and bioretention planters are being considered for stormwater retention. The project will be evaluated for on-site solar generation and NZE potential once the MEP Engineers and Energy Modeling consultants are engaged. The proposed parking garage will include EV charging stations for two percent of the parking spaces (approximately 20 EVs) and will run conduit such that an additional two percent of the parking spaces (approximately 20 additional spaces) are EV-ready. See draft VC 30. A list of green building commitments is included as Attachment A of the draft VCs.

2) Issues regarding climate, air, and energy:

- a. Aim for net zero carbon utilizing energy efficient design, electrification, on- and off-site renewables, and credits for energy efficiency improvements and renewable energy generation at George Mason Square and 150 S. Washington St.

Applicant Response: Acknowledged. See the Applicant's response to Question 1, above.

- b. Minimum 20% energy performance improvement over LEED version 4 baseline (ASHRAE 90.1 – 2010), or 10% improvement if using LEED 4.1 (ASHRAE 90.1 – 2016). The minimum improvement over the LEED baseline used for certification would increase if delivery of building is after 2025.

Applicant Response: Acknowledged. See the Applicant's response to Question 1, above.

- c. Maximum points should be sought in the LEED Energy and Atmosphere category.

Applicant Response: Acknowledged. See the Applicant's response to Question 1, above.

- d. Full electrification of building systems (i.e., HVAC, hot water).

Applicant Response: Acknowledged. See draft VC 30. A list of green building commitments is included as Attachment A of the draft VCs.

- e. ENERGY STAR appliances (including clothes dryers), and ENERGY STAR or LED light fixtures.

Applicant Response: Acknowledged. See draft VC 30. EnergyStar appliances and LED light fixtures will be utilized throughout the project. A list of green building commitments is included as Attachment A of the draft VCs.

- f. On-site solar generation on roofs of all buildings, co-located with vegetated roof, if feasible. Alternatively, procure off-site renewable energy (e.g., Virtual Power Purchase Agreement).

Applicant Response: Acknowledged. See the Applicant's response to Question 1, above.

- g. Grocery stores exhibit very high Energy Use Intensity. Is there any information available about the sustainability practices of the potential grocer's corporate parent?

Applicant Response: The Applicant is in discussions with a grocery store operator, but is not committing to a grocer at this time. The project team will provide all potential, future tenants with LEED Tenant Design and Construction Guidelines in order to encourage and facilitate green building metrics.

- h. Mitigate heat island effects and provide shade for southern facades and outdoor uses.

Applicant Response: Heat island mitigation strategies, such as shading, green roofs, and low emissivity materials, will be considered with the project design in order to achieve LEED Gold certification.

- i. At least 5% of residential parking spaces should be equipped with an electric vehicle charge port, as should at least 4% of new and existing office and retail parking spaces. Priority should be given to provision of residential EV charging. A greater percentage will be requested if initial occupancy is after 2025. The Plans should assume extensive EV usage in future and demonstrate how infrastructure would be added with minimal demolition and installation, and legal costs or other obstacles.

Applicant Response: The proposed parking garage will include EV charging stations for two percent of the parking spaces (approximately 20 EVs), and will run conduit such that an additional two percent of the parking spaces (approximately 20 additional spaces) are EV-ready. See draft VC 33.

- j. Further reductions in parking requirements should be considered, to encourage the use of alternative transportation such as transit, ride-sharing, bicycling and walking. This could also allow a reduction in the proposed building height.

Applicant Response: The proposed garage serves not only the new mixed-use building, but also the existing George Mason Square complex and 150 S. Washington Street office building. It will also provide public parking spaces for the greater downtown area. The Applicant has sized the garage to accommodate the anticipated market demand for these varying uses, and the goal is to optimize/“right-size” the garage so that it is adequate to meet market, but not provide extra parking that incentivizes more people to drive.

The Applicant has requested an 11.3 percent parking reduction with its request, and will commit to a TDM plan to reduce automobile trips and encourage the use of alternative forms of transportation, such as mass transit, ridesharing, bikesharing, and walking. A shared parking reduction study, a TDM Plan, and PMP have been included with this submission.

The Applicant notes that its proposed parking rate is comparable to nearby multifamily projects, including 301 W. Broad, which maintains 1.30 spaces per unit, and Founder’s Row, which maintains 1.31 spaces per unit.

- k. The LEED certification submission should also seek maximum points for Bicycle Facilities, Reduced Parking Footprint, and Electric Vehicles.

Applicant Response: Acknowledged. The Applicant intends to pursue these LEED credits.

- l. Pedestrian and bicycle access to the property from Maple Avenue and Annandale Road should be improved. The property should be designed to favor alternative transportation.

Applicant Response: The Applicant cannot provide a full break in the building between S. Washington Street and S. Maple Avenue due to the need to accommodate a topographical change between the LED area and the Maple Avenue entrance, as well as lobby space, retail space, appropriate loading for these uses, and vehicular entrances. However, the Applicant has revised its parking garage design by adding a safe, logical, and appropriately-signed stair and elevator pathway to provide an enhanced pedestrian pathway from S. Maple Avenue through the garage. See Pages 14, 19, and 20 of the revised SE Viewbook.

- m. The Woonerf should be designed to encourage and support pedestrian and bicycle use, and minimize vehicular traffic.

Applicant Response: The Woonerf is designed to be a shared space for pedestrians and cars. Serving as a functional, natural extension of the GMS plaza area, the Woonerf will support the surrounding retail space with active storefronts. There will be no curbs, where a mixture of bollards, hardscape, and landscape elements will be included on the sidewalk area. The entrance to the proposed Woonerf will include landscaping and public art to serve as a gateway to the project from W. Broad Street.

The area permanently dedicated to sidewalks will be 10 feet in width when the Woonerf is open to vehicular traffic; however, when the Woonerf is closed to vehicles, the entire space will be open for pedestrians and will be approximately 57 feet in width by 214 feet in length (or 12,198 SF) to permit larger special events, such as performances or classes.

Details of the Woonerf, including landscaping, pavement materials, and lighting, are provided on Sheets 23 and 24 of the revised CDP and Pages 30 and 31 of the revised SE Viewbook.

- 3) Stormwater management should use green infrastructure where possible, such as rain gardens for bioretention and green roofs. Use of offsite nutrient credits should not be permitted

Applicant Response: Acknowledged. Green infrastructure is proposed to the extent possible. Use of offsite nutrient credits is not being proposed.

- 4) Urban Forestry:

- a. Street tree planters should have protective raised edges.

Applicant Response: Street tree planters have raised curb edges consistent with the City Streetscape Guidelines. See details on Sheets 16 through 19 of the revised CDP.

- b. The proposal includes a park on the corner of Annandale and Maple. Would this be managed by the property owner? What other landscaped open space within the development will be provided for residents and tenants, and what will be publicly accessible?

Applicant Response: The Applicant is proposing a number of meaningful, useable open spaces across the site as follows:

- **City Center Park:** The Applicant proposes to transform the existing 10,374-square foot Triangle Parking Lot into a new community park that will include benches, a lawn area, opportunities for public art, and other streetscape features and amenities. This park is proposed to be constructed and conveyed to the City in fee simple.
- **George Mason Square Courtyard:** The Applicant will be renovating and rehabilitating the existing publicly-accessible George Mason Square courtyard. Improvements include benches, brick paving, dining seating, string lights, planters, and other attractive features. As discussed above, the Woonerf will also serve as a functional open space area, including landscaping, pavement materials, lighting, and a variety of outdoor seating options.
- **Streetscape:** The Applicant will also implement the City's Streetscape Design Standards For Commercial Streets along the Property's public street frontages and provide benches, landscaping, hardscaping, and lighting to create useable, inviting public spaces for the community. See Sheets 7, 8, and 14 through 25 of the revised CDP.
- **Woonerf:** The Woonerf is designed to be a shared space for pedestrians and cars. Serving as a functional, natural extension of the GMS plaza area, the Woonerf will support the surrounding retail space with active storefronts. There will be no curbs, where a mixture of bollards, hardscape, and landscape elements will be included on the sidewalk area. The entrance to the proposed Woonerf will include landscaping and public art to serve as a gateway to the project from W. Broad Street. The area permanently dedicated to sidewalks will be 10 feet in width when the Woonerf is open to vehicular traffic; however, when the Woonerf is closed to vehicles, the entire space will be open for pedestrians and will be approximately 57 feet in width by 214 feet in length (or 12,198 SF) to permit larger special events, such as performances or classes.
- **Private Amenity Areas:** Exterior private amenities within the proposed mixed-use building will include a private deck for special events and an outdoor green terrace. Rooftop amenities will include a pool and lounge area with shade structures and seating areas. Other outdoor areas will feature fire pits, built-in seating areas, and/or grill/bar settings to offer a variety of social experiences.
- **Landscaped Areas:** 13,000 square feet of landscaped areas dispersed between courtyard rooftops and the new mixed-use building roof is

proposed as part of LEED goals and open space design. See Pages 25 and 46 of the revised SE Viewbook for possible locations of green areas on Levels 5 and 10. See also Sheet 25 of the revised CDP.

- c. Minimize bird strike risk through architectural design and use of bird-friendly materials.

Applicant Response: Acknowledged. The Applicant will incorporate bird-friendly glass to the extent possible.

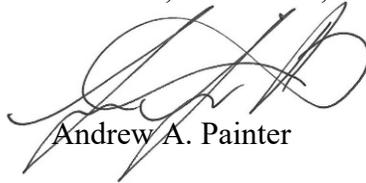
- d. Minimize light pollution (e.g., dark-sky compliant lighting, minimal up-lighting, motion sensors, timers, integrated solar cells).

Applicant Response: In an effort to minimize nighttime light pollution from the Mixed-Use Building and Parking Garage, all exterior lighting will comply with the current applicable LEED light pollution requirements and the Outdoor Lighting standards contained in § 14-49 et seq. of the Code with respect to spillover to adjacent properties. LED lighting fixtures will be used, and the lighting plan for exterior lighting on the Property will incorporate minimal up-lighting and dark sky lighting principles in accordance with the standards of the International Dark Sky Association. See VC 6.

Please feel free to call me directly at (571) 209-5775 should you have any questions.

Sincerely,

WALSH, COLUCCI, LUBELEY & WALSH, P.C.



Andrew A. Painter

Enclosures

cc: Mr. Wyatt Shields, City Manager
Mr. James B. Snyder, AICP, Community Planning & Economic Development Services
Mr. Paul Stoddard, AICP, Community Planning & Economic Development Services
Mr. Gary Fuller, AICP, Community Planning & Economic Development Services
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Mr. David Ross, Atlantic Realty Companies
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