



MEMORANDUM

Via E-mail

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TO: Cindy Petkac
FROM: Sara V. Mariska
DATE: October 15, 2018
RE: Responses to October 4, 2018 Work Session
Vienna Development Associates, LLC (the "Applicant")
444 Maple

Below please find a list of questions that were raised at the October 4, 2018 work session relative to the 444 Maple project and corresponding answers:

Why do the trees look different in the elevations and the renderings?

The renderings that were shown at the October 4, 2018 work session are a more accurate representation of the proposed trees at their mature height. There were no changes made to the streetscape landscaping between the July 9 public hearing and the October 4 work session.

Could the intersection of Nutley Street and Maple Avenue be modified in the future?

There is approximately 43 feet between the building and the property line at the corner of Nutley Street and Maple Avenue which could accommodate future intersection modifications. The Applicant previously reviewed the possibility of a traffic circle at the intersection and determined that it could be accommodated. The building has been located to conform to the setbacks outlined in the Maple Avenue Commercial (MAC).



Will groundwater be an issue for adjacent property owners?

The Applicant's geotechnical engineer has done detailed water level analysis and drawdown analysis and determined that there will not be any impacts to adjacent properties. The Town hired a third party expert to review the data and analysis prepared by the engineer. The third party expert agreed with the findings of the Applicant's geotechnical engineer.

What is the number of units proposed and how has the density changed?

The Applicant proposes not to exceed 151 units, a reduction of 9 units. The building has decreased by approximately 12,000 square feet of floor area.

Could the rear building setbacks be increased?

The Applicant has made a number of changes to modify the building appearance on all four sides, including setbacks in several areas on the rear elevation. To further setback in the rear of the building is difficult due to the corridor width required in this portion of the building and the need to maintain some consistency with respect to unit and building design.

How will the transit plan work and how will the trip reduction percentage be quantified?

Beginning when 90% of the residential units are occupied, the Applicant will conduct surveys on a yearly basis to determine resident commuting habits. The Applicant has committed to a goal of reducing peak hour residential trips by 25% compared to the number of trips that would be generated based on the Institute of Transportation Engineers (ITE) rates for similar residential projects of this size. Surveys will be conducted on a yearly basis and the results will be provided to the Town until such time as a 25% percent reduction has been achieved for three (3) consecutive years. Once that occurs, the Applicant will conduct a survey after five (5) years.

Why was the bikeshare station shifted?

The bikeshare station was shifted slightly to the west to provide access to both the building entrance on Maple Avenue and the centralized plaza.

What will be accomplished with the establishment of a lagging left turn from Maple Avenue to Nutley Street?

The lagging left turn movement is forecasted to reduce left turn delays and queues and facilitate easier left turns from the site. Although it will allow easier left turns from the site, it is difficult to quantify how this will impact possible cut-through traffic.

How far can the left turn lane on Nutley Street to Maple Avenue be extended?

The left lane could be extended by approximately 160 feet within the landscaped area currently provided in the Nutley Street median. At the work session, the



Applicant proposed an extension of 60 feet. With the revised materials that have been submitted to the Town, the Applicant proposes to extend the left turn by a total of approximately 120 feet.

How does adding a leading pedestrian interval impact the delay at the Nutley Street and Maple Avenue intersection?

The addition of a leading pedestrian interval (LPI) would delay the Nutley Street right turn on to Maple Avenue by approximately 5 seconds; however, this delay will occur only when a pedestrian calls for the signal.

Could the curb radii at Nutley Street and Maple Avenue be reduced to shorten crossing distance?

Although the curb radii could be modified, the Applicant proposes to retain the existing 49 foot curb radii. With the submission the Applicant has made to the Town, the Applicant proposes the addition of an accessible curb cut on the southeastern portion of the intersection to facilitate improved pedestrian crossing.

Could a signal be installed on Maple Avenue at the project access point?

A signal at this location is problematic because it does not meet the standard traffic volume warrants for a signal nor does it meet spacing requirements to accommodate a signal. As Staff mentioned, the Applicant is providing an interparcel connection to the east to facilitate future access to adjacent properties such that upon future redevelopment, a signal at Wade Hampton Drive and Maple Avenue may be warranted.

Can the project be reduced to three (3) stories?

For the project to be economically feasible (i.e. to provide the necessary amenity space to make this project marketable, support the cost of underground parking, the cost of utility undergrounding, and proposed transportation improvements), four (4) stories are necessary.

Is there a possibility that this will be a condo development?

The Applicant is a three-generation family-owned company. In its history, it has never developed a condo project and does not anticipate that this project will be developed as a condo project or become one in the future. Although the site could be sold to a different developer and developed as a condo project, the Applicant/Owner does not have any plans to sell the site.

What will rents be?

Rents will be determined based on the market at such time as lease-up begins. At present, rents are anticipated to range from \$1,500 to \$3,000 per month.