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**To:** Enrico C. Cecchi, IDI Group Companies  
Patrick Rhodes, IDI Group Companies

**From:** John Andrus  
Christopher Turnbull

**Subject:** Paul VI – Residential Condominium  
Parking Modification Analysis

**Date:** March 15, 2018

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## Introduction

This memorandum provides parking analyses in support of a parking modification for the proposed residential condominiums of the Paul VI Redevelopment project. The site is located south of Fairfax Boulevard, east of Oak Street, and west of McLean Avenue in the City of Fairfax, Virginia.

The property is currently developed with the Paul VI Catholic High School. The redevelopment plan calls for the school use to be replaced with a mix of residential, retail, and community uses to include 164 condominium units, 137 town homes, 44,000 square feet (SF) of local serving retail, and community use space. This parking modification analysis supports the proposed reduction in required parking for the condominium units.

## Parking Analysis

Current City of Fairfax zoning code requirements for residential condominiums are as follows:

<u>Unit Type</u>	<u>Required Spaces</u>
Efficiency	1.25 Spaces
1 Bedroom	1.50 Spaces
2+ Bedrooms	2.00 Spaces

Of the proposed 164 residential condominiums, 71 are anticipated to be 1-Bedroom units and 93 are anticipated to be 2 or more bedrooms. This mix of units and zoning

parking requirements would require a total of 293 spaces, or an overall rate of 1.79 spaces per unit.

A parking modification request has been made to reduce the required parking for the residential condominiums to 263 spaces (a reduction from code of 30 spaces or approximately 10-percent). The spaces will be located in a parking garage under the condominium building and results in an overall parking ratio of 1.6 spaces per unit.

The residential parking modification is supported by 1) national parking data published by the Institute of Transportation Engineers(ITE), 2) IDI Group Companies (IDI) experience at comparable locations, and 3) City of Fairfax recent approvals also for comparable locations.

- 1) The Institute of Transportation Engineers' (ITE) Parking Generation, 4<sup>th</sup> Edition data shows that residential condominium's peak parking demand (85<sup>th</sup> percentile) is 1.59 spaces per dwelling unit for suburban locations. The rate includes a five percent circulation factor and actual parking demands of residents and visitors. Based on ITE, the 164 residential condominiums for the project would require 261 parking spaces, two (2) spaces less than that to be provided.
- 2) IDI have developed many residential projects throughout the Washington Metropolitan area including The Enclave located in the City of Fairfax. These projects include similar or lower parking ratios than those requested with this project. A listing of the IDI comparable residential projects is shown in Attachment 2. Three (3) projects are similar to the Paul VI project while another six (6) projects are active adult residential units. Although the site is not primarily an active adult development, it is anticipated that a portion of the units are likely to be sold to active adults. As shown in Attachment 2, the IDI comparable residential projects have an average parking ratio of 1.51 spaces per unit and the active adult projects have a rate of 1.31 spaces per unit.
- 3) The City of Fairfax have approved a parking rate of 1.6 spaces per dwelling unit for four (4) multifamily developments, plus The Enclave project, which also provides a basis for the parking modification. A Staff Report prepared for The Enclave also provided additional analysis for the reduced rate. An excerpt of that Staff Report is attached and noted that *"Staff believes that a parking ratio of 1.56 is sufficient to meet the demands of the use type given the site location and regional trends."*

The three elements above provide the basis for the parking modification of 1.6 spaces per unit for the Paul VI condominium building and although not directly used for the parking modification, the site's accessibility to transit along Fairfax Boulevard would likely achieve an even lower parking rate.

These transit services include:

- The City of Fairfax's City-University Energysaver (CUE) Bus "Gold Route" along Fairfax Boulevard and Warwick Avenue provides access between the George Mason University (GMU) campus, Old Town Fairfax, the Fairfax County Judicial Center and the Vienna/Fairfax – GMU Metrorail Station. This route operates 7 days a week and stops are provided on Fairfax Boulevard just east of McLean Avenue.
- Metrobus Route 1C provides access between Fair Oaks Mall, Fairfax County Government Center, Inova Fairfax Hospital and the Dunn Loring Metrorail Station. This route operates 7 days a week and stops are provided along Fairfax Boulevard along the site frontage.

In addition, approximately 67 on-street parallel parking spaces will be available within 300 feet of the proposed residential condominium building to accommodate any short-term residential parking demands.

## **Conclusions**

The conclusion of this parking review is that the parking modification for Paul VI residential condominiums to 1.6 spaces per unit is supported by the Institute of Transportation Engineers' Parking Generation, IDI Group Companies experience at comparable locations, and the City of Fairfax's recent approvals also for comparable locations. Transit accessibility and available of additional on-street parking also provides a basis for the modification supporting the 164 condominiums parking demands.

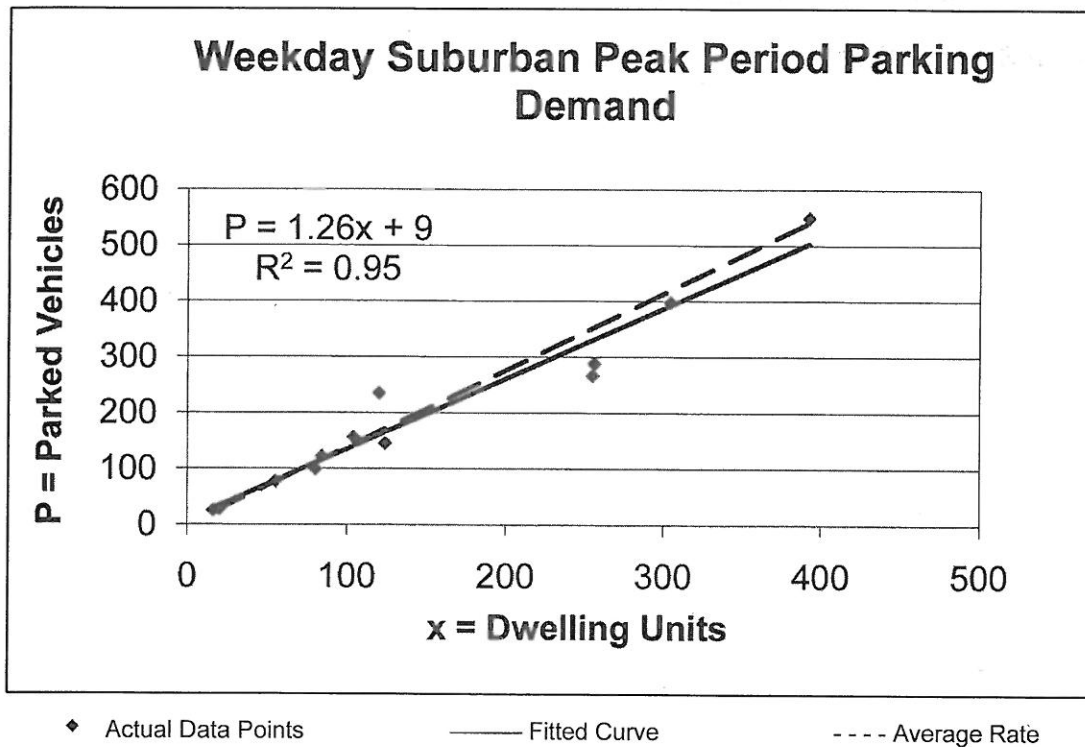
## **Attachments**

1. ITE Parking Generation -LU 230 - Residential Condominium/Townhouse
2. Listing of Parking Ratios at other area IDI communities
3. Extract from Staff Report, Mantua Professional Center, City Council Meeting June 23, 2015.

# Land Use: 230 Residential Condominium/Townhouse

Average Peak Period Parking Demand vs. Dwelling Units  
On a: Weekday  
Location: Suburban

Statistic	Peak Period Demand
Peak Period	11:00 p.m.–6:00 a.m.
Number of Study Sites	12
Average Size of Study Sites	151 dwelling units
Average Peak Period Parking Demand	1.38 vehicles per dwelling unit
Standard Deviation	0.24
Coefficient of Variation	17%
Range	1.04–1.96 vehicles per dwelling unit
85th Percentile	1.52 vehicles per dwelling unit
33rd Percentile	1.28 vehicles per dwelling unit



Attachment 2  
 Parking Ratios at IDI Communities

Community, Location	Number Of Units	Parking Spaces	Parking Ratio
<b><u>Communities Without Active Adult Component</u></b>			
Rotunda, Tysons Corner, Virginia	1,164	1,875	1.61
Montebello, Alexandria, Virginia	1,016	1,403	1.38
<b>Average of Communities without Active Adult Component</b>	<b>2,180</b>	<b>3,278</b>	<b>1.50</b>
<b><u>Communities With Active Adult Component</u></b>			
Blue Ridge, Lansdowne, Virginia	242	308	1.27
Riverbend, Lansdowne, Virginia	231	291	1.26
Potomac Ridge, Lansdowne, Virginia	231	289	1.25
Magnolia's, Lansdowne, Virginia	163	216	1.33
Overlook, Silver Spring, Maryland	260	356	1.37
Creekside, Silver Spring, Maryland	190	259	1.36
The Enclave, City of Fairfax, Virginia	80	125	1.56
<b>Average of Communities with Active Adult Component</b>	<b>1,397</b>	<b>1,844</b>	<b>1.32</b>
<b>Average All Communities</b>	<b>3,577</b>	<b>5,122</b>	<b>1.43</b>

City of Fairfax, Virginia  
City Council Public Hearing



Agenda Item # 8b

City Council Meeting 6/23/2015

TO: Honorable Mayor and Members of City Council

FROM: Robert Sisson, City Manager *RS*

SUBJECT: Requests by IDI-RJL Development, LLC, David Houston, agent, for a Comprehensive Plan Amendment and General Development Plan Amendment with special exceptions and variances to allow the development of 80 residential condominium units in the Mantua Professional Center at 9450 and 9464 Silver King Court.

**ISSUE(S):** Public hearing and City Council action on the applicant's request for a Comprehensive Plan Amendment to change the designation of the existing Mantua Professional Center Commercial Planned Development from business-commercial to mixed-use. The applicant also requests a General Development Plan Amendment, special exceptions to the height, density, commercial ratio and parking lot landscaping requirements, and variances to private accessway widths and sidewalk requirements.

**SUMMARY:** The applicant proposes to modify the General Development Plan for the Mantua Professional Center by replacing approximately 55,000 square feet of approved office space with 80 residential condominiums. The proposal requires City Council approval for a Comprehensive Plan Amendment, General Development Plan Amendment, special exceptions and subdivision variances. The Planning Commission held a public hearing on June 8, 2015 and recommended approval with conditions.

**FISCAL IMPACT:** This proposal is projected to yield a net annual fiscal benefit to the City of approximately \$176,855. Further detail is provided in the attached Staff Analysis.

**RECOMMENDATION:** Staff recommends approval with conditions.

**ALTERNATIVE COURSE OF ACTION:** City Council may approve, approve with conditions, or deny the application.

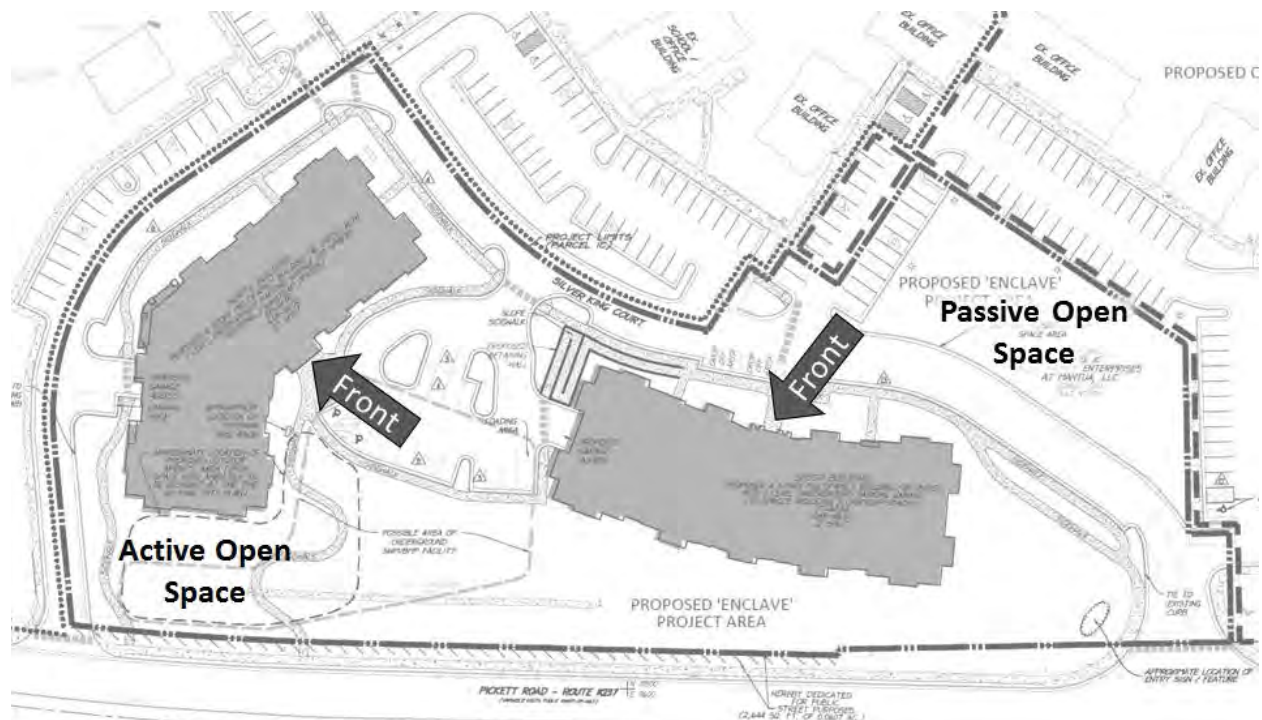
**RESPONSIBLE STAFF/POC:** Paul Nabti, Senior Planner  
Jason D. Sutphin, Chief, Community Development Division  
Brooke Hardin, Director, Community Development & Planning

**COORDINATION:**

Community Development & Planning	Fairfax Water	Treasurer
City Attorney	Public Works	Commissioner of Revenue
Code Administration	Police	Fire
Department of Parks & Recreation	Human Services	Historic Resources

**ATTACHMENTS:** Staff Report with summary of zoning districts.

previously approved General Development Plan (GDP), this area is proposed for office development. By not encroaching development into this area, the proposed plan allows it to serve as a buffer between the commercial and residential uses. A second open space, which is intended to provide more active uses for the residents of the community, is located between the north building and Pickett Road.



**Figure 1: Building orientation and open spaces**

At the north end of the site, the proposed residential buildings would have a more direct impact on the buildings and site for The New School. The proposed plan includes extensive landscaping adjacent to the residential building edges that are closest to The New School, as well as improved pedestrian amenities. In addition, the applicant proposes a lot line adjustment for the three primary properties within the CPD to ensure that surface parking associated with each use is provided within the same parcel as that use. This also allows two buildings recently acquired by The New School, and their associated parking, to be incorporated to The New School site. This lot line adjustment triggers the need for a variance to parking setbacks adjacent to lot lines internal to the CDP area.

*Staff believes that the overall inward orientation and suburban nature of the site plan is appropriate for this site given existing context along Pickett Road and the lack of potential for future pedestrian oriented development within the immediate vicinity. Staff supports the proposed lot line adjustments as proposed in order to incorporate like uses with associated parking on the same parcel.*

#### **Parking:**

A total of 125 parking spaces are proposed to serve the 80 residential units, a ratio of 1.56 parking spaces per unit where 2.0 parking spaces per unit are required under the current City Code. Three parking spaces that were located along the north entrance drive near the intersection of Pickett Road have been removed since the April 7 work session due to safety concerns raised by staff. Three multifamily developments have been approved in the City since 2013, each with an exception to provide a residential parking ratio of 1.60 spaces per dwelling unit. It should be noted that all three of these developments propose multifamily rentals as opposed to multifamily condominiums, and they are all generally provide fewer bedrooms per unit than the proposal subject to this application. Based on the number of bedrooms per unit, staff calculated the number



of parking spaces for this proposal that would be required by the zoning code in several peer jurisdictions, as summarized below:

Proposed Parking Spaces	125
City of Fairfax	160
Fairfax County	128
Loudoun County	160
Montgomery County	124
<u>City of Alexandria</u>	<u>140</u>
Average Requirement	142

Staff also consulted the Institute for Transportation Engineers Parking Generation Manual – 4<sup>th</sup> Edition (ITE Manual), which provides observations on parking space demand as opposed to supply. Observed peak hour demands for condominium/townhouse developments in suburban locations are 1.52 spaces per unit at the 85<sup>th</sup> percentile. This would equate to a total of 122 parking spaces at the proposed development. Given the proximity to metro and access to CUE bus service at this site, actual demand would likely be lower than that of the 85<sup>th</sup> percentile.

The applicant also proposes an agreement with the other properties within the CPD area that would not restrict some of the uses in the CPD from occupying parking spaces in other parcels of the CPD at certain times. This would allow occasional peak hour overflow from the residential buildings to utilize parking spaces in the office parcel. Peak hours for residential uses tend to occur during weekday overnight hours, whereas peak hours for commercial uses tend to occur during weekday mid-day hours. Peak hours for the school use could be expected to vary. This arrangement, however, would be dependent on continuation of existing uses on the other sites in the CPD. At this time, the language for this agreement has not been shared with staff for a comprehensive review. The applicant also requests a subdivision adjustment for the three properties in order for parking that is required for each use to be located within their respective parcel.

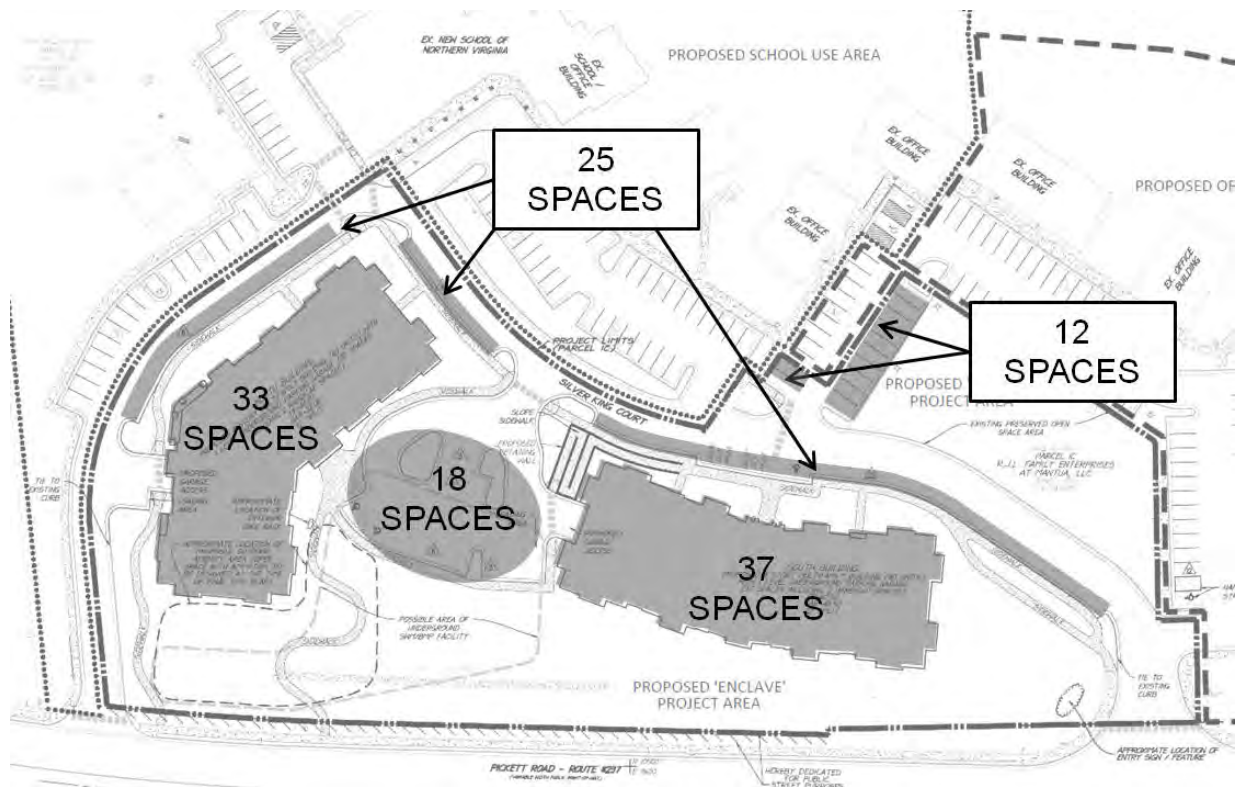
The proposed parking spaces are distributed between single level garages below each of the buildings, a circular driveway between the two buildings, parallel on-street spaces along Silver King Court and a portion of the existing parking lot on the opposite side of Silver King Court from the south building. The number of parking spaces provided at each location is summarized in the table below and shown in Figure 2.

<u>Location</u>	<u>Spaces</u>
Garages	70
Circular Drive	18
Silver King Court	25
Office Parking Lot	12
<u>Total</u>	<u>125</u>

Although fewer than one space per unit is provided in the parking garages, which provide the most direct access to the units internal to the buildings, the applicant has provided parking distributions for numerous other properties in its portfolio that have an equal or smaller ratio of parking provided within the building containing the units they serve. This indicates that this parking ratio would be acceptable to potential buyers. Regarding parking spaces on Silver King Court, code provisions preventing on-street parking from applying toward a required parking quantity for a proposal do not apply to this application because Silver King Court is a private street. In addition, parking requirements are not subject to the general off-street parking requirements of the zoning code, such as landscaping, because they are governed by independent provisions within the CPD district. The applicant's current parking proposal would result in a total of 267 parking spaces for the entire GDP area, including the school, offices and residential units, where 307 spaces are required under the CPD code, a 13.1% reduction. The amended text of the CPD district permits City



Council to reduce the required parking amount by up to 25%, as is currently permitted in the PD – Planned Development District.



**Figure 2: Proposed distribution of parking spaces**

One loading space is provided to serve each of the two residential buildings. The loading space for the south building is located in a circular drive between the two buildings and the loading space for the north building is provided adjacent to the parking garage access on the north entry road. Both of these spaces are appropriate for moving trucks, but are not convenient for regular deliveries, such as UPS. The loading spaces are also intended to be used for trash pickup service. Roll away dumpsters would be located within each of the parking garages and would be manually moved outside for trash pickup, then manually rolled back inside for resident use. In addition to these spaces, a “drop-off” space has been added to southbound Silver King Court adjacent to the front entrance of the south building. This area could serve vehicle passengers as well as package drop-offs. No such amenity is provided to serve the north building.

*Based on the above analysis, staff believes the proposed parking ratio of 1.56 spaces per unit is sufficient to meet the demands of the use type given the site location and regional trends. Staff further supports the distribution of parking spaces throughout the site. Although not required for the purpose of this application, staff believes a parking agreement with other property owners within the GDP, as proposed by the applicant, meets the intent of the planned development districts. Staff does not believe that an adequate loading space for regular deliveries is provided to serve the north building.*

#### **Vehicular Circulation:**

The proposed residential development would be served by Silver King Court and the north access road to the CPD, both of which are private accessways. No new access points to Pickett Road are proposed. The existing south entrance to Silver King Court allows for entrance and exit movements from both northbound and southbound Pickett Road. The existing entrance to the north access road allows for right-in and right-out movements only, with no median break on Pickett Road. Silver King Court and the north entrance road