

MEMORANDUM



To: Chair Angres and Members of the Planning Commission

From: Albert Frederick, Senior Planner

Through: Jason Sutphin, Community Development Division Chief
Brooke Hardin, Director of Community Development and Planning

Subject: Apartments at Davies Property (4131 Chain Bridge Road)

Meeting Date: March 14, 2022

The attached documents are inclusive of materials for the Planning Commission pre-application on the above-referenced items, including a briefing report with a conceptual plan and perspectives. The intent of this pre-application briefing is to receive initial feedback from the Planning Commission before the potential applicant proceeds to the City Council pre-application briefing and any eventual application is filed. Although a formal application has not yet been submitted, the potential applicant has prepared a design concept for discussion.

The conceptual plan proposes to replace an existing single-family home with two multi-family buildings (305 units) and 5,167 square feet of retail space with 478 spaces in three levels of structured parking. The site, 4131 Chain Bridge Road, is located south of the former BB&T Bank (4117 Chain Bridge Road), west of Judicial Drive/Massey Complex (County), east of Breckinridge Lane HOA and Courthouse Square townhomes, and north of the Inns of Court office complex that fronts on Armstrong Street. A rezoning from RM Residential Medium would be required, and the developer's team has selected CU Commercial Urban in the Old Town Transition Overlay District as the mostly likely option. A Special Use Permit would be required for upper story residential/mixed use building or multi-family, and a preliminary review reflects that the design would likely require several Special Exceptions to density, height, maximum lot coverage, maximum building coverage, internal sidewalks on private streets, inter-parcel vehicular access, and minimum loading spaces, as well as a Major Certificate of Appropriateness for architecture and landscaping. Additional applications may be required based on final design if an application is submitted. Further detail is provided within the attached briefing document. A fiscal impact analysis has not been conducted at this time.

Pre-Application Briefing – Planning Commission

SITE DETAILS

Address: 4131 Chain Bridge Road

Current Zoning: RM Residential Medium, Old Town Fairfax Transition Overlay District (TOD)

Current Use: Single-Family Detached Home

Comprehensive Plan Place Type: Activity Center

Site Area: 2.69 acres (117,082 sf)

Number of lots: 1

Property Owners: The Hill, A Davies Family LLC
c/o Davies & Davies

Potential Applicant: G. Evan Pritchard, Cozen
O'Connor



Development Concept: Redevelop the site with two multi-family buildings (305 units) with connected by a walkway and 5,167 square feet of retail space with 478 spaces in three levels of structured parking.

Concept Highlights: The concept shows the following elements:

- 5 stories on Chain Ridge Road, 4 stories on University Drive and approximately 62 feet in height
- Retail space of 5,167 square feet fronting on Chain Bridge Road
- Each residential building has a courtyard
- Planned alleyway and greenway with shared bike and pedestrian paths (43 feet in width)
- Chain Bridge Road entrance with a right-in, right-out
- University Drive entrance is off-set from Breckinridge Lane with a right-in and right-out

Potential Applications: If an application is submitted, this concept would require land use approvals that could potentially include, but are not limited to:

- Rezoning from RM Residential Medium to CU Commercial Urban in the Old Town Transition Overlay District

- Special Use Permit to allow the construction of an upper story residential/mixed use building or multi-family
- Various Special Exceptions to density, height, maximum lot coverage, maximum building coverage, internal sidewalks on private streets, inter-parcel vehicular access, and minimum loading spaces
- Major Certificate of Appropriateness for architecture and landscaping

Specific applications would be assessed at a future date if a complete application package is submitted by the developer.

Preliminary Feedback: City review agencies have provided the following feedback to the developer. Staff has met with the potential applicant to discuss:

- Consistency with the Comprehensive Plan and Old Town Fairfax Small Area Plan
 - o Small Area Plan supports residential and retail on the site
 - o Small Area Plan supports the creation of a shared green way-service street between Chain Bridge Road, University Drive that runs north-south between the two streets, and the east to west connection road
 - o Architecturally sensitive facade along University Drive and Chain Bridge Road, forming street edge
 - o Multimodal plan envisions 10' shared use path along Chain Bridge Road
- Consistency with Old Town Fairfax Transition Overlay District
 - o Dimensional standards including lot coverage, building coverage, height, setbacks, and public sidewalk widths
- Parking Requirements
 - o Multi-family as each dwelling unit requires a minimum of 1.50 spaces
 - o Retail is permitted with parking at 1 space per 200 sq. ft. of floor area (reduced by 50% in TOD)
- Bike/pedestrian facilities improvements through site
- Fire access to multiple sides of the building and emergency access to site
- Stormwater management, sewer capacity and design
- Undergrounding of utilities and relocating of traffic signal pole on Chain Bridge Road

Attachments: Applicant materials include a briefing letter and briefing conceptual plan.



February 17, 2022

VIA E-MAIL (BROOKE.HARDIN@FAIRFAXVA.GOV)

G. Evan Pritchard

Direct Phone 202-280-6482

Direct Fax 202-618-4854

epritchard@cozen.com

Brooke Hardin, Director
City of Fairfax
Department of Community Development &
Planning
City Hall, Annex Room 207
10455 Armstrong Street
Fairfax, VA 22030

Re: Request for a Briefing to the Planning Commission Regarding the Davies Property, 4131 Chain Bridge Road

Dear Mr. Hardin:

On behalf of our client, Perseus TDC, please accept this letter as a request for a briefing to be presented to the Planning Commission on March 14, 2022. The following is a brief narrative of the proposal for the property located at 4131 Chain Bridge Road, Parcel ID 57-4-02-040 (the "Property"). Over the past five years, the Property has been the subject of prior applications for multifamily development and senior living by two other developers. My client is a local developer with expertise in entitlement, design, and execution in our region and has assembled a team that will finally be able to help realize the vision the Comprehensive and Old Town Fairfax Small Area Plan set forth.

The Property has a site area of 2.67 acres (116,296 sf) and is zoned to the RM Residential Medium District. It is located within the Old Town Fairfax Transition Overlay District, is bordered by an office building and parking deck to the north, a townhouse business park to the south, Chain Bridge Road to the west, and University Drive to the East.

The Property is identified in the Comprehensive Plan as part of the Old Town Fairfax Activity Center, which recommends rezoning of properties within it to the CU (Commercial Urban) District, among others, to achieve the goals of the Plan. The Property is planned for residential use up to 5 stories, transitioning down to 4 stories on University Drive. The Comprehensive Plan envisions an alley/minor street to the north and south of the Property and a "greenway" through the center of the Property.

As shown on the enclosed plans prepared by WDG Architecture, we propose two multi-family apartment buildings on the Property. Consistent with the Comprehensive Plan recommendations for the Property, we propose to rezone the Property to the CU District and construct two multi-family buildings on the property with two levels of below-grade parking. Each building will be served by its own interior courtyard amenity space. The below-

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grade parking will be designed to take advantage of the Property's sloping topography, which drops by approximately 26' west to east. The building to the east will transition down to 4 stories on University Drive.

The buildings will accommodate the planned greenway approximately 43' in width and will be potentially connected by a pedestrian bridge, as depicted on the enclosed concept plan. A service drive, sidewalk, green/utility area, and transition yard totaling 32' is proposed on the north side of the Property. Expanded sidewalks and landscaping are proposed along Chain Bridge Road and University Drive. Lobby and amenity spaces for each building would be placed on their respective street frontages to help further activate the area.

A total of approximately 305 units is proposed served by 458 parking spaces at a ratio of 1.5 spaces per unit. A potential retail space of 5,167 sf is proposed adjacent to Chain Bridge Road, which would be served by an additional 20 parking spaces at a ratio of approximately 1 sp per 258 sf. In keeping with the City's Affordable Housing requirement, 6% of the proposed units will be provided as affordable units.

Please feel free to contact me with any questions or if additional information is needed to process this request. We look forward to continuing the conversation with the City regarding this exciting redevelopment opportunity.

Sincerely,

COZEN O'CONNOR



G. Evan Pritchard

GEP
Enclosure

cc: Jason Sutphin
Albert Frederick
Nihar Shah
Greg Auger

4131 Chain Bridge Rd | Fairfax, Virginia

Concept

February 16th, 2022

Owner/Developer:

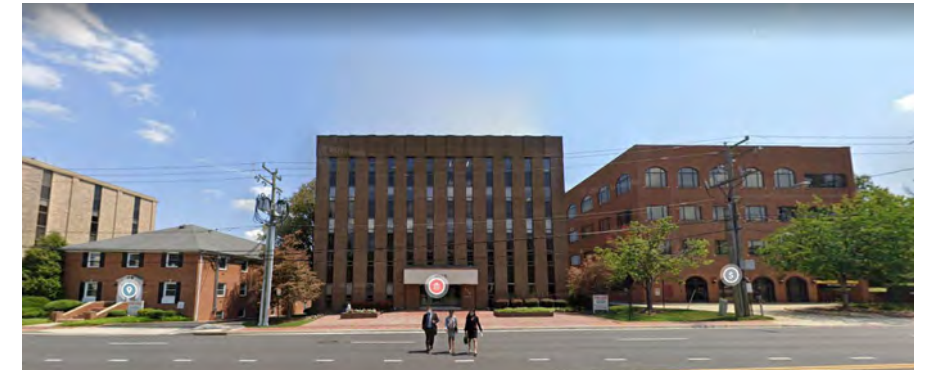
PERSEUS - TDC
1850 M Street NW, Suite 820
Washington, DC 20036

Architect:

WDG Architecture
1025 Connecticut Avenue, NW, Suite 300
Washington, DC. 20036



1 FAIRFAX COUNTY JUDICIAL CENTER



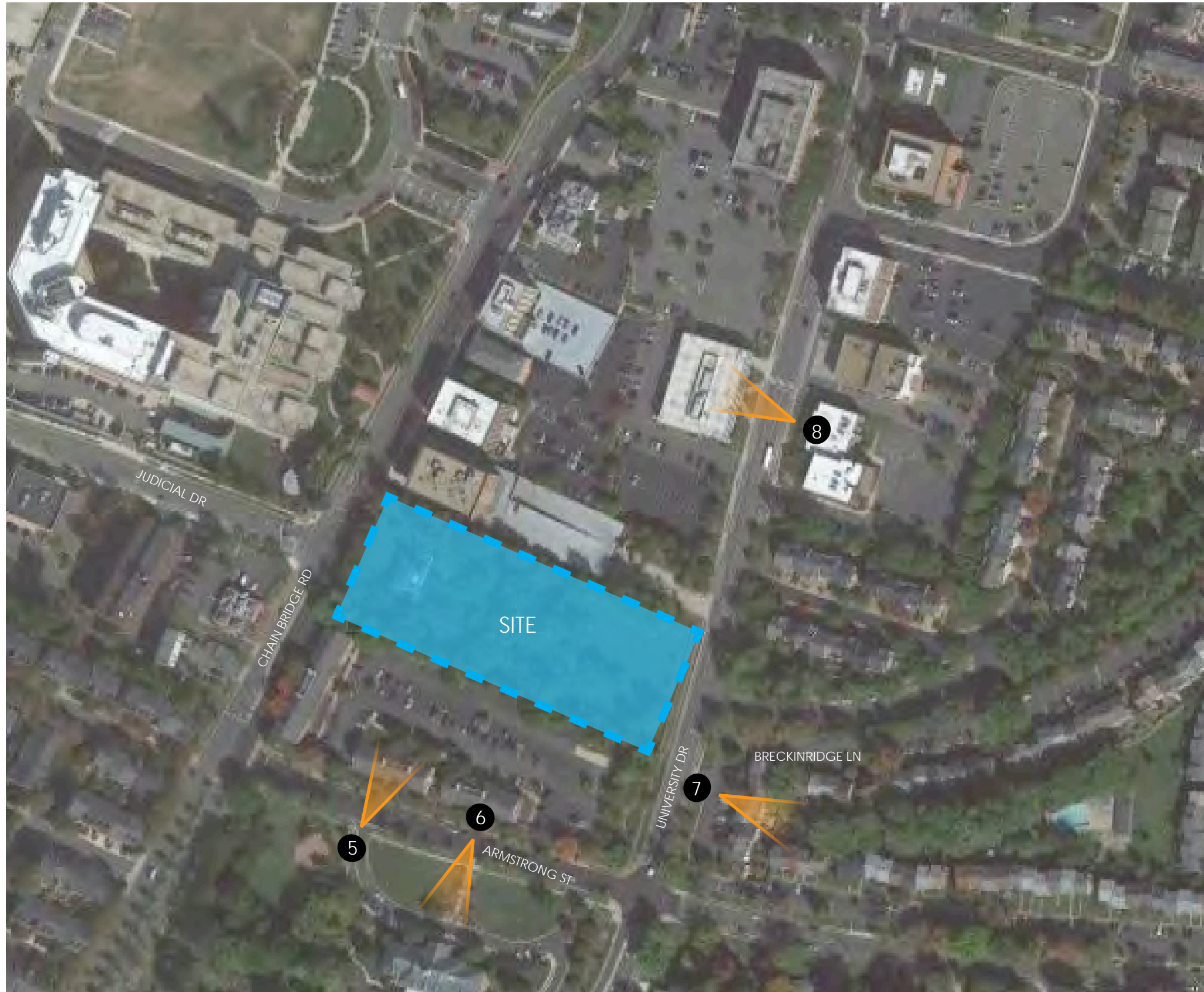
2 OFFICE BUILDINGS



3 FAIRFAX COUNTY DETENTION CENTER



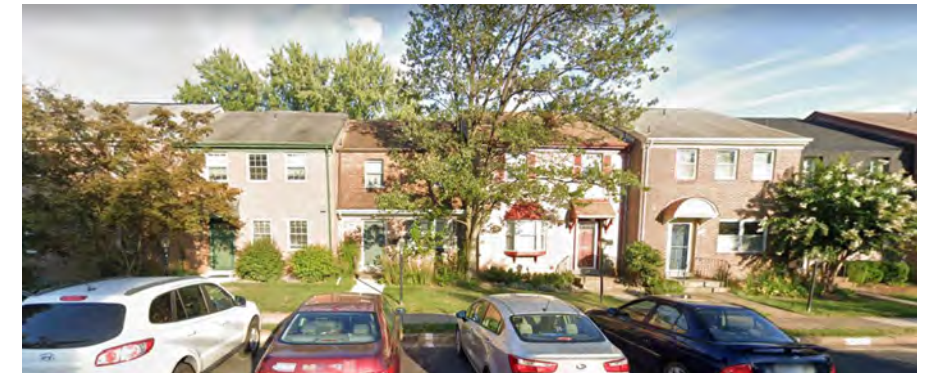
4 BUSINESS PARK



5 BUSINESS PARK



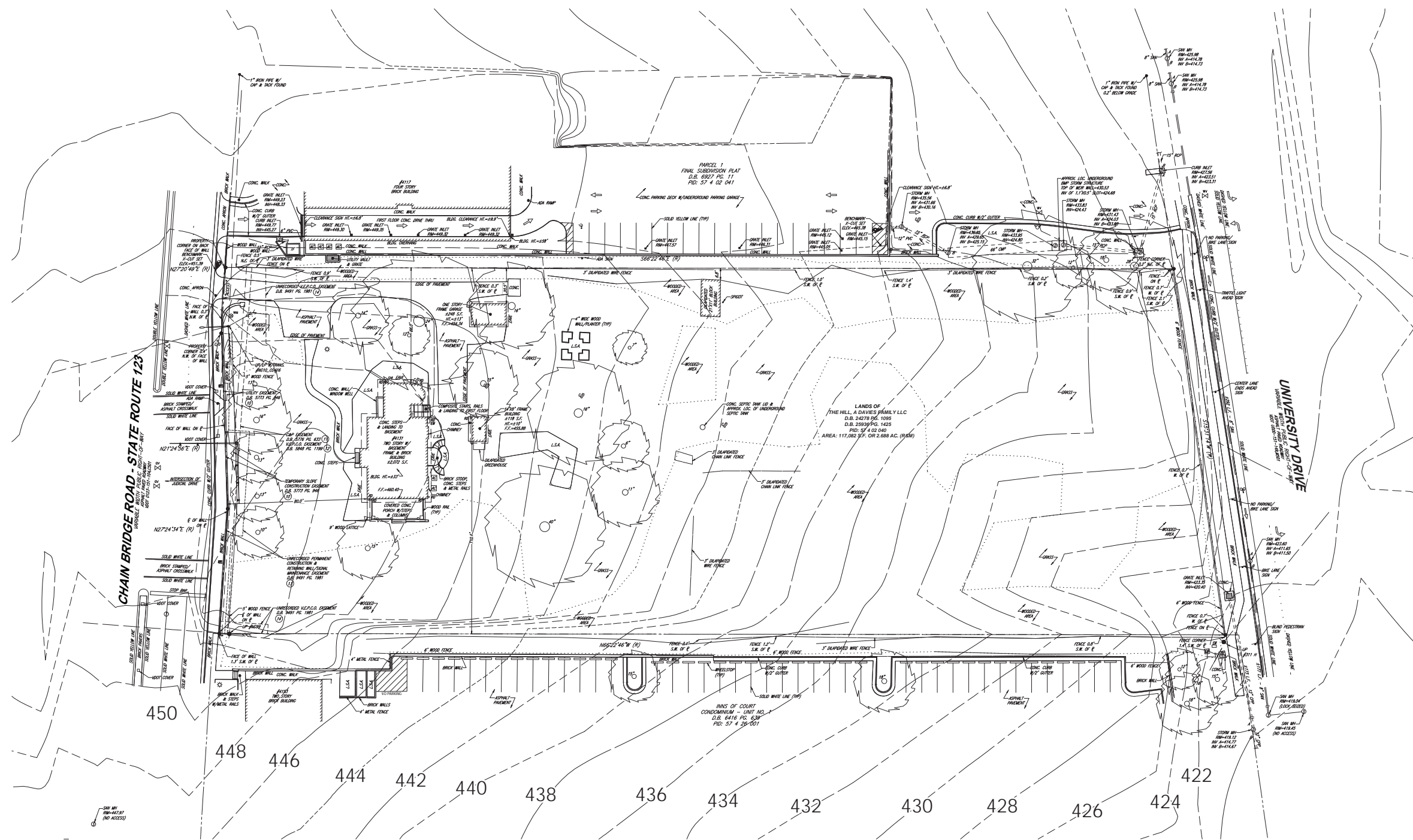
6 FAIRFAX CITY HALL

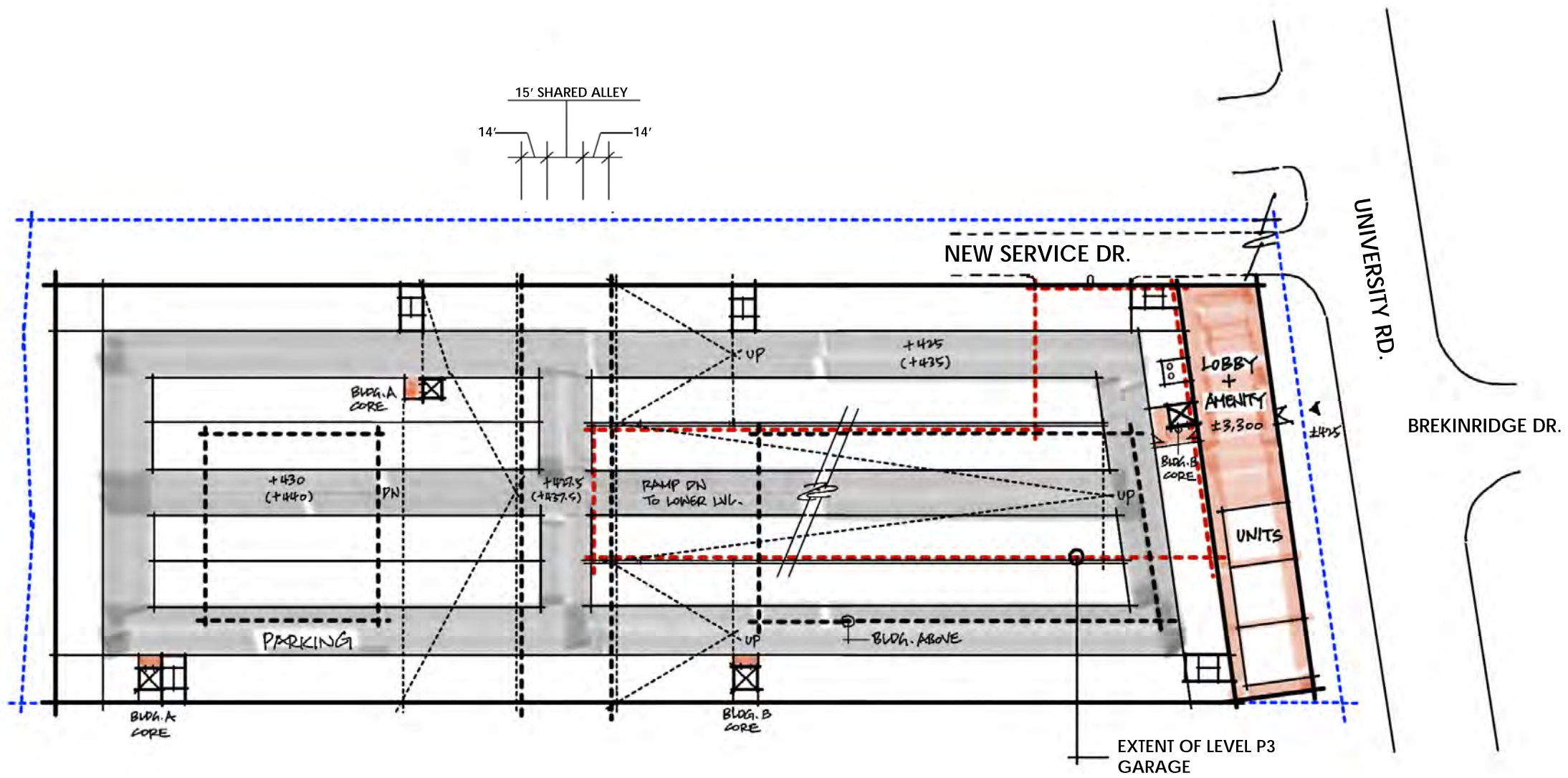


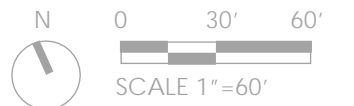
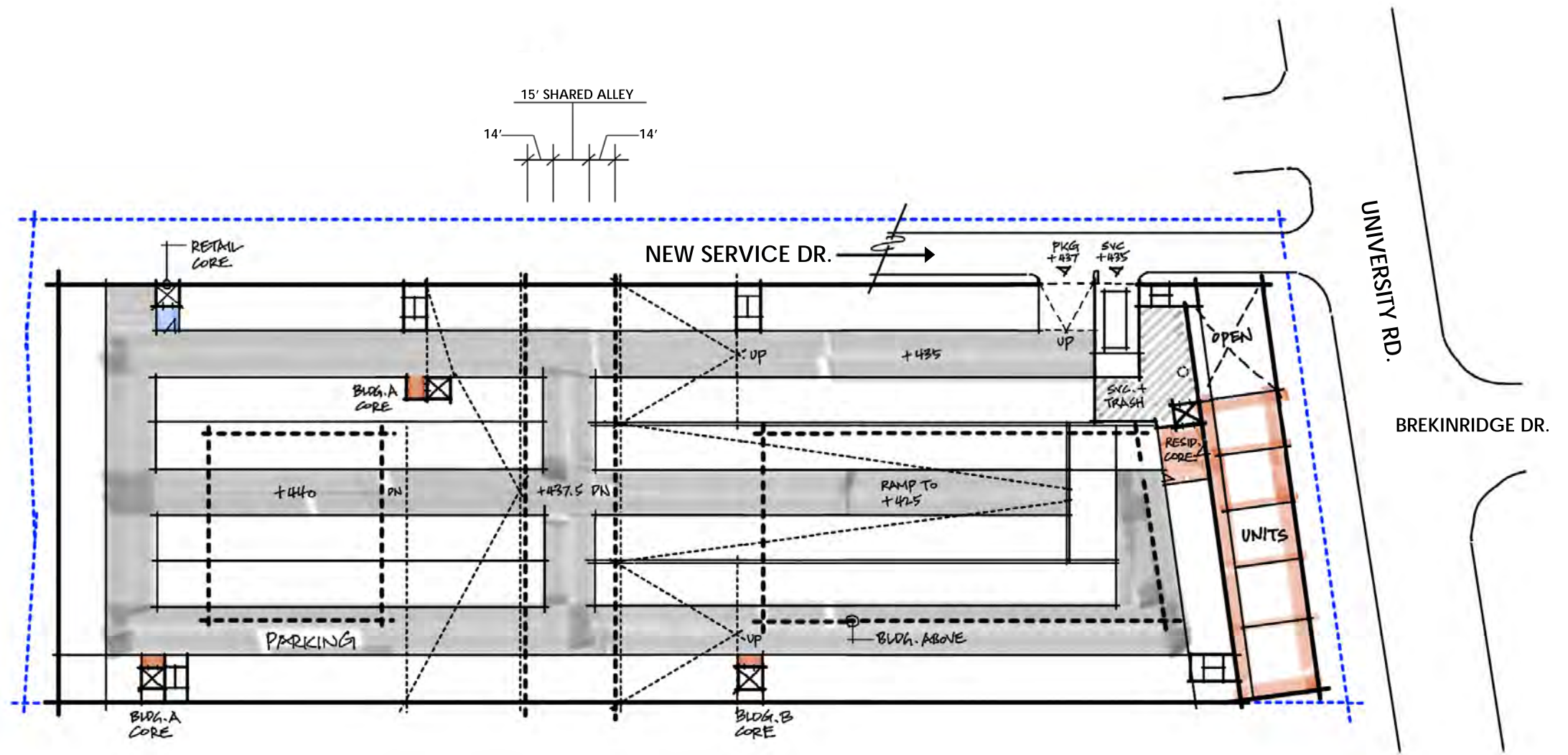
7 TOWNHOUSES

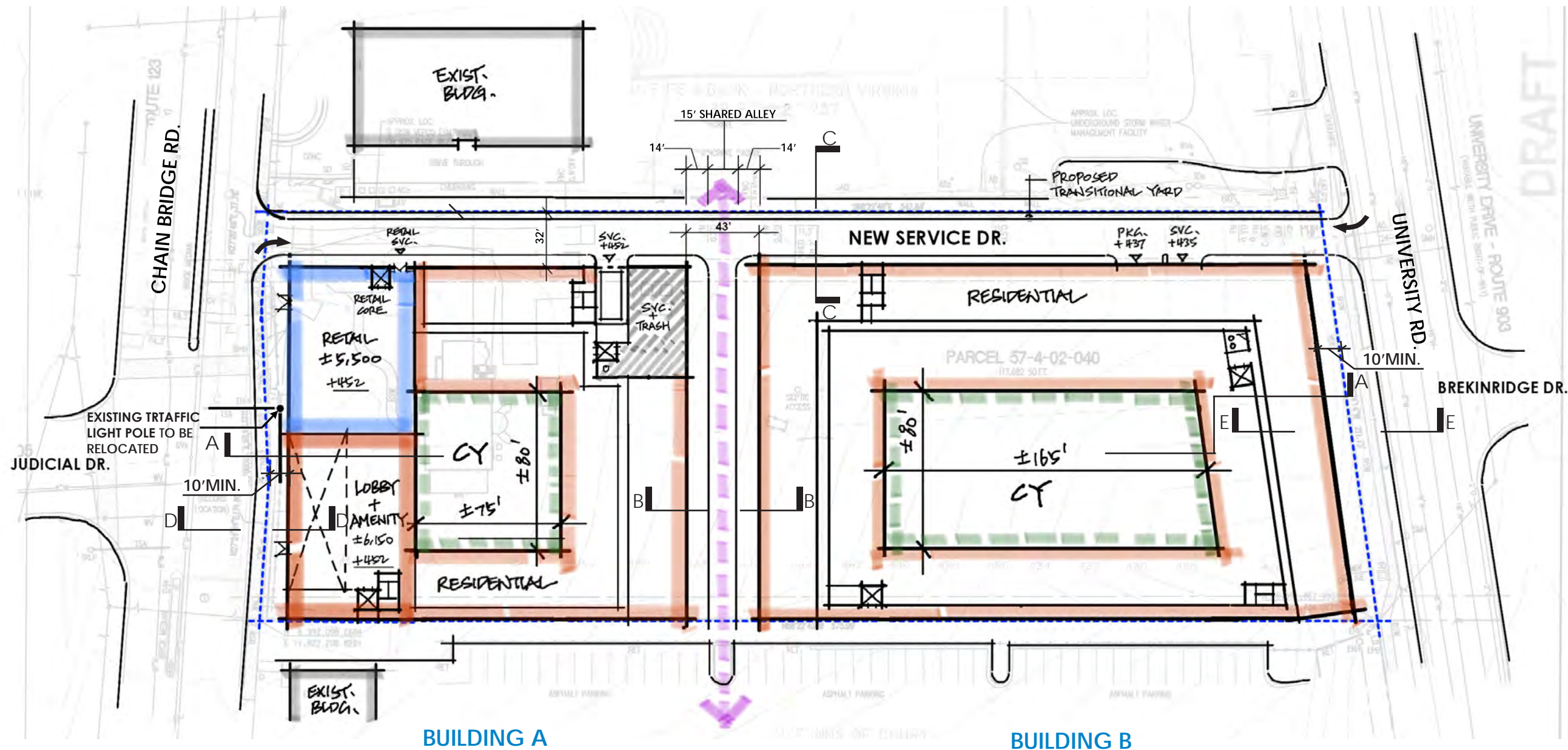


8 OFFICE BUILDING



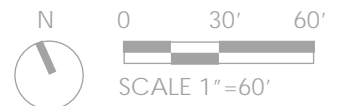
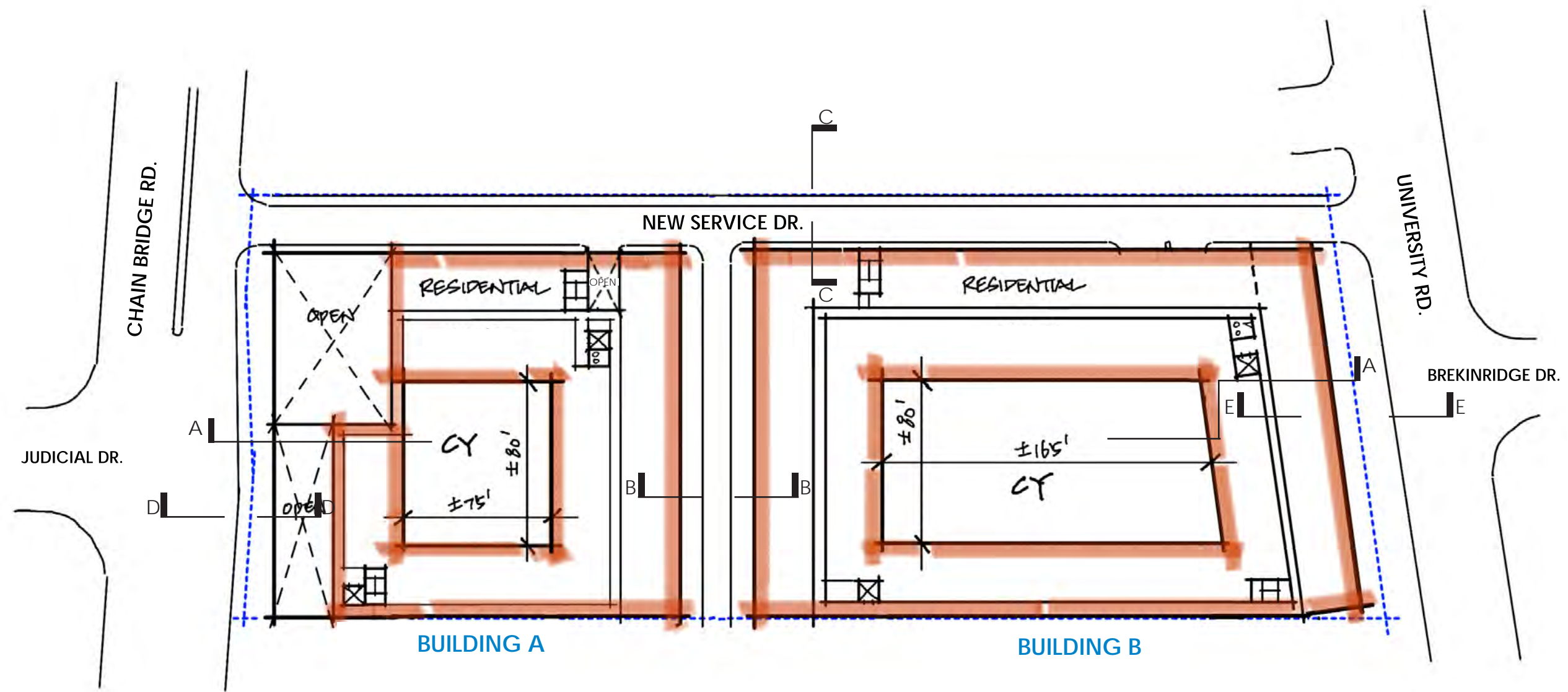


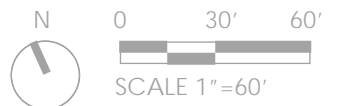
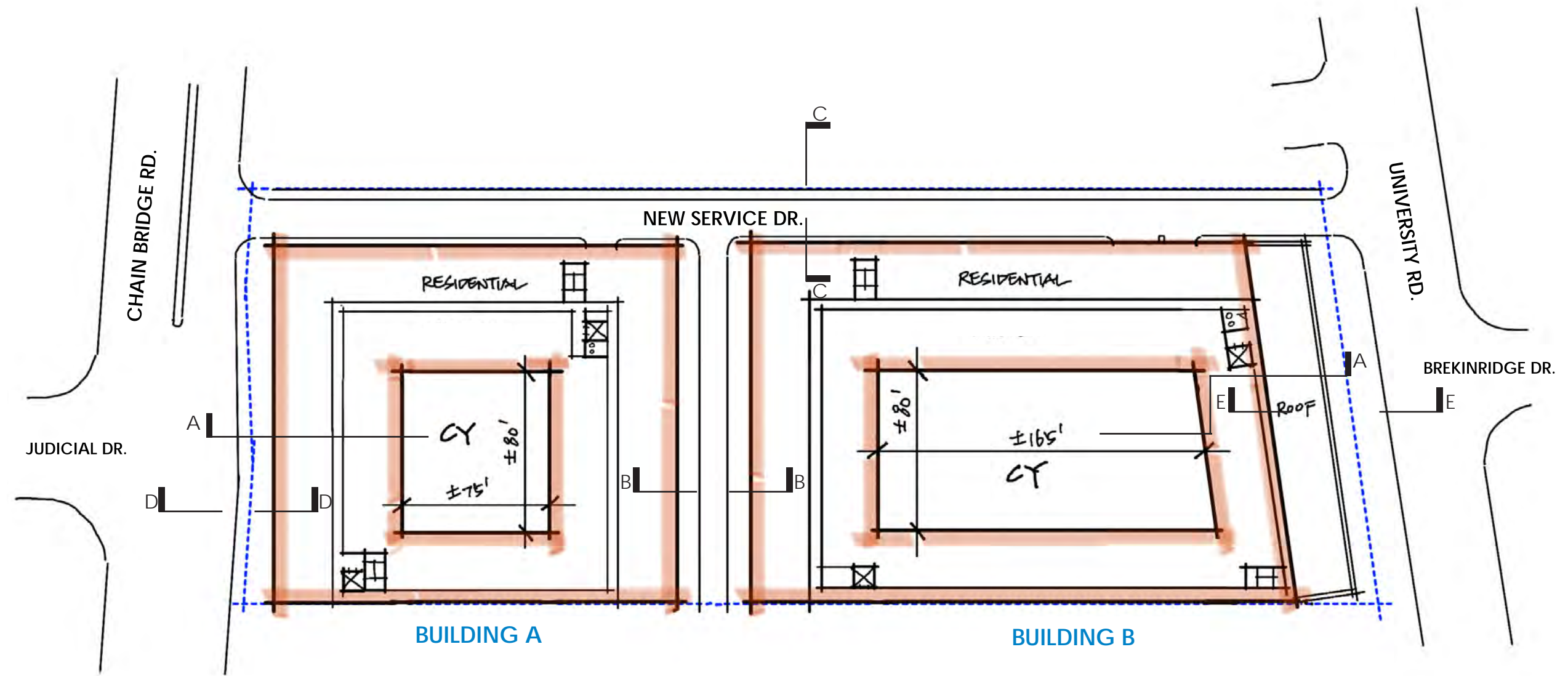


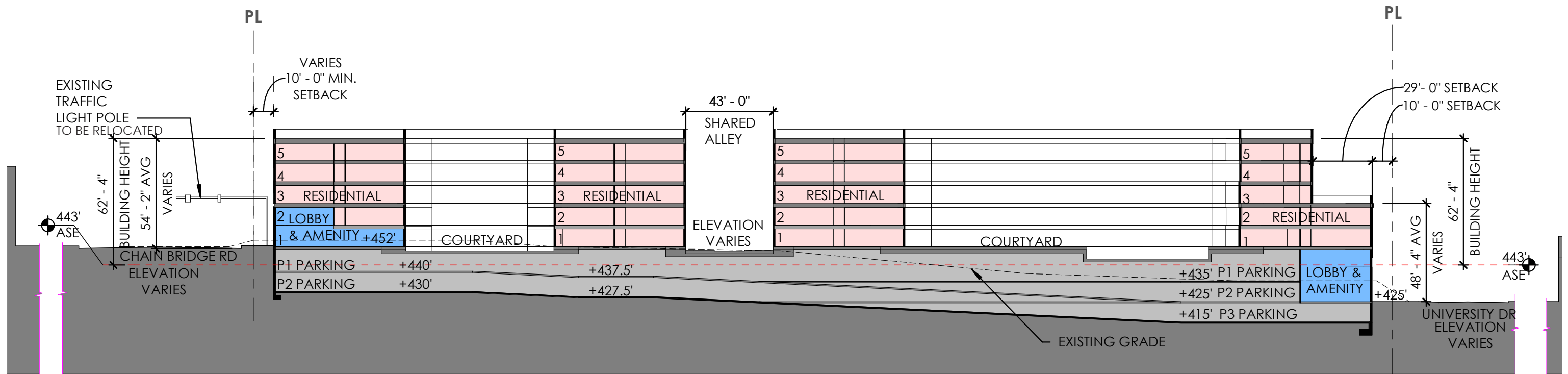


NOTE: NEW SERVICE DRIVE WILL BE RIGHT IN ACCESS ONLY

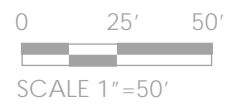


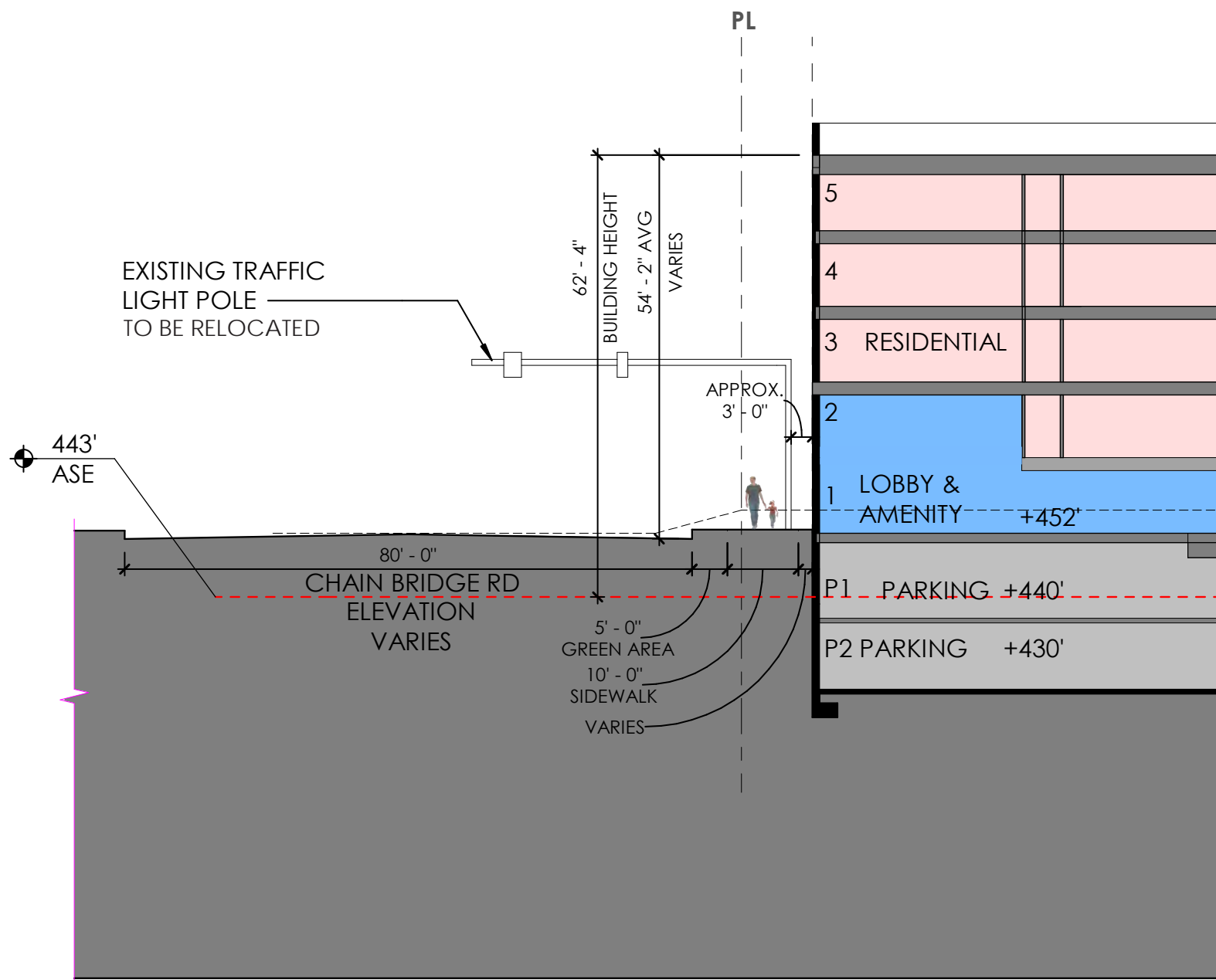




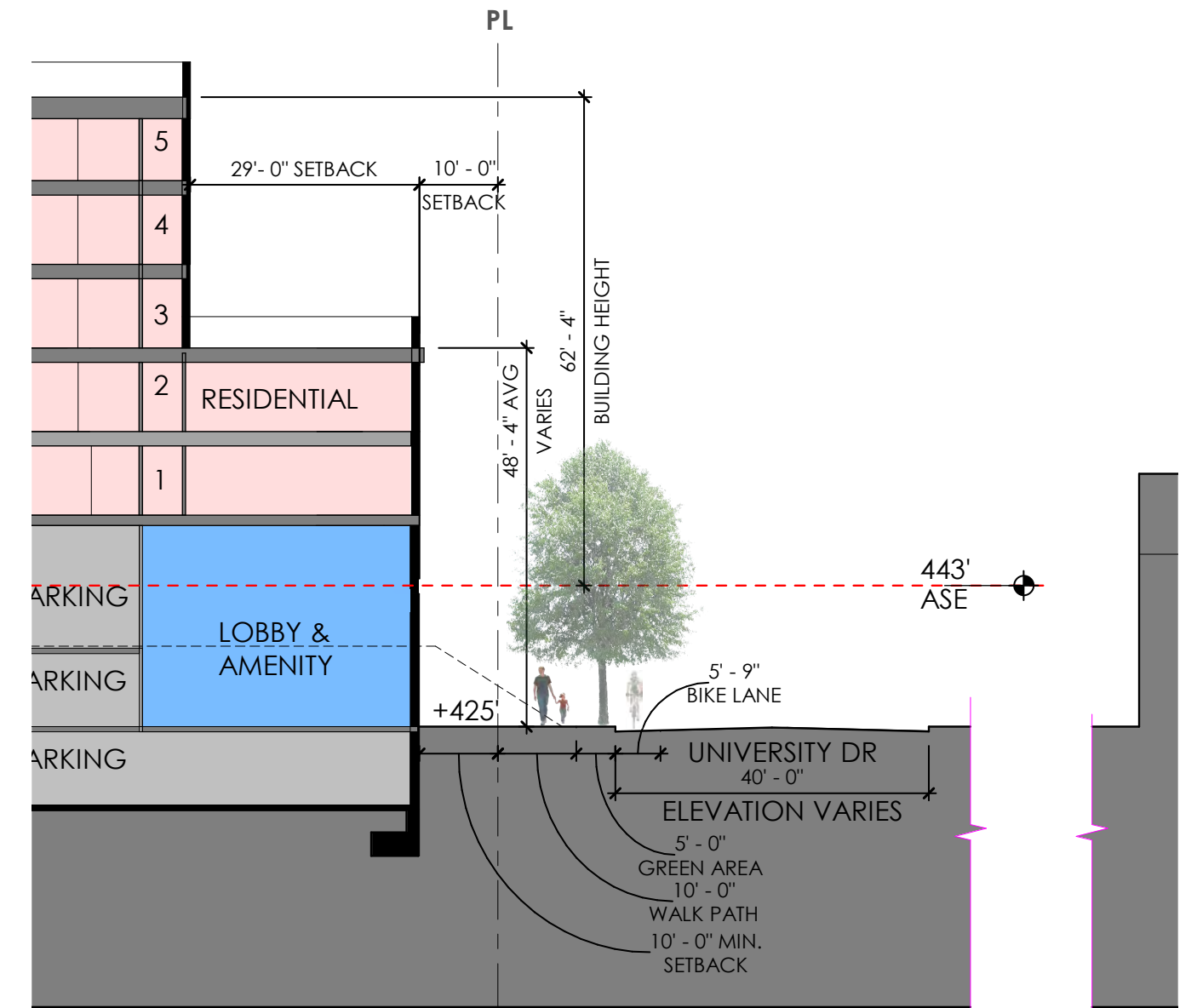


NOTE: ASE +443' SHOWN IS APPROXIMATE AND REQUIRES VERIFICATION
60 FOOT BUILDING HEIGHT MAX

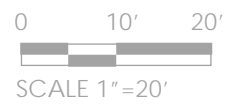


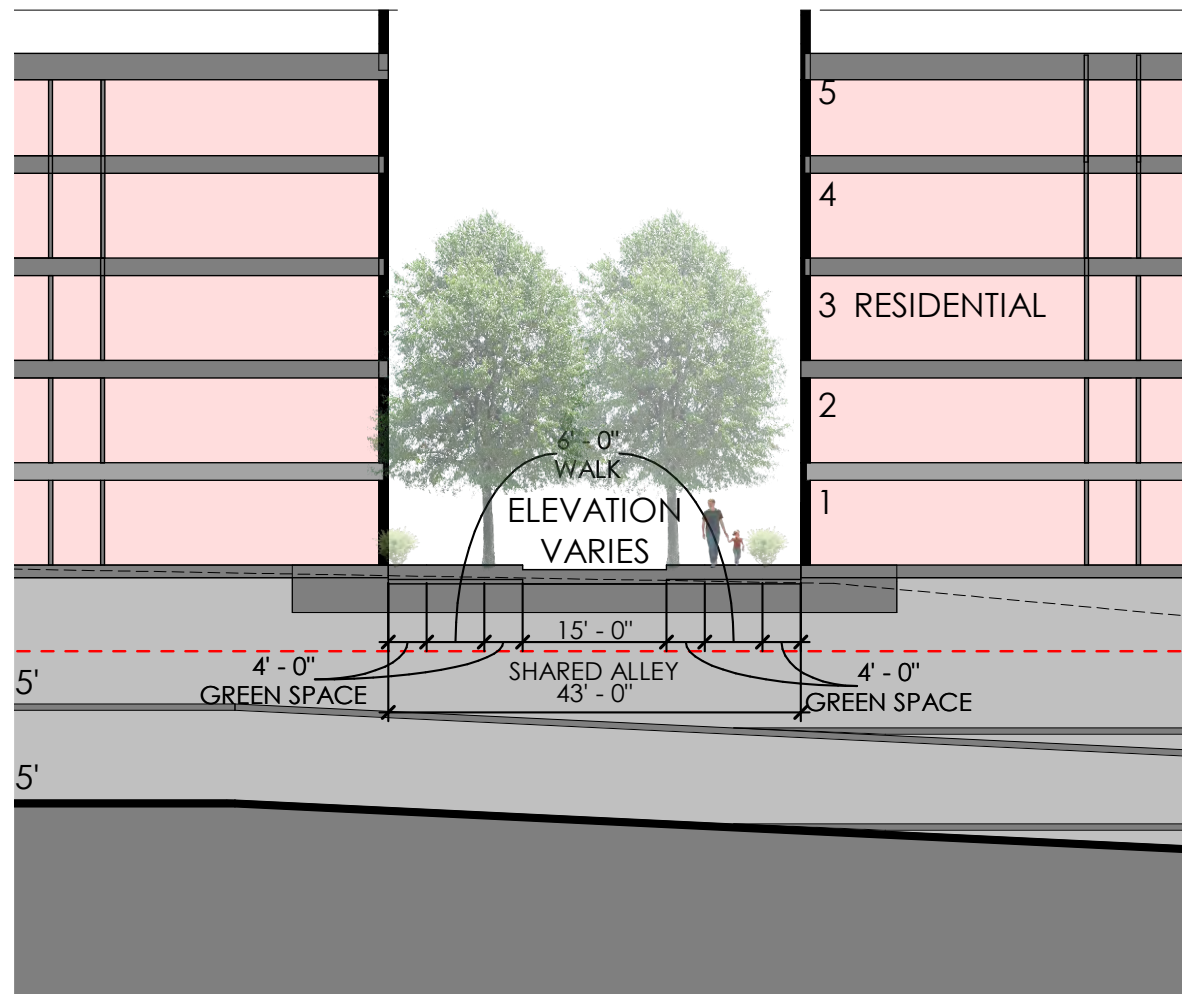


SECTION D-D (CHAIN BRIDGE RD)



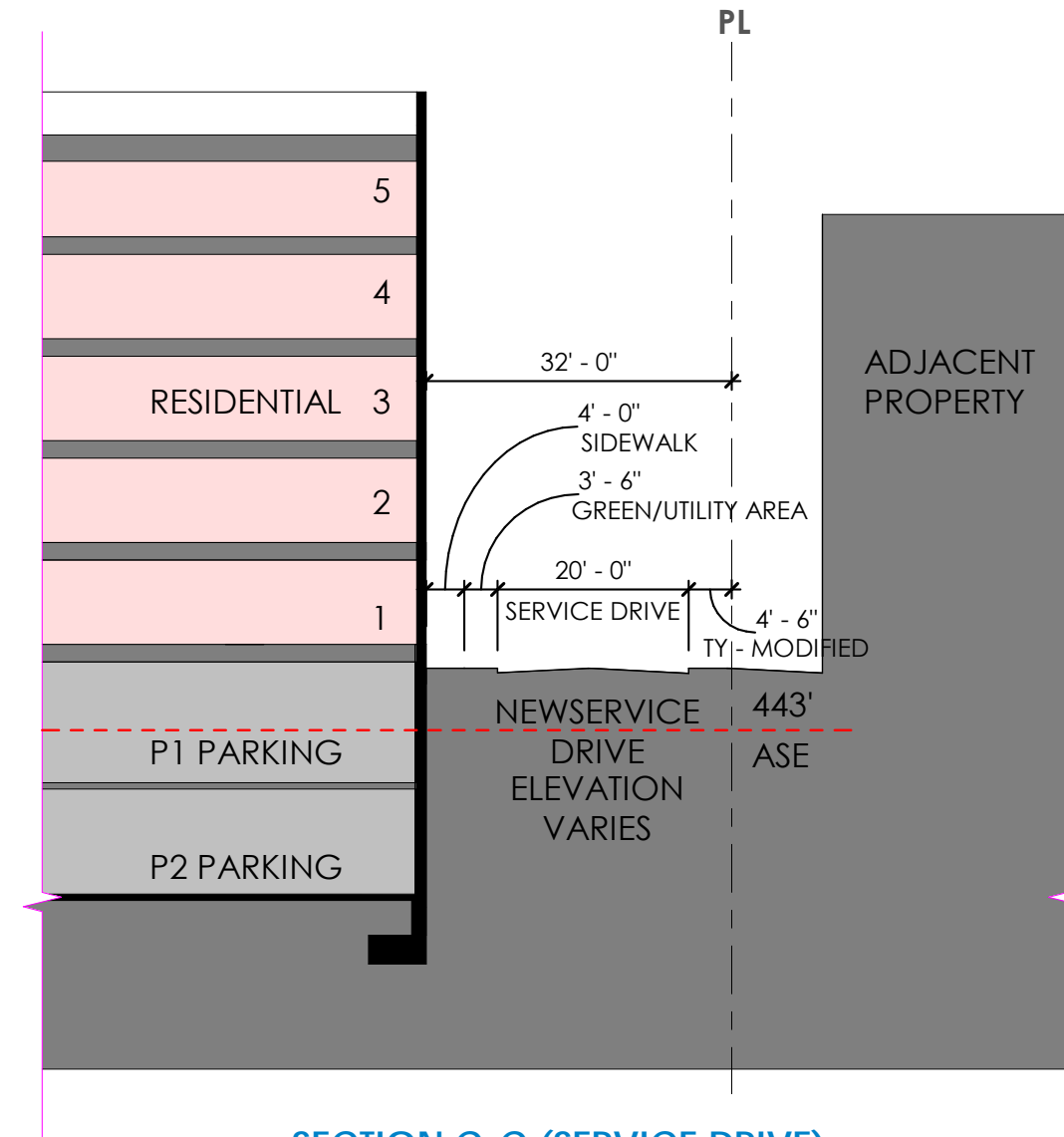
SECTION E-E (UNIVERSITY DR)



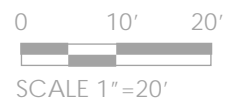


SECTION B-B (SHARED ALLEY)

NOTE: *20'-0" SERVICE DRIVE INCLUDES 6" CURB ON BOTH SIDES



SECTION C-C (SERVICE DRIVE)



PRELIMINARY AREA / PARKING TABULATION

PROPOSED ZONE	CU
OVERLAY DISTRICT	OLD TOWN FAIRFAX TRANSITION DISTRICT
LOT	PARCEL 57-4-02-040
SITE AREA	117,082 (2.69 ACRE)
TOTAL FAR AREA PROVIDED	346,387
TOTAL FAR	2.96
TOTAL UNITS/ACRE ALLOWED^^	20 (GENERAL) / 24 (AFFORDABLE)
TOTAL UNITS/ACRE PROVIDED	113

LEVELS	BUILDING A	BUILDING B	PARKING	RETAIL	FL-FL	TOTAL
5	30,545	34,385			10'-8"	64,930
4	30,545	34,385			10'-8"	64,930
3	30,545	34,385			10'-8"	64,930
2	22,170	39,535			10'-8"	61,705
1	25,360	39,475		5,167	10'-8"	70,002
P1	1,300	7,925	84,301		12'-0"	93,526
P2	1,300	8,565	85,702		10'-0"	95,567
P3	0	800	18,750		10'-0"	19,550
TOTAL	141,765	199,455	188,753	5,167	**62'-4"	
GRAND TOTAL	341,220		188,753	5,167		535,140

BUILDING A

TOTAL GROSS RESIDENTIAL	141,765
AVERAGE NSF/DU	854
RESIDENTIAL EFFICIENCY	80%
TOTAL RESID. DU.S*	118

BUILDING B

TOTAL GROSS RESIDENTIAL	199,455
AVERAGE NSF/DU	854
RESIDENTIAL EFFICIENCY	79.0%
TOTAL RESID. DU.S*	187

BUILDING A + B

TOTAL GROSS RESIDENTIAL	341,220
AVERAGE NSF/DU	854
RESIDENTIAL EFFICIENCY	79.5%
TOTAL RESID. DU.S*	305

PRELIMINARY PARKING TABULATION***

TOTAL RESIDENTIAL PARKING	458
TOTAL RETAIL PARKING	20
TOTAL PARKING	478
BLENDED PARKING RATIO	1.5

NOTES:

1. TOTAL UNIT COUNT* CAN BE MODIFIED WITH MIX.
2. BUILDING HEIGHT** IS MEASURED FROM ASSUMED ASE +443.0' AND REQUIRES VERIFICATION.
3. PARKING*** BLENDED RATIO OF 1.5 FOR THE PROJECT. PARKING TO BE UPDATED AS PROJECT IS FURTHER DEVELOPED.
4. TOTAL RESID. DENSITY/ACRE ALLOWED^^ PER CITY OF FAIRFAX ZONING CH.3.6.2

LOT AREA: 117,082

1. LOT COVERAGE (INCLUDES COURTYARD)
(CR 85% MAX / CU 100%)

BLDG A: 36,041 SF
BLDG B: 51,894 SF
IMPERVIOUS: 18,330 SF + 3,273 SF + 3,465 SF = 25,068 SF

TOTAL: 113,003 SF

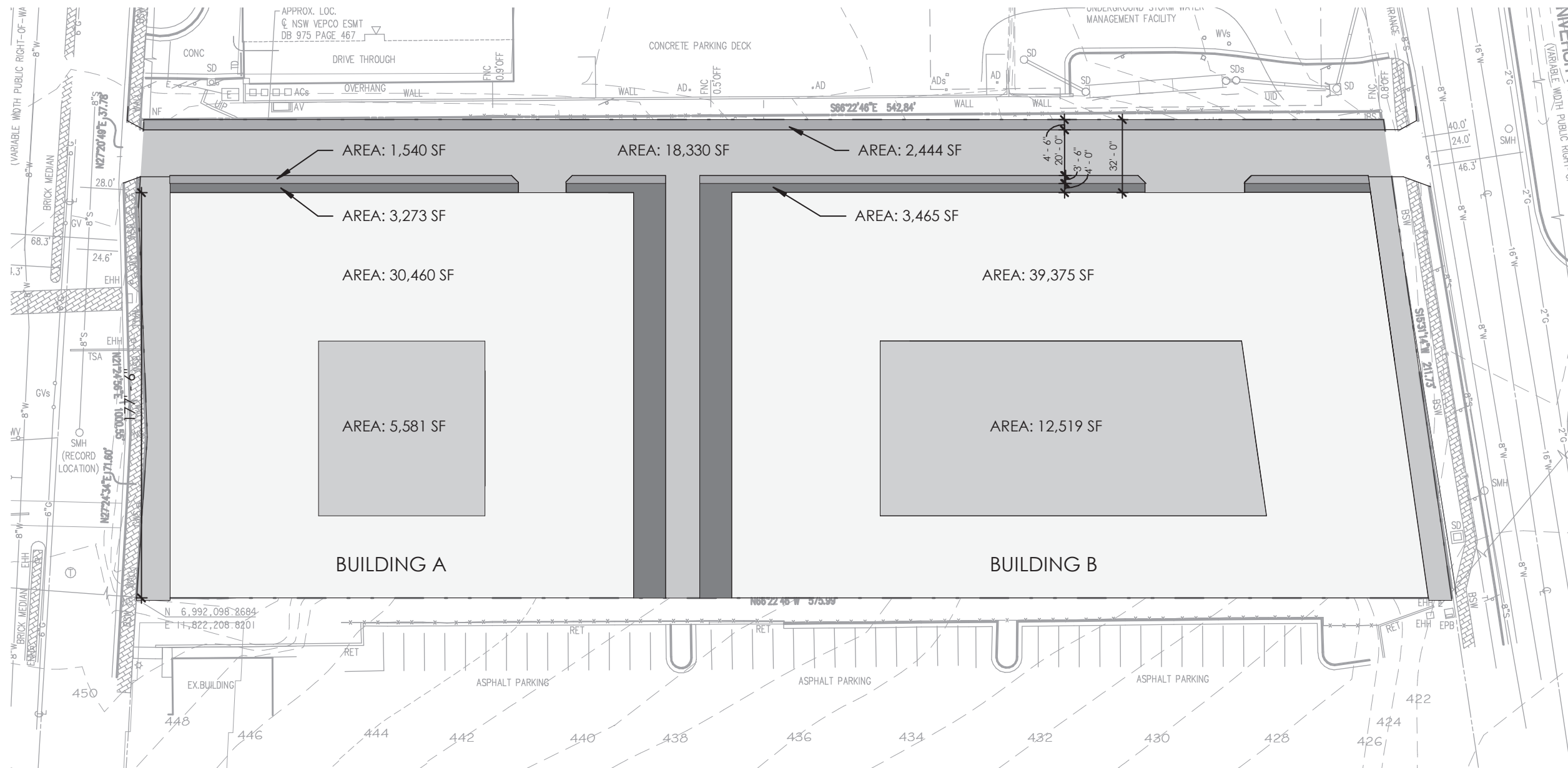
113,003 SF / 117,082 SF = 96.5%

2. BUILDING COVERAGE (AREA DOES NOT INCLUDE COURTYARD)
(CR 60% MAX / CU 80%)

BLDG A: 30,460 SF
BLDG B: 39,375 SF
IMPERVIOUS: 7,635 SF

TOTAL: 77,470 SF

77,470 SF/117,082 SF = 66.2% (WITH COURTYARDS 95,570 SF = 81.6%)



LOT AREA, MIN. (SQ. FT.)	--	20,000	20,000	30,000	22,000	--	--
REQUIRED YARDS (FT.)							
Front and side (street)							
Maximum	--	--	93[1]	15	--	--	--
Minimum	20[1]	20[1]	20[1]	0	20	20	25
Side (interior), min. adjacent to a residential district	25	25	25	25	25	50	50
Side (interior), min. not adjacent to a residential district	12	0/10[2]	0/10[2]	0/10[2]	25	0	0
Rear, min. adjacent to a residential district	25	25	25	25	25	50	50
Rear, min. not adjacent to a residential district	0	0	0	0	25	0	0
BUILD-TO LINE, MANDATORY (PERCENT)	--	--	--	50	--	--	--
LOT WIDTH, MINIMUM (FT.)	--	--	--	--	150	--	--
BULK PLANE REQUIREMENTS (DEGREES)							
Front	--	--	--	--	--	--	--
Side (interior), adjacent to a residential district	--	45	45	45	45	45	45
Side (interior), not adjacent to a residential district	--	--	--	--	--	30	30
Rear, adjacent to a residential district	--	45	45	45	45	45	45
Rear, not adjacent to a residential district	--	--	--	--	--	30	30
HEIGHT, MAXIMUM (STORIES/FEET)	3/35	5/60	5/60	5/60	5/60	3/35	6/60
BUILDING COVERAGE, MAXIMUM (%)	25	50	60	80	--	50	50
LOT COVERAGE, MAXIMUM	50	85	85	100	90	90	90
FLOOR AREA, MAXIMUM (SQ. FT.)	17,500	--	--	--	--	--	--

DISTRICT ▼	RL	RM	RH	RT-6	RT	RMF	CL	CO	CR	CU	CG	IL	IH
RL	--	--	--	--	--	--	--	--	--	--	--	--	--
RM	--	--	--	--	--	--	--	--	--	--	--	--	--
RH	--	--	--	--	--	--	--	--	--	--	--	--	--
RT-6	TY1	TY1	TY1	--	--	--	--	--	--	--	--	--	--
RT	TY1	TY1	TY1	--	--	--	--	--	--	--	--	--	--
RMF	TY2	TY2	TY2	TY2	TY2	--	--	--	--	--	--	--	--
CL	TY2	TY2	TY2	TY2	TY2	TY1	--	--	--	--	--	--	--
CO	TY2	TY2	TY2	TY2	TY2	TY1	--	--	--	--	--	--	--
CR	TY2	TY2	TY2	TY2	TY2	TY2	TY1	--	--	--	--	--	--
CU	TY3	TY3	TY3	TY3	TY3	TY2	TY2	TY1	--	--	--	--	--
CG	TY3	TY3	TY3	TY3	TY3	TY3	TY3	TY2	--	--	--	--	--
IL	TY4	TY4	TY4	TY4	TY4	TY4	TY3	TY3	TY2	TY2	TY1	--	--
IH	TY4	TY4	TY4	TY4	TY4	TY4	TY4	TY3	TY3	TY3	TY3	TY2	--

D. Transitional yard classifications

Four transitional yard classifications are established in recognition of the different context that may exist. They are as follows:

SPECIFICATIONS	TY1	TY2	TY3	TY4
Minimum Transitional Yard Width [1] (feet)	7.5	10	15	30
Minimum Fence or Wall Height (feet) on Lot Line [2]	6	6	6	6
Minimum Trees (per 100 feet)				
Canopy	Not required	3	4	4
Understory	4	3	4	5
Minimum Shrubs (per 100 feet)	Not required	Not required	4	5



AERIAL VIEW LOOKING FROM NE



AERIAL VIEW LOOKING FROM NW



1 PERSPECTIVE VIEW LOOKING FROM NW- CHAIN BRIDGE RD



2 PERSPECTIVE VIEW LOOKING FROM SW - CHAIN BRIDGE RD



3 PERSPECTIVE VIEW LOOKING FROM SE - ARMSTRONG STREET

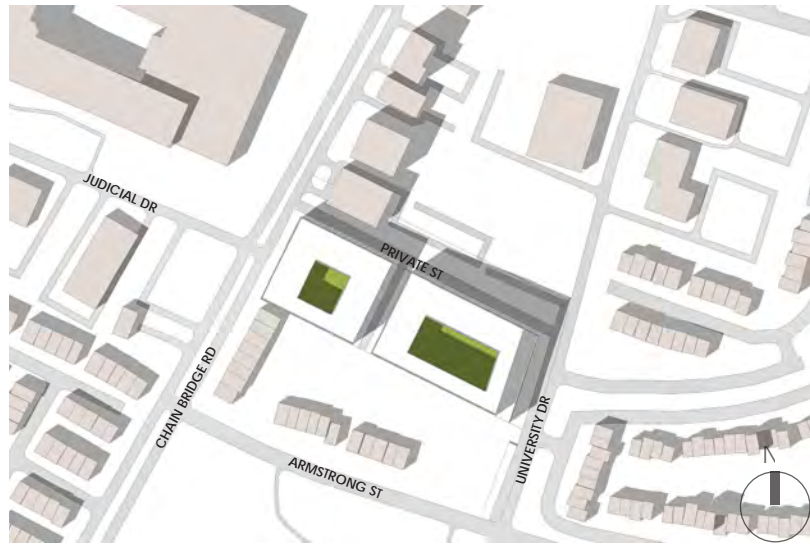


4 PERSPECTIVE VIEW LOOKING FROM SE - ARMSTRONG STREET & UNIVERSITY DR

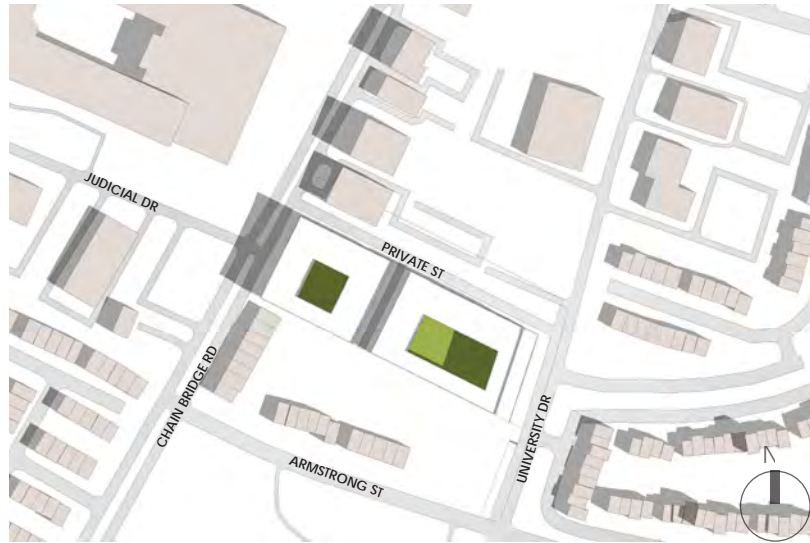


5 PERSPECTIVE VIEW LOOKING FROM NE - UNIVERSITY DR

MARCH 21/ SEPTEMBER 21



9:00 AM



12:00 PM



3:00 PM

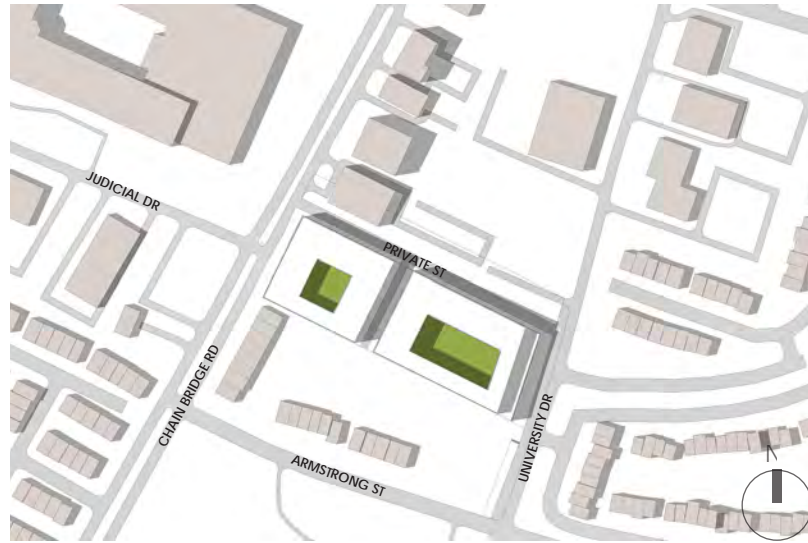
JUNE 21



9:00 AM



12:00 PM

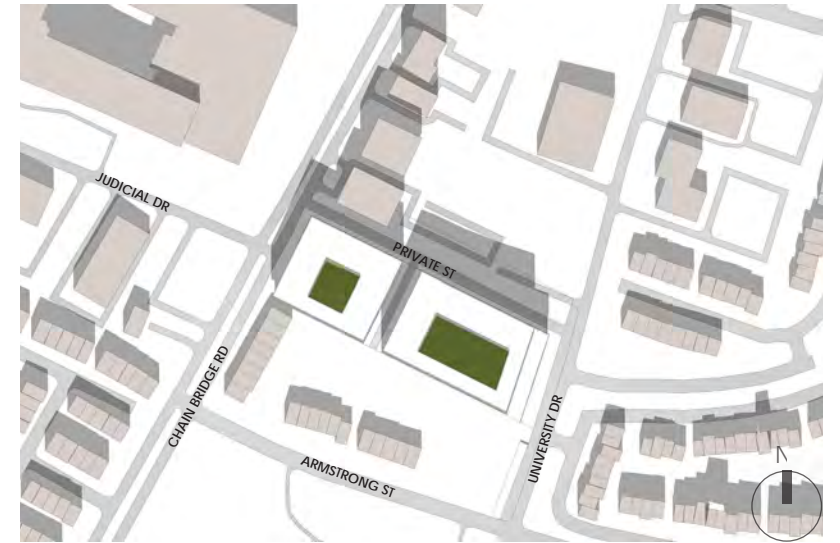


3:00 PM

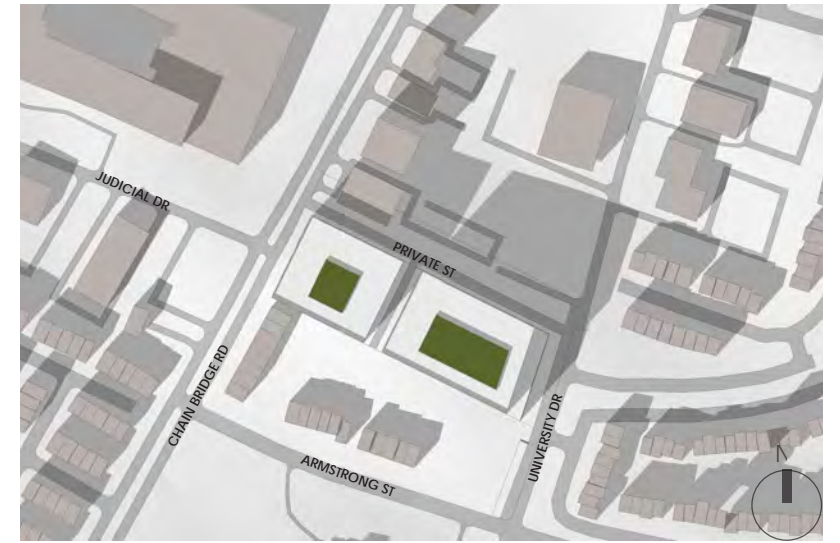
DECEMBER 21



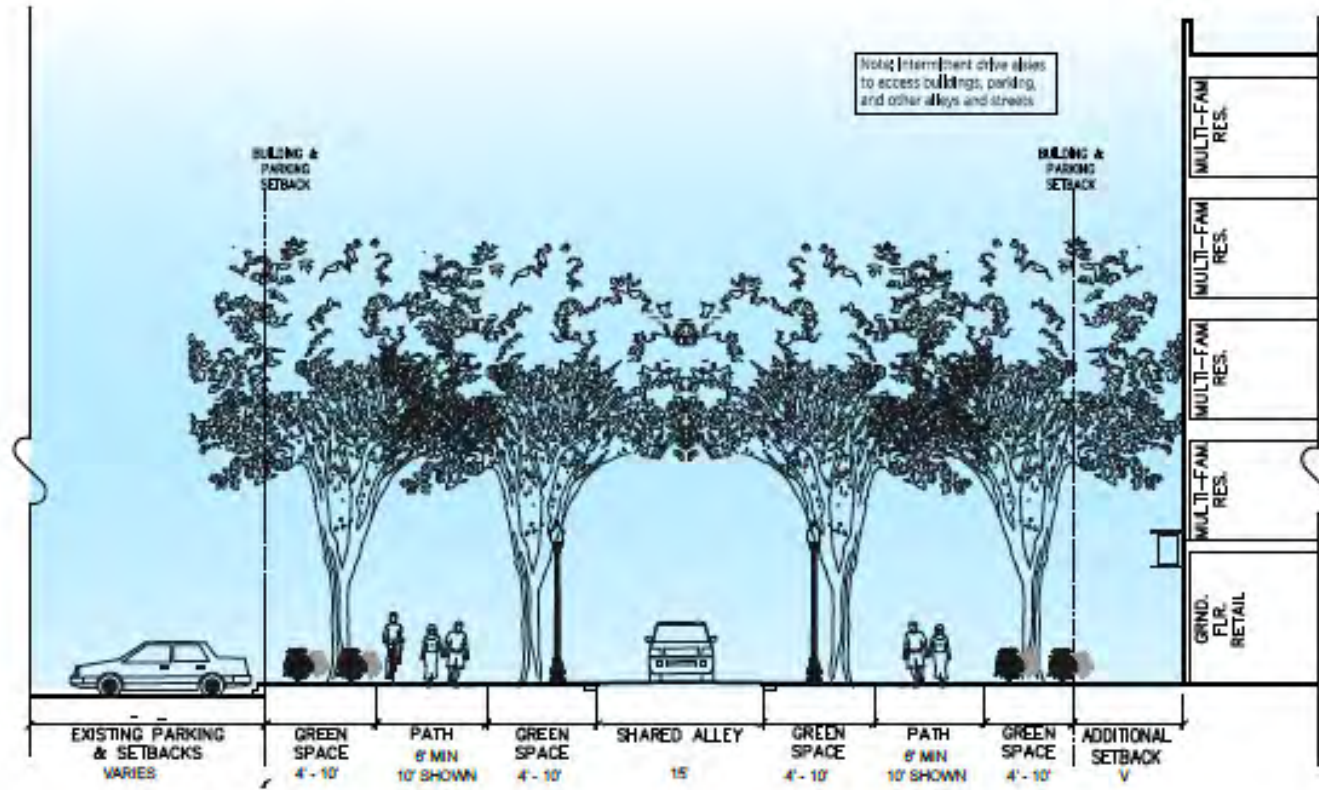
9:00 AM



12:00 PM



3:00 PM



OLD TOWN SOUTH - THE GREENWAY

A TREE-LINED PATH AND SERVICE STREET

Between Chain Bridge Road and University Drive, the plan supports the creation of a shared green way-service street that can serve as a community backyard for the new mixed use residential buildings and existing office units.

The new street will function as a shared use service alley bound by walking paths and back patios associated with the nearby buildings. This use continues the existing character of Old Town - with its numerous unique alleys-while providing the community with a multi-use space.

Critical to this design is flexibility to allow drive aisles, space for parking, or other service functions while also creating spaces to gather and walk to pedestrians.

Above Right - Lining the service street with trees can provide an important placemaking and pedestrian oriented experience as the above tree lined alley in Philadelphia, PA shows.

Below Right - Cady's Alley in Georgetown functions as an alley that handles pedestrians, fire trucks, and necessary services while also being an inviting pedestrian experience through details like unique pavement, curb-less design, discrete parking and drive aisles, and careful placement of bollards and planters.





4'-0"
GREEN SPACE

6'-0"
PATH

4'-0"
GREEN SPACE

15'-0"
SHARED ALLEY

4'-0"
GREEN SPACE

6'-0"
PATH

4'-0"
GREEN SPACE



4'-0"
GREEN SPACE

6'-0"
PATH

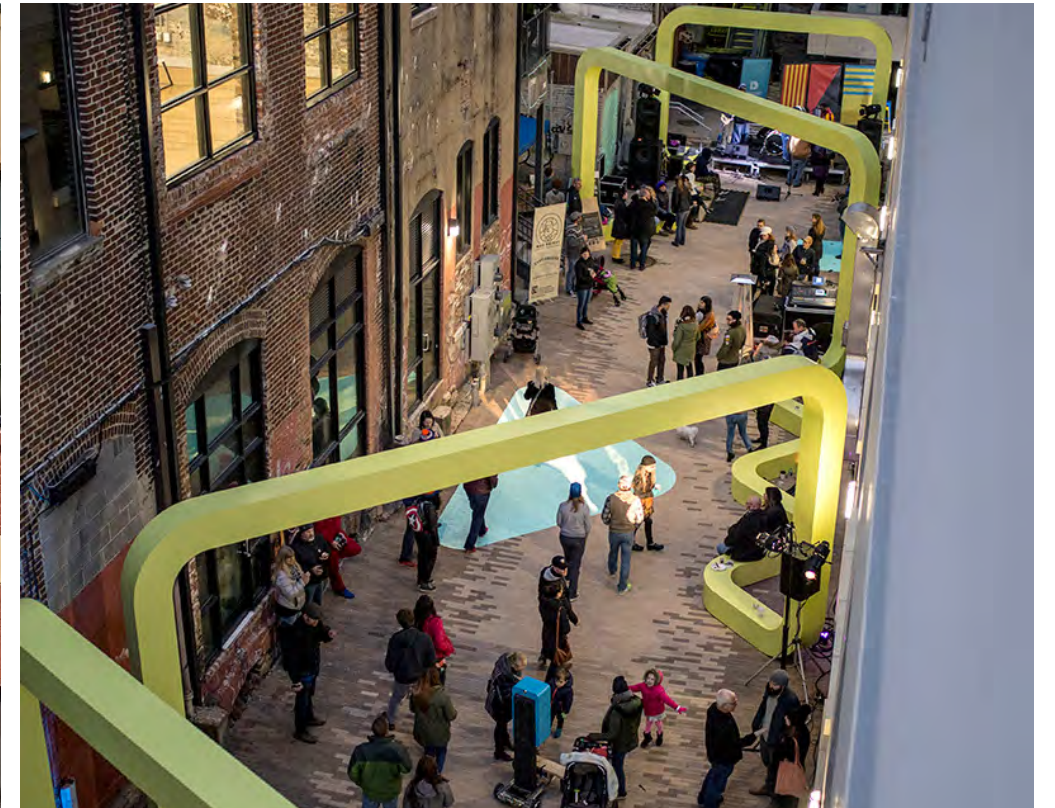
4'-0"
GREEN SPACE

15'-0"
SHARED ALLEY

4'-0"
GREEN SPACE

6'-0"
PATH

4'-0"
GREEN SPACE



WALL TYPE A

- BRICK MASONRY or
- SINGLE-SKIN METAL PANEL SYSTEM



WALL TYPE B

- FIBER CEMENT PANEL SYSTEM or
- SINGLE-SKIN METAL PANEL SYSTEM



STOREFRONT BASE

- GLASS STOREFRONT SYSTEM



NOTE: GRAPHIC DEPICTED IS CONCEPTUAL
ACTUAL COLORS / MATERIALS BETWEEN WALL TYPES INDICATED
CAN BE INTERCHANGABLE

- WALL TYPE B**
- STEPPED LEVEL
- HORIZONTAL READING

- WALL TYPE A**
- VERTICAL READING
- MODULE VARIES

- WALL TYPE B**
- VERTICAL READING
- 9 MODULES

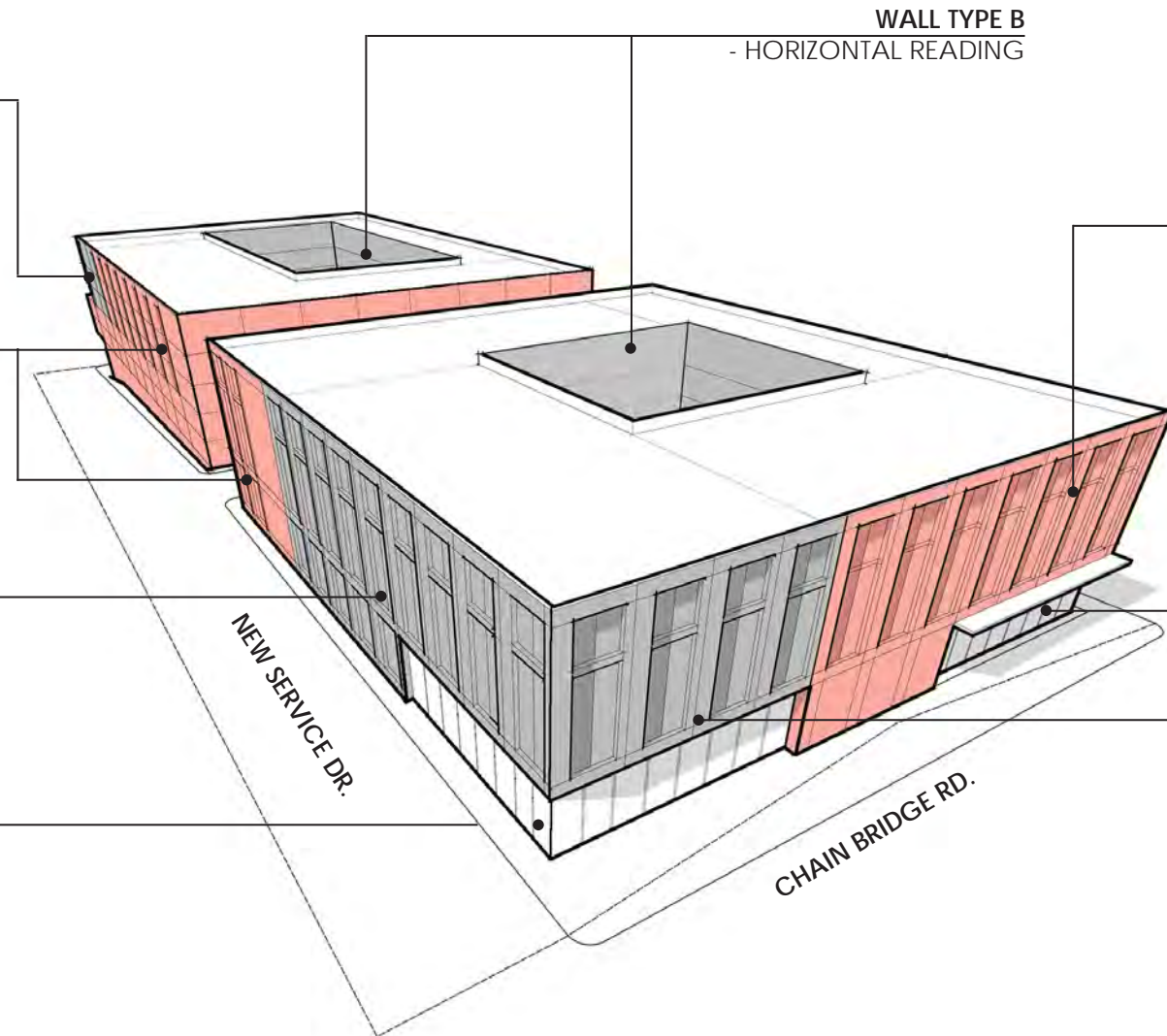
- CORNER STOREFRONT**
- RETAIL ENTRANCE

- WALL TYPE B**
- HORIZONTAL READING

- WALL TYPE A**
- VERTICAL READING
- 7 MODULES

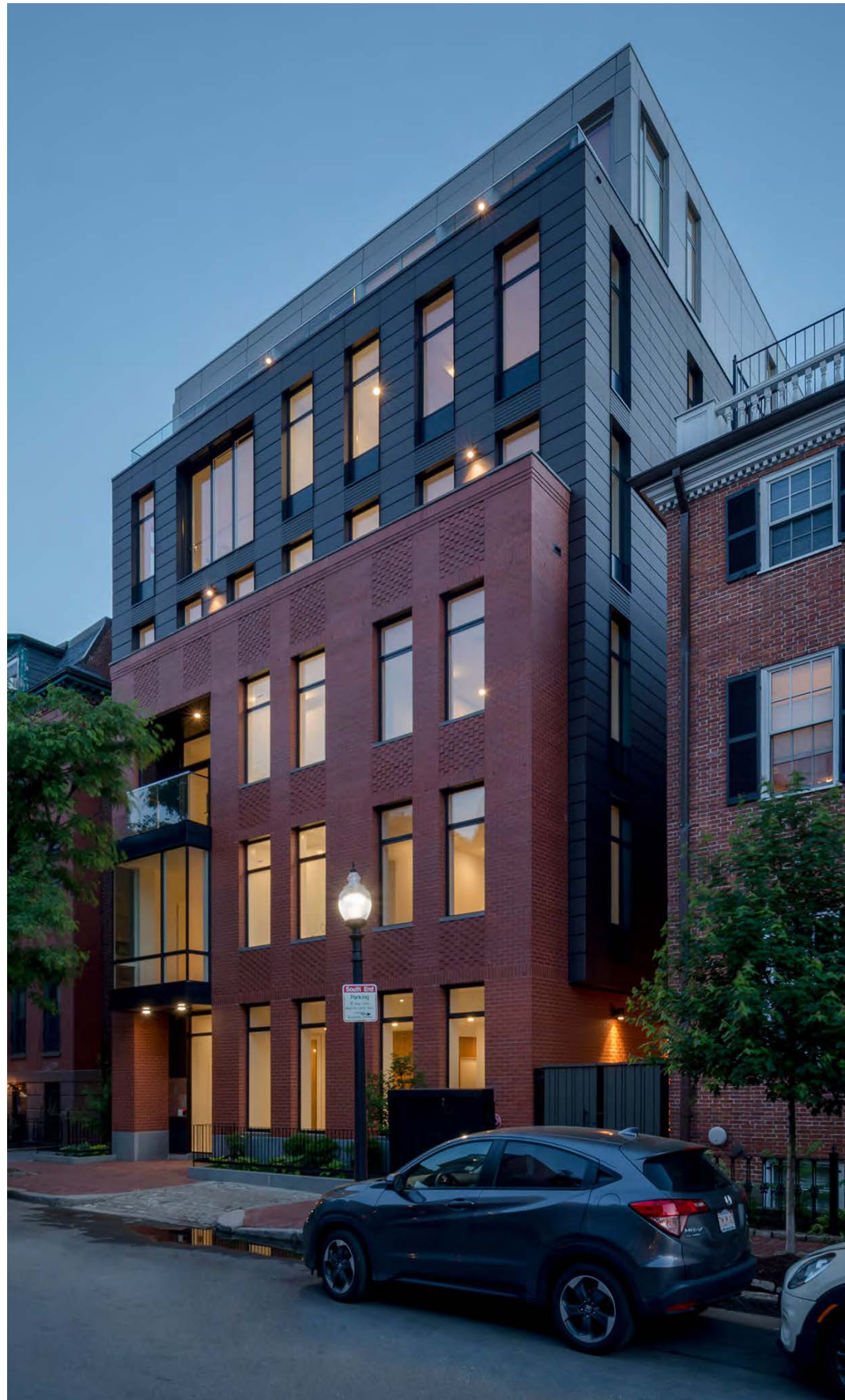
- STOREFRONT**
- LOBBY & AMENITY
ENTRANCES

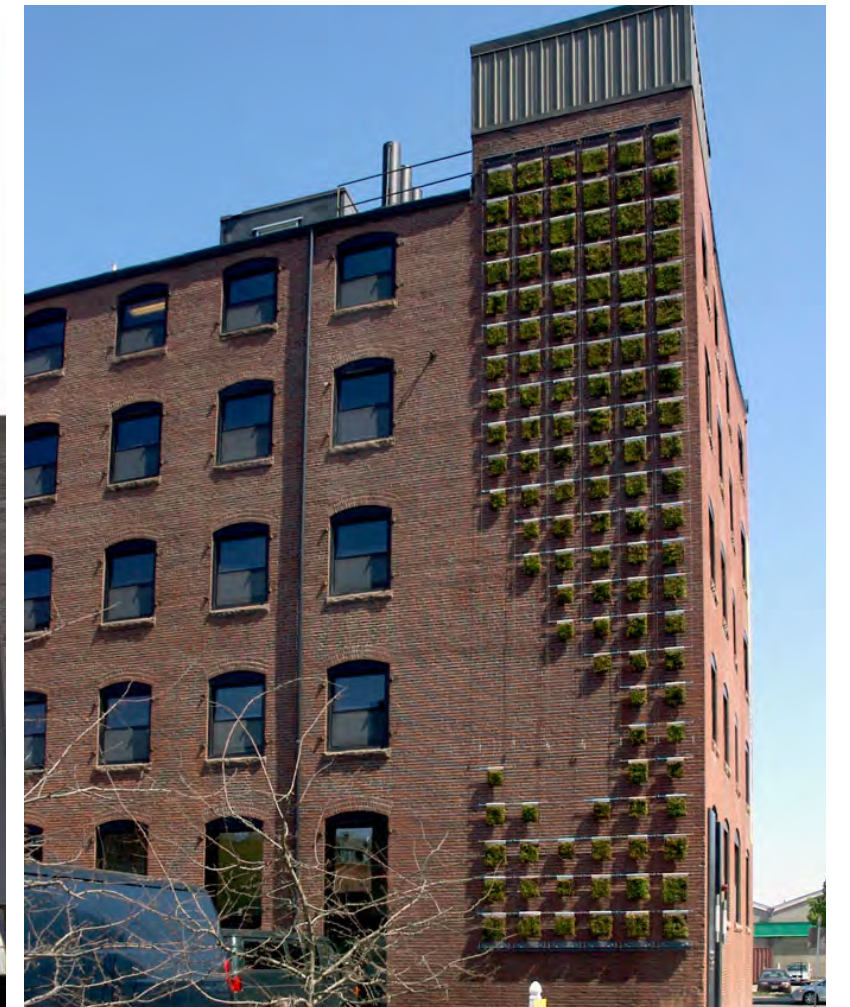
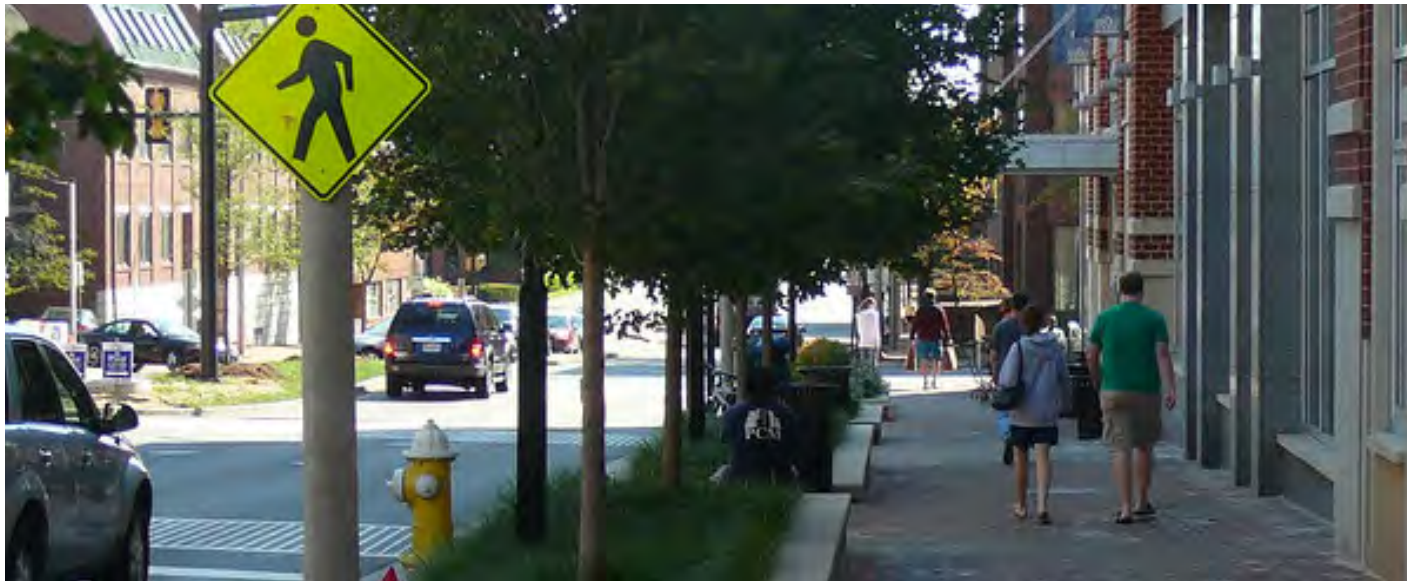
- WALL TYPE B**
- VERTICAL READING
- 4 MODULES











TECHNICAL MEMORANDUM

To: Greg Auger
From: Niraja Chandrapu, PE, PTOE
Kevin Sitzman, PE
Date: February 15, 2022
Subject: **4131 Chain Bridge Road – Transportation Due Diligence**

Perseus - TDC
Gorove Slade Associates
Gorove Slade Associates

Introduction

This memorandum presents the findings of a transportation due diligence review of a proposed multifamily residential development at 4131 Chain Bridge Road in the City of Fairfax, Virginia. The proposed concept plan for the development was reviewed primarily for vehicular access and circulation, pedestrian/bicycle connectivity, and consistency with the Old Town Small Area Plan. Previous traffic studies for the site were reviewed for insight on the adequacy of roadway capacity and circulation patterns.

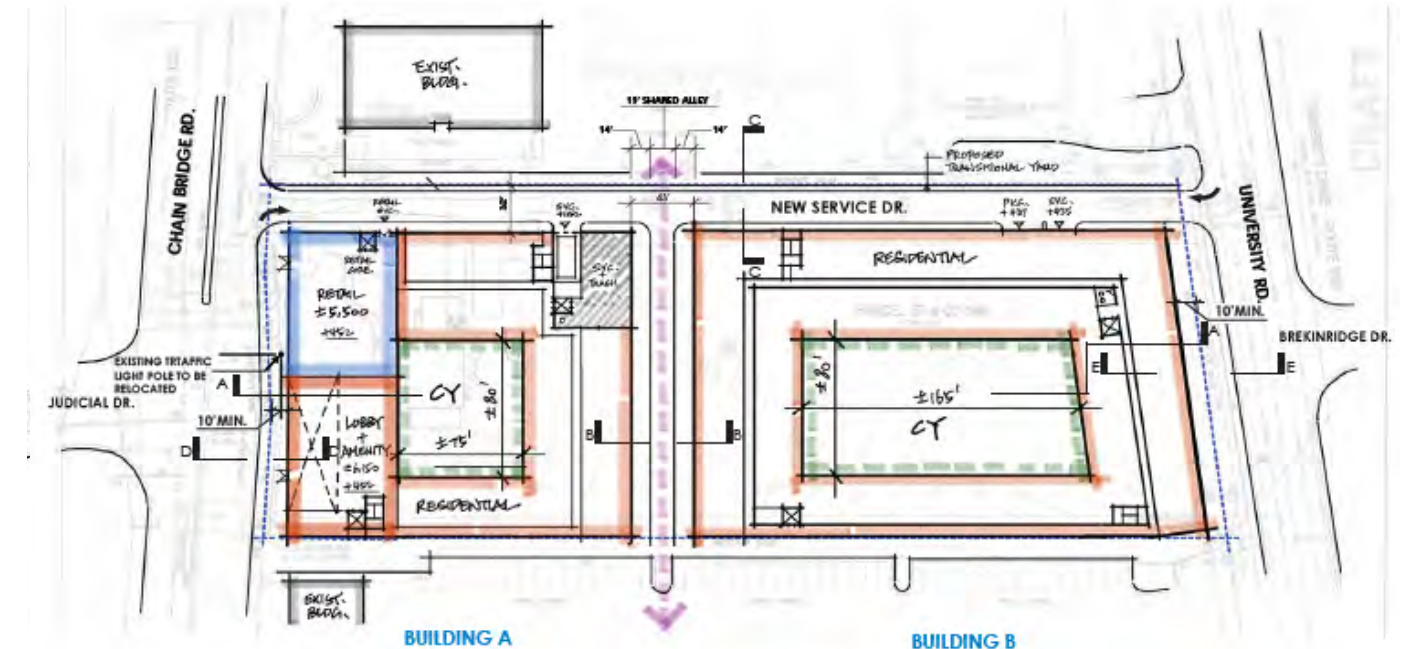
Small Area Plan

The City of Fairfax Old Town Small Area Plan recommends a pattern of redevelopment in the Old Town area, including implementation of an enhanced grid of streets in the vicinity of the subject site.



A new north-south pedestrian-oriented connection parallel to Chain Bridge Road and University Drive would help split up the current “superblock.” Of note, the Small Area Plan does not show a direct roadway connection from Judicial Drive to Breckenridge Lane.

Consistent with the Small Area Plan, the proposed concept plan accommodates the north-south shared alley connecting to adjacent properties. The concept also offsets access along Chain Bridge Road and University Drive to the northern parcel boundary, as far away from Judicial Drive and Breckenridge Lane as possible on the site.



Non-Motorized Connectivity

Brick walks are included on the concept plan along both the Chain Bridge Road and University Drive frontages to accommodate pedestrian circulation to and from the residences, as well as walking trips in the greater Old Town area. The existing bike lane along the University Drive frontage, installed with the recent Road Diet project, will be retained with the development to encourage cycling activities for residents and support the Small Area Plan goal of connecting activity centers within the City via The Spine. The new private alley proposed along the north side of the new buildings would provide interconnection for non-motorized users between Chain Bridge Road, University Drive, the new north-south shared alley, the proposed residential uses on-site, and the surrounding current and future buildings.

Previous Traffic Studies

A 45-townhome development was previously proposed on the site, with a traffic impact study completed in 2017. Prior to that, a 315-apartment development was proposed and a traffic study was conducted for that application in 2016. Given that the current concept plan accounts for 311 multifamily units, the traffic impacts would be expected to be similar to those identified in the 2016 study. Further, while the reconfiguration had not yet been implemented in 2016, that traffic study accounted for both the then-existing four-lane cross section of University Drive and the planned three-lane cross section with the Road Diet. That study found acceptable levels of service for both the AM and PM peak hours for all but one turning movement in the vicinity of the site.

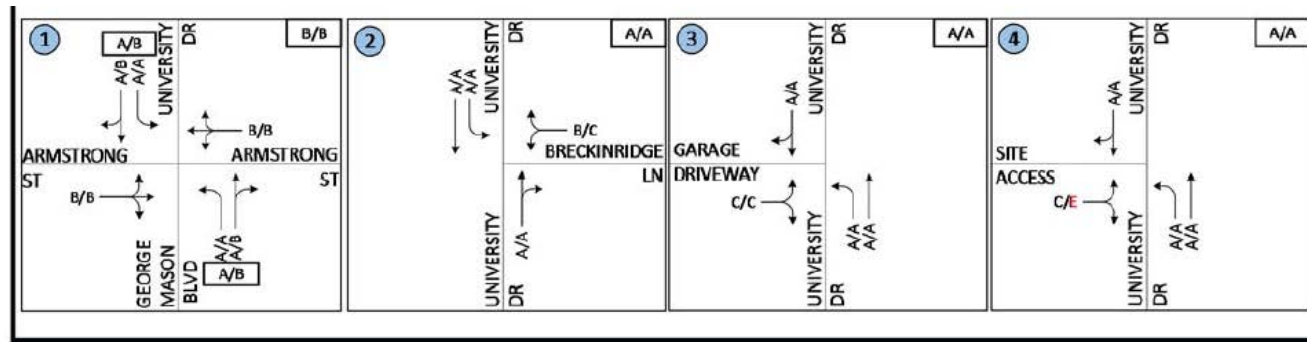


Figure 18: Future (2020) with Development Capacity Analysis - 1-Lane with TWLTL Cross-Section

Vehicles exiting the site onto University Drive during the PM peak hour were shown in the 2016 study to experience delays, particularly turning left. It is noted that the access for a slightly higher number of residential units was exclusively to and from University Drive for the 2016 study, thus concentrating impacts at that driveway. The current concept plan permits access to and from both University Drive and Chain Bridge Road, distributing the vehicle trips and allowing for vehicles exiting to the north to turn right onto Chain Bridge Road instead, where a gap in only one direction of traffic would be required. Thus, it can be reasonably concluded that all movements to and from the site (left and right turns in and out) would operate acceptably with the site layout as proposed.

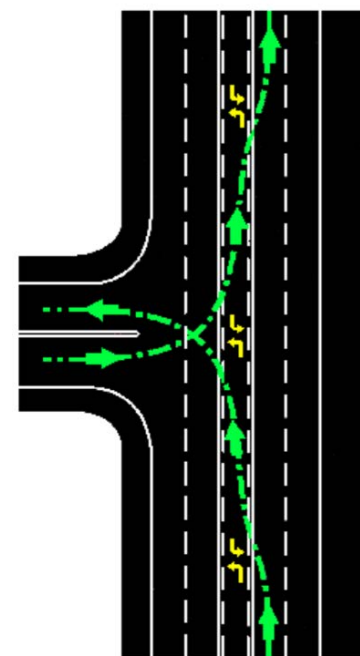
While less similar to the current proposal, the 2017 traffic study found that the introduction of site driveways opposite Judicial Drive and Breckenridge Lane would not deteriorate vehicular levels of service with the townhome development. That configuration is not consistent with the Small Area Plan or the proposed concept plan; this information is only provided for comparison purposes.

Access and Circulation

A raised concrete median divides the travel directions of Chain Bridge Road along the site frontage except at the intersection with Judicial Drive. It is not expected that a break in the median would be permitted for left turns into or out of the subject site, thus limiting that access to right-in/right-out.

Along University Drive, a two-way left-turn lane (TWLTL) was constructed north of Breckenridge Lane with the Road Diet and would provide an area outside of the northbound travel lane for vehicles entering the site to wait for gaps in the opposing southbound traffic stream. Such a lane also provides a space for drivers to turn out of the site and merge into the northbound lane. These movements are consistent with the 2016 traffic study and, as mentioned previously, would be expected to allow for efficient traffic operations at the site access on University Drive. No additional mitigation measures were found to be required in the prior study and thus, no new roadway improvements would be anticipated to support the proposed 311 multifamily residential units.

Given the interconnection of the east-west new private alley and the north-south shared alley, neither of which were included in prior applications or traffic studies, new choices would be available to drivers. This would serve to distribute traffic to the various driveways and reduce the concentration of turning movements at any particular access point. Thus, the current proposed concept plan would be anticipated to operate with lower vehicular delays, as compared with the 2016 traffic study results.



Conclusion

The proposed concept plan for 4131 Chain Bridge Road is generally consistent with and supportive of the transportation goals contained in the Old Town Small Area Plan. It maintains current pedestrian/bicycle movements in and around the vicinity and accommodates new connections for local vehicles and non-motorized users, distributing traffic impacts. Based on previous traffic studies conducted for the site, it is anticipated that turning movements to and from Chain Bridge Road and University Drive will operate efficiently at the locations proposed along the north edge of the property without additional roadway improvements.

Development Team

Owner/Developer:

PERSEUS - TDC

1850 M Street NW, Suite 820
Washington, DC 20036

Architect:

WDG Architecture

1025 Connecticut Avenue, NW Suite 300
Washington, DC 20036



Perseus TDC

Perseus TDC operates as the Mid-Atlantic regional office of Transwestern Development Company (“TDC”). Perseus Realty was founded by Bob Cohen over 15 years ago as a development and investment company focused on well-located Washington, D.C., metro area properties, with a model based on adding value through skilled entitlement planning, design, risk management and operations. Perseus and TDC joined forces in 2017 and Perseus TDC is now a fully integrated part of the TDC national platform. Perseus TDC draws upon its principals’ expertise in developing office, hospitality, multifamily, retail, and mixed-use real estate, refined through decades of experience. Based in Washington, D.C., the team benefits from the resources and capabilities of a national firm with the dexterity of a local developer.

In the past five years alone, Perseus TDC has led the development of more than 1,200 multifamily units with over 70,000 sf of retail, including the 500-unit NoMa CNTR, currently under construction in Northeast DC, and The Foundry, a 520-unit project in Alexandria, VA. This represents over \$650 M in total capitalization.

Transwestern Development Company

Transwestern Development Company (“TDC”) develops office, industrial, multifamily, mixed-use, and healthcare projects throughout the United States. There are eight regional offices including Washington, DC and teams with specific product and market expertise plan and execute projects with support from central resource groups including capital markets, construction and accounting.

TDC invests capital alongside its institutional and private equity partners to develop speculative and build-to-suit projects and serves as a fee developer for clients and owner-occupiers. TDC leverages the market insights and expertise of the Transwestern real estate organization which includes a diversified real estate services firm with 35 U.S. offices and a real estate investment management company.

Transwestern Development Company is comprised of experts in every facet of development, from market analysis and site selection to capital markets, design, construction, leasing and management. The firm’s senior managers average over 25 years of experience, providing strategic oversight and financial management in addition to direct participation in various project stages. A dedicated capital markets team includes equity and debt specialists. Regional development teams provide local expertise from market leaders, project managers, construction managers and analysts.

Since 2012, TDC has completed or commenced 110 projects with a total cost of over \$7 billion. This includes 7,500 multi-family units, 37 MSF of industrial, 2.3 MSF of office and 1.5 MSF of healthcare and life science.

The following pages include descriptions of recently delivered and current projects developed by Perseus TDC.

NoMa CNTR

Located in the heart of the NoMa submarket of Washington, DC at 1000 First St, NE, this trophy mixed-use project includes a 500-unit apartment building, a 235-key four-star full-service Marriott hotel and 40,000 SF of retail. Perseus TDC manages a partnership that includes Buccini-Pollin and Four Points. Currently under construction, it is scheduled to be completed in Q3 2022. The general contractor is John Moriarty & Associates.



The Foundry

Located at the corner of Stovall Street and Mandeville Lane in Alexandria, VA, The Foundry includes 520 luxury rental apartments over 25,000 SF of retail, all within walking distance to the Eisenhower Avenue Metro station. Completed in March of 2020 and constructed by Balfour Beatty, the project is an adaptive reuse of a 660,000 SF office building and features best-in-class amenities such a three-story fitness facility, a sports bar and game room, and two expansive roof decks, one with a pool and the other with outdoor dining, firepits and amazing views of Old Town Alexandria.



15th and S

This is a 158-unit apartment project in the Dupont Circle submarket of Washington, DC. The project will benefit from proximity to the U Street retail corridor and is designed to integrate seamlessly into the neighborhood with a masonry façade, bay windows and other compatible architectural features. It includes two levels of below grade parking. Harvey Cleary is the general contractor and construction commenced in June 2021 with delivery in 2023.



Parcel N

Located in University Town Center area of Hyattsville, MD, the property will be the best-in-class mixed use community extending the Gateways Arts District in Prince George's County. Designed to achieve NGBS Gold, it encompasses sustainable 316 for-lease apartments, 2,052sf of retail, 272 parking spaces with priority parking dedicated to electrical vehicles, ample bicycle parking and a bike workshop for reduced carbon-emission commutes. Expansive amenities include a top floor pool terrace and recreational space, and the main lobby welcomes residents and visitors to a two-level co-working, fitness, and lounge space that opens to a peaceful courtyard allowing residents the opportunity to recharge and host gatherings. The project is expected to start construction in Summer 2022.



Penn11

This 35-unit boutique condominium with 10,000 sf of ground floor retail is in the iconic Pennsylvania Avenue and Capitol Hill submarket of Washington, DC. The site was the home of Frager's Hardware for the past 100 years. After the hardware store burned down, Perseus TDC restored the historic facade and built the new condo building. The project was completed in the Spring of 2019.



14W

This 231-unit apartment complex with 12,000 sf retail is built above a 44,000 SF, state-of-the-art YMCA in the heart of Washington, DC's 14th Street Corridor. 14W's apartments provide residents with the opportunity to live just steps away from Metro and the vibrant nightlife of Washington's historic U Street. Along the 14th Street facade, shops and restaurants serve customers behind restored historic townhome facades.



10
Practice Areas

WDG provides architecture, master planning and interior design internationally through our offices in Washington, DC and Dallas, TX. Our award-winning work can be found in major metropolitan areas around the United States and overseas. We have more than 150 on staff and have produced more than 500 major buildings – including mixed-use, commercial office, multifamily residential, hospitality, higher education, and senior living projects – since our inception over 80 years ago in 1938.

Architecture. Over these eight decades, great commercial architecture has been the hallmark of our portfolio. WDG’s mission is to create buildings that reflect each client’s unique identity and aspirations. By balancing the art and science of architecture, challenges like market economics and zoning limitations become a chance to pioneer design solutions that can create truly inspiring spaces.

Our firm-wide culture fosters and demands both aesthetic excellence, as well as new standards in technical innovation and building efficiency, including the application of advanced materials, high performance systems and sustainable design. We have emerged as a leader in sustainability and green building practices, and LEED-accredited professionals are found at all levels within the firm – in design leadership, project management and among the professional personnel.

Planning. WDG has successfully completed several large scale, transit-oriented, mixed-use projects within the Washington Metropolitan area. The planning solutions we have developed are both creative and visionary while at the same time remaining pragmatic. Our planning solutions range from complete land planning to optional method rezonings. We have received commissions for work within the region, in all jurisdictional areas, and in fact, around the world. For many years, our clients have turned to us to help them create value from their well positioned properties, and to guide the creation of visionary solutions to complex urban challenges. In each instance, we have established strong relationships with the approving authorities and the constituent communities.

The result is a significant body of work that has revitalized communities, and maximizes the utilization of public transportation and existing infrastructures. A consistent outcome has been the creation of livable and urbane environments that have been successful and award-winning, while still remaining buildable and economically sound.

We are a leader in comprehensive planning. As the urbanization of the Washington region has increased, the recognition of smart growth has made high-density, transit-oriented, mixed-use and urban environments increasingly desirable to a growing segment of our population. As the City and surrounding jurisdictions have taken on major efforts to develop comprehensive regional and localized master plans, our clients have responded by giving us the opportunity to be proactively involved in these public processes; therefore, providing designs reflective of contemporary ideas, the value of comprehensive designs and environmentally-sound urban fabrics.

Interiors. WDG’s interiors team excels at visualizing adaptive, expressive spaces where form supports functionality. Our designs evolve from each client’s unique set of aspirations. Pairing creativity with business savvy, our services – planning, design, documentation and management of the interior environment – bring unparalleled quality and value.

Our work boasts strength in diversity. With core expertise in residential, corporate, commercial, higher education and hospitality design, we are uniquely positioned to leverage experiences across a variety of services and practice areas. Structured to facilitate cross-practice dialogue, our firm regularly integrates architectural and interiors services. Our approach reflects higher-order needs, and we consistently surpass expectations by bringing unique solutions that respect our clients’ priorities. A record of repeat clients is a testament to our design philosophy and responsive project delivery.

25
Languages Spoken

80+
Sustainable Buildings

500+
Major Buildings

Riverside Apartments
Alexandria, VA



PROJECT NAME

Riverside Apartments

LOCATION

Alexandria, VA

PRACTICE AREA

Multifamily

CLIENT

Washington Real Estate Investment Trust

STATUS

Phase I: In Construction

Phase II: In Design

SERVICES

Architecture

SUSTAINABILITY

LEED BD+C: NC Silver Target



PROGRAM

Multi-family buildings with 950 units, 20,000-sf of amenities, 2,420 structured parking spaces and 585 surface parking spaces. Construction Type: IA modified to IB, IA & IIIA.

DESCRIPTION

Riverside Apartments is a 28 acre residential complex located in the Old Town corridor of Alexandria. WDG has been hired to expand the existing development, which currently has three 1970’s high rise towers with 1,222 apartment units. The proposed project will include five new residential buildings housing 950 units, 20,000 square feet of amenity space and a new leasing office for the development.

The new development organizes the site into 5 individual residential blocks. New streets and an organizing grid interconnecting the blocks are being introduced to promote accessibility. Landscaped open spaces and a tree-lined streetscape provide a sense of a well established urban community. The five new buildings are carefully positioned and scaled to fill each block between the three existing towers and greatly enhance the current project. The massing with subtle geometry juxtaposes the existing buildings’ monolithic scale. A thoughtful architectural composition and streamlined material palette create a pleasant contrast and cohesive balance as well as provide each building with its own identity.

801 New Jersey Avenue
Washington, DC



PROJECT NAME

801 New Jersey Avenue

LOCATION

Washington, DC

PRACTICE AREA

Multifamily

CLIENT

Wood Partners

STATUS

In Construction

SERVICES

Architecture

SUSTAINABILITY

LEED BD+C: NC Certified Target



PROGRAM

357,000 GSF, 8-story building with 326 residential units and 186 parking spaces.

DESCRIPTION

This large, mixed-use, multifamily residential development is located at the prominent intersection of New Jersey Avenue and H Street NW in Washington, DC. Responding to the urban context, the main entrance to the residential building is located along New Jersey Avenue, and an outdoor urban park is located at this entryway, allowing people to linger and providing an opportunity for people to interact with the building and the community.

The site sloping provides us the opportunity to locate a portion of the parking garage on grade, allowing easy and efficient access to the parking garage. The parking garage walls, clad with metal panels featuring a specially designed perforation pattern, are backlit with LED lighting, creating a glowing effect at the building base while also functioning as illumination at the pedestrian realm.

A special corner element, incorporated with a patterned metal roof trellis, shades the outdoor residential amenity area and emphasizes the importance of this intersection. Two warm and natural colors of masonry, projected metal bays, and decorative metal patterns are used throughout the building. Special masonry detailing around the windows and rustication details along the base of the building exterior create a lively pedestrian experience.

The rich building exterior color palette provides visual interest with clever detailing as the rhythm of windows and metal bays break the massing into a beautiful proportion. The composition and the proportion of the architecture are designed to be complimentary to human scale and, at the same time, create a visual drama and memorable presence in this neighborhood.

Clarendon West
Arlington, VA



PROJECT NAME

Clarendon West

LOCATION

Arlington, VA

PRACTICE AREA

Multifamily

CLIENT

Shooshan, Trammel Crow Residential

STATUS

Phase I: Completed 2021

Phase II: In Construction

SERVICES

Architecture, Planning

SUSTAINABILITY

LEED BD+C: NC Gold Target



PROGRAM

577,000-sf, three-building residential development with 6- to 11-stories totaling 584 units and 1,400-sf of retail. Phase I includes Buildings 2 & 3. Phase II includes Building 1.

DESCRIPTION

The Clarendon West redevelopment reframes an iconic area of Arlington, located between the Rosslyn and Ballston neighborhoods. Situated along high traffic primary streets and adjacent secondary streets, three new buildings are planned to add an increase of residential units supporting the growing community. Each building's determined height and massing is influenced by the Clarendon Sector plan, guiding the vision for future developments. In order to achieve a seamless aesthetic, all three buildings are designed with brick masonry in a range of colors and textures.

The triangular shaped building positioned on the corner of 13th Street and Washington Boulevard (Building 1) commands substantial street presence. The low-rise apartments facing 13th Street blend with the residential neighborhood, offering first floor residents street access to their units. The Washington Boulevard façade serves as the dominant face of the building, as it tapers from 6 to 8 to 11-stories high. The 8-story mid-section, primarily made up of tall glass panels expanding out from the adjoining brick tiers, is the building's centerpiece. Recessed balconies enhance the residential experience along the high traffic street, giving dimension to the frontage. The variation in materiality and depth of the tiers gives the building a modern and contemporary aesthetic. Amenities include a lobby lounge, fitness center, and rooftop deck and pool.

The redevelopment will also consist of two U-shaped buildings framing the block between 13th and 11th Street (Buildings 2 & 3). The buildings face one another, divided by 12th Street. Front courtyards offer unique landscape features, welcoming residents to both buildings. The 6-story apartment aligned with 13th street is constructed in red brick masonry and elongated glass windowpanes to maximize views of the tree-lined residential neighborhood behind it. Across 12th Street, the 11-story apartment building is composed of grey brick, as two 9-story shoulders in bright brickwork frame the high-rise building. Balconies extend over the courtyard for scenic views. A luxury rooftop deck and pool on the penthouse level offer residents spectacular views of the US Capitol.

The architectural details and building composition are designed to show depth and perspective. Green roofs featured on each building add value in the effort to achieve LEED-Gold certification. Designed with the residential experience in mind, all three buildings create a new modern standard for future developments within Clarendon.

Sursum Corda
Washington, DC



PROJECT NAME

Sursum Corda

LOCATION

Washington, DC

PRACTICE AREA

Multifamily, Planning

CLIENT

Toll Brothers

STATUS

In Construction

SERVICES

Architecture

SUSTAINABILITY

LEED BD+C: NC Silver Target



PROGRAM

Two-phase redevelopment totaling 1,300,000-sf with 1,131 residential units, 44,000-sf of retail, community center and 294 parking spaces in a below-grade garage.

DESCRIPTION

Located in the heart of NoMa, Sursum Corda will be a vibrant, transformational, mixed socioeconomic community organized around a new public park and a pedestrian promenade. The new project includes 1,131 residential units, 44,000 SF of retail and a new community center.

The new development replaces an inward looking 1960s-era low-income housing co-op with a new street system that stitches the original city grid back together. The new Sursum Corda will engage the surrounding neighborhoods by extending First Place NW down to L Street, extending Pierce Street eastward through the site and ultimately widening L Street to its proper width. This community-oriented project includes 199 affordable units welcoming back many residents of the original Sursum community. The project will boast over 40,000 SF of landscaped outdoor space, bringing more than 40 SF of green space per person.

Phase One of the Sursum Corda Redevelopment is the southern portion of the site that was approved under a Stage 1 PUD and contains a 9-story building on the west, and a 10-story building on the east. The Southwest and Southeast buildings will be light gauge construction with load bearing metal stud walls and composite metal deck floors. The project will be entirely residential, with amenity areas aligned along the pedestrian pathway and park, and thru-views to interior courtyards. The Southwest building will contain a pool on the 2nd floor, and the Southeast building will have a rooftop penthouse with outdoor terraces. The buildings will be connected underground by two continuous levels of parking with 300 parking spaces and an additional 36 tandem spaces.

One Belmont
Philadelphia, PA



PROJECT NAME

One Belmont

LOCATION

Philadelphia, PA

PRACTICE AREA

Mixed-Use, Multifamily, Retail, Office

CLIENT

Keystone Property Group

STATUS

In Progress

SERVICES

Planning, Architecture

PROGRAM

Mixed-Use redevelopment consisting of 389,315-sf residential with 387 units, 16,930-sf medical office expansion, 53,865 sf retail, and a total of 1,573 parking spaces.

DESCRIPTION

The One Belmont and 225 City Avenue site is a mixed-use redevelopment project that will transform the suburban, vehicle-oriented property into a vibrant, pedestrian-oriented neighborhood. The project will add four buildings to the site to complement the existing 222,240-sf One Belmont office building and 76,435-sf 225 City Avenue medical office building.

Furthering the Lower Merion neighborhood's Comprehensive Plan, the development includes a reconstituted mid-block, north-south road connecting City Avenue and St Asaph's Road, and a new mid-block, east-west road connecting Kings Grant Road and Belmont Ave. Various parking solutions will be utilized throughout the site. The new roads will be lined with landscaped sidewalks, and St Asaph's Road and City Avenue will be expanded to include new multi-purpose paths.

The 6-story **Building A** (5 over 1) is located at the northwest corner of the site and will have 145,755 sf of residential with 150 units and 3,610 sf of corner retail. It will have a ground floor amenity courtyard with a promenade along St Asaph's.

The 7-story **Building B** (5 over 2) is located at the southwest corner of the site with 162 units in 158,265 sf of residential and a 45,470-sf grocery store, anchoring the intersection of City Avenue and Belmont Avenue.

The 5-story tall **Building C** (3 over 2), at the northeast corner of the site, will have 75 units in 85,295 sf of residential, with duplexes lining the new east-west road and a courtyard at Level 3 for residents.

The existing **225 City Avenue** medical office building will receive a 2-story, 16,930-sf expansion along City Avenue, for a total of 93,365 sf.

South of One Belmont, a new retail pavilion (**Building D**), will provide 4,785-sf retail, strengthen the City Avenue frontage, and act as an architectural focal point for the new urban plazas and public gathering spaces.

Haden Tysons, VA



PROJECT NAME

Haden

LOCATION

Tysons, VA

PRACTICE AREA

Multifamily

CLIENT

JLB Partners, LP

STATUS

Completed 2017

SERVICES

Architecture, Interiors, Planning

SUSTAINABILITY

LEED BD+C: NC Silver Target



PROGRAM

14-story and 6-story, multifamily buildings with 425 residential units in approximately 428,871-sf. Two levels of below grade parking will accommodate approximately 553 parking spaces. Wood frame type 1A/3A construction.

DESCRIPTION

As part of the 23 million-sf mixed-use development in Tysons, Haden is comprised of two separate residential buildings. Haden Tower is a 14-story high-rise tower with 222 units. Haden Flats is a 6-story wood frame over a concrete podium with 203 units. Together they total 425 units in approximately 467,000-sf. Two levels of below grade parking accommodate approximately 553 parking spaces. Both buildings were designed and permitted simultaneously.

One of the first residential buildings designed at the Tysons East Metro transit-oriented development, Haden Flats features unique units designed for young professionals. The building's contemporary design reflects the same high quality construction as its neighboring high-rise. Unusual to wood framed construction, the façade utilizes a combination of materials to reinforce the massing and quality of the building, including expansive glazing.

The project is designed to showcase a clean, crisp, contemporary building featuring light, shadow, texture and color. Haden Flats' façade materials include a rich deep red/ purple brick and dark gray corrugated metal panel with white trim. Situated as a terminus to a new road off of Anderson Road, are a series of terraces utilizing movable, colorful sun shutters. The other balconies are designed into the massing to accentuate overall composition of the building's form. A sixth floor terrace located at the southwest corner provides an exterior space offering neighboring park views and a place of solitude. In addition, residents will enjoy an expansive fitness center and 2-story club room with direct access to an internal courtyard. The courtyard is designed as a passive space with multiple intimate spaces for groups to relax and socialize.

Electric Works Phase II Fort Wayne, IN



PROJECT NAME

Electric Works Phase II

LOCATION

Fort Wayne, IN

PRACTICE AREA

Multifamily

CLIENT

Ancora

STATUS

In Progress

SERVICES

Architecture, Planning

SUSTAINABILITY

WELL Silver Target



PROGRAM

Two buildings totaling 296 units and 347,360 GSF, including 7800 SF of Amenity space and 33,000 SF of commercial space.

DESCRIPTION

Electric Works Phase II is a multifamily residential redevelopment located in the Fort Wayne, Indiana. The project site is a parcel on the former grounds of a historic General Electric campus, known as Electric Works. The project consists of two residential buildings (Building A & Building B) and a precast concrete parking garage (under separate contract). Building A will include market rate apartments while Building B consists of age-restricted apartments, built per the requirements for the State of Indiana 2022 Qualified Allocation Plan (QAP). Van Buren Street will continue south through the site to create a Mews between Building A and Building B. A steel-framed pedestrian walkway over Van Buren joins the two buildings on floors 3 through 5.

Building A consists of five levels of wood-frame Type IIIA construction with Type IA podium construction at the Lobby and Amenity area and at the Childcare area on the first floor. The building provides approximately 221 market rate apartment units within 252,450 GSF. Amenities in Building A include a main lobby, library mailroom, work lounge, club room, self-serve package storage, and a landscaped courtyard with a pool and pool deck. Building A also includes the leasing office for both residential buildings. The ground floor of Building A, along Union Street, will be tenant space for a childcare facility with a playground adjacent to the north.

The 5-story Building B consists of three levels of wood-frame Type IIIA construction over two levels of Type IA podium construction, with a double-height ground floor retail tenant space. The building provides approximately 75 age-restricted apartment units within 94,910 GSF. Amenities in Building B include a lobby, mailroom, lounge, and double-height fitness center on the ground floor.