



MEMORANDUM

To: Chair Feather and Members of the Planning Commission

From: Albert Frederick, Senior Planner

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

RE: N29 WillowWood Residential Phase I (Z-22-00583, SUP-22-00584 and SE-22-00585)

Meeting Date: June 12, 2023

The attached documents are inclusive of all materials for the Planning Commission work session on the above-referenced items, including the materials that the applicant has provided in advance of this meeting. This memorandum serves to provide an explanation of the purpose of this item.

The intent of this post-submission work session request is to receive feedback from the Planning Commission on a proposal to replace an existing surface parking with a seven-story building that consist of 268 units, approximately 1,980 square feet of ground floor retail, 635 parking spaces in an 8-story parking garage, and 10 surface parking spaces on 2.97 +/- acres.

The applicant, Capital City Real Estate, LLC, proposes a Zoning Map Amendment (Rezoning) from CR Commercial Retail to CU Commercial Urban while retaining the Architectural Control Overlay District (ACOD); a Special Use Permit to allow an upper story residential/mixed use building; Special Exceptions to allow the building height to exceed 5-stories/60 feet, to allow the maximum density to exceed 24 du/acre, to allow a reduction to the minimum square foot area of 75% on the ground floor with a nonresidential use in a mixed use building, to exceed the 50% mandatory build-to line of 15 feet in the front yard and 10 feet on the side yard, to vary from the minimum parking requirements, and to eliminate the construction of sidewalks on both sides of all streets. The subject property is in the Northfax Small Area Plan.

On April 25, 2022, the Planning Commission held a pre-application briefing to review a proposal for the redevelopment of two surface parking lots in the WillowWood Plaza Office Center at 10300 Eaton Place and 10306 Eaton Place. The applicant proposed to create two new lots, Lot 5 (2.92 acres) and Lot 6 (2.12 acres). Phase One (Lot 5) was proposed at that time as 282 multifamily units and 2,100 square feet of ground floor retail. The proposed density was 96 units/acre with a proposed building height of approximately 74 feet and seven stories. On May 10, 2022, the City Council held a pre-application briefing to review the same concept plan that was shared with the Planning Commission. Since the work sessions, staff met with the applicant to discuss the process and types of land use applications required for the desired redevelopment activity. Staff determined that the proposal to submit one application with multiple phases was not acceptable because the two parcels in question were not contiguous. Therefore, the applicant was required to submit two stand-alone applications as each redevelopment portion constitutes a separate site. Phase Two is under a separate application not included in this work session.



CITY OF FAIRFAX

Department of Community Development & Planning

Zoning Map Amendment (Z-22-00583)
Special Use Permit (SU-22-00584)
Special Exception (SE-22-00585)

WORK SESSION DATE

June 12, 2023

APPLICANT

Capital City Real Estate, LLC

AGENT

G. Evan Pritchard, Attorney
Cozen O'Connor
1200 19th Street NW
Washington, DC 20036

PARCEL DATA

Tax Map ID

◇ 47-4-02-02-002

Street Address

◇ 10306 Eaton Place

Zoning District

- ◇ CR Commercial Retail
- ◇ Architectural Control Overlay District (ACOD)

APPLICATION SUMMARY

The intent of this post-submission work session request is to receive feedback from the Planning Commission on a proposed Zoning Map Amendment (Rezoning) from CR Commercial Retail to CU Commercial Urban while retaining the Architectural Control Overlay District (ACOD); a Special Use Permit to allow an upper story residential/mixed use building; Special Exceptions to allow the building height to exceed 5-stories/60 feet, to allow the maximum density to exceed 24 du/acre, to allow a reduction to the minimum square foot area of 75% on the ground floor with a nonresidential use in a mixed use building, to exceed the 50% mandatory build-to line of 15 feet in the front yard and 10 feet on the side yard, to vary from the minimum parking requirements, and to eliminate the construction of sidewalks on both sides of all streets. The applicant proposes to replace existing surface parking at 10306 Eaton Place (WillowWood Office Plaza) with a seven-story building that consist of 268 units, approximately 1,980 square feet of ground floor retail, 635 parking spaces in an 8-story parking garage, and 10 surface parking spaces on 2.97 +/- acres. The subject property is in the Northfax Small Area Plan.



Background Information

The WillowWood Office Complex was developed in multiple phases with four five-story buildings on 24.48 +/- acres. Phase 1 of the WillowWood Plaza Office Center was developed in 1987 (Lot 1 and Lot 2) and Phase 2 was developed in 2000 (Lot 3 and Lot 4). Lot 1 and Lot 2 are owned by WillowWood Office Owner LLC c/o Ares US Real Estate Fund IX, L.P. Lot 3 and Lot 4 are owned by GI ETS Fairfax LLC c/o GI Partners. Figure 1 (below) shows the parcels for the WillowWood Office complex:

Figure 1: Lots in WillowWood Office Complex



The existing four five-story office buildings would remain. Lot 2 (4.49 acres) is proposed to be split creating a new parcel in Lot 5 (2.97 acres). The applicant, Capital City Real Estate, LLC, proposes to redevelop the newly proposed Lot 5. Table 1 (below) summarizes the subject property:

Table 1: Property Information

Address	Description	Area
Lot 2 (10306 Eaton Place)	Office building	4.49 +/- acres (before parcel split) 1.52 +/- acres (after parcel split)
Lot 5 (Subject Site)	Proposed upper story/mixed-use building	2.97 +/- acres (after parcel split)

- 10306 Eaton Place: Office building was constructed in 1987.

The site has access from Eaton Place with four existing curb cuts on four parcels. Further information on adjacent properties is provided in Table 2 (next page):

Table 2: Surrounding Land Use and Zoning

	Existing Zoning	Existing Land Use	Future Land Use
Site	CR, Commercial Retail/Architectural Control Overlay District (ACOD)	Parking Lot	Activity Center/Northfax Small Area Plan
North	CR, Commercial Retail/Architectural Control Overlay District (ACOD)	Parking Structure City Park Single-family homes	Activity Center/Northfax Small Area Plan
South	CR, Commercial Retail/Architectural Control Overlay District (ACOD)	Shopping Center Auto Wrecker University Drive Extension	Activity Center/Northfax Small Area Plan
East	CR, Commercial Retail/Architectural Control Overlay District (ACOD)	Office with parking lot	Activity Center/Northfax Small Area Plan
West	CR, Commercial Retail/Architectural Control Overlay District (ACOD)	Office	Activity Center/Northfax Small Area Plan

The Future Land Use designation for the subject site is Activity Center. The surrounding land use designation immediate to the site is Activity Center Place Type. The subject site has uses that range from office buildings, shopping center, and a parking garage. To the north of the site is a parking structure that serves the existing offices at WillowWood Plaza, Shiloh Street Park, and Mosby Woods, a single-family detached subdivision. On the south side of Eaton Place is an auto dealership and a retail shopping center, Point 50, University Drive extension, and a two-story office complex. To the west of the site is a five-story office building and to the east of the site are the existing four five-story buildings in WillowWood Office Plaza.

Pre-Application Meetings

On April 25, 2022, the Planning Commission held a pre-application briefing to review a proposal for the redevelopment of two surface parking lots in the WillowWood Plaza Office Center at 10300 Eaton Place and 10306 Eaton Place. The applicant proposed to create two new lots, Lot 5 (2.92 acres) and Lot 6 (2.12 acres). Phase One (Lot 5) was proposed as 282 multifamily units and 2,100 square feet of ground floor retail. The proposed density was 96 units/acre with a proposed building height of approximately 74 feet and seven stories. To replace the removal of existing surface parking, a structured garage with 644 parking spaces was planned to support the proposed residential dwellings and existing office space. Lot 5 is proposed as 2.92 acres (127,315 sf) with road frontage and access to Eaton Place. Phase Two (Lot 6) was proposed as 64 multifamily units with two parking spaces per unit for a total of 128 spaces. The proposed density was 30.2 units/acre with a building height of approximately 44 feet and four stories. To replace the removal of existing surface parking, a structured garage with 375 parking spaces was planned for approximately 54 feet and 5-stories to serve the existing offices at 10300 Eaton Place (Lot 1). Lot 6 is proposed as 2.12 acres (92,530 sf) with road frontage and access to Eaton Place via an existing internal private street. During the Planning Commission meeting, the Commissioners discussed several issues related to the concept plan:

- Which zoning district is appropriate for the redevelopment of the site
- Linear park, building placement and road placement along the west side of the site
- Open space and pedestrian access are important elements to meeting the Small Area Plan vision
- Opportunity for more commercial retail shown on concept plan
- Connection to George Snyder Trail
- More green space, a planned development district may create more open space
- Fire and emergency access
- Parking requirements for proposed and existing uses
- Multimodal plan and transportation demand management measures
- Transportation Impact Study (TIS)
- Long-term residential and population growth
- Overall, concept plan is consistent with Small Area Plan

On May 10, 2022, the City Council held a pre-application briefing to review the same concept plan that was shared with the Planning Commission. City Council provided the following feedback on the concept plan:

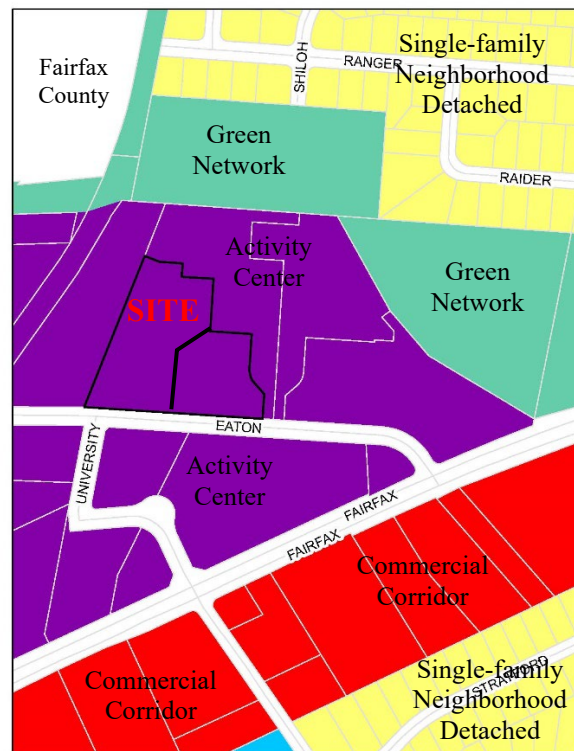
- Housing should be well-integrated with access to open spaces and trail
- Opportunity for more commercial and retail space on the ground floor of the upper-story mixed-use building
- Consideration and evaluation of a traffic signal and vehicle access along Eaton Place
- Proposal appears to have benefits for stormwater management, including the reduction in surface parking
- More information on the number of parking spaces and reduction of surface parking is needed
- Integration of green space and connecting green space is important, give creative thought as to how that could support people in this area
- This should be viewed as a destination, and designed with that intent from a commercial and residential standpoint

Since the work sessions, staff met with the applicant to discuss the process and types of land use applications required for the desired redevelopment activity. On June 24, 2022, staff determined that the proposal to submit one application with multiple phases was not acceptable because the two parcels in question were not contiguous. Therefore, the applicant would be required to submit two stand-alone applications as each redevelopment portion constitutes a separate site. Each site is required to have a separate Zoning Map Amendment (Rezoning) application with fees, general development plan, special use permits for upper story residential/mixed use buildings and/or multifamily, and special exceptions. Both applications are subject to Section 3.9 (Affordable Dwelling Unit) of the Zoning Ordinance.

COMPREHENSIVE PLAN

Land Use: The Comprehensive Plan provides a general plan and communicates a vision for future land use and development in the city; while the Zoning Ordinance provides the regulatory mechanism to ensure the new development and changes in land use are consistent with the vision. Figure 2 (below) illustrates the Future Land Use Map for the subject site and surrounding area.

Figure 2: Comprehensive Plan



Most new developments are anticipated to occur in areas designated as an Activity Center Place Type. The Activity Center Place Type applies to locations in the city where pedestrian-oriented, mixed-use development is strongly encouraged. Mixed-use development is pedestrian-oriented development that allows multiple activities to take place by layering compatible land uses, public amenities, active streets accommodating multimodal transportation, and community serving commercial (City of Fairfax 2035 Comprehensive Plan, Page 32). New development in the Activity Center Place Type should provide integrated uses with structured or below grade parking. The overall project design within an activity center should improve the streetscape and provide vehicular and pedestrian connections to the existing road network and surrounding uses as recommended by the Multimodal Transportation Chapter of the Comprehensive Plan (City of Fairfax 2035 Comprehensive Plan, Page 32). While the Comprehensive Plan advises the Activity Center’s development at a high level, Small Area Plans provide more specific guidance for each Activity Center, including the desired mix of uses, residential density, building density, design aesthetic, street locations, multimodal connections infrastructure improvements, parking, and open space. As each Small Area Plan is completed and adopted, its recommendations will supersede the pre-existing guidance in the 2035 Comprehensive Plan for its respective Activity Center” (City of Fairfax, <https://www.fairfaxva.gov/government/community-development/planning/planning/current-studies-projects-plans/small-area-plans>). The Northfax Small Area Plan was adopted in June 2020, which includes the subject site.

Neighborhoods: The City’s neighborhoods each have their own unique character and offer a variety of housing and lifestyle opportunities. Well designed and properly scaled infill can be an appropriate strategy to foster walkability, better amenities, and housing affordability (City of Fairfax 2035 Comprehensive Plan, Page 46).

Neighborhoods Goal 1

Enhance neighborhood character.

Outcome N1.1: Infill housing that complements the character of surrounding homes in existing neighborhoods.

Action N.1.1.1: Maintain regulatory standards to ensure infill housing fits in with the surrounding neighborhood context.

Outcome N1.2: Residents have regular communication and positive interactions with other members of their neighborhood as well as the larger City community.

Action N1.2.1: Encourage and support community engagement through homeowners, condominium, and civic associations.

Action N1.2.2: Establish regular communication with homeowners, condominium and civic associations, and residential property managers as a means to keep individual citizens informed about City business.

The applicant proposes to replace existing surface parking with a seven-story building that consist of 268 units, approximately 1,980 square feet of ground floor retail, 635 parking spaces in an 8-story parking garage, and 10 surface parking spaces on 2.97 +/- acres. The Northfax Small Area Plan promotes the replacement of surface parking lots with eco-friendly designs that incorporate new buildings and green spaces.

Neighborhoods Goal 2

Provide neighborhood pedestrian connections.

Outcome N2.1: Residents of all abilities safely and easily move about the community.

Action N.2.1.1: Identify opportunities for future open space and trails in neighborhoods that are currently deficient in offering these amenities.

Action N2.1.2: Expand existing pedestrian network to increase connectivity within neighborhoods and to other destinations.

There are existing sidewalks along both sides of Eaton Place that extend to Fairfax Boulevard. Likewise, sidewalks are on both sides of University Drive. The pedestrian network provided in the General Development Plan is consistent with the Small Area Plan, Comprehensive Plan, and the Zoning Ordinance. The applicant is proposing pedestrian improvements all around the site. The applicant has proposed a 10-foot sidewalk on Eaton Place, a 10-foot sidewalk on the north side of the building that carries around the garage and tapers down to a six-foot sidewalk that extends to the south side of the building. The six-foot sidewalk continues toward Eaton Place where it becomes an eight-foot sidewalk. The applicant has proposed installing crosswalks at the two access points for the site extending across Eaton Place.

Housing: The Comprehensive Plan provides guidance to the types of housing choices that are necessary to meet the needs and demands of current and future residents. The 2035 Comprehensive Plan has identified a shortage of multifamily and condominiums. Although significant single-family development is not anticipated as the city is primarily built-out, potential redevelopment and infill housing that keep up with modern expectations and meet demand are encouraged, provided they comply with the Zoning Ordinance (Comprehensive Plan, Page 54). Therefore, the Comprehensive Plan encourages redevelopment and infill housing to meet the demand for underrepresented types of housing in the City's housing stock.

Housing Goal 1

Support a wide range of housing.

Outcome H1.1: Continued development of housing types that are underrepresented in the City's existing stock of housing units.

Action H1.1.2: Support development of housing types that are not heavily represented in the City's housing stock, as identified in the housing assessment, where reasonable.

It is vital that a variety of high-quality, attractive housing choices continue to be available in the city to support differing needs and demands of residents. Housing needs and demands are reflective of the existing housing stock and fluctuating market trends, making them subject to change over time. Specific housing types are identified in the Land Use Strategies Section of the Comprehensive Plan. Current shortages could include multifamily rentals and condominiums, of which the majority of the City's stock was built in the 1960s, and townhomes, of which the city currently has a lower ratio than many surrounding communities in Fairfax County (Comprehensive Plan, pg. 54).

The applicant is proposing to develop an upper story/mixed-use building with 268 rental apartments and 1,980 square feet of ground floor retail. The 2035 Comprehensive Plan Figure 12 shows that 39% of the housing units (including approved and unbuilt units) in the city are multifamily. The Northfax Small Area Plan in the near-term horizon (next 15 years) suggests that an increase of 1,400 residential units (includes townhouses, condos, market-rate apartments, senior living, and affordable housing units).

Housing Goal 2

Ensure availability of housing that is affordable.

Outcome H2.1: Affordable housing units have been added to the City's housing stock through redevelopment and strategic investments.

There are several tools available to encourage the establishment of new affordable residential units as well as to preserve existing "naturally occurring affordable housing" that is affordable to families earning below the

region's median household income. Affordable housing should be encouraged in higher density areas of the city, particularly in the Activity Centers. (Comprehensive Plan, Page 56).

This land use application is subject to Section 3.9 (Affordable Dwelling Units) of the Zoning Ordinance, which states “the provision of affordable dwelling units shall apply to any site, or any portion thereof, at one location which is the subject of a complete Land Use Application submitted after the effective date of the city's Program, whenever such an application includes, upon approval, a total of 30 or more dwelling units.” Any Affordable Dwelling Unit Development is allowed to apply the Affordable Dwelling Unit Development Regulations to that development as set forth in Section 3.9.3 of this Ordinance (Zoning Ordinance, Page 3-69). The applicant is required to set aside a minimum of 6% of the total units in this upper story mixed-use residential development for affordable dwelling units. The applicant has proposed 17 affordable dwelling units at 60% AMI or 6% of the total number of units. The applicant is required to intersperse affordable dwelling units throughout the proposed building and not concentrate these units on the same floor of the proposed building (Zoning Ordinance, Section 3.9.6H, Page 3-80). The applicant will need to identify the location of those units on the general development plan.

Multimodal Transportation: The intent of the Multimodal Transportation Plan is to recommend strategies that will improve the operation and safety of the City's transportation system to achieve the larger community objectives for a vital, vibrant, and livable city (Comprehensive Plan, Page 66).

Multimodal Transportation Goal 1

Connect with the region.

Outcome MM1.2: Safety and operations in the regional network are improved.

Action MM1.2.2: Simplify multi-leg and offset intersections, such as the intersection of McLean Avenue, Warwick Avenue, and Fairfax Boulevard.

Action MM1.2.3: Address safety and operational deficiencies at major intersections, such as the intersection of Eaton Place and Chain Bridge Road.

The site has direct access to Eaton Place. The applicant has proposed using two existing access points. The driveway aisles for the northern access point have been shifted slightly to provide a better alignment with the newly constructed extension of University Drive. The newly proposed street has ten-foot travel lanes in both directions and three on-street parallel spaces within 100 feet of the intersection of Eaton Place and the proposed street. The applicant has proposed a 10-foot sidewalk on Eaton Place, a 10-foot sidewalk on the north side of the building that carries around the garage and tapers down to a six-foot sidewalk that extends to the south side of the building. The six-foot sidewalk continues toward Eaton Place where it becomes an eight-foot sidewalk. The applicant has proposed installing crosswalks at the two access points for the site extending across Eaton Place. The proposed building is approximately 46-feet from the existing office building at 10306 Eaton Place.

Multimodal Transportation Goal 2

Provide viable and attractive mobility choices.

Outcome MM2.1: Pedestrian safety is improved.

Action MM2.1.2: Ensure the pedestrian network is accessible to all and meets the requirements of the Americans with Disabilities Act (ADA).

Action MM2.1.4: Improve pedestrian crosswalks. Crosswalks should be provided across all legs of all intersections.

Action MM2.1.5: Expand the sidewalk network. Sidewalks should be provided with any significant street maintenance, rehabilitation, or reconstruction project and may be constructed independent of a street project.

There are existing sidewalks along both sides of Eaton Place that extend to Fairfax Boulevard. Likewise, sidewalks are on both sides of University Drive. The pedestrian network provided in the General Development Plan is consistent with the Comprehensive Plan and the Zoning Ordinance. The applicant has proposed installing crosswalks at the two access points for the site extending across Eaton Place.

Outcome MM2.3: Bicycle network, facilities, and programs are improved.

Action MM2.3.3: Expand the provision of bicycle racks for short-term bicycle parking.

Bicycle parking and storage facilities shall be required for all multifamily and nonresidential uses (Zoning Ordinance, Section 4.2.8, Page 4-91). The applicant is required to have 6 plus 1 for each 20 parking spaces of over 100, provided that the maximum number of required bicycle spaces shall not exceed 20 since the proposal requires more than 100 parking spaces. The applicant is proposing a bike storage room with 23 spaces for residents on Level 00 of the parking garage and on the west side of the building between the sidewalk and street.

Multimodal Transportation Goal 3

Integrate transportation with land use.

Outcome MM3.2: Walkability to and within Activity Centers and between neighborhoods is increased.

Action MM3.2.1: Whenever possible, increase connections – particularly non-motorized connections – between neighborhoods, community facilities, and Activity Center.

Action MM3.2.4: Improve the overall pedestrian environment, including pedestrian crossings, street trees, furnishing zones; buffering sidewalk from vehicle travel lanes; improved pedestrian scale lighting; and active ground floor uses along street edges.

There is an existing sidewalk network on both sides of Eaton Place from Fairfax Boulevard to Chain Bridge Road. The sidewalk on the west side of Eaton Place terminates at Point 50. The sidewalk continues along the west side of Eaton Place to Chain Bridge Road with a signalized intersection and crosswalk to The Assembly neighborhood. On the south side of Eaton Place and abutting the site, sidewalks extend to Fairfax Boulevard and towards Chain Bridge Road until the Best Western entrance.

The pedestrian network provided in the General Development Plan is consistent with the Comprehensive Plan and the Zoning Ordinance. The applicant is proposing pedestrian improvements all around the site. The applicant has proposed installing crosswalks at the two access points for the site. There is a mid-block crosswalk near the site that connects to the bus stops on both sides of Eaton Place. City-University Energysaver (CUE) Bus System Green Route (from Fairfax Boulevard to Chain Bridge Road) provides daily service to the site. The gold route on Fairfax Boulevard is also in proximity to the site. Likewise, the Metrobus Route 1C provides service between Fair Oaks Mall and Dunn Loring Metrorail Station. The applicant has proposed to improve the overall pedestrian environment by meeting the elements outline in Action MM3.2.4.

Parks: A diverse network of public parks and open space areas, including recreation fields, natural areas, informal open spaces, and a trail system is provided throughout the city (2035 Comprehensive Plan, Page 124).

Parks and Recreation Goal 1

Develop high-quality park infrastructure.

Outcome PR1.1: A well-connected system of parks that provides citizens with healthy choices for recreation.

Action PR1.1.1: Identify and address gaps in the connections between the City's parks and open space.

Action PR1.1.2: Identify opportunities for future open space in neighborhoods that are undersupplied in public recreation and open space opportunities.

Action PR1.1.3: Enhance public access to parks and recreational facilities by making necessary infrastructure improvements.

The most important design feature in the Northfax vision is a new linear park that spans from Northfax West to Northfax East and connects north with the Accotink Creek. The linear park serves as public open space, a connector of neighborhoods, and green infrastructure for stormwater capture. The main intent of the linear park is to connect all the Northfax community with nature. The park will be generously planted with tree canopy and ground cover and will have park furnishings and places to relax and enjoy a natural, yet urban, setting. The linear park will also have a functional aspect - it will serve as a stormwater management and retention strategy, while also filtering runoff from impervious surfaces (Northfax Small Area Plan, Page 7). The applicant has proposed 16,017 square feet or 14% of the site as areas that are not covered by buildings and driveways. Portions of this overall calculation are mainly landscaped areas and not active recreation areas or other uses that Fairfax Parks and Recreation would provide.

Environment: One of the characteristics of the city that makes it a desirable and healthy place in which to live is the extent, diversity, and quality of its environmental resources. The City's main environmental resources include wetlands, ponds, streams, public parks, open space, and urban forests. As the City continues to grow and redevelop, these resources are at risk of being impaired. Growth and development often cause pollution to the water, air, and soil; degradation to ecosystems; and loss of natural areas that contribute to residents' quality of life. Continuing to preserve and restore our environmental resources ensures a healthy environment by providing access to clean air, clean water, healthy ecosystems, and high-quality recreation areas (2035 Comprehensive Plan, Page 105).

Environmental Goal 1

Preserve, promote, and enhance a healthy environment.

Outcome NE1.5: Restored and preserved natural open spaces and contiguous greenway corridors that provide natural habitats for plants and wildlife.

Action NE1.5.3: Encourage new development that protects and preserves environmentally sensitive areas and natural features, such as tree cover (especially significant stands of trees and healthy, mature trees), native vegetation, streams, wildlife habitat, and natural topography.

The existing impervious surface ratio is 108,884 square feet or 55% of the 4.49 +/- acre site, which includes the building footprint, streets, sidewalks, and parking lot. The proposed impervious surface ratio is 112,083 square feet or 86% of the site after being subdivided into 2.97 +/- acres. The applicant is proposing to replace an existing parking lot with an upper story residential/mixed use building. The existing tree canopy is 20,148 square feet with 56 trees on site. The applicant is proposing a tree canopy of 7,375 square feet with 47 trees. The proposed CU Commercial Urban district does not have a tree canopy, street tree or open space requirement. However, the applicant is proposing to provide streetscape and stormwater improvements that are designed to meet the intent of the Northfax Small Area Plan.

Sustainability Initiatives Goal 2

Support physical activity and healthy lifestyles.

Outcome SI2.2: Access to parks, recreation, community facilities, trails, and open space.

Action SI2.2.1: Promote walking and trail use as part of healthy community initiative.

The applicant is proposing pedestrian improvements all around the site. The applicant has proposed installing crosswalks at the two access points for the site. There is a mid-block crosswalk near the site that connects to the bus stops on both sides of Eaton Place.

Northfax Fairfax Small Area Plan

In June 2020, City Council adopted the Northfax Small Area Plan to provide guidance on a neighborhood level for development in the Activity Center Place Type. The guidance provides specifics on the desired mix of uses, recommended height and density, building typologies, street locations, multi-modal connections, infrastructure improvements, parking, and open space (Northfax Small Area Plan, Introduction, Page 2). The development plan for Northfax focuses on four key ideas: New Identity, Linear Park, A Balanced Activity Center, and Bridging Community to Nature.

Key Idea #1: New Identity – An Ecologically Sensitive Place

New ideas for Northfax include: a new linear park that connects the community with the Accotink Creek watershed and nature, transforming existing “superblocks” into a connected street and block grid, new public open space for outdoor activities including plazas and greens, a new retail center with restaurants and other social gathering spaces, housing typologies that are not well represented in Fairfax, such as senior living, market rate apartments, condominiums and affordable housing, and a proactive city involvement in the planning and development process, including public amenities and balanced regulations for better environmental outcomes (Northfax Small Area Plan, Page 6). The vision plan for Northfax ultimately prescribes a comprehensive approach to providing public open space and green space. A part of reimagining Northfax is redeveloping surface parking lots to green spaces and buildings with stormwater improvements.

The applicant is proposing to redevelop an existing parking lot by constructing a new 7-story building with 1,980 square feet of retail space on the ground floor and 286 multifamily units, and an 8-story parking structure to the rear of the building. The applicant has proposed sidewalks around the entire building and along Eaton Place. The applicant has proposed a multi-tier stormwater improvement system that is integrated into the streetscape and overall project design. First, the applicant proposes to design an at-grade bioretention system by using native plantings and stormwater planters at the corner of the proposed new street and Eaton Place that flows to the main storm system. Second, the applicant has proposed to capture turf flow directly to the hydrodynamic separator system (a manufactured treatment device) that sends water out to the main water system. Third, a second at-grade bio-retention BMP adjacent to the parking deck is proposed to manage rooftop drainage, which is then piped to the hydrodynamic separator. Finally, the applicant proposes an urban bioretention (planter box) adjacent to the second at-grade bio-retention to capture rooftop area runoff that is piped to the hydrodynamic separator.

Key Idea #2: The Linear Park – Linking Placemaking + Sustainability + History

The most important design feature in the Northfax vision is a new linear park that spans from Northfax West to Northfax East and connects north with the Accotink Creek. The linear park serves as public open space, a connector of neighborhoods, and green infrastructure for stormwater capture (Northfax Small Area Plan, Page 7).

The applicant has proposed to construct the streetscape including roadway width, three on-street parking spaces, 10-foot sidewalks, area for outdoor seating at the corner of Eaton Place and the new street, and landscape street to establish the western edge of the site for the public park in Northfax East. The applicant is proposing to install stormwater management system that is integrated into the streetscape and overall project design. The applicant has proposed to construct a building that is based on the Green Globes™ rating and certification. Green Globes™ is a comprehensive, science-based, three-in-one certification system that evaluates the environmental sustainability, health and wellness, and resilience of all types of commercial real estate. Specifically, the project will be built to the Green Globes™ for New Construction (NC) standard. This encourages opportunities to assess opportunities for energy savings and reduced environmental impacts. The rating system affords up to 1000 points, across the following categories: Project Management, Site, Energy, Water Efficiency, Materials, and Indoor Environment.

Key Idea #3: A Balanced Activity Center – Transitioning to a Mix of Uses

Northfax is a huge opportunity to transform into a mixed-use Activity Center that centers and anchors the surrounding communities. Transitioning to a more balanced mix of uses will help create a better sense of place, bring more activity around the clock, potentially reduce single-use peak traffic, and help create more dynamic public spaces. The existing offices and hotels would be greatly enhanced by additional daytime retail, including restaurants, and a larger nearby residential population. In the medium-term of 15 years, the plan expects a sizable infusion on residential and retail uses that will help bolster Northfax and bring public benefits and amenities (Northfax Small Area Plan, Page 9).

Density is not prescribed on a parcel-by-parcel basis. For a near term horizon of 15 years, it is estimated that Northfax will bring in substantial new development and land use changes, including:

- Residential: Increase of 1,400 residential units (includes townhouses, condos, market-rate apartments, senior living, student, and affordable housing units)
- Office: Retention and re-tenanting of existing supply and the repositioning of key properties
- Office: Potential replacement of older buildings
- Retail: Increase of at least 50,000 GSF new retail space (excluding the Point 50 development)
- Retail: Net loss of parking lot car storage and parking
- Hotel: Retention and renovation of existing hotel properties
- Recommended up to seven (7) stories for the subject property.

The applicant is proposing to redevelop an existing parking lot by constructing a new 7-story building with 1,980 square feet of retail space on the ground floor and 268 multifamily units, and an 8-story parking structure to the rear of the building. The applicant has proposed 17 affordable dwelling units at 60% AMI or 6% of the total number of units. The proposed density is 90.5 units per acre and the applicant is seeking a special exception to exceed the maximum density of 24 units per acre in the CU Commercial Urban district. The applicant is proposing a building with the maximum height of 81+/- feet and is seeking a special exception to exceed the maximum height of 5-stories/60 feet in the CU Commercial Urban district. The proposal would eliminate approximately 355 existing surface parking spaces.

The vision plan recommends a retail frontage with a pedestrian zone along the western edge of the building facing a linear park street. Linear park streets are the major connections through Northfax and contain the Linear Park greenway. The street has a curb-less design, two-way traffic, bicycle facilities, on-street parking, and generous sidewalks. Retail frontage and primary building facades are expected on these streets. The applicant has proposed to provide 1,980 sf of ground floor retail in an upper-story residential mixed-use building. The applicant is seeking a special exception to reduce the requirement of 75% ground floor retail in an upper-story residential/mixed-use building.

Key Idea #4: Bridging Community to Nature

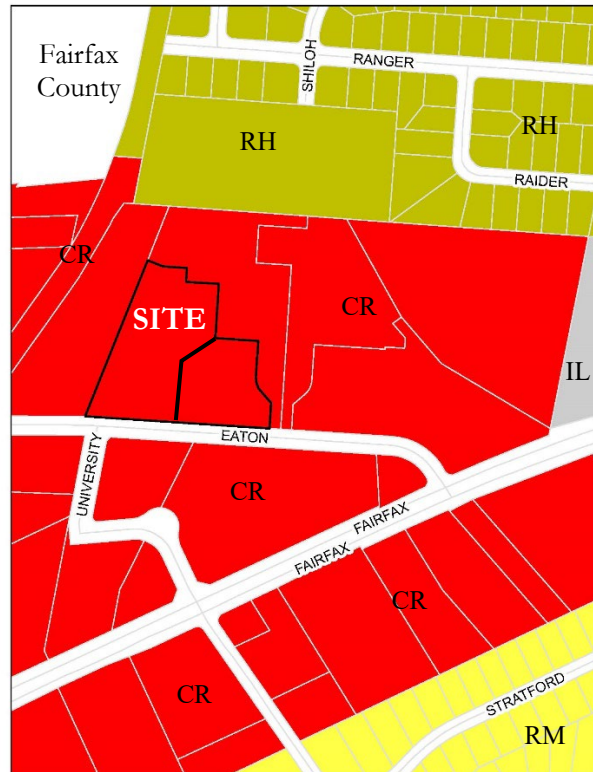
A key idea of the Northfax vision is to bridge the divides between Northfax and the surrounding neighborhoods and to connect with the Accotink Creek watershed. The vision recommends new pedestrian crossings at Chain Bridge Road and Fairfax Boulevard, as well as better pedestrian and bicycle facilities on major streets. The vision also proposes a new street and block plan and brings in new public streets and open spaces to interconnect the broader context (Northfax Small Area Plan, Page 10).

The site has direct access to Eaton Place. The applicant has proposed using two existing access points. The driveway aisles for the northern access point have been shifted slightly to provide a better alignment with the newly constructed extension of University Drive. The newly proposed street has ten-foot travel lanes in both directions and three on-street parallel spaces within 100 feet of the intersection of Eaton Place and the proposed street. The applicant is proposing an eight-foot sidewalk, 7-foot landscape strip and two 10-foot travel lanes on the north side of the building. The proposed building is separated by approximately 46-feet from the existing office building at 10306 Eaton Place.

There is an existing sidewalk network on both sides of Eaton Place from Fairfax Boulevard to Chain Bridge Road. The sidewalk on the west side of Eaton Place terminates at Point 50. The sidewalk continues along the west side of Eaton Place to Chain Bridge Road with a signalized intersection and crosswalk to The Assembly neighborhood. On the south side of Eaton Place and abutting the site, sidewalks extend to Fairfax Boulevard and towards Chain Bridge Road until the Best Western entrance. The applicant is proposing pedestrian improvements all around the site. The applicant has proposed a 10-foot sidewalk on Eaton Place, a 10-foot sidewalk on the north side of the building that carries around the garage and tapers down to a six-foot sidewalk that extends to the south side of the building. The six-foot sidewalk continues toward Eaton Place where it becomes an eight-foot sidewalk. The applicant has proposed installing crosswalks at the two access points for the site. There is a mid-block crosswalk near the site that connects to the bus stops on both sides of Eaton Place.

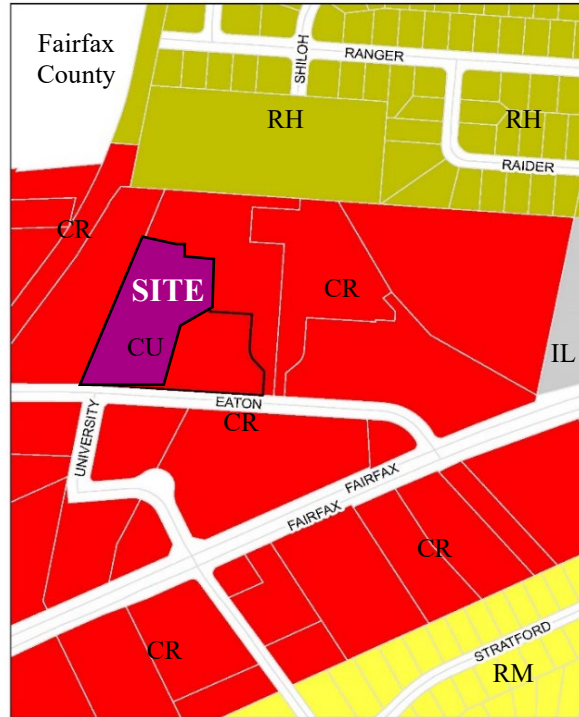
Rezoning: The applicant is requesting a Zoning Map Amendment (Rezoning) from CR, Commercial Retail to CU, Commercial Urban in the Architectural Control Overlay District (ACOD). Section 3.2.1.B.1.c of the Zoning Ordinance states the CR, Commercial Retail District is established to provide areas for office and general business and retail establishments and uses accessory or complementary thereto (Zoning Ordinance, Page 3-2). The surrounding zoning district is CR Commercial Retail in the city with uses that range from office buildings, a shopping center, and a parking garage. To the north of the WillowWood Office Park is Mosby Woods, a single-family detached subdivision, and Shiloh Street Park. On the south side of Eaton Place is an auto dealership and a retail shopping center, Point 50. The subject site has a zoning district of CR Commercial Retail. Figure 3 (below) illustrates the zoning districts for the subject site and the surrounding properties.

Figure 3: Current Zoning Map



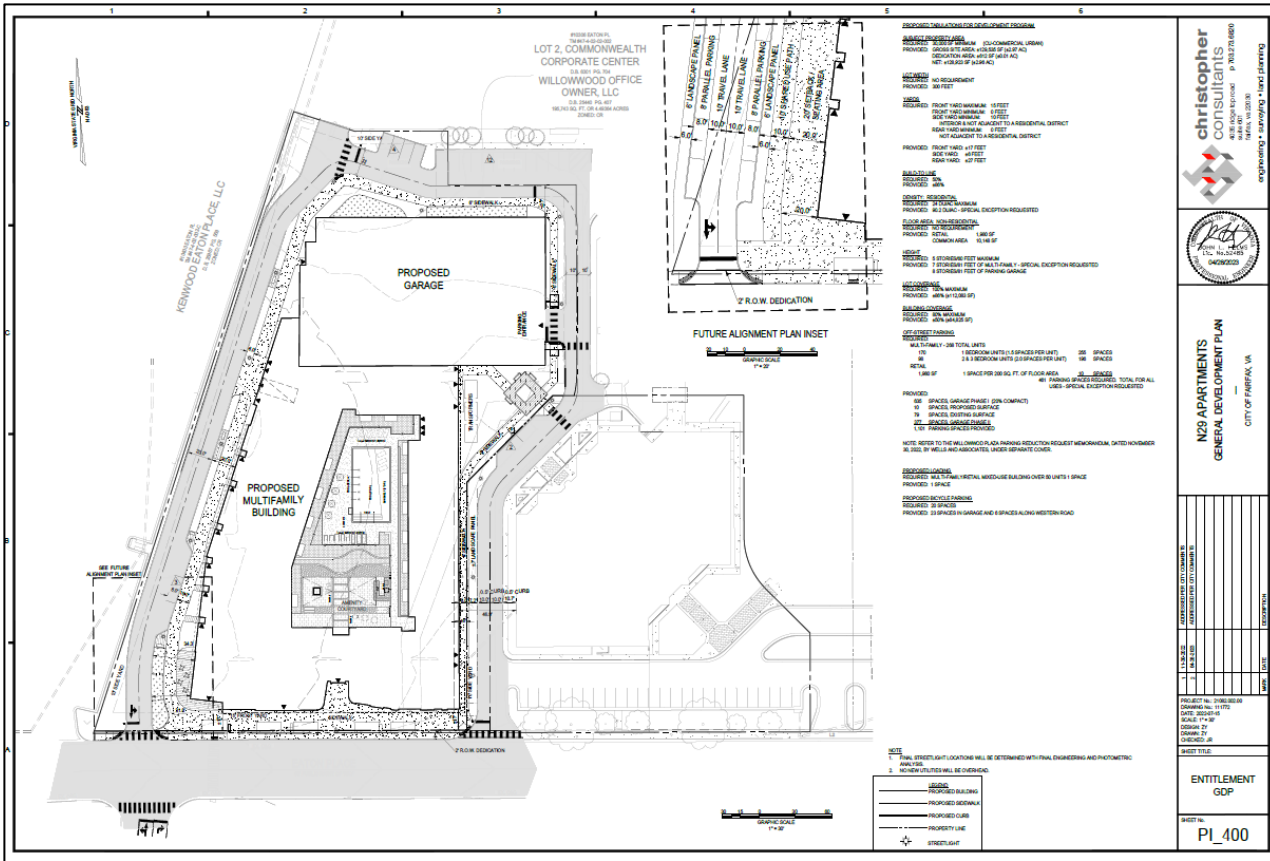
Under the current configuration, the proposal could not remain as one lot with multiple zoning designations and the site would remain with commercial uses as residential uses are not described as permitted uses in the purpose statement for the CR Commercial Retail district. Therefore, the applicant has requested to rezone the property from CR Commercial Retail to CU Commercial Urban. Figure 4 (next page) shows the proposed CU Commercial Urban district and the zoning designations of the surrounding area.

Figure 4: Proposed Zoning Map



Most of Northfax is zoned CR Commercial Retail, which does not permit residential and hotel use without a special use permit. The plan recommends that all properties in the study area be rezoned to also allow for residential, hotel and mixed-use. The CU Commercial Urban district is a potential solution for the study area, as it has more flexibility in allowable land uses (Northfax Small Area Plan, Page 43). Like the Northfax Small Area Plan, the Activity Center Place Type recommends four appropriate zoning districts: CU Commercial Urban, PD-R Planned Development Residential, PD-C Planned Development Commercial, PD-M Planned Development Mixed Use. The CU Commercial Urban District is established to provide an urban, mixed use development option for appropriate parts of the downtown area and sites in the general vicinity of the three key Fairfax Boulevard intersections: Main Street, Chain Bridge Road, and Old Lee Highway, or as may be more precisely specified by a current or future adopted plan in the downtown area. The CU Commercial Urban district requires a special use permit with approval from the City Council for upper-story residential/mixed-use buildings. Figure 5 (next page) shows the building footprint and road improvements with a connected pedestrian zone around the proposed site.

Figure 5: General Development Plan



Requests

Rezoning application

The proposed redevelopment is dependent on City Council approval of a Map Amendment (Rezoning) from CR Commercial Retail to CU Commercial Urban. The applicant proposes to replace an existing surface parking at 10306 Eaton Place (WillowWood Office Plaza) with a seven-story building that consist of 268 units, approximately 1,980 square feet of ground floor retail and 635 parking spaces in a parking garage, and 10 surface parking spaces on 2.97 +/- acres. The applicant is the contract purchaser of 2.97-acres of the parent 4.49-acre parcel. In determining whether to approve or disapprove a proposed rezoning to any district other than a rezoning requesting a planned development district, the planning commission and city council shall consider any proffers, and the specific standards listed in Section 6.4.9.A-G. In granting applications for rezoning to districts other than planned development districts, the city council may accept, through proffering or otherwise as permitted by law, development of the subject site as shown on a general development plan (Section 6.4.10.B).

Scale: The Northfax Small Area Plan is sensitive to the neighboring existing uses and prescribes heights and land uses in relation to the existing neighborhoods. As Northfax is designed as a mixed-use center for the city, the bulk of the plan focuses on the neighborhood core use. A variety of uses from office to multifamily to retail to hotel uses are proposed. The height limit here will range from 5-7 stories. The bulk of parcels with this designation are in the Northfax east area – away from existing adjacent residential neighborhoods. The character of these zones will focus on Northfax’s role as a mixed-use neighborhood core and retail hub (Northfax Small Area Plan, Page 23). The subject property is in the neighborhood core, with the typical uses of multifamily residential, mixed use, retail/offices, parks and green space, and hotel. Since these areas are not immediately adjacent to residential structures, the neighborhood core is recommended to have a 7-story height limit. Table 4 (next page) provides a comparison of building heights and density in the city.

Table 4: Project Comparisons

Project	Site Area (Acres)	Number of Units	Density	Building Height
N29 Willwood Residential Phase I*	2.97	268	90.5	81 +/- feet
City Centre West*	1.78	79	46.1	94 +/- feet
Capstone Collegiate	6.15	275	44.7	64 +/- feet
Fairfield at Gateway (The Moxley)	8.32	403	48.4	69 +/- feet
Providence Square	2.21	96	43.4	60 +/- feet
Scout on the Circle	8.69	400	46	85 +/- feet
TDC Acquisitions, LLC at Davies Property*	2.67	325	121.7	80 +/- feet

*Land use application under review

The applicant has requested a special exception to exceed the maximum height requirement of 60 feet in the CU Commercial Urban District. The applicant is proposing an 8-story building (parking garage) at 81 feet. The Northfax Small Area Plan shows the site as a recommended building height of 7 stories.

As articulated in the 2035 Comprehensive Plan and other market research, quality mixed-use developments that are appropriate for Activity Centers need a critical mass of height, density, and public amenities to be achievable. Based on development history within the region, it is generally expected that a fraction of the study area will redevelop at higher heights and densities over the next 15 years (Small Area Plan, Page 22). In addition to a special exception for height, the applicant has requested a special exception to exceed the maximum number of units per acre in the CU Commercial Urban district (24 du/acre). The general development plan proposes 268 total units with a density of 90.5 dwelling units per acre.

Build-to Line: Build-to lines are either the front and side (street) property lines or lines parallel to the front and side (street) property lines as specified to provide the maximum yard allowed to which a minimum percentage of the building facade along the front yard and side (street) yard, if any, must be built (Zoning Ordinance, Section 1.5.4, Page 1-4). The mandatory build-to line in CU Commercial Urban district is 50% with a front and side yard setback of 15 feet. In applying this requirement, 50% of the building face must be within 15 feet of the property line. The applicant has proposed a front yard setback of 17 feet on Eaton Place to accommodate for a pedestrian zone on Eaton Place. The applicant also proposes a greater setback from the proposed street on the western side of the building to facilitate the plan’s vision of a pedestrian zone, outdoor seating, and stormwater management area (rain garden). The building has a setback range of 20 feet to 34 feet. On the east side of the building, the applicant has provided a setback in the range of 6 feet to 31 feet. Therefore, the applicant requests a special exception to the build-to line requirement of the maximum 15-foot front yard and side yard requirement.

Building Coverage: Building coverage is the percentage of lot area that is permitted to be covered by buildings, including both principal structures and accessory buildings (Zoning Ordinance, Section 1.5.7.A.1, Page 1-5). The requirement for maximum building coverage in the CU district is 80%. The general development plan shows the proposed building coverage is 50%.

Lot Coverage: Lot coverage is the percentage of lot area that may be covered by buildings, including both principal and accessory structures, impervious surfaces such as driveways, uncovered porches or patios, swimming pools, or roof overhangs of more than three feet (Zoning Ordinance, Section 1.5.7.B, Page 1-6). The requirement for maximum lot coverage in the CU Commercial Urban district is 100%. The general development plan shows the proposed lot coverage is 86%.

Tree Canopy: Section 4.5.6 of the Zoning Ordinance prescribes a 10-year minimum tree canopy requirement by district. The proposed CU Commercial Urban district does not have a tree canopy, street tree or open space requirement. However, the applicant is proposing to provide streetscape and stormwater improvements that are

designed to meet the intent of the Northfax Small Area Plan. The existing tree canopy is 20,148 square feet with 56 trees on site. The applicant is proposing a tree canopy of 7,375 square feet with 47 trees.

Utilities: All on-site utilities shall be installed underground at the applicant’s expense in accordance with city and applicable utility company standards; provided that temporary overhead facilities required for construction purposes shall be permitted (Section 4.11.B). When the proposed development will result in moving or relocating existing overhead utilities located in adjoining rights-of-way, the applicant shall be responsible for placing such utilities underground and dedicating any additional right-of-way or easement that is necessary. Equipment such as electric distribution transformers, switch gear, meter pedestals and telephone pedestals which is normally installed above ground in accordance with generally accepted utility practice for underground distribution may be so installed (Section 4.11.C). There are no overhead utilities on-site and the applicant has stated that no new poles or utilities will be installed above ground as part of the redevelopment of this site.

Transportation: The proposed development is bound by Eaton Place and Fairfax Boulevard. Other streets that could be impacted in the area are as follows: Fairfax Boulevard, Chain Bridge Road, and Eaton Place. Fairfax Boulevard is a four-lane divided arterial road with a 35-mph speed limit and 27,000 vehicles per day (VPD). There is a signalized intersection at Eaton Place and Fairfax Boulevard. Chain Bridge Road is a six-lane, divided arterial road with a 30-mph speed limit and approximately 31,000 vehicles per day (VPD). Chain Bridge Road has traffic signals at Fairfax Boulevard and Eaton Place with service roads on both sides of the intersection at Eaton Place. Chain Bridge Road has approximately 31,000 vehicles per day (VPD). Eaton Place is a four-lane local street with a 25-mph speed limit. Table 5 (below) provides a summary of proposed trips:

Table 5: Trip Generation

Land Use	ITE Code	Units	AM Peak Hour			PM Peak Hour			Daily Total
			In	Out	Total	In	Out	Total	
Existing Uses									
Office	710	556,310 sf	647	88	735	117	573	690	5,164
Proposed Uses									
Multifamily Residential	221	268	24	82	106	64	41	105	1,232
Retail	822	1,981 sf	6	4	10	13	12	25	313
Total			30	86	116	73	53	130	1,545
Net Change			677	174	851	190	626	820	6,709

The Traffic Impact Study is still under review by staff.

Mass Transportation

The City-University Energysaver (CUE) Bus System Green Route (from Fairfax Boulevard to Chain Bridge Road) provides daily service to the site. The City-University Energysaver (CUE) Bus System Gold Route on Fairfax Boulevard is also in proximity to the site. Likewise, the Metrobus Route 1C provides service between Fair Oaks Mall and Dunn Loring Metrorail Station with bus stops at the intersection of Eaton Place and Fairfax Boulevard.

Transportation Demand Management

The applicant has proposed Transportation Demand Management (TDM) strategies to help reduce the number of trips generated by the development. The applicant has proposed to provide information on ridesharing, local transit services and carpooling, as well as provide a one-time transit card with a value of twenty-five dollars (\$25.00) per unit at the initial occupancy. The Applicant has proposed on-site bicycle parking area for residents and employees of the building. The applicant has also stated an interest in providing an electric vehicle (EV) charging station on site. The applicant would need to provide the location of any EV stations on the general development plan.

Circulation/Pedestrian Access: The site has two access points that will continue to be operational and will be improved with the proposed redevelopment activity. The applicant proposes to use the existing curb cut on the eastern

edge of the site and plans to shift the existing curb cut on the western edge to align with the University Drive Extension. The access points are located approximately 285 feet apart (from centerline to centerline). The proposed street on the western edge of the site provides access to an existing two-story parking garage and wraps around the building to provide access to the proposed parking structure for this upper-story residential/mixed use building. The street continues along the eastern edge between the proposed building and the existing office building at 10306 Eaton Place. The proposed street on the western edge has on-street parking to serve the proposed ground floor retail. The proposed western street is 30 feet in width at Eaton Place with 10-foot travel lanes. The roadway width tapers down to 20 feet with 10-foot travel lanes that circulate around the building. The full extent of the streetscape would not be implemented along the new road and the area as designed would be limited for future commercial furnishings.

The Multi-Modal Transportation Plan and the Zoning Ordinance requires a 10-foot wide sidewalk on Eaton Place. The applicant is proposing pedestrian improvements all around the site. The applicant has proposed a 10-foot sidewalk on Eaton Place, a 10-foot sidewalk on the north side of the building that carries around the garage and tapers down to a six-foot sidewalk that extends to the south side of the building. The six-foot sidewalk continues toward Eaton Place where it becomes an eight-foot sidewalk. The applicant has proposed installing crosswalks at the two access points for the site. There is a mid-block crosswalk near the site that connects to the bus stops on both sides of Eaton Place. The applicant will not be required to provide a connection to George T. Snyder Trail as this parcel is not adjacent to the trail. However, the applicant has applied for a Map Amendment (Rezoning) for N29 WillowWood Plaza Residential Phase II (10300 Eaton Place). The parcel for Phase II is directly adjacent to the proposed George Snyder Trail and is expected to provide a connection to the trail.

A right-of-way dedication is required by the Comprehensive Plan and the Public Facilities Manual along the property frontage to Eaton Place. The applicant proposes a 2-foot right-of-way dedication. Eaton Place is an active street. Active Streets connect multiple destinations and are more mixed-use or commercial in nature than residential streets. They are generally the street type for new streets within Activity Centers and are the primary location for commercial property access. Active Streets should be designed to create a comfortable environment for walking while at the same time accommodating circulation by bicyclists, cars, and trucks, and in some cases transit vehicles (2035 Comprehensive Plan, Multimodal Transportation, Page 91).

Parking: The applicant is proposing a Map Amendment (Rezoning) to CU Commercial Urban District and would be eligible for a 10 percent parking reduction where structured parking is provided. The applicant proposes to remove 355 surface parking space to construct a 7-story upper story residential/mixed use building with an 8-story parking garage. The applicant is relying upon the proposed garage, the remaining surface parking for Parcels 47-4-02-02-002 and 47-4-02-02-001, and a second garage to be constructed on the east side of the WillowWood Office Park to meet the parking demand of 1,197 spaces. The applicant has submitted a special exception to Section 4.2.3 to reduce the amount of parking and has submitted a parking reduction study as part of the justification for the reduction in parking. The parking study considers the development of an upper story residential/mixed use building in Phase I, exiting surface parking offices along Eaton Place (shown in Figure 5), and a future parking structure on Parcel 47-4-02-02-001. The applicant has provided a breakdown of the proposed 1,098 spaces:

- 79 existing surface spaces (dedicated to office) on off-site Parcels 47-4-02-02-002 and 47-4-02-02-001
- 377 spaces within proposed central parking structure (dedicated to office) on off-site Parcel 47-4-02-02-001
- 637 spaces within proposed parking structure for this subject application of which:
 - o 174 spaces dedicated to office
 - o 268 spaces dedicated to multifamily
 - o 195 shared spaces
- An additional five (5) surface spaces are proposed within the subject site

Additional information is required on the general development plan to help staff evaluate how parking is allocated between residential units and commercial uses. The applicant should identify those spaces on the plan. Staff also recommended that the applicant ensure that the parking dimension standards are following Section 4.2.6 of the Zoning Ordinance. The proposed 50 multifamily units in Phase II (10300 Eaton Place) will be parked at two spaces per unit

and is not included in the parking study. City staff is reviewing the request for a Special Exception and the parking reduction analysis. The applicant has proposed approximately 20% of the parking spaces as compact spaces, which do not meet the minimum parking requirements in Section 4.2.6. (Parking lot design). Compact parking spaces cannot be used as a replacement for required parking.

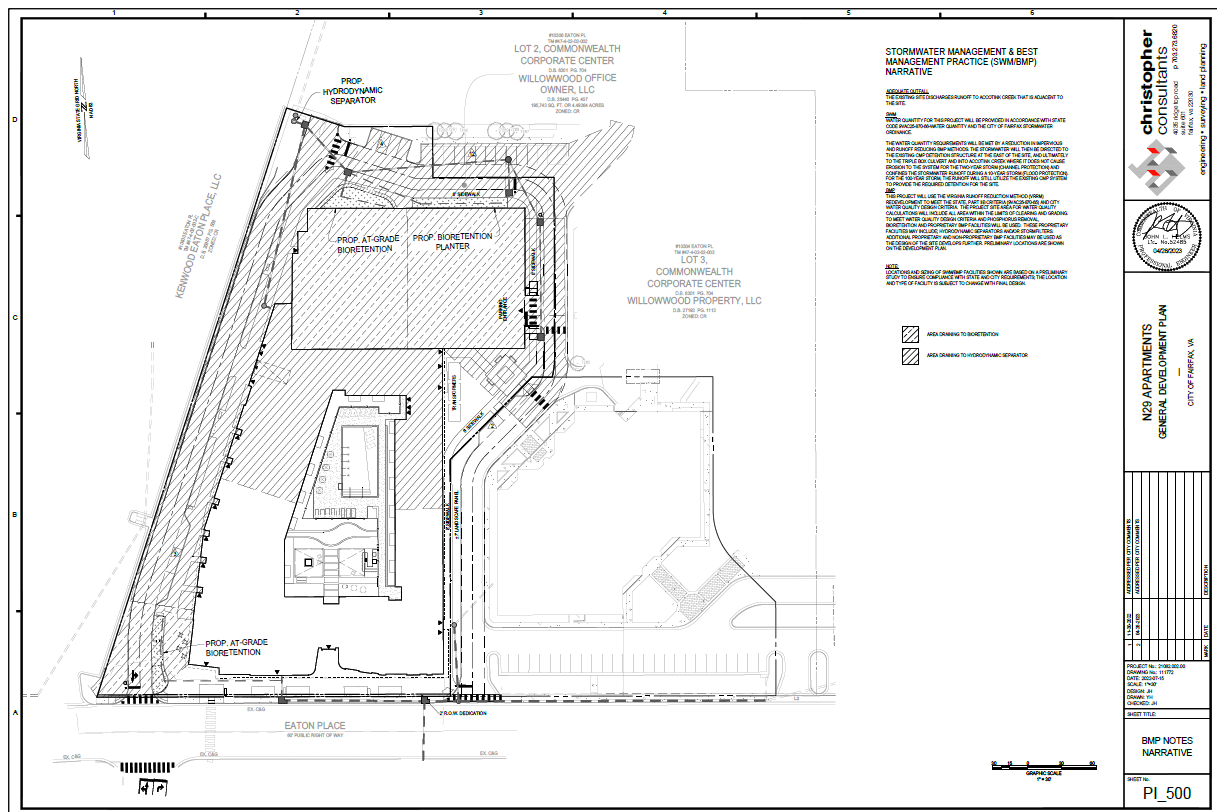
Bicycle Parking: Section 4.2.8.C of the Zoning Ordinance states that bicycle parking shall be in a visible, well-illuminated area that does not conflict with automobile or pedestrian traffic. The requirement is 20 spaces, and the applicant is proposing 23 spaces. The applicant has proposed a bicycle storage area on the west side and interior to the building on the first floor. The applicant has also proposed to provide bicycle parking between the sidewalk and proposed street on the west side of the building.

Loading Zone: The loading space requirement is one space for 50+ units in an upper story residential/mixed use building (4+ stories) and does not require a loading space for commercial uses under 10,000 square feet. The applicant has proposed one (1) loading space on the west side of the building.

Inter-parcel connection: Vehicular access shall be required between abutting nonresidential lots fronting on arterial and collector streets prior to the erection or establishment of a principal building on one of the lots to facilitate traffic flow between lots, except where topography or other physical conditions make such access unreasonable (Zoning Ordinance, Section 4.3.3 – Cross-access, Page 4-11). The applicant has provided inter-parcel connection to the existing office buildings in WillowWood Office Park and the existing parking structure. The applicant is working with staff to design the proposed road on the west side of the site to help facilitate the future development of the linear park north of Eaton Place. However, the applicant has not provided an inter-parcel connection to the property immediately to the west of the site. The applicant should provide the connection or seek a special exception for cross-access.

Stormwater Management: With Northfax sited on top of an important watershed, stormwater management is one of the most critical aspects of redevelopment. The plan recommends increasing stormwater requirement metrics by 15% beyond state minimums in both quantity and quality for all development within Northfax. Additionally, developments are strongly recommended to utilize green stormwater infrastructure technologies that are visible to the public, so they can be used as educational pieces about how the areas is helping the city achieve their sustainability goals in Northfax (Northfax Small Area Plan, Page 44). Stormwater BMPs, on-site detention facilities, and on-site drainage facilities shall be designed and maintained in such a manner as to minimize economic and environmental costs to the city and its inhabitants (Zoning Ordinance, Section 4.16.2, Page 4-77). The applicant has proposed on-site stormwater management as shown on Sheets PL_500 through PL_504. The applicant has proposed a multi-tier stormwater improvement system that is integrated into the streetscape and overall project design. First, the applicant proposes to design an at-grade bioretention system by using native plantings and stormwater planters at the corner of the proposed new street and Eaton Place that flows to the main storm system. Second, the applicant has proposed to capture turf flow directly to the hydrodynamic separator system (a manufactured treatment device) that sends water out to the main water system. Third, a second at-grade bio-retention BMP adjacent to the parking deck is proposed to manage rooftop drainage, which is then piped to the hydrodynamic separator. Finally, the applicant proposes an urban bioretention (planter box) adjacent to the second at-grade bio-retention to capture rooftop area runoff that is piped to the hydrodynamic separator. Figure 6 (next page) illustrates the proposed stormwater management plan for the proposed development activity.

Figure 6: Stormwater Management Plan



Development Impacts

Building/Fire Code: The plan needs to show the area between the private roadway and the edge of the building being reinforced to handle the load imposed by the outriggers of Tower Ladder 403. The plans also need to show two (2) Fire Department Connections (FDC) located remotely on the residential building, and two (2) FDCs located remotely on the parking deck. The current design indicates the parking deck has an independent manual dry standpipe system. A fire hydrant must be located within 50 feet of all fire department connections. The use of existing fire hydrants spaced greater than 50 feet should be indicated on the plans for consideration. The applicant will need to submit all turning movements using the correct specifications for the City of Fairfax Tower Ladder 403. Finally, the private roadway will be designated a Fire Lane in its entirety. The required marking specifications are not included in the plans. Continuous curb and surface painting (both sides) and signs must be shown on the plans.

Public Works/Civil: The applicant needs to clarify whether the water quality requirements will be met on-site and as part of this phase of development.

Public Works/Transportation: The internal roads shown at 20' (curb to curb) are too narrow. Truck turning movements do not work with two-way traffic, even with a smaller truck (WB-30). Also, regular access to the loading space should not require multiple maneuvers. The applicant should ensure that safety issues (i.e., sight distance) are addressed and the location of on-street parking abutting the shared use path along the western road is not ideal. Likewise, building doors opening into the path of bicyclists and pedestrians, and car passenger doors opening may also present conflicts for the applicant to reconsider. The Traffic Impact Study is under review. The proposed Transportation Demand Management has been reviewed and staff has provided comments to the applicant.

City Schools: The applicant will need to coordinate with City Schools regarding any impacts from the proposed development activity.

Fiscal Impact: The applicant will need to provide an updated fiscal impact analysis that is consistent with the proposed number of units and commercial square footage shown in the general development plan.

In addition to the rezoning request from CR Commercial Retail to CU Commercial Urban while retaining the Architectural Control Overlay District (ACOD), the applicant proposes the following land use requests for City Council action; however, formal action and recommendations by the Planning Commission are not required for the following items:

- **Special Use Permit** for an upper-story residential/mixed-use building
- **Special Exceptions** to allow the building height to exceed 60 feet, to allow the density to exceed 24 du/acre, to allow a reduction to the required ground floor nonresidential area in a mixed-use building, to exceed the mandatory 50% build-to-line and required setbacks, a reduce the minimum parking requirements, and to eliminate the construction of sidewalks on both sides of all streets.
- **Major Certificate of Appropriateness** for architecture and landscaping

Architecture and Landscaping: The applicant has a scheduled work session on June 21, 2023, to discuss the architecture and landscaping for the proposed upper story residential/mixed-use building with the Board of Architectural Review. Attachment 8 has the preliminary architectural concepts for the proposed building with landscaping. This land use application is subject to a Major Certificate of Appropriateness for architecture and landscaping with a recommendation to City Council from the Board of Architectural Review.

Attachments

- A1 – Statement of Support
- A2 – General Development Plan
- A3 – Traffic Impact Study
- A4 – Parking Reduction Study
- A5 – Subdivision Analysis
- A6 – Retail Viability Study
- A7 – Draft Proffers
- A8 – Preliminary Architecture Concept

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