



City of Fairfax, Virginia

City Council Work Session

Agenda Item # 11a

City Council Meeting 6/27/2023

TO: Honorable Mayor and Members of City Council

FROM: Robert A. Stalzer, City Manager *RA Stalzer*

SUBJECT: Request of Capital City Real Estate for a City Council work session to discuss the redevelopment of 10306 Eaton Place

ISSUE(S): 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.

SUMMARY: The intent of this post-submission work session request is to receive feedback from the City Council on a proposal to replace an existing surface parking lot 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.

FISCAL IMPACT: The fiscal impact analysis is under review.

RECOMMENDATION: Discussion and recommendation on proposed redevelopment that includes a Zoning Map Amendment (Rezoning), General Development Plan, Special Use Permit and Special Exceptions

ALTERNATIVE COURSE OF ACTION: City Council may choose not to conduct the discussion or defer discussion to a future date.

RESPONSIBLE STAFF/
POC: Albert Frederick, Senior Planner
Jason Sutphin, Community Development Division Chief
Brooke Hardin, Director, Community Development & Planning

COORDINATION: Community Development & Planning Public Works
Code Administration/Fire Historic Resources
Economic Development Real Estate
Police Fairfax Water

ATTACHMENTS: Staff Report, Narrative, General Development Plan, Traffic Impact Statement, Draft Commitments, BAR Staff Report



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 27, 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 City Council 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.

Planning Commission Post-Submission Work Session

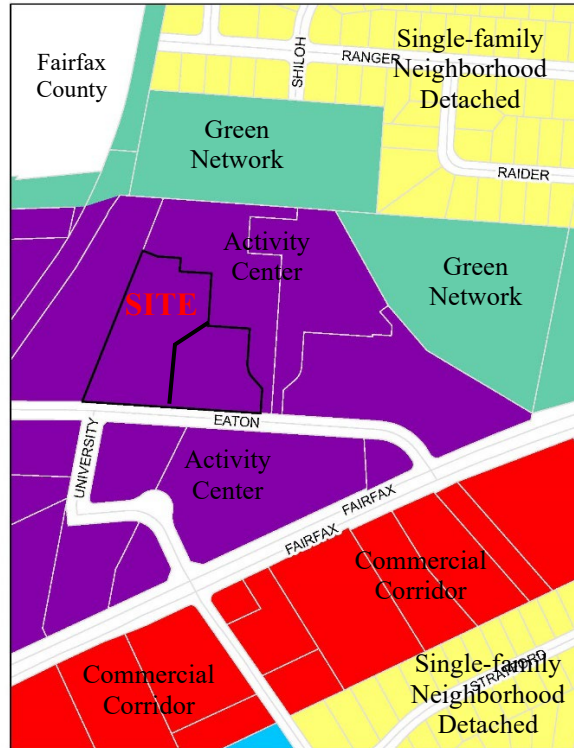
On June 12, 2023, the Planning Commission held a post-submission work session to discuss the Zoning Map Amendment (Rezoning) and General Development Plan. Prior to the discussion, there was a citizen during the portion of the agenda not requiring a public hearing that stated that the architecture needs improvements. The following comments below highlights the discussion from the Planning Commission with city staff and the applicant's representative:

- The applicant has provided a high degree of conformance to the Northfax Small Area Plan
- Some special exceptions reflect that the land use application is moving forward ahead of zoning amendments to complement the Small Area Plans
- The applicant should design the six residential spaces fronting on the west side of the building for retail uses and be clear about the commitment to provide it
- The applicant should be more rigorous in providing green building standards and practices including electric vehicle stations
- Supportive of the applicant's commitment to meet the city's Affordable Dwelling Unit ordinance
- Revisit what is being provided for green space and recreation
- Student generation from the proposal should be evaluated
- Architecture design will be discussed at the work session on June 21, 2023
- Parking plan is important for this proposal, neighbors are concerned the parking may overflow into Mosby Woods subdivision

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 (next page) 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 N1.1.1: 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 268 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

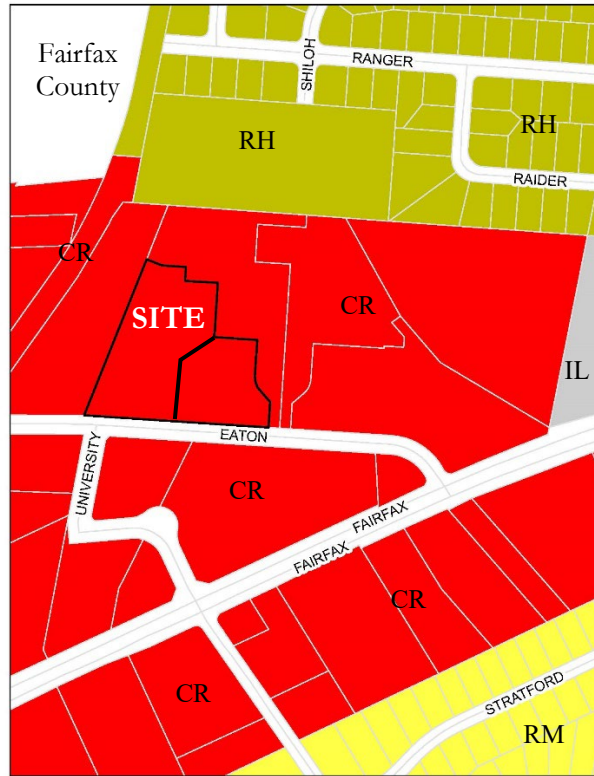
A key idea of the Northfax vision is to bridge the divides between Northfax and the surrounding neighborhoods and to connect with the Accotink Creek watershed. The vision recommends new pedestrian crossings at Chain Bridge Road and Fairfax Boulevard, as well as better pedestrian and bicycle facilities 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.

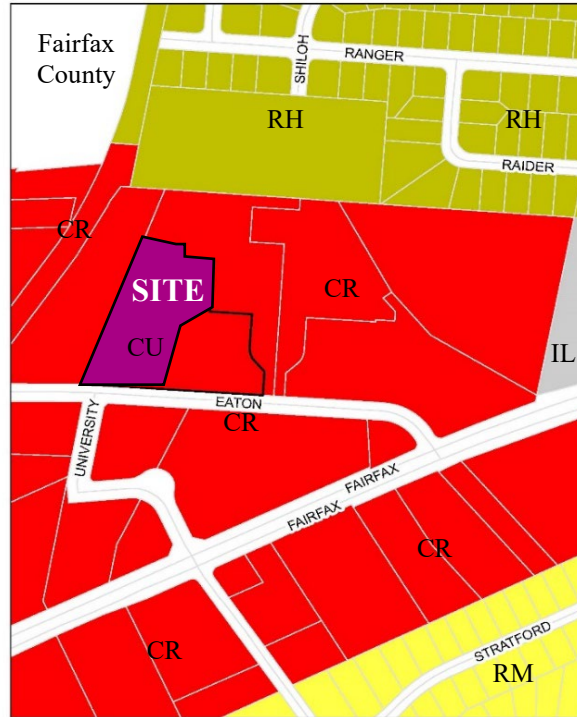
Rezoning: The applicant is requesting a Zoning Map Amendment (Rezoning) from CR, Commercial Retail to CU, Commercial Urban in the Architectural Control Overlay District (ACOD). Section 3.2.1.B.1.c of the Zoning Ordinance states the CR, Commercial Retail District is established to provide areas for office 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 (next page) illustrates the zoning districts for the subject site and the surrounding properties.

Figure 3: Current Zoning Map



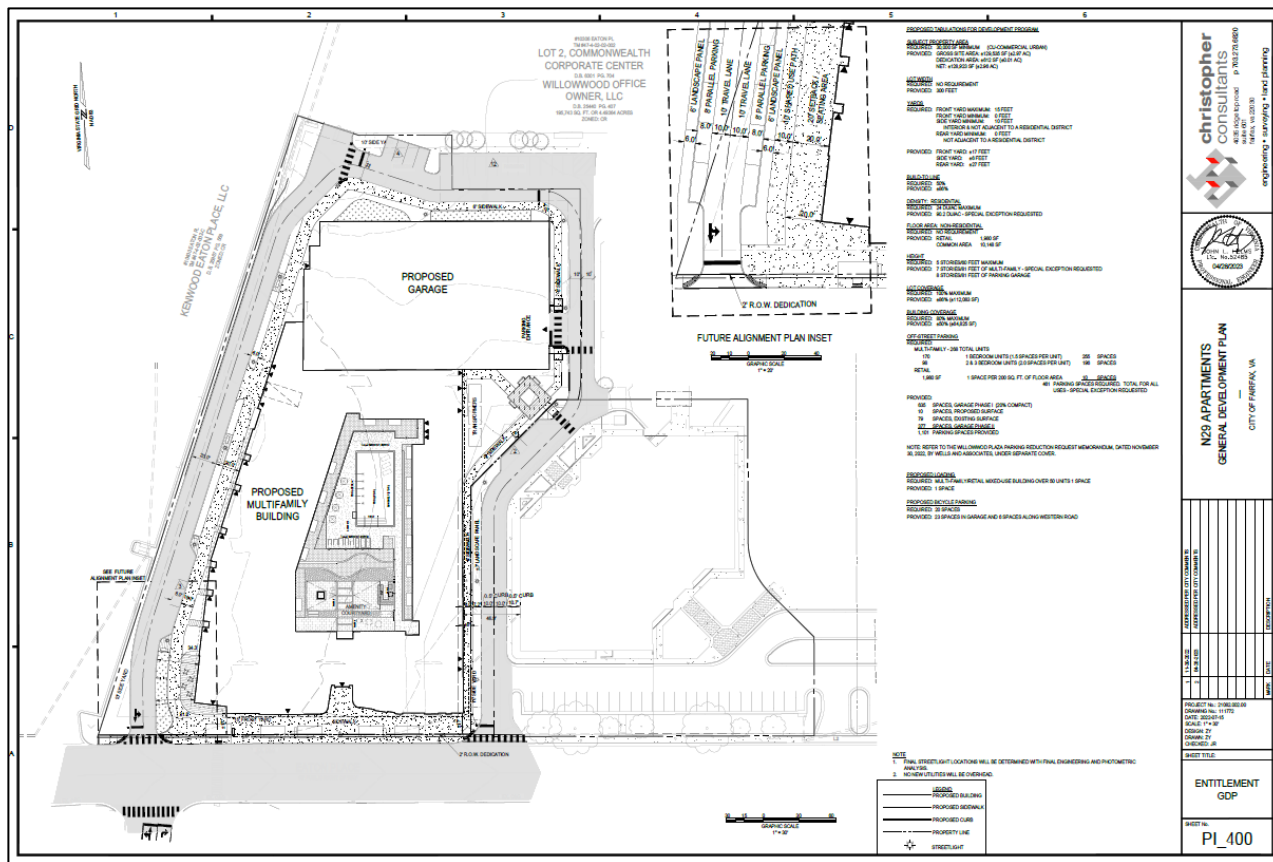
Under the current configuration, the proposal could not remain as one lot with multiple zoning designations and the site would remain with commercial uses as residential uses are not described as permitted uses in the purpose statement for the CR Commercial Retail district. Therefore, the applicant has 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, existing surface parking spaces 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.

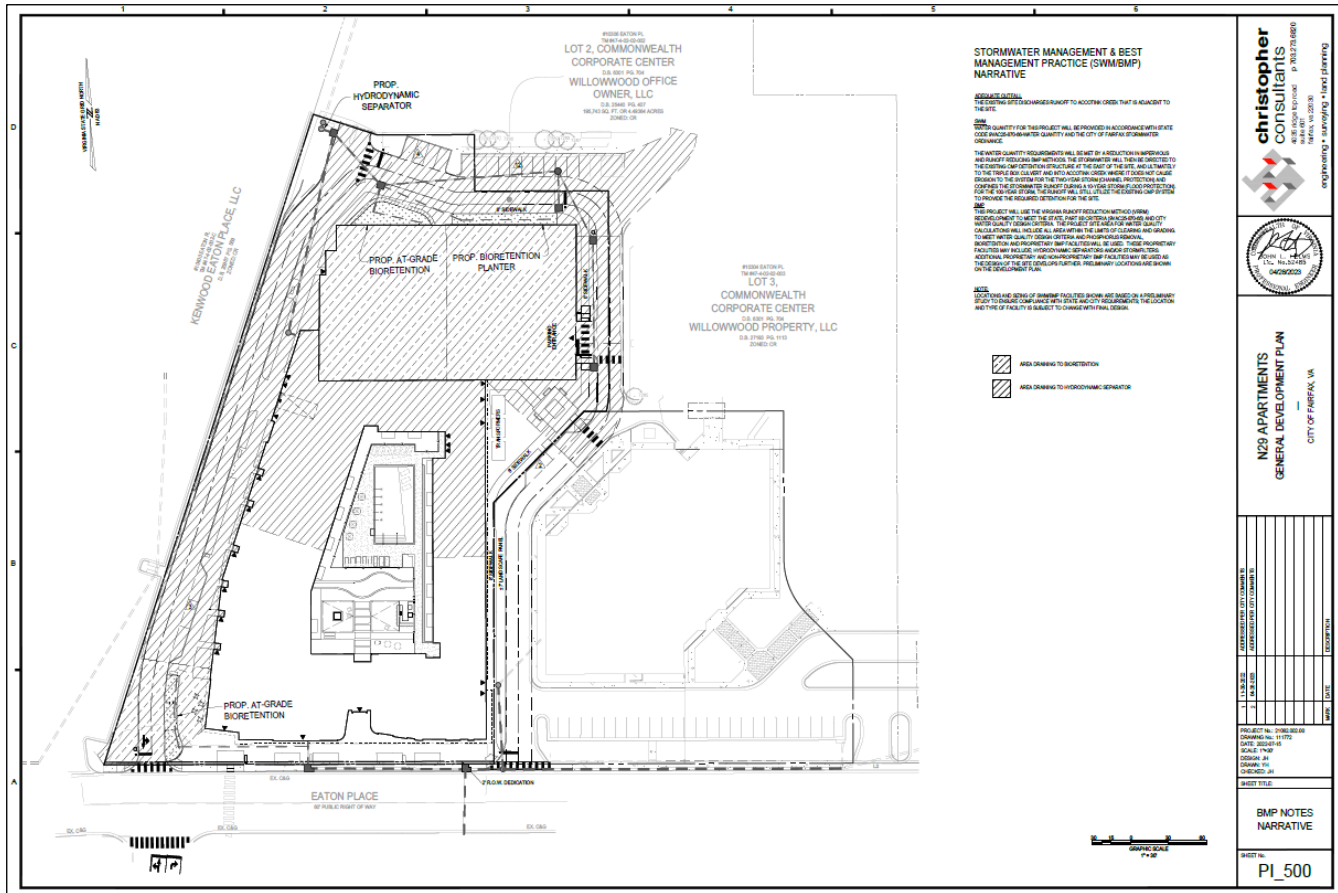
Bicycle Parking: Section 4.2.8.C of the Zoning Ordinance states that bicycle parking shall be in a visible, well-illuminated area that does not conflict with automobile or pedestrian traffic. The requirement is 20 spaces, and the applicant is proposing 23 spaces. The applicant has proposed a bicycle 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 are 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 – BAR Staff Report

PREPARED BY:



Albert Frederick
Senior Planner

06/21/23

DATE



Jason D. Sutphin
Community Development Division Chief

06/21/23

DATE



Brooke Hardin
Director, Community Development & Planning

06/21/23

DATE

**G. Evan Pritchard**Direct Phone 202-280-6482
epritchard@cozen.com

MEMORANDUM

TO: Albert Frederick

FROM: G. Evan Pritchard

DATE: May 9, 2023

RE: Revised Statement of Support for Zoning Map Amendment, Special Use Permit, and Special Exception Applications for N29 WillowWood Plaza Residential Development Phase I

My client, Capital City Real Estate, proposes an infill residential project (“Project”) at the WillowWood Plaza office center located on Eaton Place near Fairfax Drive. As shown on the enclosed plans dated April 28, 2023 and prepared by IMEG Corp. d/b/a Christopher Consultants Ltd. (“General Development Plan”), the Project would consist of a new multifamily building to be constructed on a surface parking lot located on Eaton Place immediately west of the office building located at 10306 Eaton Place. A parking deck would also be constructed to the north of the new building.

The application property (the “Application Property”) is a 2.97-acre portion of the parcel assigned tax Parcel ID 47 4 02 002, which includes the existing office building at 10306 Eaton Place, has a site area of 4.5 acres, and is zoned to the CR Commercial Retail District. The larger parcel will be subdivided to create a standalone lot for the new structures on the Application Property. The proposed new lot configuration is depicted on Sheet P_001 of the General Development Plan.

The entire WillowWood Plaza area is identified in the Comprehensive Plan for the City of Fairfax (the “Comprehensive Plan”) as part of the Northfax Activity Center, which the Northfax Small Area Plan (the “SAP”) describes as being “marked by suburban commercial development, substantial impervious paving and a lack of sense of place.” The Northfax of the future is envisioned as a “dynamic, mixed-use center” whose existing commercial uses “can be greatly enhanced by additional uses” to include new residential typologies. Recommended building heights of up to seven (7) stories are recommended for the “Neighborhood Core” of Northfax, which includes the Application Property.

We propose to rezone the Application Property to the CU Commercial Urban District and construct a seven (7)-story multifamily building along with a parking structure. The Project will consist of 268 total units and approximately 1,980 square feet of retail space located at the southwest corner

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of the building. The parking structure will include a total of 635 spaces to serve existing office uses and residents. A portion of the spaces (fewer than 20%) are intended to be compact in size. Another portion, 195 spaces, will be shared between the office and residential uses. Finally, 54 spaces will be shared between uses in the residential building. A separate application will be filed with the Zoning Administrator for this shared parking component.

Based on feedback from staff, the proposed retail is located at the southwest corner of the residential building by Eaton Place. The General Development Plan incorporates several changes to the streetscape along the western side of the Project to ensure consistency with the SAP. The streetscape now incorporates a 6-foot-wide landscape panel, a 10-foot-wide shared use path, and a 4-foot-wide landscape panel. The Project is further setback to provide outdoor seatings for the retail space at the southwest corner.

We believe these revisions will help activate both streets and help create a sense of place for the community and the public plaza ultimately envisioned to the west of the Application Property while accommodating current and projected retail market conditions. To that end, in response to staff comments, the Project is designed to allow for the conversion of units along the western frontage to retail space in the future. The previously proposed live-work units have been removed.

Rezoning Considerations, § 6.4.9 of the Zoning Ordinance

The proposed rezoning meets the approval considerations specified in § 6.4.9 of the City of Fairfax Zoning Ordinance (“Zoning Ordinance”):

- A. Substantial conformance with the comprehensive plan.

The proposed rezoning to the CU District is consistent with the SAP’s call for dynamic, mixed-use residential development in Northfax. See Consistency with Comprehensive Plan section below.

- B. Any greater benefits the proposed rezoning provides to the city than would a development carried out in accordance with the current zoning district (§3.2), and otherwise applicable requirements of this chapter.

The proposed rezoning will allow for more urban residential development consistent with the SAP that would not be permitted under the existing CR District zoning. The proposed development will provide for greater housing opportunities in the City, generate greater commercial tax revenue, and create a more vibrant community than would otherwise be possible.

- C. Suitability of the subject property for the development and uses permitted by the current versus the proposed district.

A rezoning of the Application Property to the CU District will allow for the development of multifamily rental housing consistent with the SAP recommendations. Furthermore, the introduction of residential uses adjacent to the existing office buildings will help create a more dynamic and active, mixed-use community.

- D. Adequacy of existing or proposed public facilities such as public transportation facilities, public safety facilities, public school facilities, and public parks.

The Application Property is well-served by public transportation facilities, including the CUE Bus Green Routes 1 and 2 that provide service to the Vienna/Fairfax-GMU Metro Station. Existing public safety facilities, public school facilities, and public parks will all be adequate to serve existing community needs and the proposed development.

- E. Adequacy of existing and proposed public utility infrastructure.

Existing public utility infrastructure has been deemed adequate for the proposed development.

- F. Compatibility of the proposed development with adjacent and nearby communities.

The proposed multifamily development will be compatible with adjacent and nearby commercial development. It will also introduce more housing into the area as envisioned in the SAP.

- G. Consistency with the stated purpose of the proposed district.

The proposed development will be consistent with the stated purpose of the proposed CU District zoning, which is 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.” The proposed mixed-use, residential development will be more urban in character and will be near the intersection of Fairfax Boulevard and Chain Bridge Road, aka “Northfax,” consistent with the SAP.

Special Exception Approval Criteria, § 6.17.7.A

The following Special Exceptions are requested pursuant to § 6.17.1 of the Zoning Ordinance along with justification for the request:

1. A modification of § 3.5.1.D to permit less than 75% ground floor nonresidential use in a mixed use building;

75% ground floor nonresidential use would entail more retail than the surrounding area could support, particularly given recent market trends and nearby retail centers such as the Amazon grocery that have captured nearly all retail demand in the market.

2. A modification of § 3.6.2 to permit more than 24 dwelling units per acre;

The proposed density is in line with the building form and planning goals for Northfax specified in the SAP.

3. A modification of § 3.6.2 to permit a front yard that is greater than the maximum fifteen (15) feet;

We are seeking to provide a 17-foot front yard rather than the maximum 15-foot yard in order to provide a better sidewalk and streetscape treatment in keeping with the SAP. This approach will also provide a better transition to the building line of adjacent office building.

4. A modification of § 3.6.2 to permit a side yard that is less than the minimum ten (10) feet;

We are seeking to provide an 6-foot side yard along the southeastern portion of the Project rather than the minimum 10-foot side yard. The 6-foot-wide portion of the side yard is needed to ensure the neighboring parcel to the east is compliant following subdivision of the Application Property. Nonetheless, the Project's side yard meets the minimum required 10 feet for the remainder of the site.

5. A modification of § 3.6.2 to permit height greater than five (5) stories or sixty (60) feet;

The proposed height relief is necessary to achieve the vision for the area specified in the SAP.

6. A modification of § 4.2.3.E to permit lower parking ratios; and

A separate request is being filed for a parking reduction based on a proposed shared parking arrangement.

7. A modification of § 4.4.4 to permit one sidewalk along a street.

We are proposing one sidewalk along the private road to the west of the Project. The proposal includes only one sidewalk because the parcel to the west of the Application Property has not been redeveloped. In the event that parcel is redeveloped, a sidewalk would be added.

The proposed development will meet the following criteria for special exceptions specified in § 6.17.7.A of the Zoning Ordinance:

1. Ensure the same general level of land use compatibility as the otherwise applicable standards.

The proposed development will be compatible with the surrounding commercial development.

2. Not materially and adversely affect adjacent land uses and the physical character of uses in the immediate vicinity of the proposed development because of inadequate transitioning, screening, setbacks and other land use considerations.

The proposed development will be harmonious with surrounding land uses and help create a vibrant, mixed-use community where only surface parking lots exist today.

3. Be generally consistent with the purposes and intent of this chapter and the comprehensive plan.

The proposed development will be consistent with the purpose and intent of the Zoning Ordinance and the SAP to create a successful and well-balanced mix of uses in the City's urban activity centers. See Consistency with Comprehensive Plan section below.

4. Be based on the physical constraints and land use specifics, rather than on economic hardship of the applicant.

The requested special exceptions are necessary to achieve the mixed-use goals articulated in the SAP.

A waiver is also requested of the Public Facilities Manual § 401-01 requirement that a typical curb and gutter street be provided on private accessways that are less than thirty (30) feet from face of curb to face of curb.

The proposed development is designed to be an urban community that is more compact and integrated with reduced roadway widths. For the street along the western edge of the property, we have showed how the future layout of the street will allow for a full street section once the property to the west is developed. For the interior street to the east, we are providing a layout that allows for landscaping and a sidewalk. Therefore, support of this waiver is appropriate in consideration of the intended urban design of the proposed development.

Consistency with the Comprehensive Plan

Below is a summary table of how the proposed development is consistent with the Comprehensive Plan and SAP:

Comprehensive Plan Reference	Recommendation	Proposed Plan
Comprehensive Plan, p. 36, Activity Center – Northfax	“New residential uses and amenities such as open spaces and a pedestrian-friendly multimodal transportation network, should also be leveraged to improve the commercial marketability of the Activity Center.”	The new residential use will provide daytime activity and potential employees to support existing retail and office uses in the area. It will also replace expansive surface parking with a more attractive building served by garage parking. The project will also improve the walkability of the area for pedestrians with improved sidewalks and streetscape.
SAP, p. 6, A New Identity	A new identity for Northfax includes “housing typologies that are not well represented in Fairfax, such as senior, living, market-rate apartments, condominiums and affordable housing....”	The proposed development will include market-rate and affordable apartments, which are currently under-represented in the City. A total of 17 affordable dwelling units (“ADUs”) affordable at 60% AMI, or 6% of the total number of units, will be provided. These units have been identified on the plans.
SAP, p. 7, The Linear Park	“The most important design feature in the Northfax vision is a new linear park that spans from Northfax West to	The proposed development will help create the eastern edge of the linear park by improving the sidewalk and

	<p>Northfax East, and connects north with Accotink Creek.”</p>	<p>streetscape. In addition, the proposed development will introduce retail units at the corner that will help encourage redevelopment and creation of a proposed new community green to the west. The Project’s western side is designed to allow for future conversion to more retail as well. The Project will also help provide a pedestrian connection to Accotink Creek.</p>
<p>SAP, p. 9, A Balanced Activity Center</p>	<p>“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.”</p>	<p>The introduction of apartments will help balance the mix of uses in Northfax. New residents will help support existing and future retail in the area as well as hotels and office by generating daytime pedestrian activity.</p>
<p>SAP, p. 12, Retail Frontage</p>	<p>“While the Northfax study area has capacity for dynamic retail, there are limitations on the quantity and location of retail frontage in the study area. Studies have shown that retail works best in concentrated nodes of no more than two to three urban blocks, and in traditional two-sided walkable pedestrian-friendly streets and continuous retail frontage. Public open space can be</p>	<p>We propose retail along a portion of the southwestern edge of the Application Property that will complement existing retail at Point 50 and be appropriate for existing market conditions. In the future, once the property to the west redevelops and the community green is created, more retail may be sustainable in this part of Northfax. To that end, the Project’s western side is</p>

	<p>advantageously used by adjacent retail uses.”</p> <p>***</p> <p>“Due to the limited amount of sustainable retail possible, it is important that retail is generally not spread out and fragmented across the entire study area.”</p>	<p>designed to allow for conversion of units to retail space in the future.</p>
<p>SAP, p. 14, Surface Parking to Green Space</p>	<p>“...[T]he plan proposes an increase in buildings - replacing mostly surface parking in the plan. These new buildings have the potential to better direct water, have green roofs, and other eco-friendly designs that improve the ecology of the study area.”</p>	<p>The proposed residential building and open space areas will replace existing surface parking lots. As a result, stormwater will be treated much more efficiently and in a more ecologically-friendly manner.</p>
<p>SAP, p. 14, Connected Green Spaces</p>	<p>“The proposed green space diagram demonstrates potential green spaces in a total build out of the plan.</p> <p>The goal of this green space approach is to create 1) interconnected green spaces to facilitate movement of people and wildlife 2) A variety of park sizes and spaces to support different activities and 3) connecting green spaces within the study area to active trail systems and cultural resources.”</p>	<p>The proposed development will help create the eastern edge of the linear park proposed to the west of the Application Property by improving the sidewalk and streetscape.</p>
<p>SAP, p. 20, Commercial Uses in Northfax</p>	<p>“Northfax is home to a large office complex (WillowWood Plaza) and a cluster of hotels serving a range of guests. What is absent in the overall setting is access to convenient / walkable amenities, such as restaurant and retail.</p>	<p>The proposed retail will complement the retail at Point 50 and the City’s business incubator space at 10300 Eaton Place.</p>

	<p>Including providing enhanced neighborhood conveniences for nearby city residents, the redevelopment of the Fairfax Shopping Center into Point 50 will help address this commercial user serving gap. Adding further retailing offerings and other user amenities elsewhere in Northfax (i.e. green space) is key to strengthening these background existing commercial land uses.”</p>	
<p>SAP, p. 22, Residential Uses in Northfax</p>	<p>“Residential uses are key to supporting new development in the activity centers, both of which are currently dominated by office space. New residential construction also provides diversification of residential product type since most of the City’s existing residential inventory comprises older single family homes and apartment complexes.”</p>	<p>The proposed residential development will help diversify the City’s housing stock and bring much needed residential uses to Northfax.</p>
<p>SAP, p. 22, Building Height and Setbacks</p>	<p>“Areas not close to adjacent residential structures are recommended to have a (7 story) height limit.”</p>	<p>We are proposing 7 stories.</p>
<p>SAP, p. 23, Building Heights and Land Use</p>	<p>“As Northfax is designed as a mixed use center for the city, the bulk of the plan focuses on the neighborhood core use. Here, a variety of uses from office to multifamily to retail to hotel uses are proposed.”</p>	<p>The multifamily uses proposed are consistent with the Neighborhood Core uses envisioned in the SAP.</p>
<p>SAP, pg. 38, Sustainability</p>	<p>“Stormwater & Landscape” sustainability features</p>	<p>The Northfax Small Area Plan identifies the following five sustainability measures: (1) Green infrastructure; (2) Building efficiency; (3) Energy Production; (4) Green Roofs and (5) Native Plants and Erosion Control.</p>

		<p>With respect to measure (1), the proposed development will incorporate bioretention planters and new grass landscaping along all four frontages of the building, including on both sides of the new private road. With respect to measure (2), the project will be built subject to a 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.” Green Globes™ project checklist will be provided to staff under separate cover. The project will not incorporate solar energy panels as identified in measure (3); however, the applicant is designing the building to meet Green Globes certification that will achieve energy efficiencies. The project will not have a green roof as identified in measure (4); however, the applicant</p>
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		<p>believes the proposed stormwater management infrastructure is sufficient to meet the intent of this sustainability measure. With respect to measure (5), the project will incorporate new native trees, landscaping and planters throughout the site. In particular, the proposal includes new canopy trees and shrubs along both the western and eastern frontages. There will also be four canopy trees on the southern frontage along Eaton Place and three new trees along the northern frontage</p>
<p>SAP, p. 43, Zoning and Regulatory Recommendations</p>	<p>“Zoning (Land Use) – Currently, most of Northfax is zoned CR (Commercial Retail), which does not permit residential and hotel uses without special exception. The plan recommends that all properties in the study area be rezoned to also allow for residential, hotel and mixed-use. The Commercial Urban (CU) zone is a potential solution for the study area, as it has more flexibility in allowable land uses.”</p>	<p>Consistent with this recommendation in the SAP, we are proposing to rezone to the Commercial Urban (CU) zone.</p>

WELLS + ASSOCIATES**MEMORANDUM**

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Tysons, VA 22102
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WellsandAssociates.com

To: City of Fairfax Zoning Department

From: Michael J. Workosky, PTP, TOPS, TSOS
John F. Cavan, P.E., PTOE

Re: Willowwood Plaza
N29 Apartments Phase 1
Fairfax, Virginia

Subject: Parking Reduction Request

Date: April 28, 2023

INTRODUCTION

This memorandum presents the results of a parking reduction study conducted for the N29 Apartments. The site (noted as Tax Map number 47-4-02-02-002) is located within the existing Willowwood Plaza office development on the north side of Eaton Place, north of Fairfax Boulevard (U.S. Route 29/50) and east of Chain Bridge Road (Route 123) as shown on Figure 1. Willowwood Plaza is currently developed with two (2) office buildings that consist of 277,720 S.F. of general office uses and served by 763 surface parking spaces.

The Applicant, Capital City Real Estate, has filed an application to rezone the property from CR (Commercial Retail) to CU (Commercial Urban) and develop the western portion of the site with 268 multifamily residential units and 1,981 S.F. of retail space (Phase 1). This portion of the site would be served by a new structured parking garage. A copy of the site plan is shown on Figure 2.

The eastern portion of the site (Phase 2) is proposed to be developed with 50 condominiums (two-over-two units). Parking for the Phase 2 portion of the development would be provided by dedicated spaces and is not subject to this parking reduction request. The condominium units will meet City zoning requirements and the office parking supply will be replaced with structured parking garages.

The parking reduction request is applicable to the Phase 1 portion of the site through the use of shared parking. (Note that the two existing office buildings in the southern portion of the site are not included in the application but are referenced in this parking analysis to account for the sharing of parking spaces.)

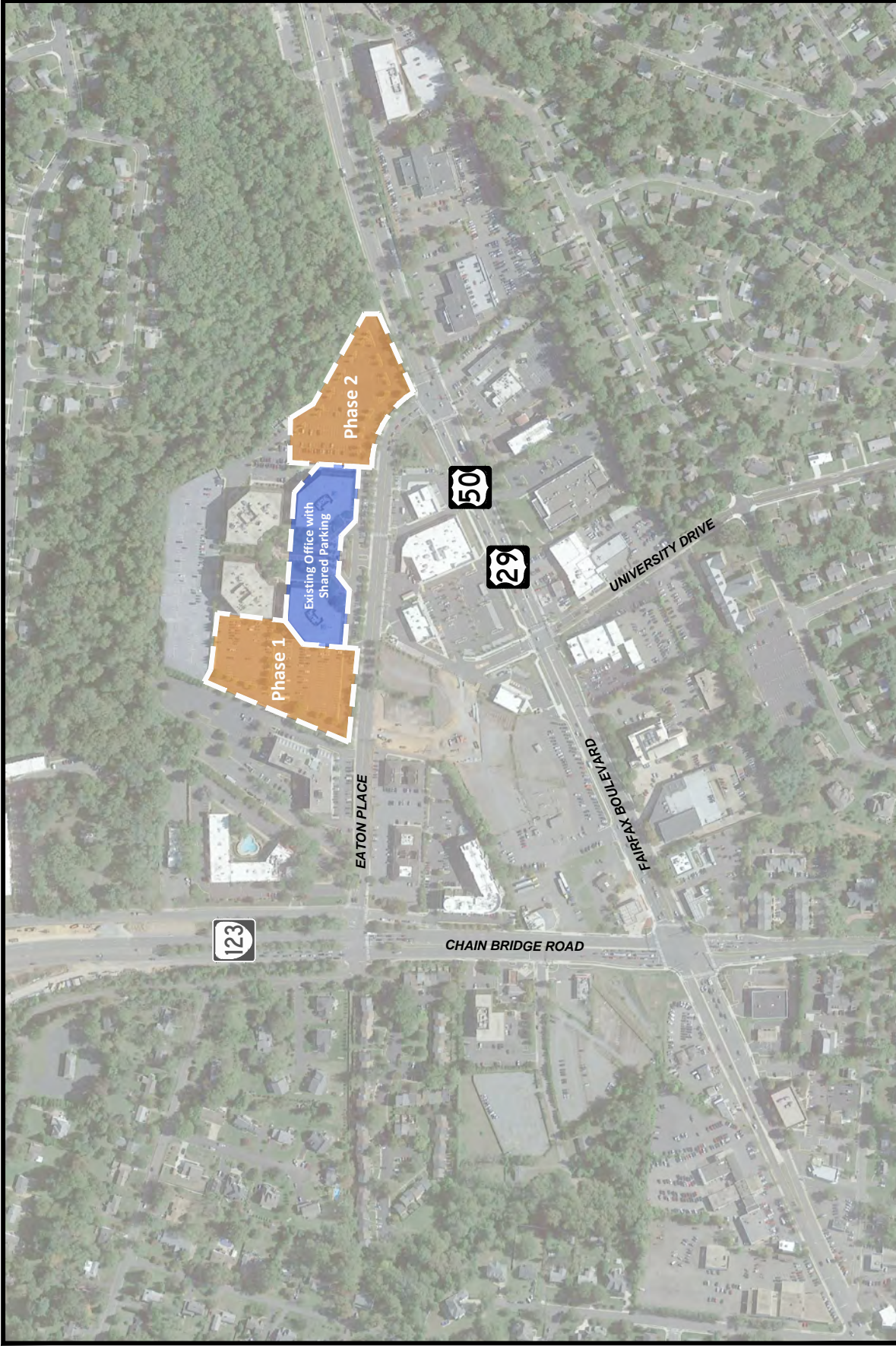
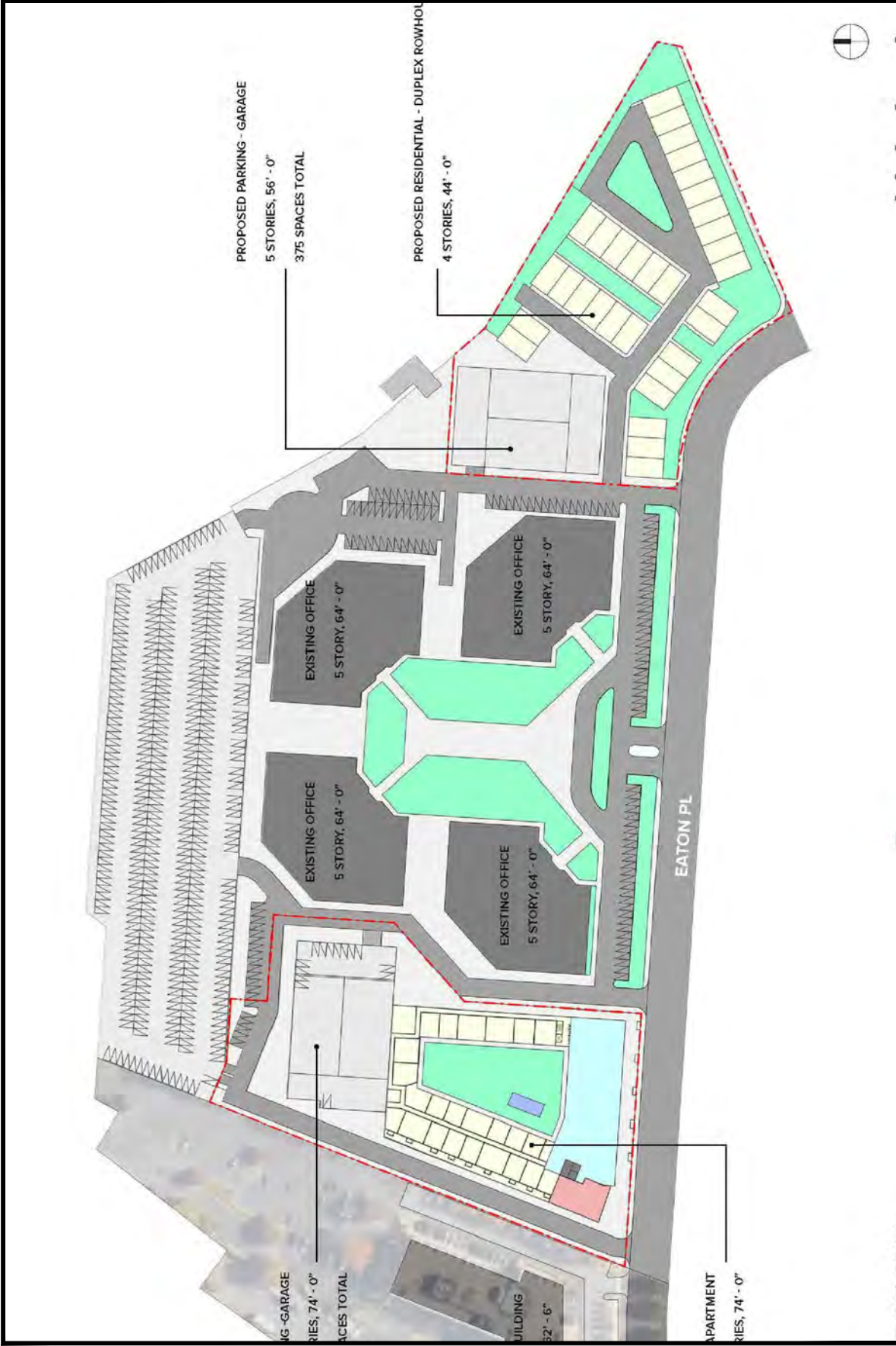


Figure 1
Site Location

 NORTH
Willowwood Plaza
City of Fairfax, Virginia



PLAN PROVIDED BY: HICKOK COLE


NORTH
Willowwood Plaza
City of Fairfax, Virginia

Figure 2
Proposed Development Plan

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The Applicant is requesting an overall parking reduction of 8.3 percent reduction (or up to 99 fewer spaces) than the 1,197 spaces that would be required by the Ordinance for the Phase 1 uses and existing office buildings. A parking supply of 1,098 spaces is proposed. The parking reduction is based on the nature of the proposed residential uses and the sharing of spaces between the Phase 1 uses and two existing office buildings.

Sources of data for this analysis include, but are not limited to, the files and library of Wells + Associates (W+A), christopher consultants, Cozen O'Connor, Capital City Real Estate, the Institute of Transportation Engineers (ITE), Urban Land Institute (ULI), and City of Fairfax.

BACKGROUND INFORMATION

The site is currently zoned CR (Commercial Retail) and a rezoning application has been submitted to rezone the property to CU (Commercial Urban). As mentioned previously, Phase 1 would consist of 268 multifamily residential units and 1,981 S.F. of retail space while Phase 2 would include 50 two-over-two condominium units.

Residential Unit Mix

Multifamily Units. The Applicant is intending to provide the following unit type ratios:

■ One (1) Bedroom Units:	170 Units (63 percent)
■ Two (2)/Three (3) Bedroom Units:	<u>98 Units (37 percent)</u>
Total	268 units

As shown above, the proposed project would provide a majority of one-bedroom units. The Applicant is proposing to provide a minimum parking supply of approximately 1.3 parking spaces per unit.

Project Phasing

This parking reduction request is associated with the Phase 1 development on western portion of the site. These uses would include the multifamily residential and retail spaces. It is noted that the Phase 1 uses would share parking with the two existing office buildings as outlined later in the report.

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The Phase 2 portion the site at the southeastern side of the development would consist of condominiums (two-over-two units). While this phase would likely be constructed shortly after Phase 1, the separate parking would be provided and is not subject of this parking reduction.

Proposed Parking Supply

A future parking supply of 1,098 parking spaces is proposed and includes the following:

- 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:
 - 174 spaces dedicated to office
 - 268 spaces dedicated to multifamily
 - 195 shared spaces
- An additional five (5) surface spaces are proposed within the subject site

CITY OF FAIRFAX PARKING REQUIREMENTS

Chapter 110, Article 4, Section 4.2.3.E of the Zoning Ordinance (see **Attachment III**) outlines the parking requirements for multifamily residential uses as follows:

0 or 1 bedrooms – “1.5 spaces per unit”
2 or more bedrooms – “2 spaces per unit”

Based on the proposed unit mix, the 268 multifamily units would require 451 spaces.

For retail uses the required parking would be “1 space per 200 sq. ft. of floor area”. Therefore, the proposed 1,981 square feet (S.F.) of retail space would require 10 parking spaces at the code ratio. The two existing office buildings require 736 parking spaces based on their 1985 Site Plan approval and are currently served by 763 parking spaces. It is noted that a variance V-949-84-1 was approved on November 6, 1984 requiring 788 spaces. However, the Applicant plans to amend this variance.

Based on a strict application of the Zoning Ordinance, 1,197 spaces are required for the proposed Phase 1 uses as well as the two existing off-site office buildings.

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REQUESTED PARKING REDUCTION

As outlined above, the Phase 1 of the planned development and existing office buildings would require a minimum of 1,167 parking spaces to meet a strict application of the Zoning Ordinance parking requirements (see Table 1). The Applicant is requesting an overall parking reduction of 5.9 percent reduction (or up to 69 fewer spaces) than would be required by the Ordinance. Specifically, a parking supply of 1,098 spaces is proposed.

Specifically, the parking reduction would consider the following components:

- A reduction of the base residential parking rate from 1.68 spaces per unit to 1.3 per unit.
- Shared parking between a portion of the residential and office uses.

The Zoning Ordinance provides provisions for potential parking reductions. Section 4.2.3.D.1.c allows for a ten percent parking reduction within the CU district where structured parking is provided. In addition, Section 4.2.5.C.3 allows for a reduction of up to 50 percent of the residential requirement when residential and office parking are shared. Based on a residential requirement of 451 spaces, this provision would allow for a reduction of up to 225 spaces. Thus, the proposed reduction is within the limits of this provision.

PARKING REDUCTION ANALYSIS

The following sections evaluate the requested parking reduction with respect to this provision.

Base Residential Parking Rate

Based on the Zoning Ordinance requirements described above, the proposed 268 multifamily dwelling units would require 451 spaces (or 1.68 spaces/unit). However, based on the following criteria, it is believed that the base residential parking ratio can be reduced to 1.3 spaces per unit and continue to accommodate resident parking demand:

- Transit Service Access
- Transportation Demand Management (TDM) Measures
- Proximity of Nearby Neighborhood Amenities
- Comprehensive Plan Recommendations

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Table 1
N29 Willowood
Development Program and Code Parking Summary ⁽¹⁾ (2)

Land Use	Buildout Conditions	
	Size	Units
Retail	1,981	SF GLA
Studio/1-Bedroom	170	D.U.
2 -Bedroom or more	98	D.U.
<i>Total Residential Apartments</i>	<i>268</i>	<i>D.U.</i>

Code Parking Required	Units/Size	Ratio (min)	Parking Required
Retail (GFA)	1,981	1 per 200 SF	10
Office	277,720	See Footnote 3	<u>736</u>
Commercial Parking Required			746
Phase 1 Residential Apartments			
Studio/1-Bedroom	170	1.50	255
2 -Bedroom or more	<u>98</u>	2.00	<u>196</u>
Apartment Parking Required	268	1.68	451
Total Parking Required	1,197	spaces	
Total Parking Provided	1,098	spaces	
Difference	(99)	spaces	
Percent	-8.3%		

Notes: (1) Based on Chapter 110, Article 4 of the City of Fairfax Zoning Ordinance.

(2) Phase 2 condominiums will be self-parked and are not included in this parking analysis

(3) Based on Site Plan approved in 1985 which required 368 parking spaces per office building. Variance V-949-84-1 was approved on November 6, 1984 requiring 788 spaces, the Applicant plans to amend this variance.

MEMORANDUM

Transit Service Access

The subject site is served by the following three (3) bus lines:

- WMATA Metrobus Route 1C (Fair Oaks-Fairfax Boulevard Line)
- Fairfax CUE Bus Green Route
- Fairfax CUE Bus Gold Route

Metrobus Route 1C provides service between Fair Oaks Mall and Dunn Loring Metrorail Station. Bus stops are located at the Fairfax Boulevard (Routes 29/50)/Eaton Place intersection.

The Fairfax CUE Bus Green Route provides service to Old Town Fairfax, George Mason University, eastern Fairfax City, and the Vienna Metrorail Station. Bus stops are located along Eaton Place.

The Fairfax CUE Bus Gold Route provides service to Old Town Fairfax, George Mason University, western Fairfax City, and the Vienna Metrorail Station. Bus stops are located at the Fairfax Boulevard (Routes 29/50)/Eaton Place intersection.

Transportation Demand Management (TDM)

As part of the proposed redevelopment, the Applicant may implement a TDM Plan to encourage the use of transit, high-occupant vehicle commuting modes, walking, biking, and teleworking, to reduce the automobile trips generated by the Application Property. While the implementation of a TDM program is not the basis of this parking reduction, these measures would help reduce the need for residents to own vehicles. A TDM program, among other things, helps to reduce residential and office generated vehicle trips. Elements of the TDM program to reduce the number of household vehicles may include:

- Property-wide TDM Program Management
- Dissemination of City/Regional Program Information
- Pedestrian/Bicycle facilities
- Regular monitoring/reporting
- Parking Management (e.g., unbundle the multi-family parking spaces by providing each new tenant an option to rent/own a parking space(s) at an additional cost)

In addition, the Northfax Small Area plan recommends the establishment of a TDM program and notes that “Parking is often oversupplied, located in areas not best suited to efficiently leverage demand and the value of the land it occupies”.

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Nearby Neighborhood Amenities

Numerous amenities are located in the immediate vicinity of the N29 Residential site reducing the need for residents to own an automobile. The recently redeveloped Point50 shopping center is directly south of the site and includes the Amazon Fresh grocery store, restaurants, coffee shop, and other retail uses. Additional retail and restaurant uses are provided along Fairfax Boulevard (U.S. Routes 29/50).

Marked crosswalks are provided across Eaton Place and at traffic signals along Fairfax Boulevard (U.S. Routes 29/50). As part of the redevelopment, the Applicant will be improving the site's frontage along Eaton Place.

In addition to the existing amenities, the proposed redevelopment would provide retail/commercial uses and amenities that will serve residents office workers in the site and reduce the need for vehicle ownership.

Comprehensive Plan Recommendations

The property is located within the Northfax Small Area Plan. The Plan recommendations note that the "cost and perceived availability to find parking must be carefully balanced to the demands of new uses and building an attractive, walkable Activity Center" and offer the following strategies:

- Create a park-once and walk district
- Encourage shared parking
- Establish district-wide parking regulations
- Encourage the use of on-demand mobile parking apps
- Manage curbside space

As noted previously, a portion of the parking is proposed to be shared between the residential, office, live/work, and retail uses. Therefore, the proposed site is in conformance with the Plan's recommendations for shared parking. While the City's Ordinance continues to determine parking minimums, the Plan does note the potential for future area-specific parking requirements.

Shared Parking Analysis

Shared parking is defined as "a parking space that can be used to serve two or more individual land uses without conflict or encroachment." The approach to managing the parking demand at

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the Willowwood Plaza is to provide a portion of dedicated parking for residents within the parking garage and take advantage of the variations in parking accumulation by residents, visitors, office workers and retail patrons.

Applying shared parking techniques provides a systematic way to apply appropriate adjustments for variations in parking demand patterns. Sharing parking resources attempts to provide a balance between providing adequate parking to support a development from a commercial viewpoint, while avoiding excessive costs, over building parking, and storm drainage and other environmental impacts.

A shared parking analysis employs the following steps as identified in the *Shared Parking, Third Edition* Manual:

1. Gather and review project data.
2. Select parking ratios.
3. Select factors and analyze differences in activity patterns.
4. Develop scenarios for critical parking need periods.
5. Adjust ratios for mode split and persons per car for each scenario.
6. Apply captive market adjustments for each scenario.
7. Calculate required parking spaces for each scenario.
8. Determine if the scenarios reflect all critical parking needs and management concerns.
9. Recommend a parking plan.

The ULI methodology has established recommended parking indices, hourly accumulations, and seasonal variations in parking for various land uses.

Parking Analysis Assumptions

The shared parking assumptions are summarized below:

- A base parking ratio of 1.3 spaces per unit was assumed for the 268 units for a total of 349 spaces.
- The proposed 1,981 square feet (S.F.) of retail space would require 10 parking spaces at the code ratio of one (1) space per 200 S.F. floor area.
- The two existing office buildings require 736 spaces based on the 1985 Site Plan approval.
- A future parking supply of 1,098 parking spaces is proposed and includes the following:
 - 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:

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- 174 spaces dedicated to office
- 268 spaces dedicated to multifamily units (1.0 per unit)
- 195 shared spaces
 - An additional five (5) surface spaces are proposed within the subject site
- A minimum of 630 spaces would be required at all times to serve office users. It was assumed that office users would use the dedicated spaces first given the location adjacent to the office buildings. If office demand exceeded 630 spaces, the additional demand would be accommodated by the shared spaces.
- One (1.0) space per multifamily would be reserved at all times for each multifamily residential unit. The remaining 0.30 spaces per multifamily unit would be served by the shared parking spaces and would include surplus resident parking and visitors.
- The 10 retail parking spaces would be served by the shared parking spaces.
- Hourly parking demands for uses served by the shared spaces were calculated using the base rates described above and the hourly adjustment factors presented in the Urban Land Institute's (ULI) Shared Parking, Third Edition. Reserved parking spaces were treated as occupied during all hours.
- No additional adjustments for non-auto mode share or internal capture were assumed.

Results

A summary of the hourly parking demands is shown in Table 2 and Figure 3. Based on the assumptions described above, a maximum of 1,043 parking spaces would be needed to accommodate the peak weekday parking requirement expected to occur at 10:00 AM. The proposed parking supply of 1,098 spaces would provide a surplus of 55 parking spaces during this period. Thus, the proposed parking supply would adequately serve the site.

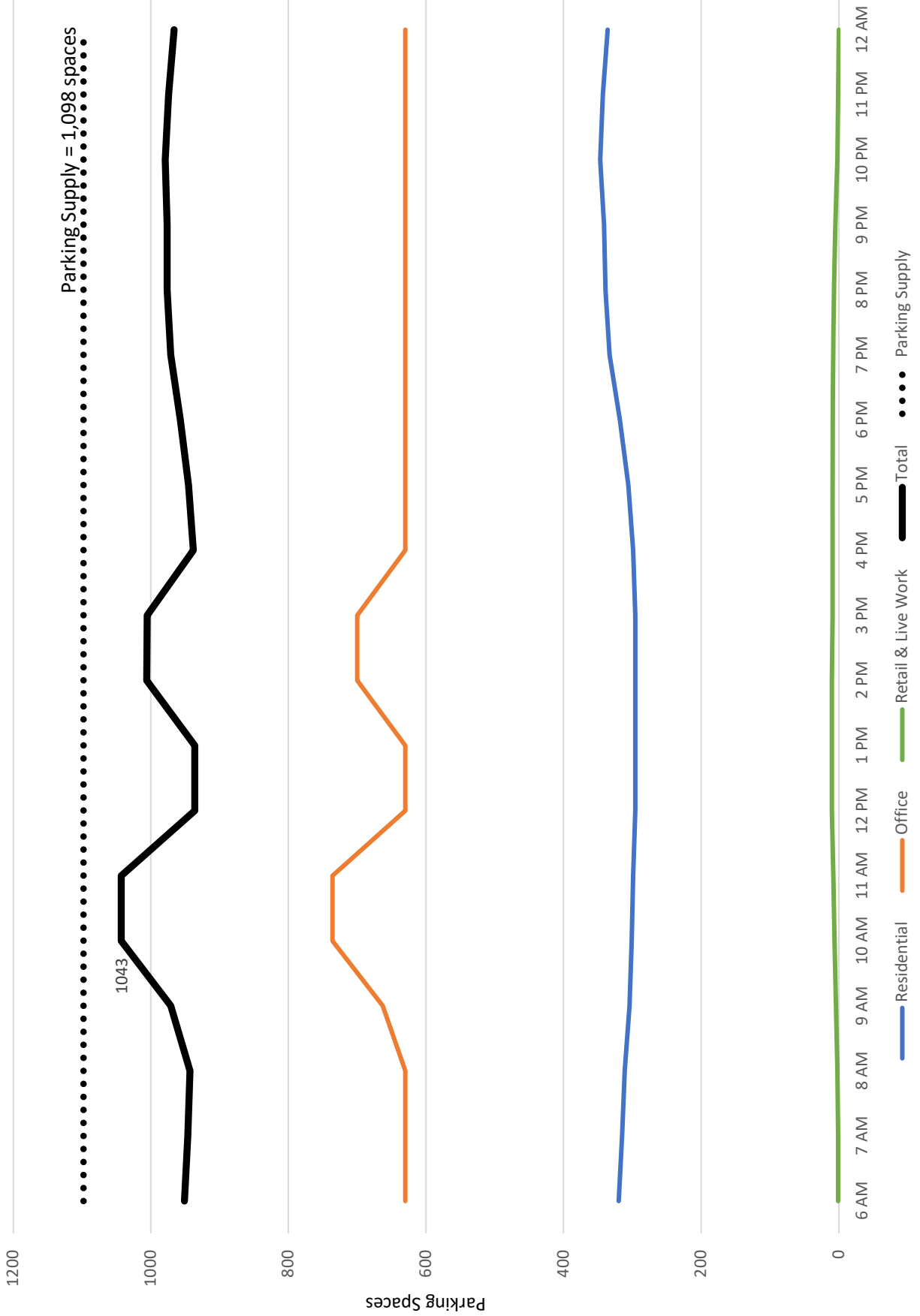
As shown in Figure 3, parking would be available for residents in the evening and early morning when office parking demand is low. In addition, parking spaces would be available on weekends when there is low office parking demand.

MEMORANDUM

Table 2
N29 Willowwood
Weekday Shared Parking Demand

	Hour of Day																		
	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Retail	1%	5%	15%	35%	60%	75%	100%	100%	95%	85%	85%	85%	90%	80%	65%	45%	15%	5%	0%
Employee	3%	15%	50%	90%	100%	100%	85%	85%	95%	95%	85%	60%	25%	15%	5%	3%	1%	0%	0%
Residential Apartments	0%	10%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%
Residential Apartments - Shared	95%	80%	67%	55%	50%	45%	40%	40%	40%	40%	45%	50%	60%	70%	80%	85%	95%	97%	100%
Retail	1	1	2	4	6	8	10	10	10	10	9	9	9	9	7	5	2	1	-
Office - Within Shared Spaces	-	-	-	33	106	106	-	-	70	70	-	-	-	-	-	-	-	-	-
Office - Within Dedicated Spaces	630	630	630	630	630	630	630	630	630	630	630	630	630	630	630	630	630	630	630
Residential	-	3	6	6	6	6	6	6	6	6	6	11	17	27	27	27	27	22	14
Residential - Shared Spaces	52	44	37	30	27	25	22	22	22	22	22	25	27	33	38	44	46	52	54
Residential - Dedicated Spaces	268	268	268	268	268	268	268	268	268	268	268	268	268	268	268	268	268	268	268
Totals Parking Required	951	946	943	971	1,043	1,043	936	936	1,006	1,005	938	945	957	971	976	976	979	974	966
Difference	147	152	155	127	55	55	162	162	92	93	160	153	141	127	122	122	119	124	132
Office Parking Summary																			
Spaces Required by Office	736 spaces																		
Dedicated Garage Spaces	630 spaces																		
Balance in Shared Area	106 spaces																		
Multifamily Residential Parking Summary																			
Number of Units	268 units																		
Total Parking Required	349 spaces																		
Dedicated Residential Spaces	268 spaces																		
Balance in Shared Area	81 spaces																		
Visitors in Shared in Shared Area	27 spaces																		
Residents in Shared in Shared Area	54 spaces																		
Parking Supply	1,098 spaces																		
Retail Parking Summary																			
Assumed to be in shared area																			
10 spaces																			

Figure 3 - Hourly Parking Requirements



MEMORANDUM

CONCLUSIONS

Based on the documentation provided herein, the following can be concluded:

1. A parking reduction is proposed for the Phase 1 uses which include 268 multifamily residential units and 1,981 S.F. of retail space. The parking reduction is based on the nature of the proposed residential uses and the sharing of spaces between Phase 1 uses and two existing office buildings.
2. Based on a strict application of the Zoning Ordinance, 1,197 spaces are required for the proposed Phase 1 uses as well as the two existing off-site office buildings.
3. A future parking supply of 1,098 parking spaces is proposed and includes parking within the subject site as well as parking on the office parcels.
4. The Applicant is requesting an overall parking reduction of 8.3 percent reduction (or up to 99 fewer spaces) than would be required by the Ordinance.
5. Based on the shared parking analysis, a maximum of 1,043 parking spaces would be needed to accommodate the peak weekday parking requirement expected to occur at 10:00 AM. Parking would be available for residents in the evening and early morning when office parking demand is low. In addition, parking spaces would be available on weekends when there is low office parking demand.
6. The proposed parking reduction is generally compatible with potential parking reduction criteria outlined in Zoning Ordinance Sections 4.2.3.D.1.c and 4.2.5.C.3.
7. The proposed parking reduction is consistent with the recommendations outlined in the Northfax Small Area Plan.

Questions regarding this document should be directed to Wells + Associates.



D
C
B
A

#10306 EATON PL
TM #47-4-02-02-002
**LOT 2, COMMONWEALTH
CORPORATE CENTER**
D.B. 6301 PG. 704
**WILLOWOOD OFFICE
OWNER, LLC**
D.B. 25440 PG. 407
195,743 SQ. FT. OR 4.49384 ACRES
ZONED: CR

#10400 EATON PL
TM #47-4-02-02-002-C
KENWOOD EATON PLACE, LLC
D.B. 25987 PG. 659
ZONED: CR

#10306 EATON PL
TM #47-4-02-02-002
**LOT 2, COMMONWEALTH
CORPORATE CENTER**
D.B. 6301 PG. 704
**WILLOWOOD OFFICE
OWNER, LLC**
D.B. 25440 PG. 407

#10304 EATON PL
TM #47-4-02-02-003
**LOT 3,
COMMONWEALTH
CORPORATE CENTER**
D.B. 6301 PG. 704
WILLOWOOD PROPERTY, LLC
D.B. 27193 PG. 1113
ZONED: CR

**PHASE 1: N29
APARTMENTS
APPLICATION AREA**

**PORTION OF TAX MAP
PARCEL 47-4-02-02-002
TO REMAIN AFTER
SUBDIVISION**
AREA TO REMAIN ZONE CR
66,208 SQ. FT. OR 1.51993 ACRES

EATON PLACE
60' PUBLIC RIGHT OF WAY

PROPOSED TABULATIONS FOR PORTION OF TAX MAP PARCEL 47-4-02-02-002

Attachment 5

SUBJECT PROPERTY AREA
LOT AREA:
REQUIRED: 20,000 SF MINIMUM
PROVIDED: ±66,208 SF (± 1.52 AC)

LOT WIDTH
REQUIRED: NO REQUIREMENT
PROVIDED: 282 FEET

YARDS
REQUIRED: FRONT YARD MAXIMUM: 93 FEET
FRONT YARD MINIMUM: 20 FEET
SIDE YARD MINIMUM: 25 FEET ON WEST SIDE (ADJACENT TO PROP. APARTMENTS)
10 FEET ON EAST SIDE (ADJACENT TO NON-RESIDENTIAL LOT)
INTERIOR NOT ADJACENT TO A RESIDENTIAL DISTRICT
REAR YARD MINIMUM: 0 FEET
NOT ADJACENT TO A RESIDENTIAL DISTRICT

PROVIDED: FRONT YARD: 70.3 FEET
SIDE YARDS: 40.6 FEET ON WEST SIDE
11.1 FEET ON EAST SIDE
REAR YARD: 29.8 FEET

BUILD-TO LINE
REQUIRED: NOT REQUIRED
PROVIDED: ±39%

FLOOR AREA: NON-RESIDENTIAL
REQUIRED: NOT REQUIRED
PROVIDED: 122,040 SF BASED ON ALTA SURVEY BY THIS FIRM

HEIGHT
REQUIRED: 5 STORIES, 60 FEET MAXIMUM
PROVIDED: 5 STORIES, ±60 FEET

LOT COVERAGE
REQUIRED: 85% MAXIMUM
PROVIDED: ±90% SE REQUESTED

BUILDING COVERAGE
REQUIRED: 60% MAXIMUM
PROVIDED: ±37%

OFF-STREET PARKING
REQUIRED:
OFFICE

BASED ON A 1985 SITE PLAN APPROVAL, THE EXISTING OFFICE BUILDING ON TAX MAP PARCEL 47-4-02-02-002 REQUIRED 388 SPACES. IT IS NOTED HOWEVER THAT A VARIANCE (V-949-84-1) WAS APPROVED ON NOVEMBER 6, 1984 REQUIRING 394 SPACES. THE APPLICANT PLANS TO AMEND THIS VARIANCE.

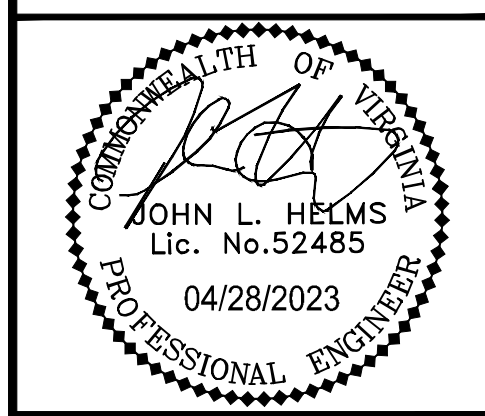
PROVIDED: REFER TO WILLOWOOD PLAZA PARKING REDUCTION REQUEST MEMO, DATED NOVEMBER 30, 2022, BY WELLS AND ASSOCIATES, UNDER SEPARATE COVER.

PROPOSED LOADING
REQUIRED: 1 SPACE
PROVIDED: 1 SPACE

TO THE BEST KNOWLEDGE OF THE ENGINEER AND APPLICANT, THIS DEVELOPMENT PLAN CONFORMS TO ALL APPLICABLE ORDINANCES, REGULATIONS AND ADOPTED STANDARDS, WITH THE FOLLOWING SPECIAL EXCEPTION REQUESTS:

- A. A SPECIAL EXCEPTION OF THE ZONING ORDINANCE SECTION 3.6.2 REQUIREMENT OF 85% LOT COVERAGE.
- B. A SPECIAL EXCEPTION OF THE ZONING ORDINANCE SECTION 1.5.12.E REQUIREMENT TO ALLOW DRIVEWAY IN THE SIDE YARD.

christopher consultants
4035 ridge top road p 703.273.6820
suite 601 fairfax, va 22030
engineering • surveying • land planning



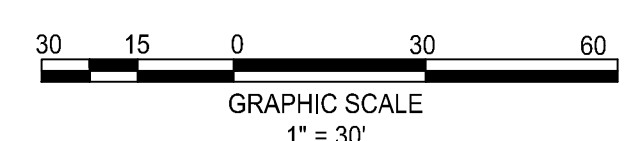
N29 APARTMENTS
CITY OF FAIRFAX, VA

MARK	DATE	DESCRIPTION
1	11-30-2022	ADDRESSED PER CITY COMMENTS
2	04-28-2023	ADDRESSED PER CITY COMMENTS

PROJECT No.: 21082.002.00
DRAWING No.: 111772
DATE: 2022-11-30
SCALE: 1" = 30'
DESIGN: ZY
DRAWN: ZY
CHECKED: JMJR

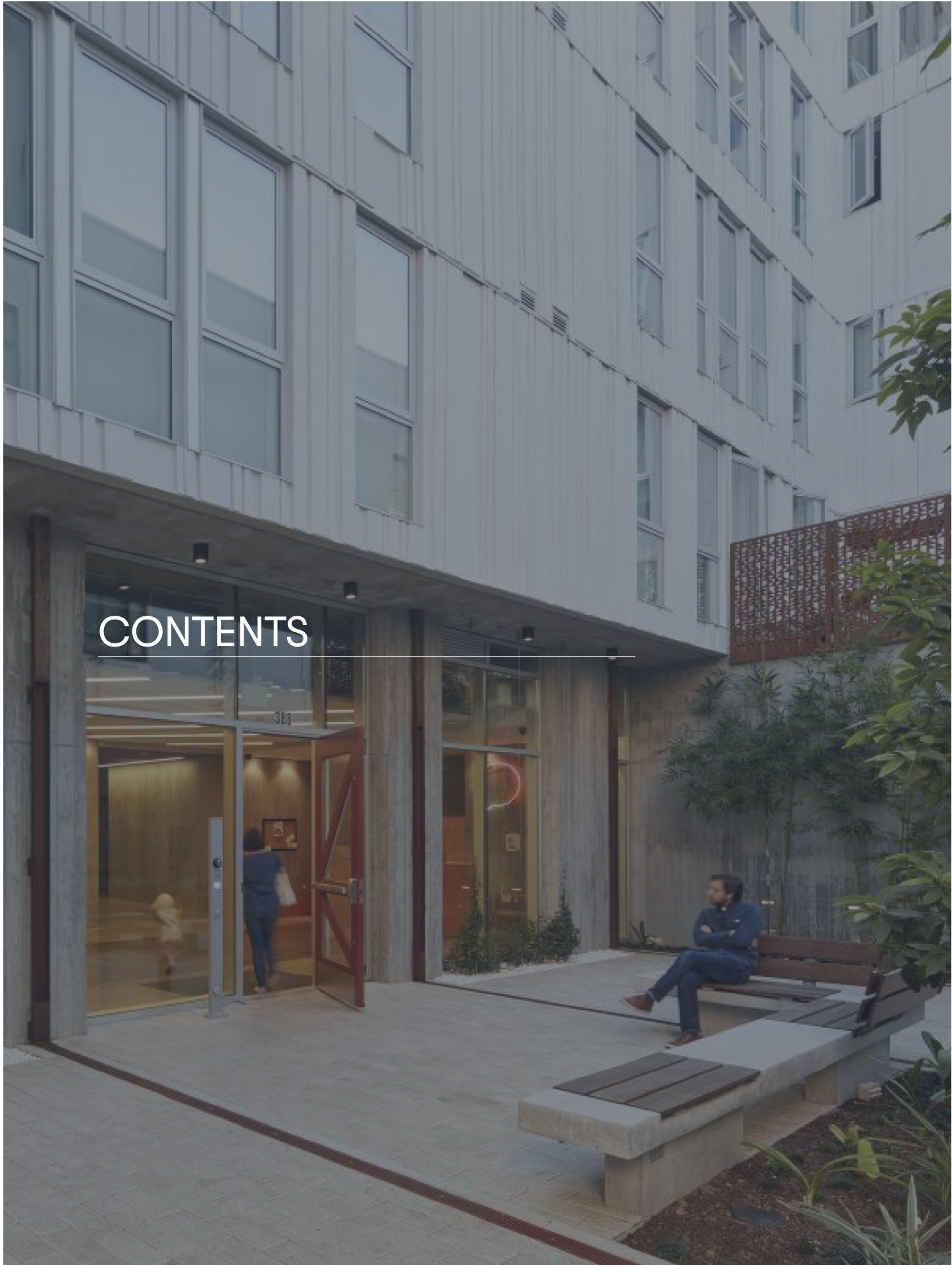
SHEET TITLE:
**SUBDIVISION
ANALYSIS
EXHIBIT**

SHEET No.
01

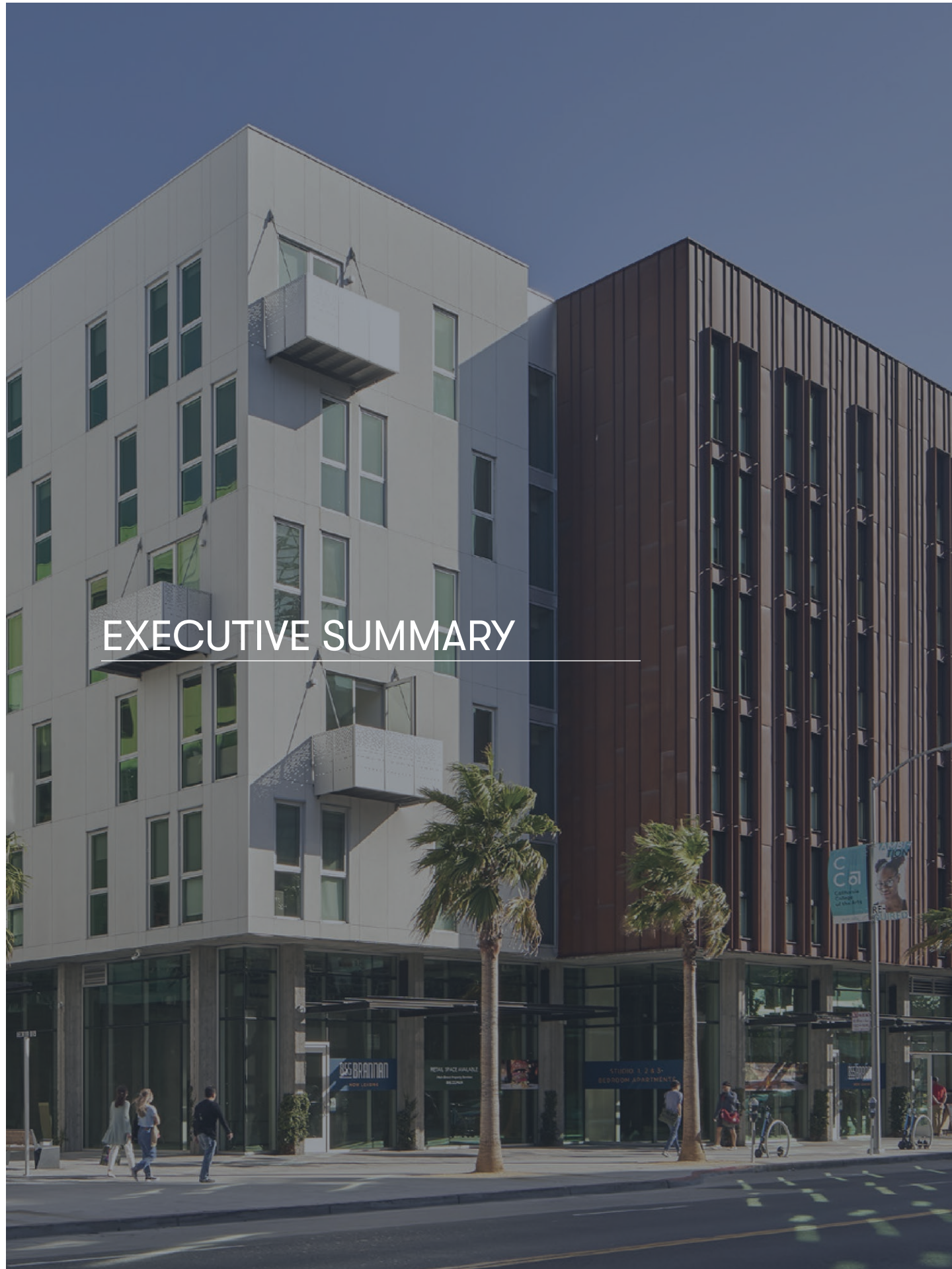


N29 WILLOWOOD

RETAIL VIABILITY STUDY



- Executive Summary 4
- Site Analysis
 - Market Supply and Demand* 6
 - Physical Characteristics* 10
 - Retail Gravity* 12
 - Summary Table of Analysis and Conclusions* 14
- Development Recommendations
 - Small Area Plan* 16
 - Phasing* 18
 - Ground Plane Activation* 20
- About Of Place 22



EXECUTIVE SUMMARY

EXECUTIVE SUMMARY OF RETAIL VIABILITY AT N29 WILLOWOOD 10300 EATON PLACE

Sustainable retail spaces depend on several key factors:

- The balance of consumer sales potential and the existing supply of retail near the location
- Physical traits of the location, including building condition, visibility, and traffic conditions
- The behavior/preferences of potential tenants (retailers) around retail gravity and co-tenancy

While Fairfax Virginia is a prosperous and affluent area that commands significant consumer demand, analysis of these factors in combination suggest that over the next 5 to 15 years it will be difficult to attract and sustain a significant footprint of retail at the N29 Willowood site. The main factors driving this assessment include:

1. The secondary nature of Eaton Place, which runs parallel to the loading area of Point50 (an adjacent strip center), severely reduces visibility and traffic counts compared to other retail sites along the Fairfax Boulevard corridor.
2. A lack of pedestrian connectivity to other retail and/or residential in combination with no planned surface parking will reduce demand for what retailers will likely consider a strip-center location until other development fills in.
3. The adjacent uses that are walkable to Eaton Place are low-traffic offices, which do not meet the co-tenancy preferences of potential tenants.
4. While there may be potential demand for retail apparel or restaurant uses, industry specific-features of these two retail types adds to the unlikelihood of retail leasing at N29.

To preserve value, we recommend that Capital City take the following action at N29 Willowood:

1. Design and demise the ground floor of the project with activated ground floor spaces for residential amenities that will animate the ground plane in a retail-like fashion (including recreational lounges, community co-working, bike facilities, and pet care) to improve the leasing absorption and stabilization of the residential product.

ANALYSIS: RETAIL SUPPLY AND DEMAND

The area surrounding N29 Willowood is both affluent and well-supplied with retailers. Major areas of retail density include several medium to large scale strip centers and a mall along Fairfax Boulevard, which comprise 3.6MM SF within a 3-mile radius.

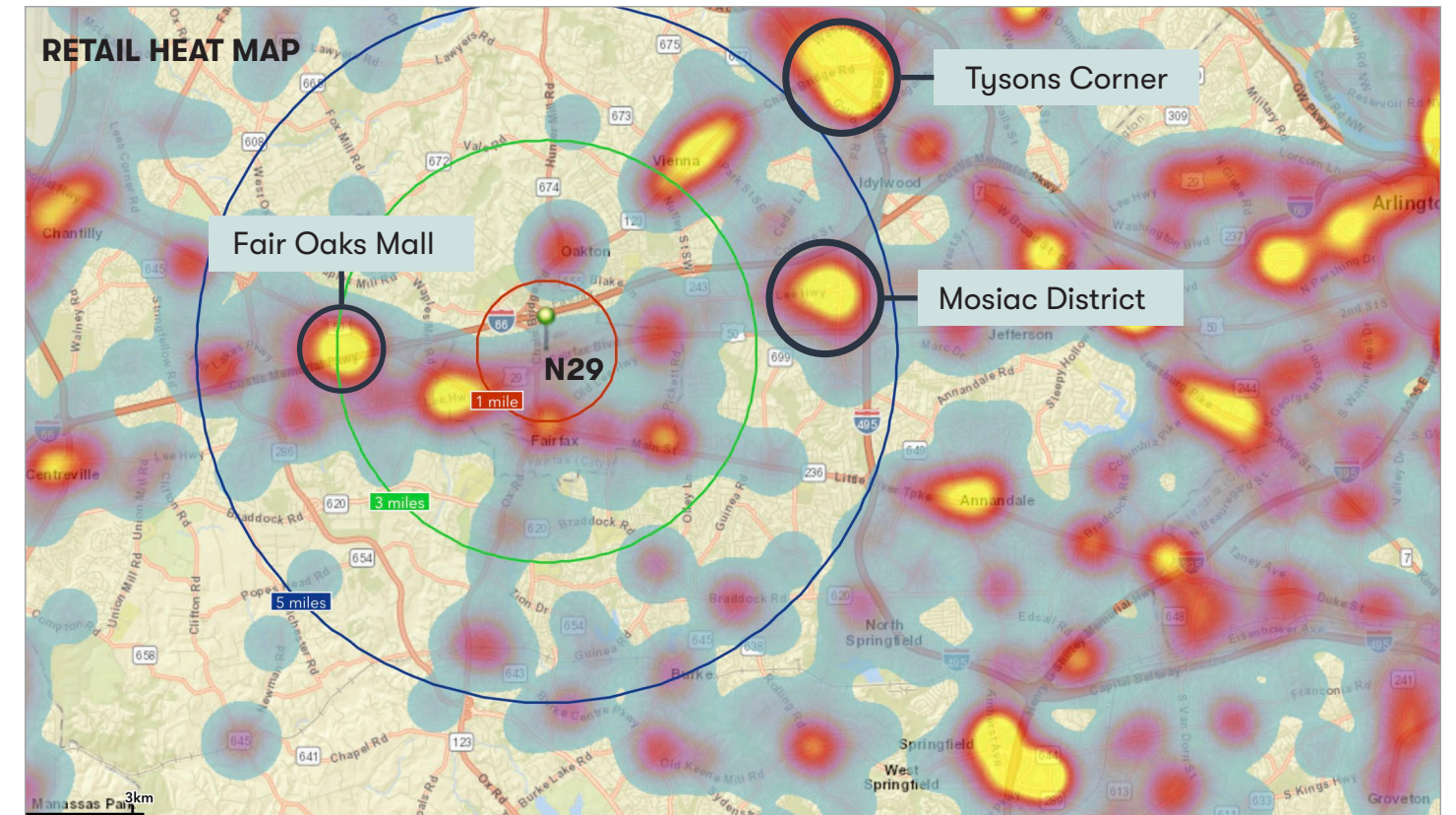
Within a 15-minute drive, there are three major mall complexes that contain strong collections of retail soft goods and apparel, as well as services and hospitality operations:

Fair Oaks Mall
Regional shopping mall
1.5MM+ SF, 3.0 miles from site, 7-12 minute drive

Mosaic District
Target and cinema anchored lifestyle center
500K+ SF, 4.0 miles from site, 7-12 minute drive

Tysons Corner
Super-regional mall
2MM+ SF, 5.5 miles from site , 12-15 minute drive

Center	Square Feet	Address
Boulevard Marketplace	14,300	10160 Fairfax Blvd, Fairfax, VA 22030
Courthouse Plaza	83,170	Willard Way, Fairfax, VA 22030
Fair Oaks Mall	1,600,000	11750 Fair Oaks Mall, Fairfax, VA 22033
Fairfax Boulevard Center	18,283	9607 - 9625 Fairfax Boulevard, Fairfax, VA 22021
Fairfax Center	150,855	11211 Lee Hwy, Fairfax, VA 22030
Fairfax Circle Shopping Center	106,991	9629 Fairfax Blvd, Fairfax, VA 22031
Fairfax Corner	524,694	4100 Monument Corner Dr, Fairfax, VA 22030
Fairfax Court	259,138	11282 James Swart Cir, Fairfax, VA 22030
Fairfax Junction Shopping Center	68,932	11001 Lee Highway, Fairfax, VA 22030
Fairfax Marketplace	18,800	10940 Lee Hwy, Fairfax, VA 22030
Hiltop Shopping Center	12,661	11102 Lee Hwy, Fairfax, VA 22030
Hunter Mill Plaza	62,570	2940 Chain Bridge Rd, Oakton, VA 22124
Kamp Washington Shopping Center	71,825	11054 Lee Hwy, Fairfax, VA 22030
Main Street Center	50,000	9956 Main St, Fairfax, VA 22031
Old Town Plaza	46,910	3950 University Dr, Fairfax, VA 22030
Pan Am Shopping Center	228,000	3089 Nutley St, Fairfax, VA 22031
Point 50	48,143	10334 Fairfax Blvd, Fairfax, VA 22030
Shops at Fairfax Boulevard	76,313	10782 Fairfax Blvd, Fairfax, VA 22030
Stryker Square	26,000	3230 Old Pickett Road Fairfax, VA 22031
Waples Mills Retail Center	18,500	11226 Waples Mill Rd, Fairfax, VA 22030
West Fairfax	109,692	4080 Jermantown Rd, Fairfax, VA 22030
Westfair Shopping Center	18,720	11053 Lee Hwy, Fairfax, VA 22030
Westmore Shopping Center	24,929	9940 Fairfax Boulevard, Fairfax, VA 22030
TOTAL 3-mi Radius	3,639,426	



Several retail concentrations exist in the Fairfax region. Major malls include Fair Oaks Mall, Tysons Corner, and the Mosaic District, which offer co-tenancy and retail gravity to retailers.

Highly visible strip centers line Fairfax Boulevard and Lee Highway, creating a retail corridor. Eaton Place is situated behind this corridor.



ANALYSIS: RETAIL SUPPLY AND DEMAND

Leakage in an area represents a condition where demand exceeds supply. In other words, retailers outside the market area are fulfilling the demand for retail products; therefore, demand is “leaking” out of the trade area. Such a condition may indicate an opportunity for new retailers to enter the trade area or for existing retailers to extend their marketing outreach to accommodate the excess demand.

Surplus in an area represents a condition where supply exceeds the area’s demand. Retailers are attracting shoppers that reside outside the trade area. The “surplus” is in market supply. Brand positioning and product mix are key differentiators in these types of markets.

The Leakage/Surplus Factor ranges in value from captures this balance of supply and demand.

- A factor below 1 represents a Leakage condition.
- A factor above 1 represents a Surplus condition.

Retail Leakage Estimates	N29 Willowood		
	1 mile	3 miles	5 miles
Resident Spending: Retail Goods	\$212,544,970	\$1,873,526,745	\$4,768,571,246
Local Sales: Retail Goods	\$304,231,000	\$1,630,541,000	\$3,966,209,000
Retail Goods: Demand - Supply	(\$91,686,030)	\$242,985,745	\$802,362,246
Retail Goods: Leakage/Surplus Factor	1.43	0.87	0.83
Resident Spending: Food Away from Home	\$35,899,394	\$313,618,620	\$791,521,347
Resident Spending: Alcohol Away from Home	\$2,616,825	\$23,242,130	\$58,892,061
Resident Spending: Total Dining	\$38,516,219	\$336,860,750	\$850,413,408
Local Sales: Food Srv & Drinking Places	\$36,973,000	\$265,824,000	\$576,675,000
Dining Out: Demand - Supply	\$1,543,219	\$71,036,750	\$273,738,408
Dining Out: Leakage/Surplus Factor	0.96	0.79	0.68

source: Spending and sales estimates from ESRI, Calculations by Of Place

Examples of how to interpret the Leakage/Surplus Factor:

- At the 1-mile radius, local retail goods sales exceed demand by 43%. The area is pulling in additional customers.
- At the 3-mile radius, resident demand exceeds local dining sales by 21%. Residents are going elsewhere to dine.

Market Analysis, by retail sub-category

N29 Willowood 1-mile	Res. Spend	Local Sales	Demand - Supply	Leakage/Surplus Factor
Apparel	\$19,985,735	\$4,688,000	\$ 15,297,735	0.23
Household Furnishings	\$17,275,749	\$8,035,000	\$ 9,240,749	0.47
Electronics and Appliance:	\$6,211,439	\$11,922,000	\$ (5,710,561)	1.92
Gasoline	\$21,252,528	\$28,225,000	\$ (6,972,472)	1.33
Auto Sales/Leases	\$26,747,773	\$197,498,000	\$ (170,750,227)	7.38
Personal Care Products	\$4,536,819	\$7,370,000	\$ (2,833,181)	1.62
Sports/Hobby/Books/Music	\$3,239,838	\$2,999,000	\$ 240,838	0.93
Hardware/Home Mnt	\$5,060,357	\$15,427,000	\$ (10,366,643)	3.05
Grocery	\$49,875,653	\$21,485,000	\$ 28,390,653	0.43
Restaurant	\$38,516,219	\$36,973,000	\$ 1,543,219	0.96

N29 Willowood 3-mile	Res. Spend	Local Sales	Demand - Supply	Leakage/Surplus Factor
Apparel	\$174,399,256	\$98,357,000	\$ 76,042,256	0.56
Household Furnishings	\$152,947,231	\$57,732,000	\$ 95,215,231	0.38
Electronics and Appliance:	\$55,134,679	\$81,447,000	\$ (26,312,321)	1.48
Gasoline	\$183,092,528	\$142,967,000	\$ 40,125,528	0.78
Auto Sales/Leases	\$233,700,776	\$361,371,000	\$ (127,670,224)	1.55
Personal Care Products	\$39,427,774	\$103,988,000	\$ (64,560,226)	2.64
Sports/Hobby/Books/Music	\$28,807,226	\$56,941,000	\$ (28,133,774)	1.98
Hardware/Home Mnt	\$46,173,215	\$130,757,000	\$ (84,583,785)	2.83
Grocery	\$431,093,258	\$459,044,000	\$ (27,950,742)	1.06
Restaurant	\$336,860,750	\$265,824,000	\$ 71,036,750	0.79

N29 Willowood 5-mile	Res. Spend	Local Sales	Demand - Supply	Leakage/Surplus Factor
Apparel	\$442,514,036	\$265,612,000	\$ 176,902,036	0.60
Household Furnishings	\$390,508,046	\$142,965,000	\$ 247,543,046	0.37
Electronics and Appliance:	\$141,075,865	\$179,962,000	\$ (38,886,135)	1.28
Gasoline	\$460,836,228	\$315,210,000	\$ 145,626,228	0.68
Auto Sales/Leases	\$596,081,314	\$445,396,000	\$ 150,685,314	0.75
Personal Care Products	\$99,725,551	\$283,297,000	\$ (183,571,449)	2.84
Sports/Hobby/Books/Music	\$73,060,925	\$229,541,000	\$ (156,480,075)	3.14
Hardware/Home Mnt	\$118,299,070	\$516,293,000	\$ (397,993,930)	4.36
Grocery	\$1,087,743,900	\$1,026,364,000	\$ 61,379,900	0.94
Restaurant	\$850,413,408	\$576,675,000	\$ 273,738,408	0.68

source: Spending and sales estimates from ESRI, Calculations by Of Place

Retail leakage at various radius and retail sub-categories around N29 are highlighted in green. **While these indicate that there may be some market demand, FURTHER SITE ANALYSIS is also required to determine the retail viability of the N29 location.**

ANALYSIS: PHYSICAL CHARACTERISTICS

Vehicular Traffic and Pedestrian Impact:

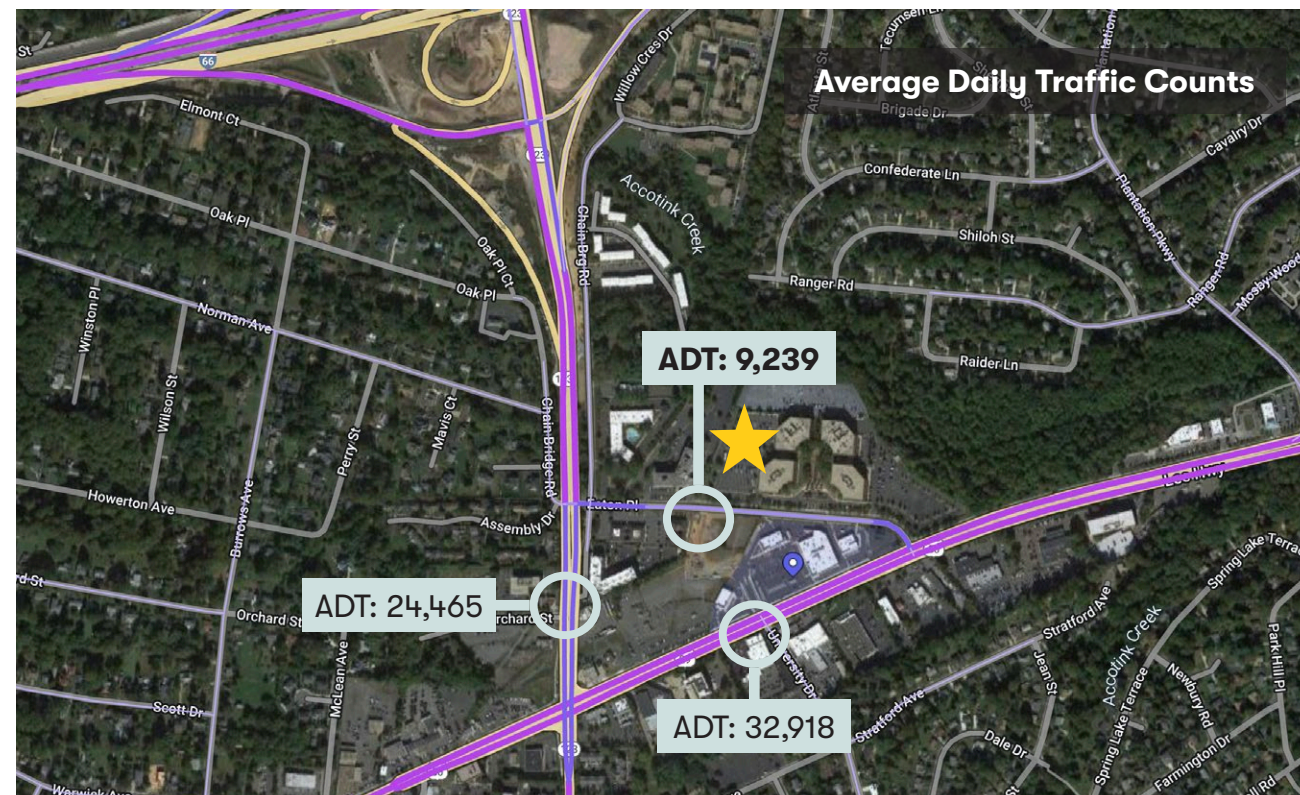
N29 is located on Eaton Place, a secondary “cut through” between VA 123 Chain Bridge and Fairfax Boulevard, two major arterials. As expected, the ADT on Eaton Place is dramatically lower than the two arterials, making the site much less appealing to a potential retailer.

Additionally, Eaton Place is currently 4-lanes with no parking, which makes it a challenging place for potential customers to walk to.

Retail Sight Lines:

The turnoffs from VA 123 and Fairfax Boulevard on to Eaton Place do not appear to lead to retail amenities. They are tree-lined and do not visually indicate any obvious retail massing. This condition makes it difficult for consumers to “stumble upon” the N29 site if they are not specifically navigating to it (from a map application, e.g.). This condition reduces how leasable the site is.

Further compromising the site is the back-of-house loading facilities for Point50, a grocery anchored strip mall that is accessed from Fairfax Boulevard. Consumers are unlikely to see N29 from Point50...and it is unappealing to see this back-of-house from the Capital City parcel.



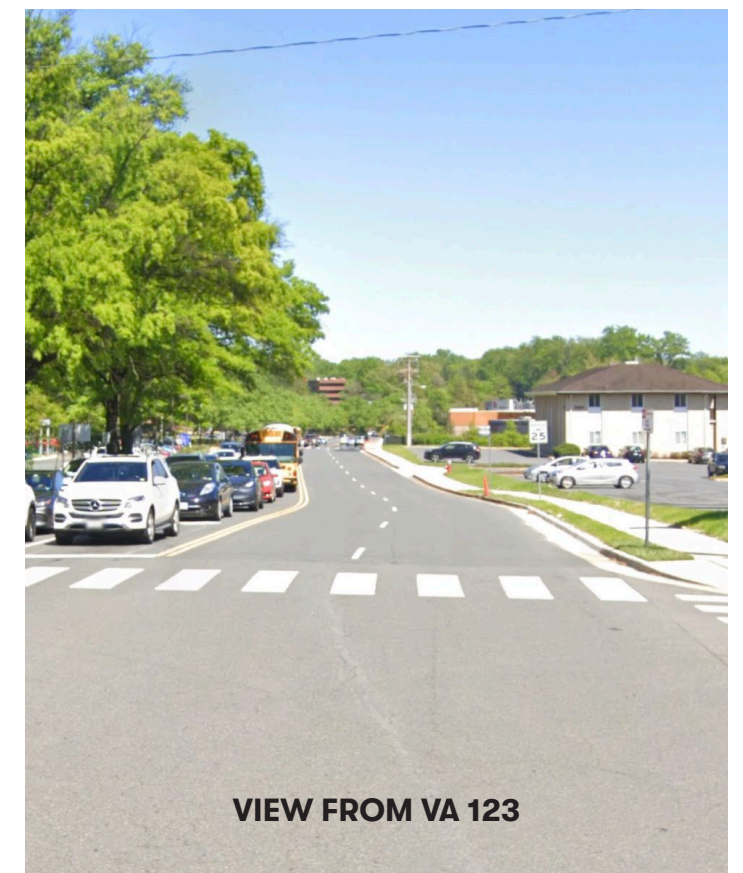
Source: placier.ai



VIEW OPPOSITE OF N29 PARCEL ON EATON PLACE (Looking to Point50)



VIEW FROM FAIRFAX BLVD



VIEW FROM VA 123

Clockwise, from top: 1. The south side of Eaton Place grades down into the back-of-house facilities of Point50. 2. Eaton Place from VA 123 does not appear to be a retail-lined street 3. Eaton Place from Fairfax Boulevard does not appear to be a retail-lined street.

ANALYSIS: RETAIL GRAVITY & INDUSTRY SPECIFIC PREFERENCES

Retail Gravity for Soft Goods Retailers:

In addition to deal economics, market potential, and space requirements, soft goods retailers, including apparel retailers, scrutinize two site attributes related to “retail gravity” when considering a location:

- Retail anchors, like large-format grocers, entertainment destinations, or department store category-killers (Target, e.g.)
- Other soft-good co-tenants, often with specific requirements to related brands that relate to similar customers

Retail gravity draws customers, with retailers acutely aware that people will be more inclined to visit a site that can satisfy multiple needs in one trip. We are concerned with the N29 site because the extant adjacent office parks do not offer anchors nor retail co-tenants that would attract soft goods or hospitality operators.

Threats to N29’s retail viability with respect to retail gravity include:

- Floor plates that are not compatible with a large retail anchor, which typically require more than 30,000 SF.
- Difficult cross-shopping/shadow anchoring with Point50. While Point50 is directly adjacent, there is a significant grade change and lack of pedestrian facilities; cross-shopping would require getting into a car to link the trips.
- Inability to attract enough co-tenants to create a sustainable retail place. Soft-goods retailers pursuing a location to draw Fairfax customers will seek locations near Fair Oaks Mall, Mosaic District, and Tysons Corner, which offer extraordinary levels of co-tenancy and retail gravity within a 15 minute drive.

A note on Hospitality:

We are currently seeing economic headwinds, severe labor market distortions, and construction costs impacting restaurant users. These conditions are resulting in slowed restaurant expansions, especially for new construction (operators are seeking 2nd generation spaces as opportunities).



Clockwise, from top: 1. Mosaic District is anchored by a 163,000 SF Target and a cinema. 2. Tysons Corner offers over 2MM SF of retail co-tenancy 3. Fair Oaks Mall

ANALYSIS SUMMARY:

Market Analysis

N29 Willowood 1-mile	Res. Spend	Local Sales	Demand - Supply	Leakage/Surplus Factor
Apparel	\$19,985,735	\$4,688,000	\$ 15,297,735	0.23
Household Furnishings	\$17,275,749	\$8,035,000	\$ 9,240,749	0.47
Electronics and Appliance:	\$6,211,439	\$11,922,000	\$ (5,710,561)	1.92
Gasoline	\$21,252,528	\$28,225,000	\$ (6,972,472)	1.33
Auto Sales/Leases	\$26,747,773	\$197,498,000	\$ (170,750,227)	7.38
Personal Care Products	\$4,536,819	\$7,370,000	\$ (2,833,181)	1.62
Sports/Hobby/Books/Musi	\$3,239,838	\$2,999,000	\$ 240,838	0.93
Hardware/Home Mnt	\$5,060,357	\$15,427,000	\$ (10,366,643)	3.05
Grocery	\$49,875,653	\$21,485,000	\$ 28,390,653	0.43
Restaurant	\$38,516,219	\$36,973,000	\$ 1,543,219	0.96

Physical and Retail Gravity Analysis

Retail use compatible with proposed design	Sales potential (from Leakage Factor) adequate for space?	Adjacent uses & cotenancy adequate for retail?	Visibility (Vehicular and Pedestrian)	Traffic and Surface Parking Available	Potentially Viable at Market Rent
Yes	Yes	No*	Poor	Low/No	No
Yes	Yes	No*	Poor	Low/No	No
					No
					No
					No
					No
Yes	No				No
					No
No	No				No
Yes	No				No

N29 Willowood 3-mile	Res. Spend	Local Sales	Demand - Supply	Leakage/Surplus Factor
Apparel	\$174,399,256	\$98,357,000	\$ 76,042,256	0.56
Household Furnishings	\$152,947,231	\$57,732,000	\$ 95,215,231	0.38
Electronics and Appliance:	\$55,134,679	\$81,447,000	\$ (26,312,321)	1.48
Gasoline	\$183,092,528	\$142,967,000	\$ 40,125,528	0.78
Auto Sales/Leases	\$233,700,776	\$361,371,000	\$ (127,670,224)	1.55
Personal Care Products	\$39,427,774	\$103,988,000	\$ (64,560,226)	2.64
Sports/Hobby/Books/Musi	\$28,807,226	\$56,941,000	\$ (28,133,774)	1.98
Hardware/Home Mnt	\$46,173,215	\$130,757,000	\$ (84,583,785)	2.83
Grocery	\$431,093,258	\$459,044,000	\$ (27,950,742)	1.06
Restaurant	\$336,860,750	\$265,824,000	\$ 71,036,750	0.79

Use compatible with proposed design	Sales potential adequate for space?	Adjacent uses & cotenancy adequate for retail?	Visibility (Vehicular and Pedestrian)	Traffic and Surface Parking Available	Potentially Viable at Market Rent
Yes	Yes	No*	Poor	Low/No	No
Yes	Yes	No*	Poor	Low/No	No
					No
No	..				No
					No
					No
					No
					No
					No
Yes	Yes	None adjacent	Poor	Low/No	No

N29 Willowood 5-mile	Res. Spend	Local Sales	Demand - Supply	Leakage/Surplus Factor
Apparel	\$442,514,036	\$265,612,000	\$ 176,902,036	0.60
Household Furnishings	\$390,508,046	\$142,965,000	\$ 247,543,046	0.37
Electronics and Appliance:	\$141,075,865	\$179,962,000	\$ (38,886,135)	1.28
Gasoline	\$460,836,228	\$315,210,000	\$ 145,626,228	0.68
Auto Sales/Leases	\$596,081,314	\$445,396,000	\$ 150,685,314	0.75
Personal Care Products	\$99,725,551	\$283,297,000	\$ (183,571,449)	2.84
Sports/Hobby/Books/Musi	\$73,060,925	\$229,541,000	\$ (156,480,075)	3.14
Hardware/Home Mnt	\$118,299,070	\$516,293,000	\$ (397,993,930)	4.36
Grocery	\$1,087,743,900	\$1,026,364,000	\$ 61,379,900	0.94
Restaurant	\$850,413,408	\$576,675,000	\$ 273,738,408	0.68

Use compatible with proposed design	Sales potential adequate for space?	Adjacent uses & cotenancy adequate for retail?	Visibility (Vehicular and Pedestrian)	Traffic and Surface Parking Available	Potentially Viable at Market Rent
Yes	Yes	No*	Poor	Low/No	No
Yes	Yes	No*	Poor	Low/No	No
					No
No	..				No
No	..				No
					No
					No
					No
No	No				No
Yes	Yes	None adjacent	Poor	Low/No	No

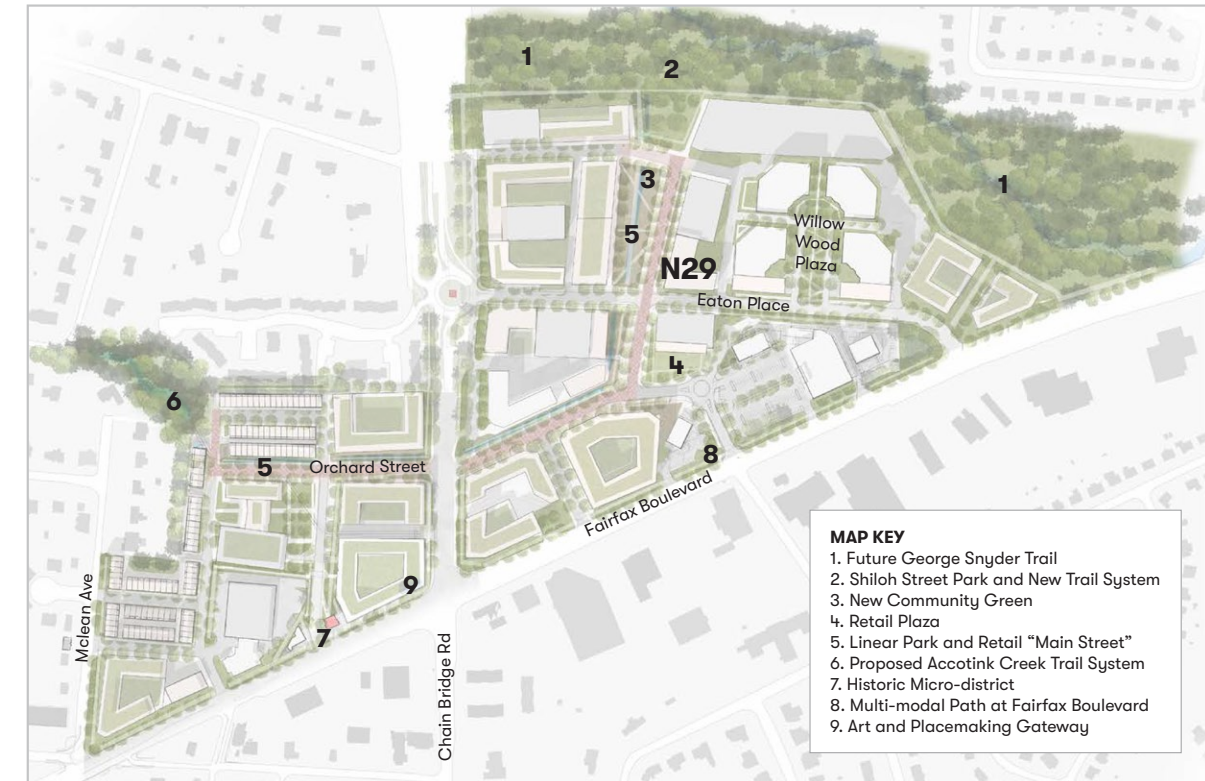
source: Spending and sales estimates from ESRI, Calculations by Of Place

*regional cotenancy at Tysons, Mosaic, Fair Oaks



DEVELOPMENT RECOMMENDATIONS

2020 SMALL AREA PLAN

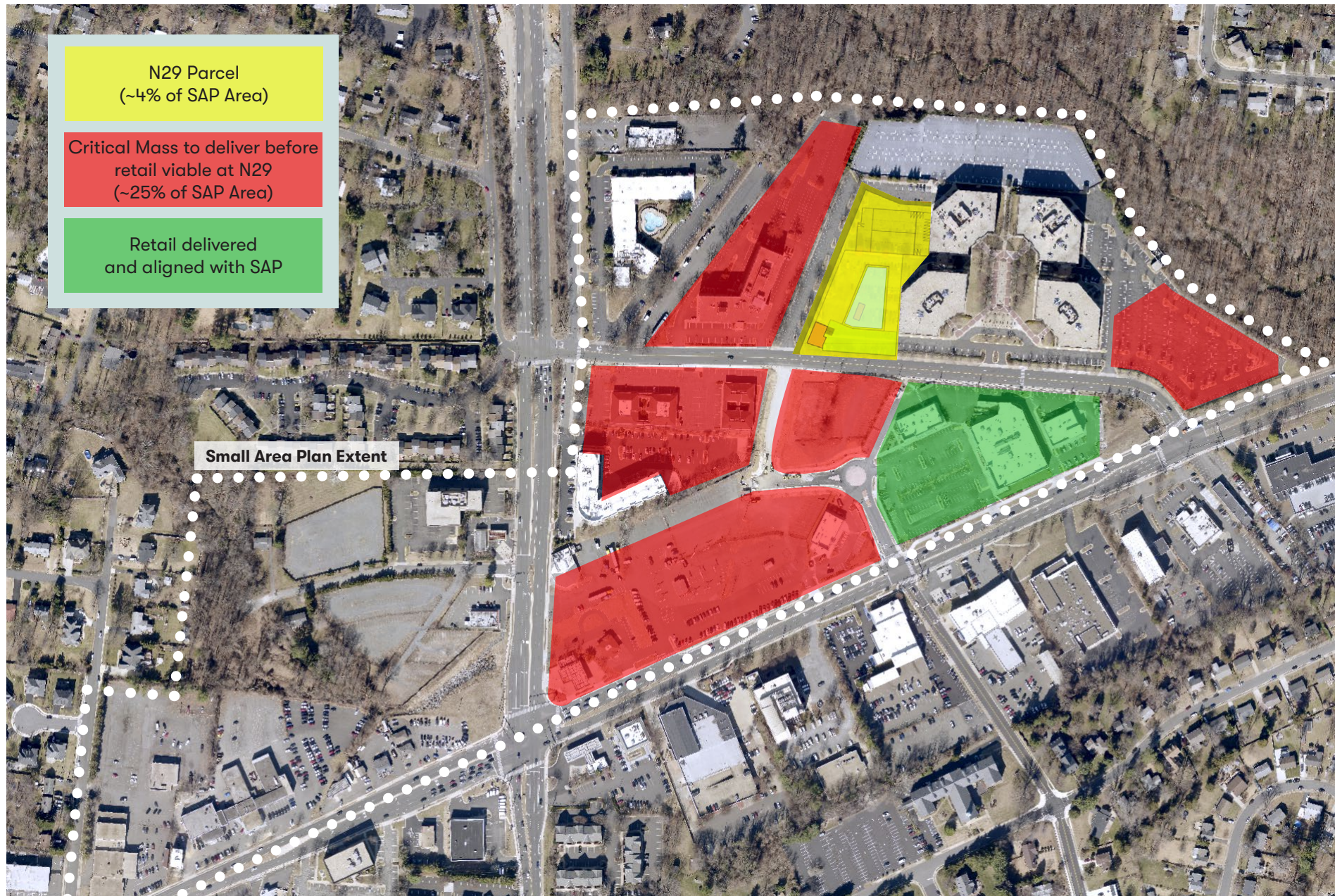


The City of Fairfax's 2020 Northfax Small Area Plan sets a compelling vision for a 67-acre, community-centric retail node with a walkable block-grid, activated linear park, and retail lined streets.

Many retail-friendly conditions might be emerge if the full-build out of the Small Area Plan is achieved:

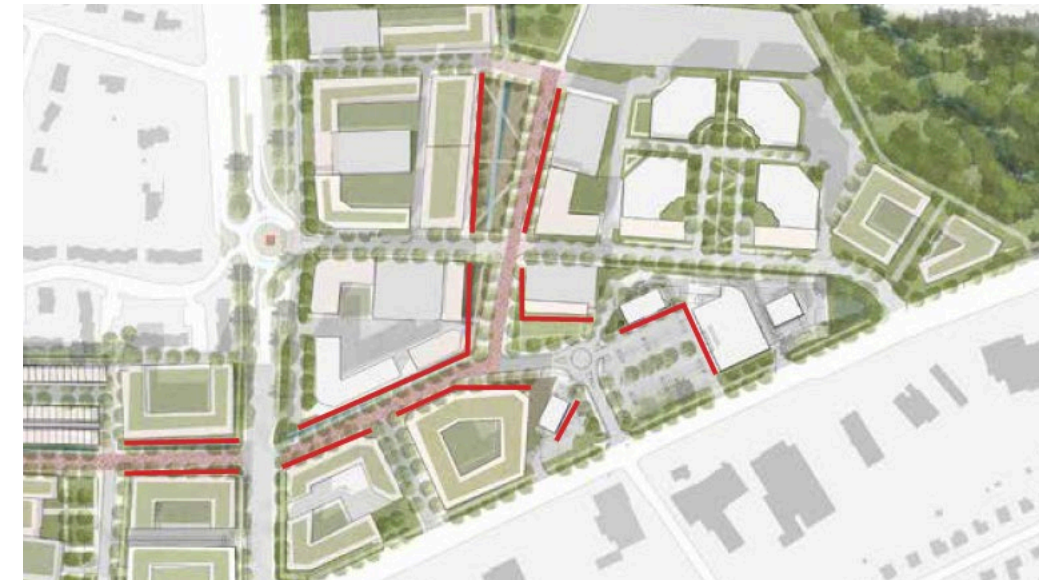
- A double-sided retail "main street"
- Pedestrian connections between retail nodes like Point50
- Better traffic and pedestrian conditions along Eaton Place, including on-street parking and slower travel lanes
- New building massings at each end of Eaton Place that can establish "gateways" to the internal retail area

DEVELOPMENT RECOMMENDATIONS: PHASING



Capital City will be an early mover in the “Northfax Small Area Plan.” However, N29 only represents about 4% of the SAP area. At the moment, too many parcels remain unaligned with the small area plan to consider retail viable and sustainable at the N29 site. As outlined in our retail analysis above, leasing market-rate retail at N29 will be extremely difficult in this condition and would not deliver the quality retail amenities the city desires. **A prolonged period (multiple years) of leasing vinyls on empty spaces will also not help residential absorption, as this is a condition that feels incomplete to potential residents.**

When the areas highlighted in red are delivered with retail frontage as described in the Small Area Plan, we do believe that a mixed-use retail “main street” will begin to attract the attention of restaurants and retailers. Until adjacent properties develop, we are concerned that retail at the base of the isolated asset will remain vacant and un-leasable. An alternative strategy is to activate the street frontage through residential amenity space. The amenity space will be flexible and can convert to retail space when the market dictates.



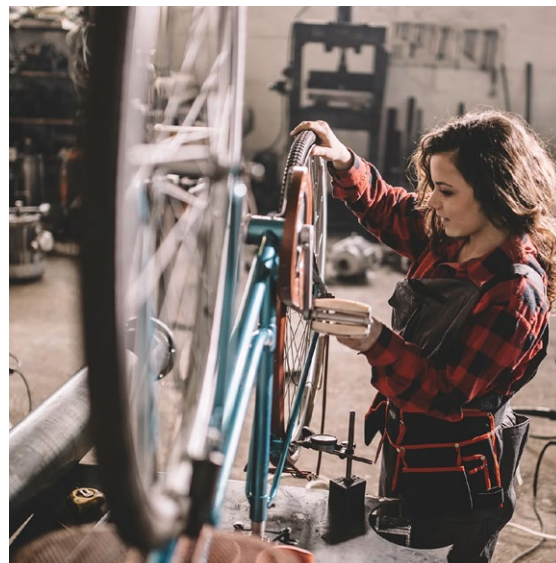
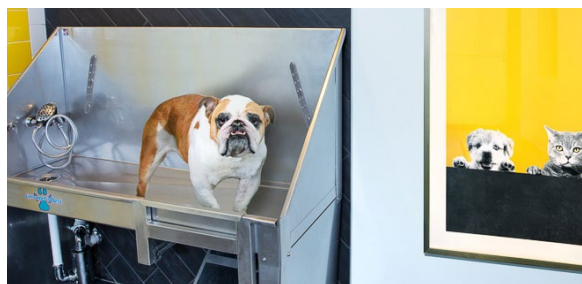
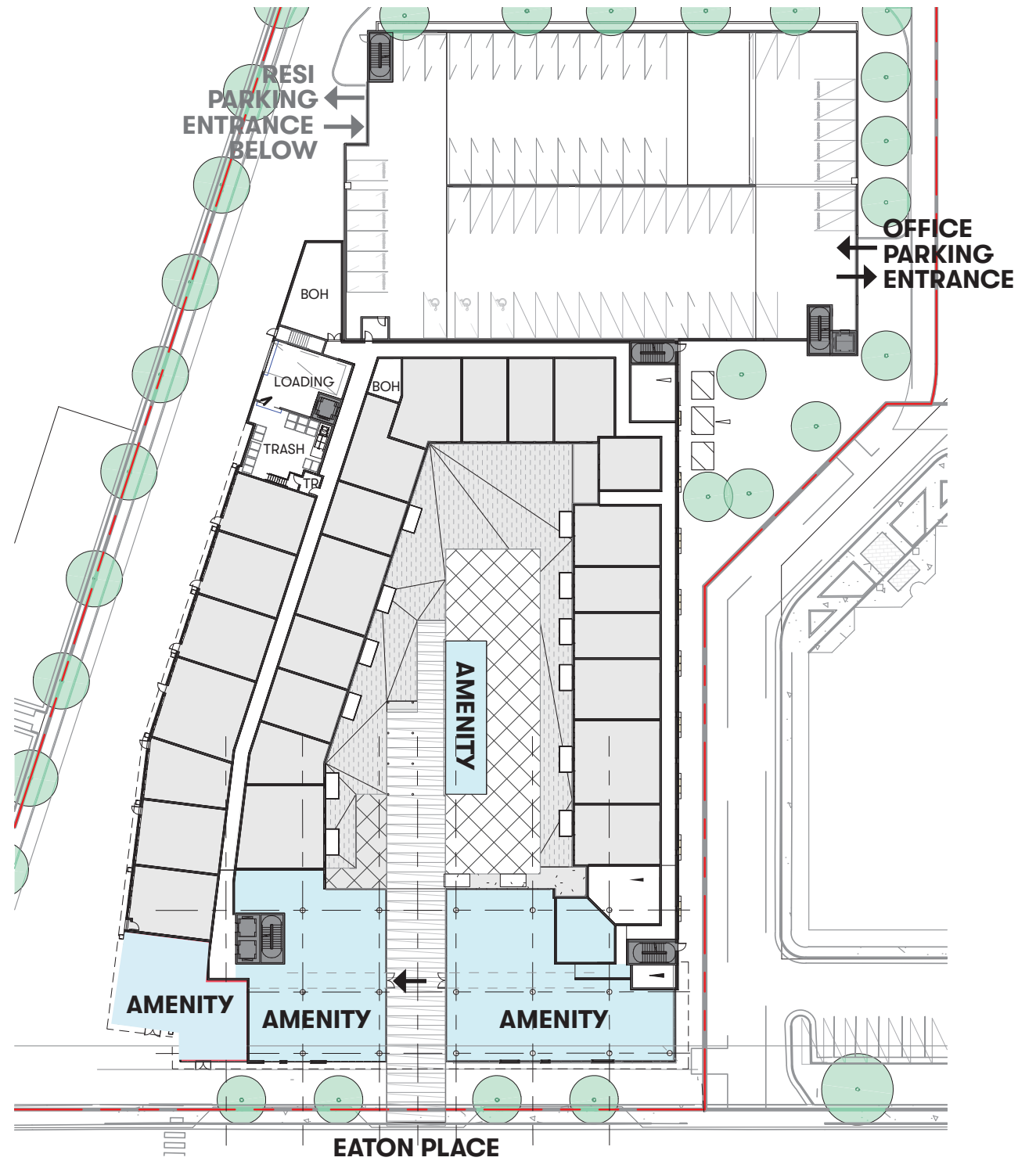
Retail Frontage recommended by the Small Area Plan.

Below, a precedent image provided in the Small Area Plan recognizes that two-sided streets with retail density supports a vibrant main street.



DEVELOPMENT RECOMMENDATIONS: TIMING AND ACTIVATION

Align with the Northfax SAP with activations driven by residential amenities
Until better retail conditions exist, we recommend using ground floor spaces for residential amenities that will animate the ground plane in a retail-like fashion (including lobbies, recreational lounges, community co-working, and bike facilities) to improve the leasing absorption and stabilization of the residential product.



Residential Amenities with Ground Activation

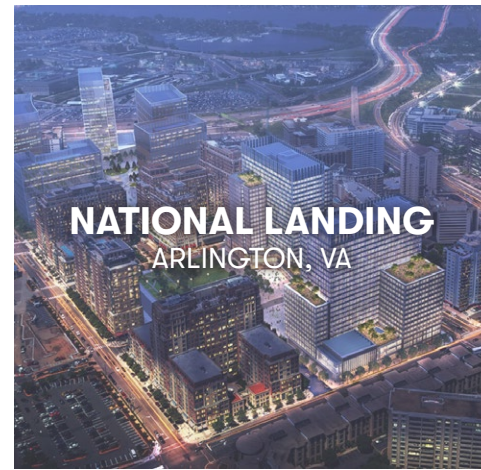
- Co-working space
- Audio lounge / rec room
- Fitness studio
- Operable doors with outdoor seating
- Residents bar and keg storage
- Radio/pod-cast studio
- Pet grooming studio
- Cooking/BBQ facilities
- Bike storage and maintenance area
- Outdoor movie projector
- Leasing office
- Community organization office space



WATER STREET TAMPA
TAMPA, FL



RICE VILLAGE
HOUSTON, TX



NATIONAL LANDING
ARLINGTON, VA



LYRIK
BOSTON, MA



BRIDGE DISTRICT
WASHINGTON, DC



BALTIMORE PENINSULA
BALTIMORE, MD



HELIX PARK
HOUSTON, TX



SPARKMAN WHARF
TAMPA, FL



GLEN LENNOX
RALEIGH, NC



GAS WORX
TAMPA, FL



LANDMARK
ARLINGTON, VA



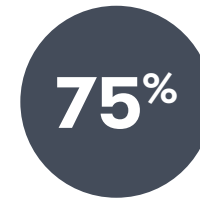
POTOMAC YARD
ALEXANDRIA, VA



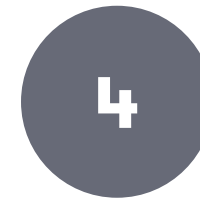
Placemaking & Retail Strategy
Bethesda, MD



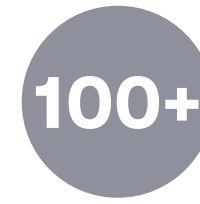
employees



woman-owned



offices



combined years
in real estate



urban mixed-use
materplans

Firm Background

WE ARE STRATEGISTS & STORYTELLERS

Of Place maximizes the value of real estate investments by defining and ensuring the success of the groundplane – where the public realm and retail spaces interact to establish the premium of place.

We believe the execution of a thoughtful strategy for the integration of public realm and merchandising is the critical contribution to place value.

Our unconventional combination of creativity, financial acumen, and disciplined expertise in master plan strategy, public space design, development and leasing enables us to realize vibrant, thriving places that define communities.

We put neighborhoods on the map and champion their success.

Of Place was founded to address a recurring challenge the partners encountered over their 50 combined years in real estate and development: a cohesive vision and strategy to connect office, hotel and residential projects to a successful retail groundplane and public realm in order to maximize investment value.

When Of Place began, retail was already undergoing dramatic innovation in areas such as distribution channels, lease structures, and experiential expansion; changes that have accelerated through the pandemic. As trends continue to change and morph in an increasingly complex retail environment, the Of Place team's experience and agility ensures our clients stay on the frontier of retail development.

Since the firm's inception we have:

- Master planned twenty-two urban mixed-use developments, each comprising between two and ten million square feet.
- Set merchandising strategies in those districts and executed retail leasing totaling over 1M square feet.
- Public realm design oversight, including streetscape, parks, amenities and art to deliver on the promise of place.
- Underwriting to ensure the groundplane's accretive contribution to Owner's financial goals.



CAPITAL CITY

OF PLACE

PROFFERS

CAPITAL CITY REAL ESTATE LLC

ZONING MAP AMENDMENT – N29 WillowWood Plaza Residential Phase I

May 9, 2023

Pursuant to Section 15.2-2303.A of the *Code of Virginia*, 1950, as amended, and § 6.4.10 of the Zoning Ordinance of the City of Fairfax, Virginia, Capital City Real Estate, LLC, for the owner, and successors and/or assigns (hereinafter referred to as the “Applicant”) in Z-22-00583 filed on property identified on the City of Fairfax tax map as part of 47-4-02-02-002 (hereinafter referred to as the “Application Property”) hereby proffers the following, provided that the Fairfax City Council approves a zoning map amendment for the Application Property in conjunction with a general development plan for residential and commercial development. These proffers shall replace and supersede all previous proffers approved for the Application Property. In the event the zoning map amendment is denied by the Council, these proffers shall immediately be null and void.

1. GENERAL DEVELOPMENT PLAN

Development of the Application Property shall be in substantial conformance with the General Development Plan (“GDP”) prepared by IMEG Corp. d/b/a Christopher Consultants, Ltd. and Hickok Cole consisting of 36 sheets, dated April 28, 2023. The Applicant shall have the flexibility to make minor modifications to site design and improvements shown on the GDP based on final engineering and design subject to the approval of the Director of Community Development and Planning.

2. USES

The following uses shall be permitted on the Application Property:

- A. Multifamily residential up to a maximum of 268 dwelling units;
- B. Retail space of approximately 1,980 square feet of GFA; and
- C. A parking garage accessory to the above-stated uses.

3. TRANSPORTATION

- A. Eaton Place. Prior to the issuance of the first Residential Use Permit (“RUP”) or Non-Residential Use Permit (“Non-RUP”) for the Application Property, the Applicant shall construct road improvements to enable vehicular access from Eaton Place, as shown on the GDP.
- B. New Streets. Prior to the issuance of any RUP or Non-RUP for the Application Property, the Applicant shall construct at its sole expense the streets, accessways, and sidewalks on the Application Property as shown on the GDP that are required to

provide access to the new building and maintain access for the existing office use. Such streets shall be maintained by the Applicant as private streets. The Applicant shall install signs and/or pavement markings for bicycles, subject to the approval of the Department of Public Works. The Applicant shall provide a public ingress/egress easement for all private streets, accessways, and adjacent sidewalks. Such easements shall extend to the peripheral boundaries of the Application Property to permit extension of the private streets and accessways in the future. In the event the City requests that any right-of-way be converted to a public street or sidewalk, then the Applicant may dedicate such right-of-way no sooner than completion of all improvements on the Application Property. Once dedicated, the entirety of the project as designed and constructed will remain a legally conforming use in accordance with zoning approval, Board of Architectural Review (“BAR”) approval, site plan approval, and building permits. The Applicant shall not be obligated to obtain off-site easements or right-of-way to facilitate extensions. Prior to the issuance of the final RUP or Non-RUP for the Application Property, all streets, accessways, and sidewalks shall have final paving and shall be complete in substantial conformance with the GDP.

- C. Sidewalks. The Applicant shall provide ADA compliant sidewalks as shown on the GDP.
- D. Maintenance. The Applicant shall maintain the streets and sidewalks as private until such time as the City may demand dedication.
- E. Construction Timing. The Applicant shall coordinate phasing of transportation improvements with the Department of Public Works at time of site plan.

4. STORMWATER MANAGEMENT

Design and construction of Stormwater management facilities shall comply with 4VAC50-60 Virginia Stormwater Management Program (“VSMP”) Permit Regulations, as may be amended, or other relevant standard in place at the time of building permit submission. At the time of site plan, the Applicant shall consider low impact development techniques to the extent feasible which may include, but not be limited to, permeable pavers, infiltration, and/or bio-retention.

5. STREETSCAPE

- A. Prior to the issuance of the first RUP or Non-RUP for the Application Property, the Applicant shall install a streetscape generally consisting of landscaping and sidewalk as shown on the GDP and in accordance with the City’s Public Facilities Manual standards. The Applicant shall grant access easements for maintenance, if required. The final streetscape design shall be approved at the time of site plan.

6. LANDSCAPING AND OPEN SPACE

- A. General. Landscaping on the Application Property shall be in general conformance with the landscape design shown on the GDP. Final selection of the type and location

of vegetation and the design of landscaped areas and streetscape improvements/plantings shall be made as a component of the site plan approval process.

- B. Construction Timing. The Applicant shall coordinate phasing of landscaping and open space improvements with the Department of Public Works at time of site plan.

7. RECREATIONAL AMENITIES

- A. The Applicant shall provide up to 23,200 square feet, of on-site recreational facilities to serve the residences of the Application Property that may include, but not be limited to, a fitness center, clubroom, lounge, pool, and amenity courtyard.

8. ARCHITECTURAL DESIGN

- A. The architectural design and style of the buildings shall be generally consistent with the conceptual elevations as shown on the GDP. The elevations may be refined as a result of final design and engineering so long as the character and quality of the buildings remain in substantial conformance with those shown on the GDP. Building materials shall be predominately brick, cementitious board, and may also include stone, cultured stone, simulated stone, and/or metal paneling.
- B. All residential units shall comply with all applicable municipal, state, and federal accessibility and anti-discrimination requirements in place at the time of building permit submission.
- C. The proposed development shall consist of one-bedroom, two-bedroom, and three-bedroom units as shown on the GDP. Notwithstanding the unit mix provided on the GDP, the Applicant shall have the ability to modify the final unit mix at time of site plan, provided that such modification shall not apply to more than five percent (5%) of the total number of units, and provided that the minimum parking ratios provided on PI_400 of the GDP are met for each unit type.
- D. Pursuant to the Virginia Statewide Fire Prevention Code, the Applicant shall provide approved alternative means of fire protection to the satisfaction of the Fire Marshal to mitigate the limited accessible perimeter of the proposed buildings. Such alternative means shall include, but not be limited to, NFPA 13 fire suppression systems where sprinkler systems are required throughout the development, and the use of non-combustible exterior finish materials as described in Proffer 8.A.
- E. At the time of site plan, the Applicant shall identify accessible units as required by the then in place applicable municipal, state, and federal accessibility requirements.

9. SUSTAINABLE DESIGN

- A. In order to promote energy conservation and green building techniques, the Applicant shall incorporate energy saving devices which may include, but not be limited to, use of ENERGY STAR® appliances, energy efficient mechanical systems, recycling for

occupant refuse, energy efficient lighting and insulation that meets or exceeds applicable energy code requirements.

- B. At the time of site plan submission, the Applicant shall submit a LEED or equivalent rating system (e.g., Green Globes) checklist to demonstrate the incorporation of energy saving components as described above and as generally available in the marketplace.

10. PARKING MANAGEMENT

- A. The Applicant shall provide parking in conformance with the GDP. Notwithstanding the number of parking spaces indicated on the GDP, the Applicant may increase the final number of parking spaces provided at time of final site plan provided that any additional parking spaces are located within the parking garage, that the minimum parking rates as depicted on the GDP are provided, and that open space is not decreased and the distance to peripheral lot lines is not decreased.
- B. The Applicant shall assign parking management as one of the duties of its property manager. Parking management shall entail the efficient use of available constructed parking spaces, including the assignment of parking spaces to residents within the parking garage and designation of guest parking as identified by signage.
- C. The Applicant shall assign one (1) parking space per unit that will be offered with each unit for a fee. The Applicant reserves the right to charge a fee or premium for preferred and/or additional parking spaces. Guest and commercial parking shall be clearly designated on the Application Property and distributed throughout the site. Code required parking for commercial uses shall be located either on the first or second level of the parking structures.

11. TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

In an effort to reduce the numbers of vehicle trips generated by the Application Property, the Applicant shall implement Transportation Demand Management (“TDM”) strategies. These strategies will include, but not be limited to, the following:

- A. Designation of a Transportation Management Coordinator (“TMC”) which may be one of the duties assigned to its property manager. The TMC will provide onsite assistance to residents and employees in forming and maintaining carpools and vanpools, including disseminating park-and-ride information to prospective carpoolers. The TMC will meet annually with the city’s TDM program manager to evaluate and adjust strategies based on TDM surveys and other considerations.
- B. Installation of an electronic display in the Application Property’s leasing office that will provide information on local transit services, carpool programs, and ridesharing programs. The TMC will ensure that the displayed information is current. Residents will be allowed to purchase transit fare media through the TMC.

- C. At the time of the initial occupancy only for each dwelling unit on the Application Property, the Applicant shall provide one (1) resident of the unit with a one-time prepaid transit card with a value of twenty-five dollars (\$25.00).
- D. Installation of at least one interior or exterior electric vehicle charging station on the Application Property.
- E. Providing secure bicycle parking within the building for residents and employees.
- F. The Applicant shall provide City staff with information obtained by resident surveys regarding the use of public transportation, carpooling, bikes, teleworking, and any other transportation options on an annual basis.

12. SCHOOL CONTRIBUTION

Prior to the issuance of the first RUP, the Applicant shall contribute \$50,000 to the City of Fairfax to mitigate impacts to City schools.

13. CONSTRUCTION MANAGEMENT

- A. Prior to site plan approval, the Applicant shall submit a Construction Management Plan for approval by the City Manager or his designee. The Construction Management Plan shall address items including, but not limited to, the following:
 - (i) Hours of construction;
 - (ii) Truck routes to and from entrances to the Application Property;
 - (iii) Location of parking areas for construction employees;
 - (iv) Truck staging areas;
 - (v) Storage areas;
 - (vi) Traffic control measures; and
 - (vii) Fencing details, including specifications for an opaque construction fencing and/or wrap that identifies the project and provides contact information for the developer and/or general contractor.
- B. Prior to commencement of construction, the Applicant shall provide the Department of Community Development and Planning with the name and telephone number of a community liaison who will be available throughout the duration of construction on the Application Property.

14. MISCELLANEOUS

- A. Occupancy Restrictions. To the extent permitted by State and Federal Fair Housing regulations, the occupancy of each dwelling unit in the development shall be limited to no more than two (2) persons per bedroom plus one (1) additional person per unit.
- B. Counterparts. These proffers may be executed in one or more counterparts, each of which when so executed and delivered shall be deemed an original document and all of which when taken together shall constitute but one in the same document.
- C. Successors and Assigns. These proffers will bind and inure to the benefit of the Applicant and its successors and assigns.

[SIGNATURES BEGIN ON NEXT PAGE]

OWNER

WillowWood Office Owner LLC
A Virginia Limited Liability Company

By:
Its:

[SIGNATURES CONTINUE]

CONTRACT PURCHASER

Capital City Real Estate LLC

By:
Its:



Board of Architectural Review

DATE: June 21, 2023
TO: Board of Architectural Review Chair and Members
THROUGH: Jason Sutphin, Community Development Division Chief *JDS*
FROM: Anna Kohlbrenner, BAR Liaison *AK*
SUBJECT: **Work Session: 10306 Eaton Place – WillowWood**

ATTACHMENTS: 1. Relevant Regulations
2. Current plan
3. PC Staff Report

Nature of Request

1. Case Number:	BAR-23-00041
2. Address:	10306 Eaton Place
3. Request:	Mixed-use building
4. Applicant:	Capital City Real Estate LLC
5. Applicant's Representative:	Evan Pritchard
6. Status of Representative:	Attorney
7. Zoning:	CR Commercial Retail, ACOD

BACKGROUND

The site is currently developed with a surface parking lot. The subject site is located north of Eaton Place and surrounded by four five-story office buildings. The site is located in the Northfax Small Area Plan boundaries.

The applicant is proposing a Zoning Map Amendment (Rezoning) from CR Commercial Retail to CU Commercial Urban, a Special Use Permit to allow an upper story residential/mixed use building, and 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 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 Board of Architectural Review would not make recommendations on the Special Exceptions. The Board of Architectural Review would make a recommendation to the City Council on the major certificate of appropriateness at a later date, as this meeting is a work session.

PROPOSAL

The applicant proposes to redevelop a surface parking lot 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 level parking garage, and 10 surface parking spaces on 2.97 +/- acres. Building frontage along Eaton Place would be approximately 227'.

The applicant is proposing two types of brick in colors *white* with *arctic white* color mortar and *black* with *smoke* color mortar. The applicant is proposing precast concrete, fiber cement board and batten in color *dark gray* and *white*, fiber cement lap siding in color *dark gray* and *white*, fiber cement panel in color *white*, and a green wall system.

Exterior lighting includes LED pole lighting. Building lighting is not proposed. Hardscape features include trash receptacles, bike racks, benches, crosswalk, and accent pavers.

The city's Urban Forester is reviewing the landscaping plan. A recommendation will be added at the time of public hearing stating, "Landscaping is subject to change per urban forester comments at site plan approval stage." Canopy species include: *scarlet oak*, *duraheat river birch*, *princeton sentry ginkgo*, *willow oak*, and *swamp white oak*. Evergreen species include: *green giant arborvitae*. Understory species include: *armstrong red maple*, *eastern redbud*, *saucer magnolia*, and *flowering dogwood*. Shrubs and groundcovers include: *gro-low fragrant sumac*, *otto luyken laurel*, *lemon lime heuchera*, *evergreen giant lirioppe*, and *schipka english laurel*. Land use staff has noted that storm water planter on the southwestern corner is not to recommended size per SAP.

Please see below, as proposed architecture is analyzed using the City of Fairfax Design Guidelines.

RELEVANT DESIGN GUIDELINES

City of Fairfax Design Guidelines:

*The following excerpts from the Design Guidelines are relevant to this application.
New Construction, ACOD-3*

Building Form & Articulation, ACOD-3.4

Larger mixed-use, office, or residential buildings should use form and articulation techniques to reduce their mass such as dividing the facades and other visible elevations into smaller bays, varying roof heights of bays, and varying planes of bays.

The applicant is not proposing varying bays to break up very large massing. The building is tall and boxy, with very little visual interest. Driving west down Eaton Place, the proposed building wall on the east has no interest at the pedestrian level with little to no windows.

Building Height & Width, ACOD-3.5

Commercial building facades should be divided into bays to reflect the predominant width of a typical storefront. Buildings that front on two or more sides should use this bay division technique on all appropriate facades. These bays should also have varied planes within the overall façade.

Building Scale, ACOD-3.5

Reinforce the human scale of new design in ACOD by including different materials, textures or colors within a large building and/ or by dividing large facades and other elevations into different bays with different heights and planes. Use other techniques such as varying rooflines and window patterns, articulating entrances, and adding cornices and string and belt courses to separate floor levels, and using other decorative features. Corner articulation, balconies, canopies, marquees, and awnings can all also help create a human scale. Consider creating a threepart building design with a differentiated base, upper story, and roof or cornice line.

The human scale is not reinforced in this design. The building size appears overwhelming, without a change in material at the pedestrian realm. The building width along the east side is approximately 275' wall of fiber cement panel with little to no windows and a precast concrete parking garage, which does not engage pedestrians or drivers in any way. Portions of the parking garage are visible from Eaton Place. The applicant shall look at treatments to screen it. The building width along the west side is approximately 300', not including the parking garage section, which is a long wall of repetitive windows and fiber cement material and some brick from the first to second story. The western building wall shows repetitive utilitarian balconies. The building scale along Eaton place shows repetitive windows, with little character and sense of place.

Roof Form & Materials, ACOD-3.6

Large-scaled buildings should have a varied roofline to break up the mass of the design and to avoid a visible monolithic expanse of roof. Use gable and/ or hipped forms or different height of bays. Break the roof mass with elements such as gables, hipped forms, dormers, or parapets. Scale these features to the scale of the building. On roofs that are visible, use quality materials such as standing seam metal, architectural shingles, slate, or artificial slate.

The roofline is not broken up to help reduce massing. The proposed roofline has a monolithic appearance as it appears unadorned.

Opening Types & Patterns, ACOD-3.7

Darkly tinted or mirror glass is not an appropriate material for windows or doors in new buildings within the ACOD.

Glass manufacturing information has not yet been provided in the plan set. The applicant plans to bring a material sample at the date of the meeting.

Entry Features: Storefronts, Porches & Porticoes, ACOD-3.8

In mixed-use buildings with upperstory residential or office use, consider placing first floor retail storefronts if the building faces a commercial corridor. Divide larger such buildings with storefront modules. When designing new storefronts, conform to the concept of creating a transparent wall and entrance with sign areas designed as a part of the overall composition. Any parking structure facing streets or on major pedestrian routes should contain storefronts or other forms of visual relief on the first floors of these elevations and should not have blank walls.

Storefront is proposed on the first floor of the mixed-use building. Large amounts of glass with little variation of material does not provide a storefront module. There is no visual relief at the storefront level, as the proposed architecture appears uninviting. Changes may include fenestration changes, installation of art, or experiential elements that may include creative landscaping.

Building Foundations, ACOD-3.9

On larger-scaled multi-story buildings, use a separate foundation material to create a visual base for the building.

The applicant is not proposing a different foundation material on the east and west sides of the building. The 3D rendering along Eaton place does not show a different color of brick along the foundation line, but on the elevation sheets, it shows a darker brick proposed in this area. Staff recommends using separate foundation material on east and west sides as well, in addition to continuing a different color brick or material along Eaton at the foundation line.

Materials & Textures, ACOD-3.9

The selection of materials and textures for a new building in the ACOD may include brick, stone, cast stone, wood or cementitious siding, metal, glass panels, or other materials as deemed appropriate by Staff and the BAR. In general, the use of stucco-like products such as EIFS should be limited and is most appropriate on higher elevations, not in the pedestrian realm. Larger-scale buildings whose primary facades have been divided into different bays, planes, and heights to reduce their visual impact also may vary materials and textures as well. Use quality materials consistently on all publicly visible sides of buildings in the district. These materials should be long lasting, durable, maintainable, and appropriate for environmental conditions. Avoid the use of

aluminum or vinyl siding and plain concrete masonry units as exterior materials or painted metal siding. EIFS (artificial stucco) may be appropriate if used in small proportions above pedestrian level.

The applicant is proposing brick on the west and south sides of the building but only up to the second floor. The east side of the building does not have brick, only fiber cement and concrete. The applicant shall add varying material bays throughout while adding more masonry material.

Architectural Details & Decorative Features, ACOD-3.9

Traditionally styled buildings generally have some form of decorative details but many structures in the architectural control district do not. Copying historic decorative features to be pasted onto contemporary buildings is inappropriate. Simple details such as brick patterns, varied materials, cornices, roof overhangs, window and door surrounds, belt or string-courses, and water tables can all add visual interest and human scale elements to new construction.

The building lacks decorative elements, appears flat and unadorned.

Appurtenances, ACOD-3.13

Mechanical equipment on roofs or sides of buildings should not be visible from streets.

Mechanical equipment would be located on the rooftop and would not be visible, according to submitted site line diagram. Would need to be hidden from Fairfax Blvd as well, as this building adds to the skyline of Northfax.

Private Site Design & Elements, ACOD-6

Lighting, ACOD-6.5

When possible, consider the use of LED lights for outdoor lighting of all types.

The applicant is proposing LED pole lights.

Furnishings, ACOD, 6.6

Encourage developments to brand their site through the use of select site furnishings and the use of color and materials, as long as their quality is comparable to those in Old Town Square. Private sites are encouraged to make individual choices as to the style and color of bollards, bike racks, and other site-specific furnishings.

The site is located inside the Northfax Small Area Plan boundaries and categorized as activity center in the Comprehensive Plan for future land use. Please see Planning Commission Staff Report attached for an analysis.

ATTACHMENT 1

RELEVANT REGULATIONS

§6.5.1. Applicability

Certificates of appropriateness shall be reviewed in accordance with the provisions of §6.5.

A. A certificate of appropriateness shall be required:

1. To any material change in the appearance of a building, structure, or site visible from public places (rights-of-way, plazas, squares, parks, government sites, and similar) and located in a historic overlay district (§3.7.2), the Old Town Fairfax Transition Overlay District (§3.7.3), or in the Architectural Control Overlay District (§3.7.4). For purposes of §6.5, “material change in appearance” shall include construction; reconstruction; exterior alteration, including changing the color of a structure or substantial portion thereof; demolition or relocation that affects the appearance of a building, structure or site;

§6.5.3. Certificate of appropriateness types

A. Major certificates of appropriateness

1. Approval authority

(a) General

Except as specified in §6.5.3.B.2(b), below, the board of architectural review shall have authority to approve major certificates of appropriateness.

(b) Alternative (in conjunction with other reviews)

Alternatively, and in conjunction with special use reviews, planned development reviews, special exceptions or map amendments (rezoning), the city council may approve major certificates of appropriateness.

§6.5.6. Action by decision-making body

A. General (involving other review by city council)

After receiving the director’s report on proposed certificates of appropriateness, which do not involve other reviews described below, the board of architectural review (BAR) shall review the proposed certificates of appropriateness in accordance with the approval criteria of §6.5.7. The BAR may request modifications of applications in order that the proposal may better comply with the approval criteria. Following such review, the BAR may approve, approve with modifications or conditions, or disapprove the certificate of appropriateness application, or it may table or defer the application.

B. Other reviews

1. Prior to taking action on special use reviews, planned development reviews, and map amendments (rezoning), the city council shall refer proposed certificates of appropriateness to the BAR for review in accordance with the approval criteria of §6.5.7.
2. In conjunction with special use reviews, planned development reviews, special exceptions and map amendments (rezoning), the city council may review the proposed certificate of

appropriateness in accordance with the approval criteria of §6.5.7. The city council may request modifications of applications in order that the proposal may better comply with the approval criteria. Following such review, the city council may approve, approve with modifications or conditions, or disapprove the certificate of appropriateness application, or it may table or defer the application.

§6.5.7. Approval criteria

A. General

1. Certificate of appropriateness applications shall be reviewed for consistency with the applicable provisions of this chapter, any adopted design guidelines, and the community appearance plan.
2. Approved certificates of appropriateness shall exhibit a combination of architectural elements including design, line, mass, dimension, color, material, texture, lighting, landscaping, roof line and height conform to accepted architectural principles and exhibit external characteristics of demonstrated architectural and aesthetic durability.

§6.5.9. Action following approval

A. Approval of any certificate of appropriateness shall be evidenced by issuance of a certificate of appropriateness, including any conditions, signed by the director or the chairman of the board of architectural review. The director shall keep a record of decisions rendered.

B. The applicant shall be issued the original of the certificate, and a copy shall be maintained on file in the director's office.

§6.5.10. Period of validity

A certificate of appropriateness shall become null and void if no significant improvement or alteration is made in accordance with the approved application within 18 months from the date of approval. On written request from an applicant, the director may grant a single extension for a period of up to six months if, based upon submissions from the applicant, the director finds that conditions on the site and in the area of the proposed project are essentially the same as when approval originally was granted.

§6.5.11. Time lapse between similar applications

A. The director will not accept, hear or consider substantially the same application for a proposed certificate of appropriateness within a period of 12 months from the date a similar application was denied, except as provided in §6.5.11.B, below.

B. Upon disapproval of an application, the director and/or board of architectural review may make recommendations pertaining to design, texture, material, color, line, mass, dimensions or lighting. The director and/or board of architectural review may again consider a disapproved application if within 90 days of the decision to disapprove the applicant has amended his application in substantial accordance with such recommendations.

§6.5.12. Transfer of certificates of appropriateness

Approved certificates of appropriateness, and any attached conditions, run with the land and are not affected by changes in tenancy or ownership.

§6.5.13. Appeals

A. Appeals to city council

Final decisions on certificates of appropriateness made may be appealed to city council within 30 days of the decision in accordance with §6.22.

B. Appeals to court

Final decisions of the city council on certificates of appropriateness may be appealed within 30 days of the decision in accordance with §6.23.

N29 APARTMENTS

BOARD OF ARCHITECTURAL REVIEW
MAJOR APPLICATION SUBMISSION
CITY OF FAIRFAX

Prepared for:



Prepared by:



June 21st, 2023

SITE PLAN RENDERING

N29 (at WillowWood) Eaton Place at University Drive Extension

The N29 project is located on the north side of Eaton Place between Fairfax Boulevard (to the East) and Chainbridge Road (to the West) and is to the northeast of the recently completed University Drive Extension. The existing site is comprised of all surface parking.

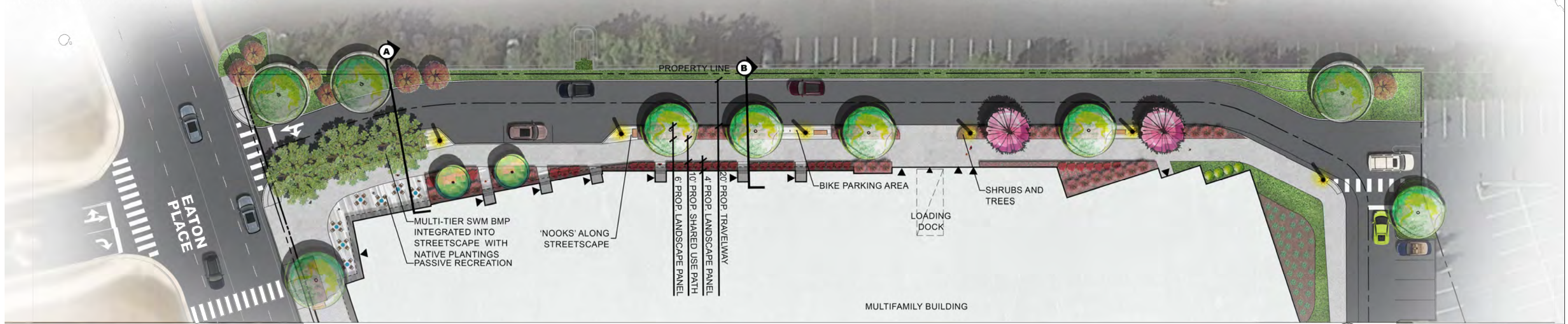
Adjacent to the site to the east and west are commercial office buildings and surface parking. To the north of the site is an existing parking structure (two levels).

The proposed development involves removing the existing surface parking and the construction of a new multifamily mixed-use building and structured parking garage. The proposed multifamily building has a total area of 231,747 GSF with a total of 268 units. The structured parking garage has a total area of 184,393 GSF with a total of 635 parking spaces, which will be shared between the proposed multifamily building and one of the existing commercial office buildings at WillowWood Plaza.

The architectural design for the proposed multifamily building consists of a clear and modest massing composition. The massing strategy incorporates a setback at the southwest corner, aligned across from the University Blvd intersection and creates an open plaza space. This primary corner is further accented with an increased height, change in color, and variation of material texture and will incorporate a retail space at the ground floor level. A variety of textures and materials further emphasize strong massing volumes, with a primarily masonry base providing a grounding effect and vertical fiber cement above implying a lightness floating above and extending vertically. The primary common and amenity spaces for the multifamily building are aligned to face along Eaton Place along with the corner retail space to create multiple layers of experiences, engagement, and activation.



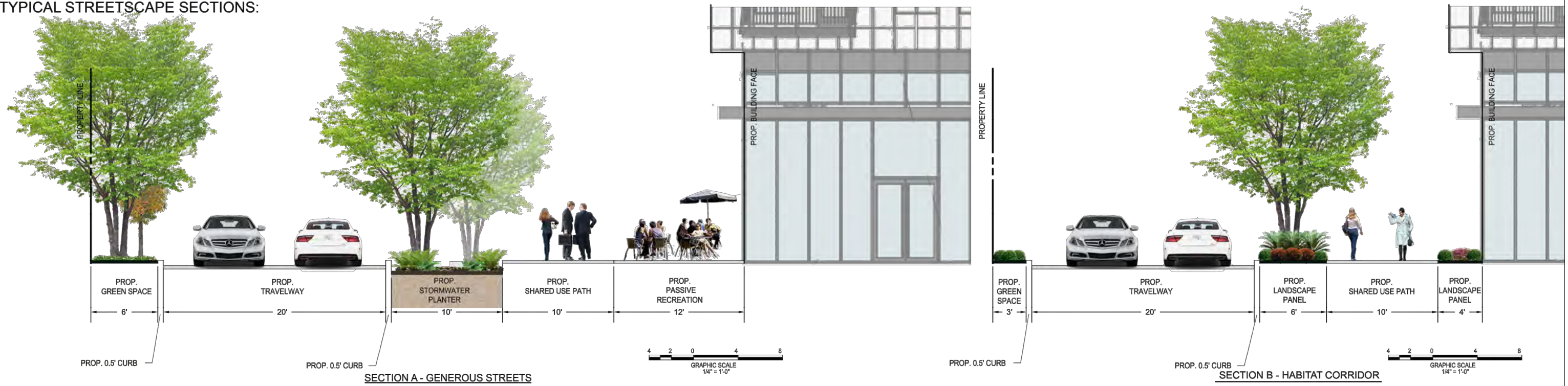
STREETSCAPE SCHEMATIC PLAN:



PRECEDENT IMAGERY:



TYPICAL STREETSCAPE SECTIONS:

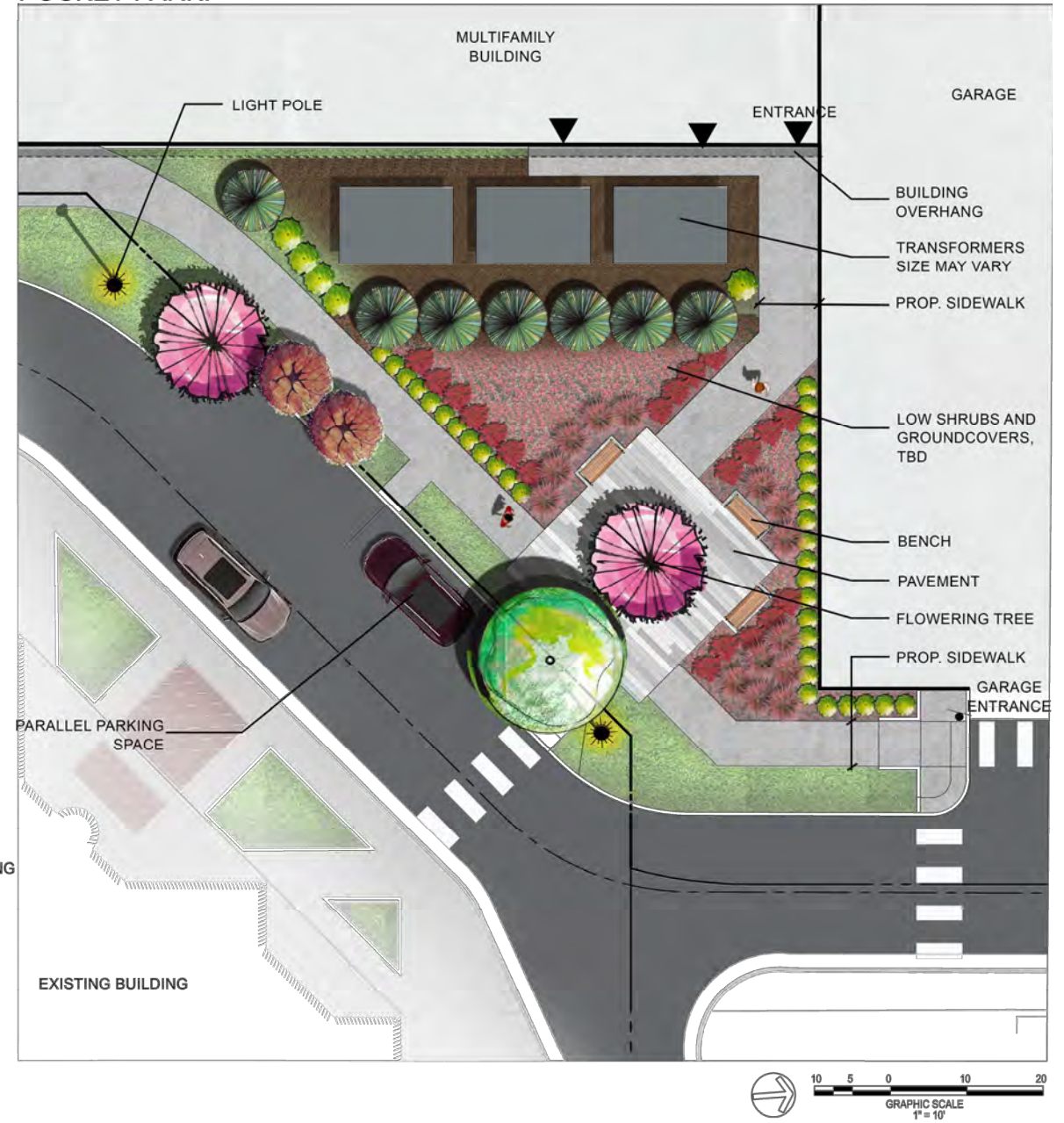


PLEASE NOTE: ANY INFORMATION SHOWN ON THIS PAGE IS FOR ILLUSTRATIVE PURPOSES ONLY, PROVIDED TO DESCRIBE THE GENERAL CONCEPT OF THE DESIGN. FINAL DESIGN WILL LIKELY VARY FROM WHAT IS SHOWN ABOVE.

CORNER PLAZA AND INTERSECTION ALIGNMENT:



POCKET PARK:

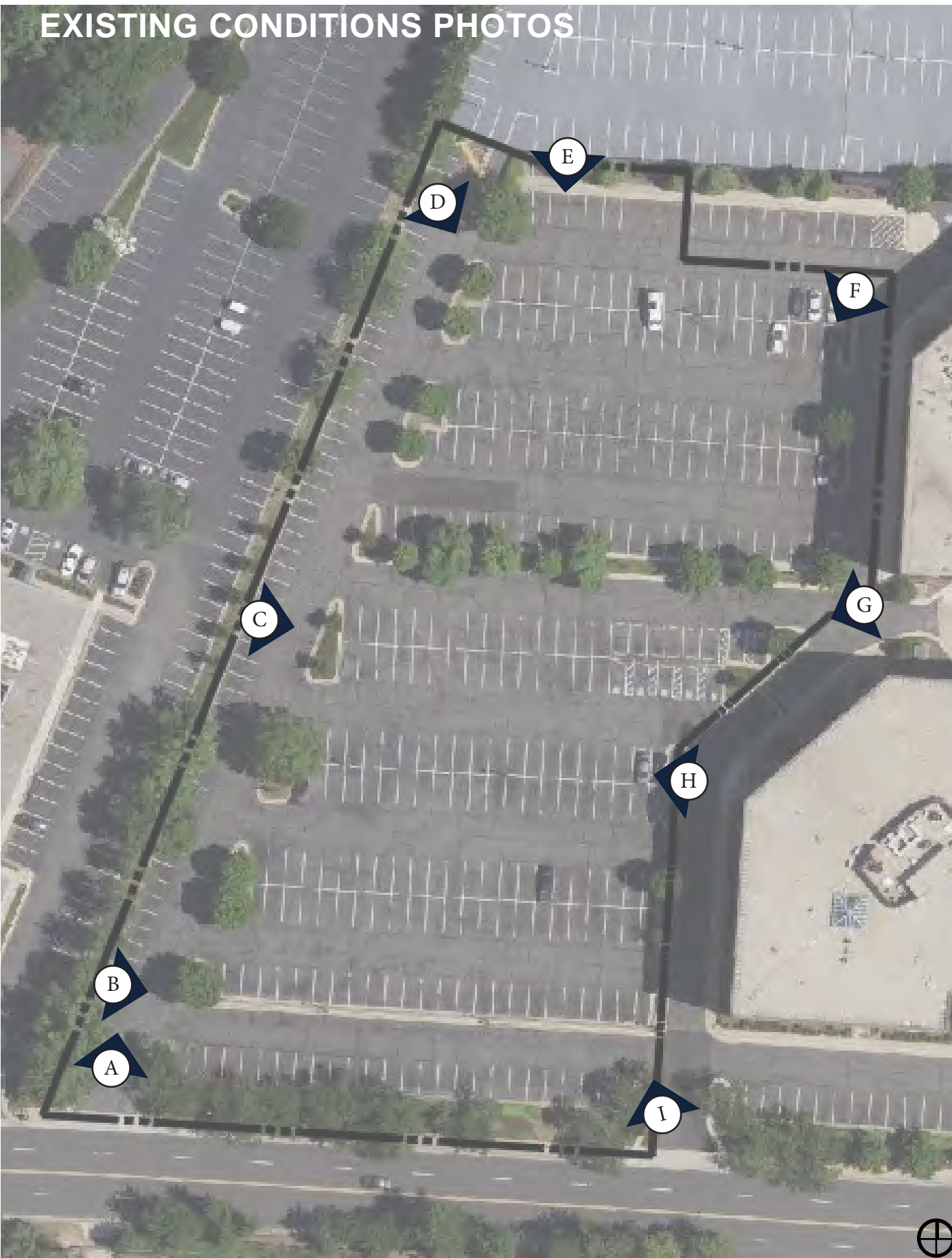


PRECEDENT IMAGERY:

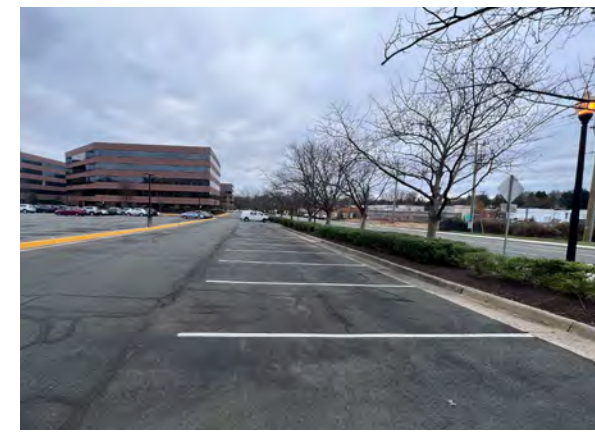


PLEASE NOTE; ANY INFORMATION SHOWN ON THIS PAGE IS FOR ILLUSTRATIVE PURPOSES ONLY, PROVIDED TO DESCRIBE THE GENERAL CONCEPT OF THE DESIGN. FINAL DESIGN WILL LIKELY VARY FROM WHAT IS SHOWN ABOVE.

EXISTING CONDITIONS PHOTOS



A VIEW LOOKING NORTH FROM WEST SITE ENTRANCE



B VIEW LOOKING EAST FROM WEST SITE ENTRANCE



C VIEW LOOKING EAST FROM SITE INTERIOR



D VIEW LOOKING SOUTH EAST FROM EXISTING PARKING GARAGE ADJACENT ENTRANCE



E VIEW LOOKING SOUTH FROM ADJACENT EXISTING PARKING GARAGE



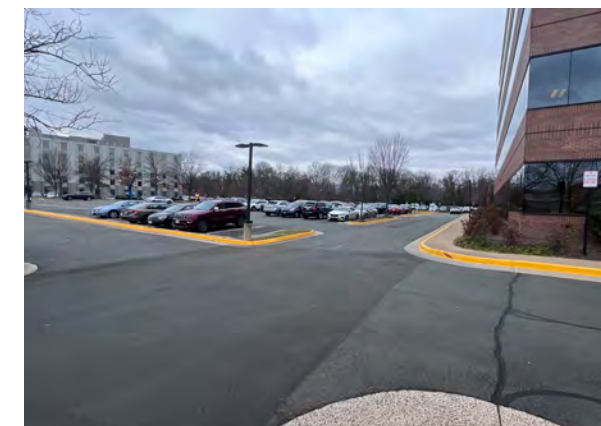
F VIEW LOOKING SOUTH FROM NORTH EAST SITE CORNER



G VIEW LOOKING SOUTH WEST FROM ADJACENT OFFICE BUILDING



H VIEW LOOKING WEST FROM ADJACENT OFFICE BUILDING



I VIEW LOOKING NORTH FROM EAST SITE ENTRANCE

MATERIALS LEGEND

SUBJECT TO CHANGE



AFB-1;
BRICK - WHITE
MORTAR - ARCTIC WHITE



FCP-1;
FIBER CEMENT BOARD AND BATTEN
DARK GRAY



FCP-2;
FIBER CEMENT BOARD AND BATTEN
WHITE



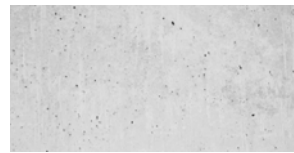
AFB-2;
BRICK - BLACK
MORTAR - SMOKE



FCP-1 ALT;
FIBER CEMENT LAP SIDING
DARK GRAY



FCP-2 ALT;
FIBER CEMENT LAP SIDING
WHITE



CON-1;
PRECAST CONCRETE

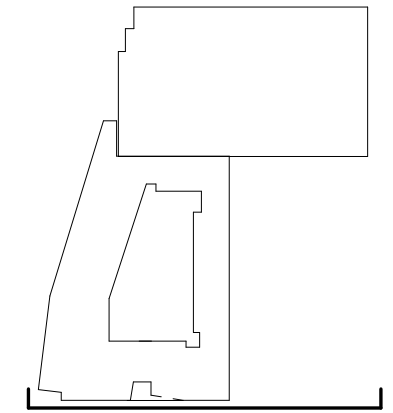


GW-1;
GREEN WALL SYSTEM



FCP-3;
FIBER CEMENT PANEL
WHITE

KEY PLAN



EATON PLACE



1 | SOUTH ELEVATION

MATERIALS LEGEND

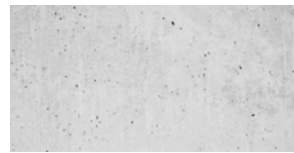
SUBJECT TO CHANGE



AFB-1;
BRICK - WHITE
MORTAR - ARCTIC WHITE



AFB-2;
BRICK - BLACK
MORTAR - SMOKE



CON-1;
PRECAST CONCRETE



FCP-1;
FIBER CEMENT BOARD AND BATTEN
DARK GRAY



FCP-1 ALT;
FIBER CEMENT LAP SIDING
DARK GRAY



GW-1;
GREEN WALL SYSTEM



FCP-2;
FIBER CEMENT BOARD AND BATTEN
WHITE

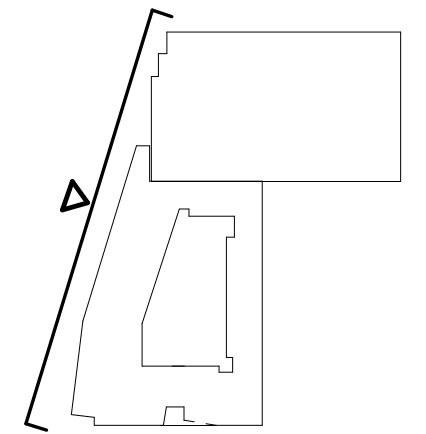


FCP-2 ALT;
FIBER CEMENT LAP SIDING
WHITE

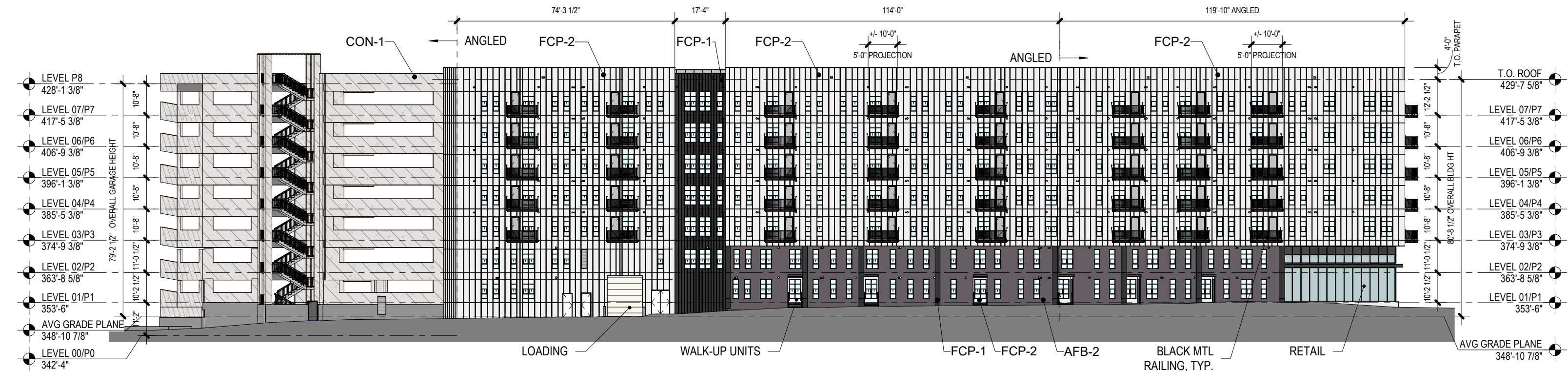


FCP-3;
FIBER CEMENT PANEL
WHITE

KEY PLAN



EATON PLACE



1 | WEST ELEVATION

MATERIALS LEGEND

SUBJECT TO CHANGE



AFB-1;
BRICK - WHITE
MORTAR - ARCTIC WHITE



FCP-1;
FIBER CEMENT BOARD AND BATTEN
DARK GRAY



FCP-2;
FIBER CEMENT BOARD AND BATTEN
WHITE



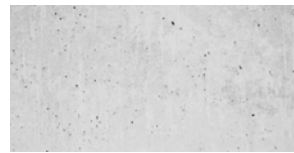
AFB-2;
BRICK - BLACK
MORTAR - SMOKE



FCP-1 ALT;
FIBER CEMENT LAP SIDING
DARK GRAY



FCP-2 ALT;
FIBER CEMENT LAP SIDING
WHITE



CON-1;
PRECAST CONCRETE

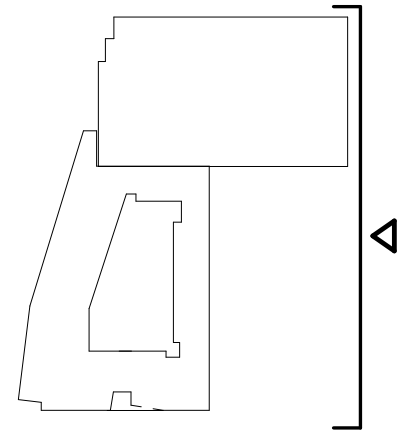


GW-1;
GREEN WALL SYSTEM

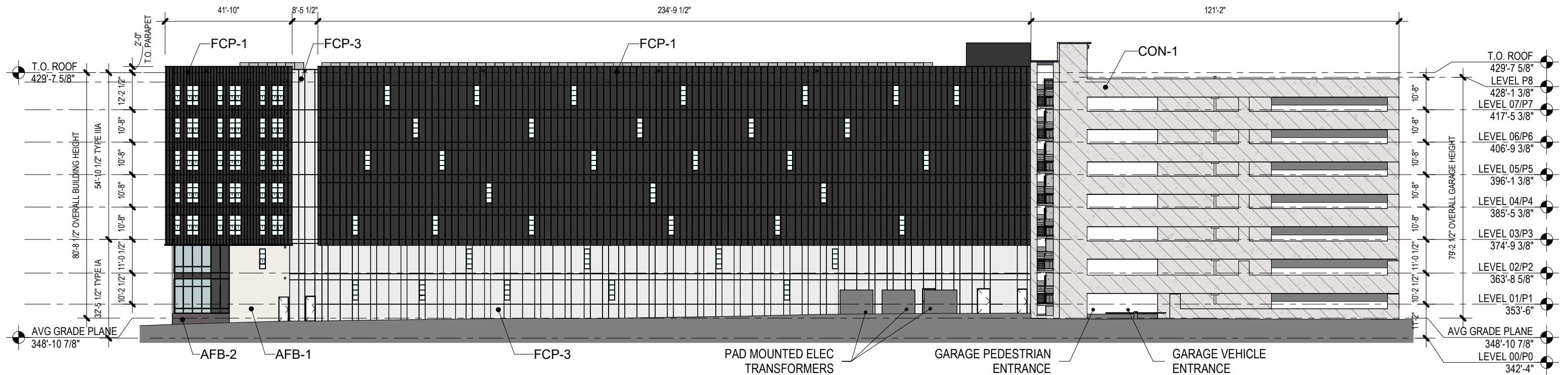


FCP-3;
FIBER CEMENT PANEL
WHITE

KEY PLAN

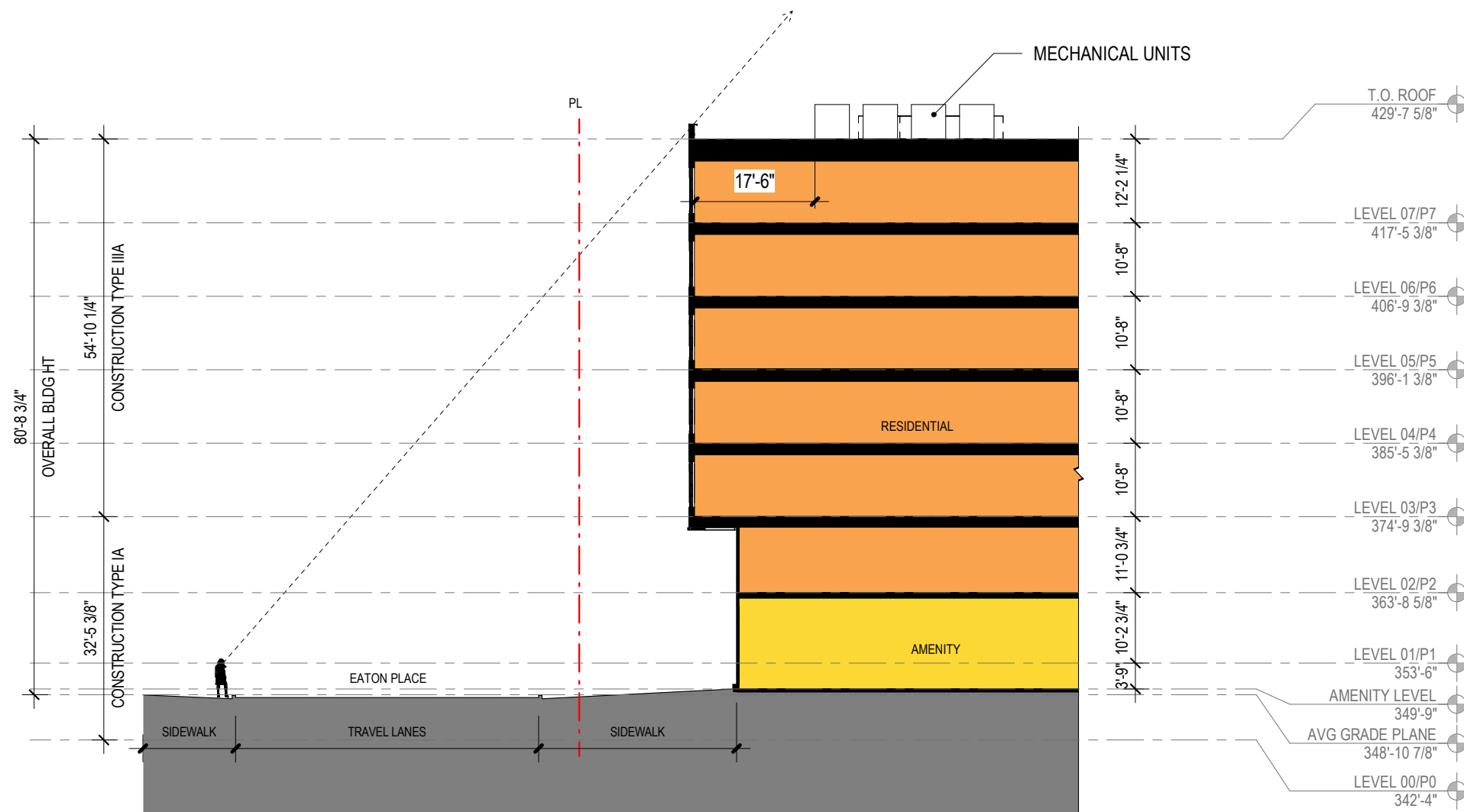
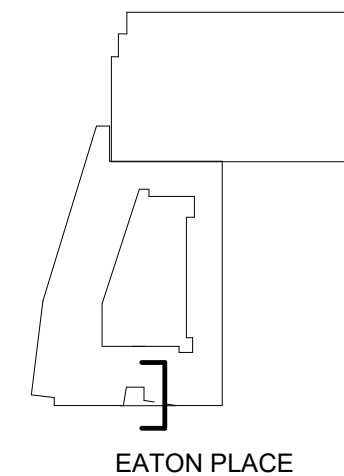


EATON PLACE



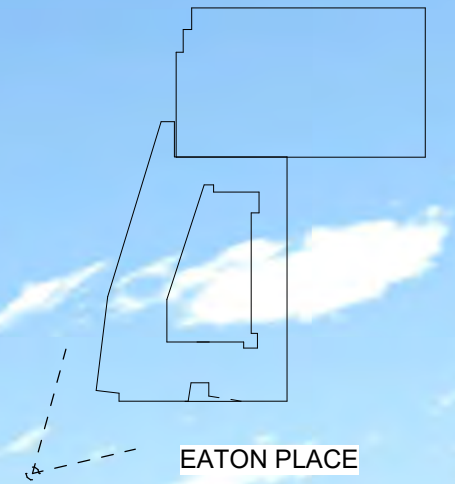
1 EAST ELEVATION

KEY PLAN

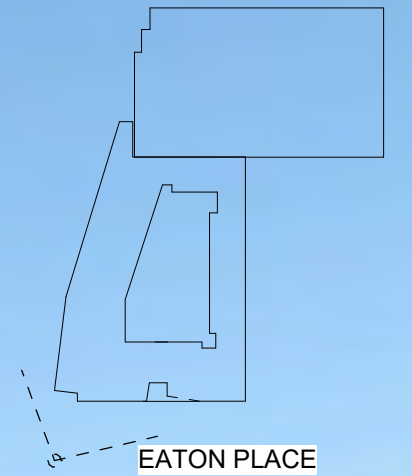


1 | N-S SIGHTLINE SECTION

KEY PLAN



KEY PLAN





KEY PLAN

EATON PLACE

SITE PLAN RENDERING/ LANDSCAPE PLAN

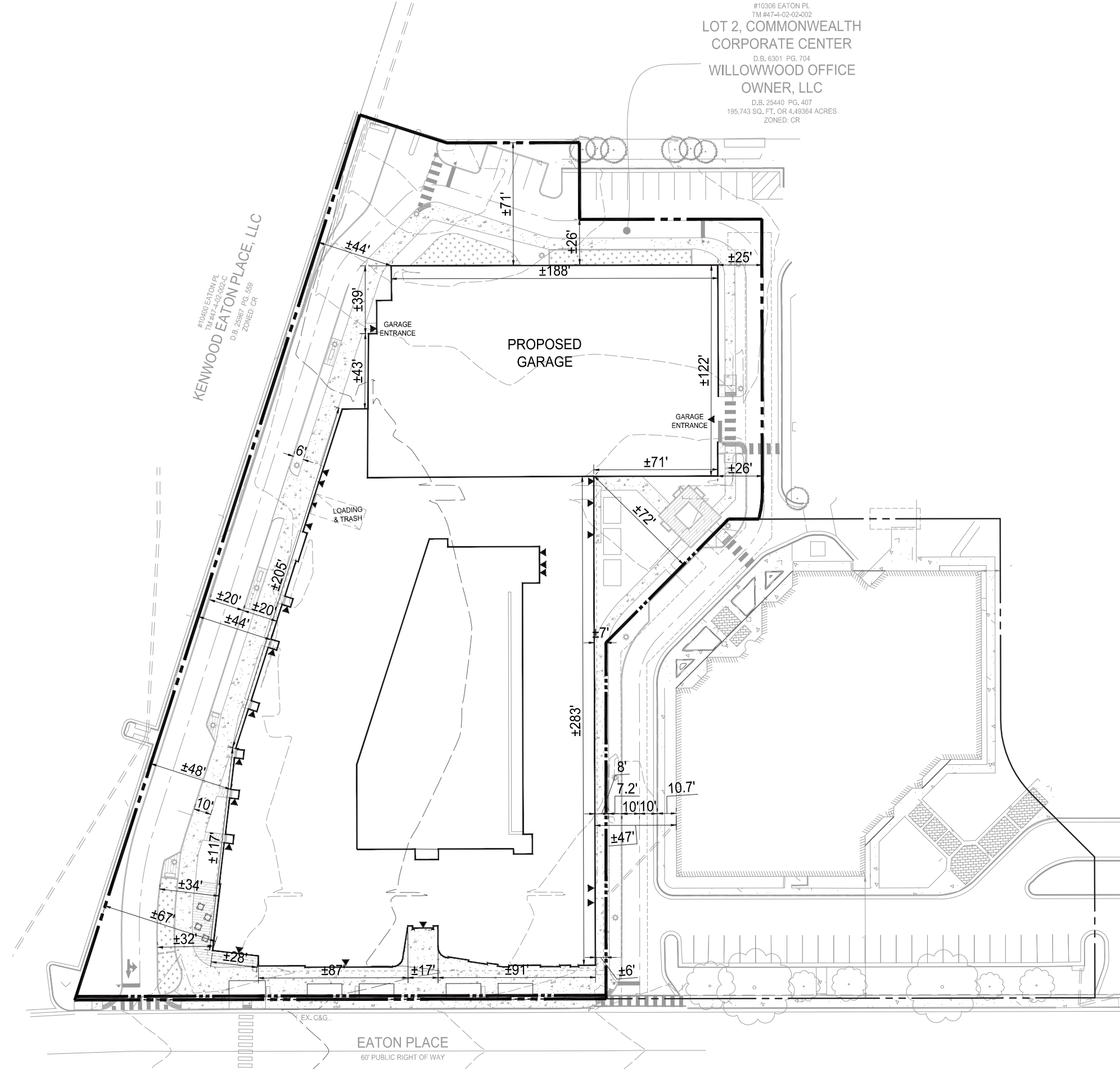


SYMBOL	BOTANICAL NAME	COMMON NAME	QTY
	<i>Acer rubrum</i> 'Armstrong'	Armstrong Red Maple	6
	<i>Betula nigra</i> 'BNMTF' TMT	Dura Heat River Birch	3
	<i>Cercis canadensis</i>	Eastern Redbud	5
	<i>Cornus florida</i>	Flowering Dogwood	2
	<i>Ginkgo biloba</i> 'Princeton Sentry'	Princeton Sentry Maidenhair Tree	6
	<i>Magnolia x soulangeana</i>	Saucer Magnolia	3
	<i>Quercus bicolor</i>	Swamp White Oak	7
	<i>Quercus coccinea</i>	Scarlet Oak	2
	<i>Quercus phellos</i>	Willow Oak	6
	<i>Thuja x 'Green Giant'</i>	Green Giant Arborvitae	7

SYMBOL	OBJECT	QTY
	BENCHES	10
	TRASH RECEPTACLES	4
	LIGHT POLES	16

SITE PLAN DIMENSION

#10306 EATON PL
 TM #47-4-02-02-002
 LOT 2, COMMONWEALTH
 CORPORATE CENTER
 D.B. 6301 PG. 704
 WILLOWWOOD OFFICE
 OWNER, LLC
 D.B. 25440 PG. 407
 195,743 SQ. FT. OR 4.49364 ACRES
 ZONED: CR



PLANTS PALETTE
CANOPY TREES - DECIDUOUS



scarlet oak
quercus coccinea



duraheat river birch
betula nigra 'bnmtf'



princeton sentry ginkgo
ginkgo biloba 'princeton sentry'



willow oak
quercus phellos



swamp white oak
quercus bicolor

EVERGREEN TREES



green giant arborvitae
thuga occidentalis 'nigra'



armstrong red maple
acer rubrum 'armstrong'



eastern redbud
cercis canadensis



saucer magnolia
magnolia soulangiana



flowering dogwood
cornus florida

UNDERSTORY TREES - DECIDUOUS

SHRUBS AND GROUNDCOVERS



gro-low fragrant sumac
rhus aromatica 'gro-low'



otto luyken laurel
prunus laurocerasus 'otto luyken'



lemon lime heuchera
heuchera x 'lemon lime'



evergreen giant liriop
liriop 'evergreen giant'



schipka english laurel
prunus laurocerasus 'Schipkaensis'



STREET LIGHT FIXTURES

- A MODERN DARK-SKY FRIENDLY LED FIXTURE WITH TRADITIONAL TOUCHES
- CITY RECOMMENDED FIXTURE LED POST-TOP ACORN LIGHT

SITE FURNISHINGS/ HARDSCAPE SELECTIONS

BENCHES

- FORMS+SURFACES VECTOR BENCH
- MATERIAL: ALUMINUM
 - COLOR: ALUMINUM TEXTURE OR EQUAL



TRASH RECEPTACLES

FORMS+SURFACES

- MATERIAL: ALUMINIUM
- FINISH: POWDERCOAT
- COLOR: ALUMINUM TEXTURE OR EQUAL

CROSSWALK

- WHITE 'LADDER-STYLE' CROSSWALKS, AS SHOWN



BIKE RACK

FORMS+SURFACES OLYMPIA

- COLOR: ALUMINUM TEXTURE
- VARIED CONFIGURATION OPTIONS
- OR EQUAL

ACCENT PAVERS

HANOVER PLANK PAVERS

- SIZE: 6' x 18'
- COLOR: CHARCOAL & LIMESTONE GRAY
- OR EQUAL





THANK YOU

#10306 EATON PL
 TM #47-4-02-002
**LOT 2, COMMONWEALTH
 CORPORATE CENTER**
 D.B. 6301 PG. 704
**WILLOWWOOD OFFICE
 OWNER, LLC**
 D.B. 25440 PG. 407
 195,743 SQ. FT. OR 4.49364 ACRES
 ZONED: CR

#10401 EATON PL
 TM #47-4-02-002-C
 D.B. 25387 PG. 689
 ZONED: CR
KENWOOD EATON PLACE, LLC

#10304 EATON PL
 TM #47-4-02-003
**LOT 3,
 COMMONWEALTH
 CORPORATE CENTER**
 D.B. 6301 PG. 704
WILLOWWOOD PROPERTY, LLC
 D.B. 27193 PG. 1113
 ZONED: CR

10-YEAR TREE CANOPY CALCULATIONS

TREE CANOPY REQUIRED			
GROSS SITE AREA		128,100 SF	
TREE CANOPY COVERAGE REQUIRED		NO REQUIREMENT	
TREE CANOPY PROVIDED			
PLANT TYPE	STOCK SIZE	QUANTITY	CANOPY PER TREE
CATEGORY IV-DECIDUOUS	3" CALIPER	15	250 SF
CATEGORY III-DECIDUOUS	3" CALIPER	9	175 SF
CATEGORY II-DECIDUOUS	3" CALIPER	10	125 SF
CATEGORY I-DECIDUOUS	3" CALIPER	6	75 SF
CATEGORY I-EVERGREEN	8" HT	7	50 SF
SUBTOTAL CANOPY AREA PROVIDED THROUGH TREE PLANTING			7,375 SF
TOTAL CANOPY AREA PROVIDED			7,375 SF
TOTAL CANOPY COVERAGE PROVIDED			5.8 %

NOTE
 STREET TREES ARE BEING PROVIDED TO EXTENT POSSIBLE AS DISCUSSED WITH CITY STAFF.

AS PER ZONING ORDINANCE §4.5.5.C.1, TRANSITIONAL YARDS ON THE WEST, NORTH AND EAST SIDE ARE NOT REQUIRED.

PLANT SCHEDULE

TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CANOPY
AA	6	Acer rubrum 'Armstrong'	Armstrong Red Maple	3" Cal.	75 SF
BN	3	Betula nigra 'BNMTF' TM	Dura Heat River Birch	3" Cal.	175 SF
CEC	5	Cercis canadensis	Eastern Redbud	3" Cal.	125 SF
CF	2	Cornus florida	Flowering Dogwood	3" Cal.	125 SF
GP	6	Ginkgo biloba 'Princeton Sentry'	Princeton Sentry Maidenhair Tree	3" Cal.	175 SF
MS	3	Magnolia x soulangeana	Saucer Magnolia	3" Cal.	125 SF
QB	7	Quercus bicolor	Swamp White Oak	3" Cal.	250 SF
QC	2	Quercus coccinea	Scarlet Oak	3" Cal.	250 SF
QUP	6	Quercus phellos	Willow Oak	3" Cal.	250 SF
TI	7	Thuja x 'Green Giant'	Green Giant Arborvitae	8' HT	50 SF
SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	SIZE	
PS	5	Prunus laurocerasus 'Schipkaensis'	Schipka English Laurel	4' HT	
GROUND COVERS	CODE	BOTANICAL NAME	COMMON NAME	SIZE	
	SG	LOW SHRUBS AND GROUNDCOVERS, TBD		TBD	
	SWM	STORMWATER BMP PLANTINGS, TBD		TBD	



**N29 APARTMENTS
 GENERAL DEVELOPMENT PLAN**
 CITY OF FAIRFAX, VA

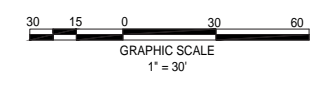
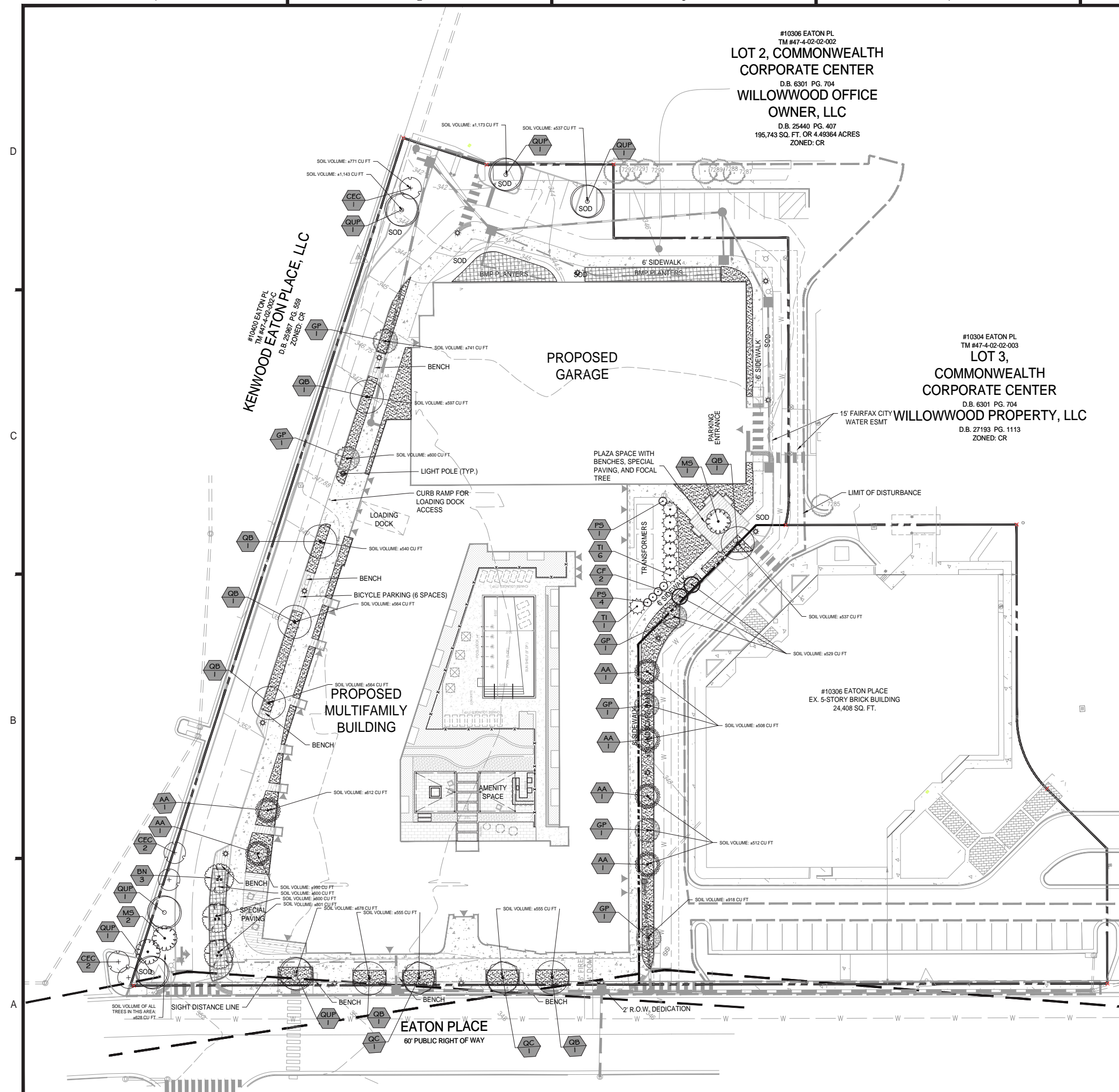
MARK	DATE	DESCRIPTION
1	11-30-2022	ADDRESSED PER CITY COMMENTS
2	04-28-2023	ADDRESSED PER CITY COMMENTS

PROJECT No.: 21082.002.00
 DRAWING No.: 111772
 DATE: 2022-07-15
 SCALE: 1" = 30'
 DESIGN: CM/ZY
 DRAWN: ZY
 CHECKED: CM

SHEET TITLE:

LANDSCAPE PLAN

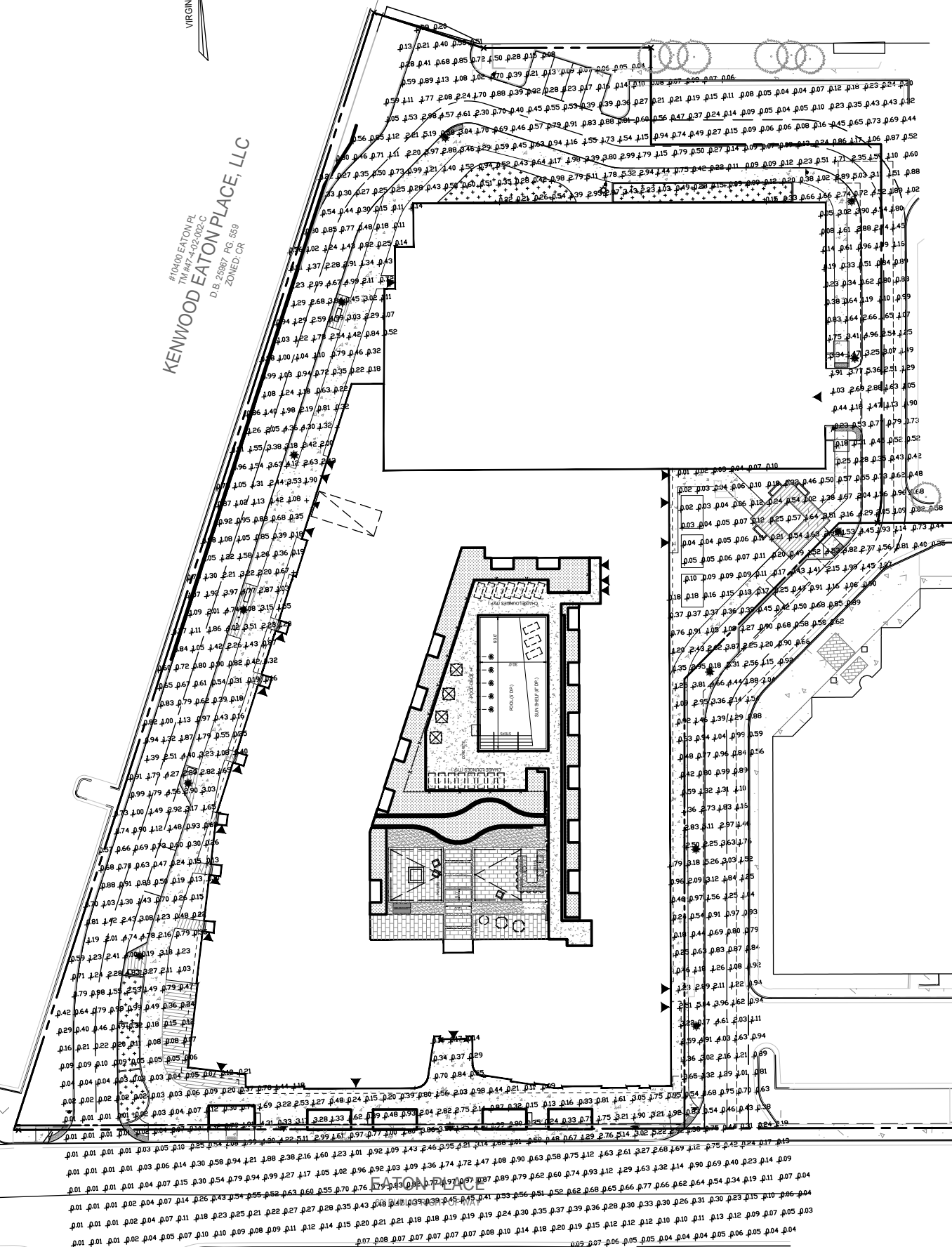
SHEET No.
PI_910



PLEASE NOTE, FINAL DESIGN MAY VARY BASED ON FINAL ENGINEERING.



#10400 EATON PL
 TM 447-4-02-002-C
KENWOOD EATON PLACE, LLC
 P.B. 2687, PG. 559
 ZONED CR



Numeric Summary							
Project: WILLOWWOOD							
Label	Calc. Type	Units	Avg.	Max	Min.	Avg./Min.	Max/Min.
WEST	Illuminance	Fc	1.00	5.35	0.01	99.57	535.00
NORTH	Illuminance	Fc	0.57	5.28	0.04	14.33	132.00
EAST	Illuminance	Fc	0.57	5.36	0.01	57.38	536.00
SOUTH	Illuminance	Fc	0.56	5.31	0.04	14.07	132.75

Luminaire Schedule				
Project: Willowwood				
Symbol	Qty.	Arrangement	Lumens (Nominal)	Description
	16	Single	11,500	Prop. LED Acorn - 14 ft Pole - Type III

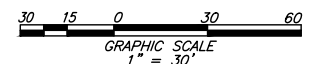
N29 APARTMENTS
 GENERAL DEVELOPMENT PLAN
 CITY OF FAIRFAX, VA

MARK	DATE	DESCRIPTION
1	11-30-2022	ADDRESSED PER CITY COMMENTS
2	04-28-2023	ADDRESSED PER CITY COMMENTS

PROJECT No.: 21082.002.00
 DRAWING No.: 111772
 DATE: 2022-07-15
 SCALE: AS SHOWN
 DESIGN: LBD,ZY
 DRAWN: ZY
 CHECKED: JR

SHEET TITLE:

LIGHTING PLAN





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

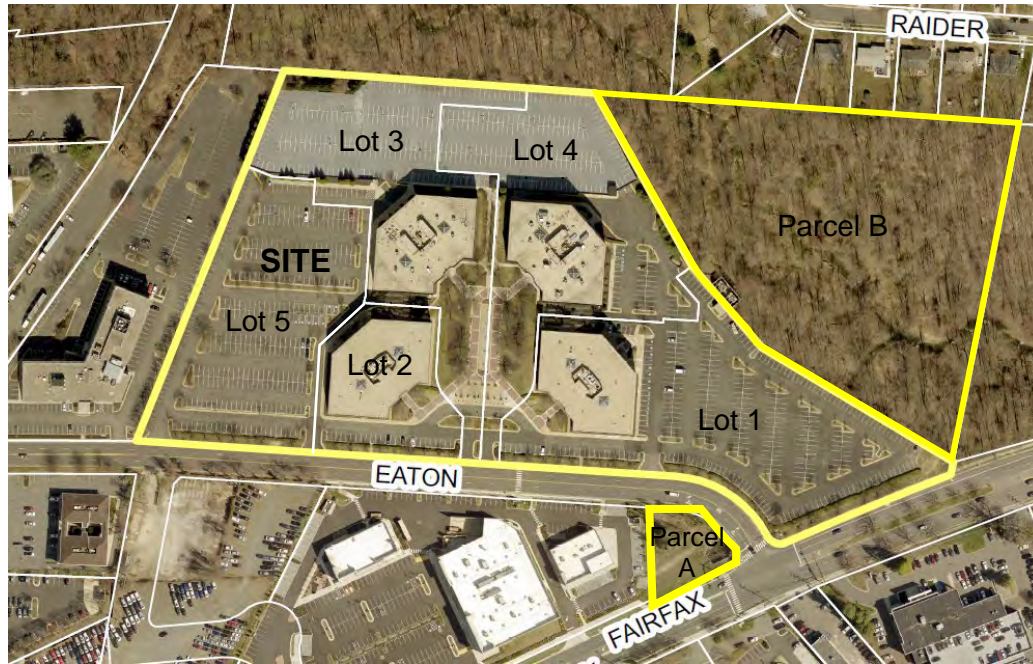
The intent of this post-submission work session request is to receive feedback from the Planning Commission on a proposed Zoning Map Amendment (Rezoning) from CR Commercial Retail to CU Commercial Urban while retaining the Architectural Control Overlay District (ACOD); a Special Use Permit to allow an 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:

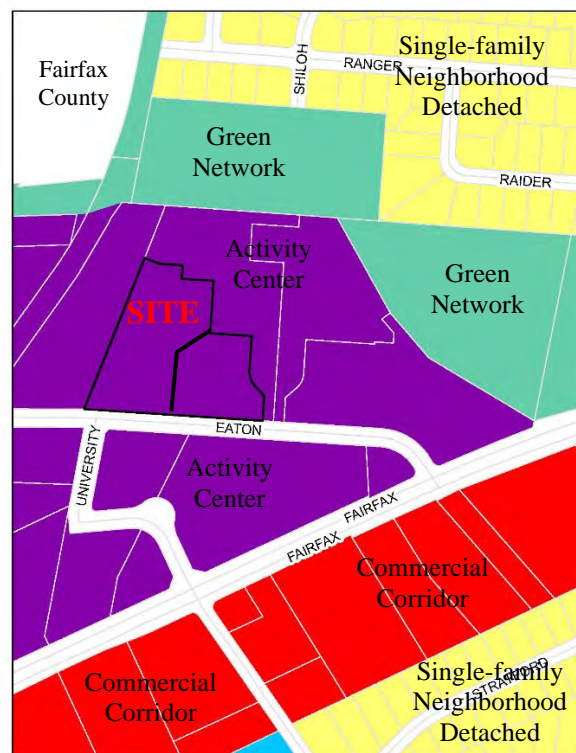
- Housing should be well-integrated with access to open spaces and trail
- Opportunity for more commercial and retail space on the ground floor of the upper-story mixed-use building
- Consideration and evaluation of a traffic signal and vehicle access along Eaton Place
- Proposal appears to have benefits 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

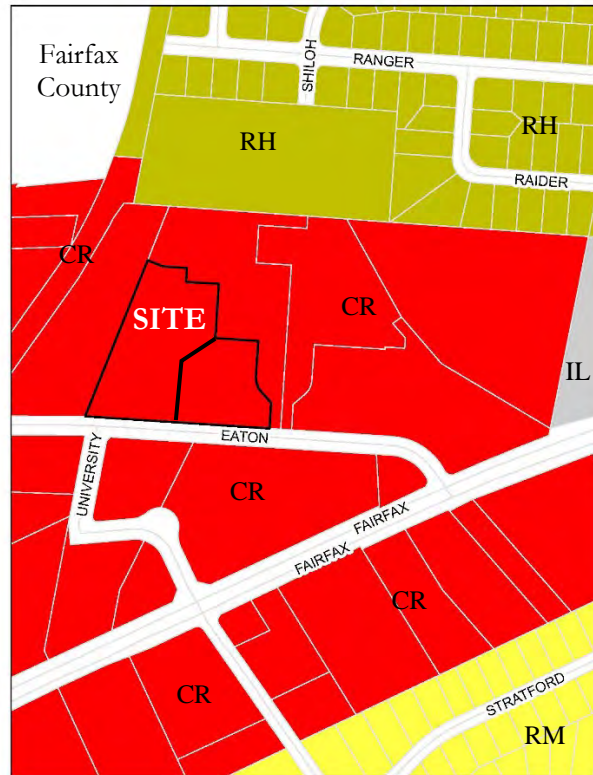
A key idea of the Northfax vision is to bridge the divides between Northfax and the surrounding neighborhoods and to connect with the Accotink Creek watershed. The vision recommends new pedestrian crossings at Chain Bridge Road and Fairfax Boulevard, as well as better pedestrian and bicycle facilities 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.

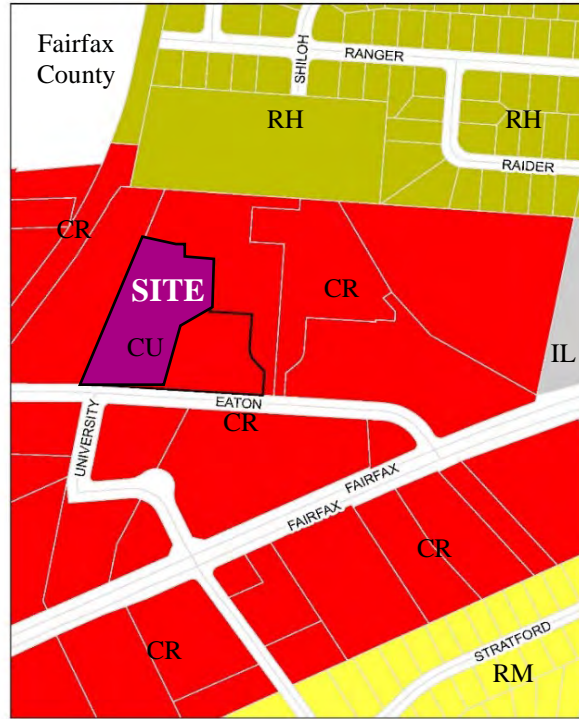
Rezoning: The applicant is requesting a Zoning Map Amendment (Rezoning) from CR, Commercial Retail to CU, Commercial Urban in the Architectural Control Overlay District (ACOD). Section 3.2.1.B.1.c of the Zoning Ordinance states the CR, Commercial Retail District is established to provide areas for office 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



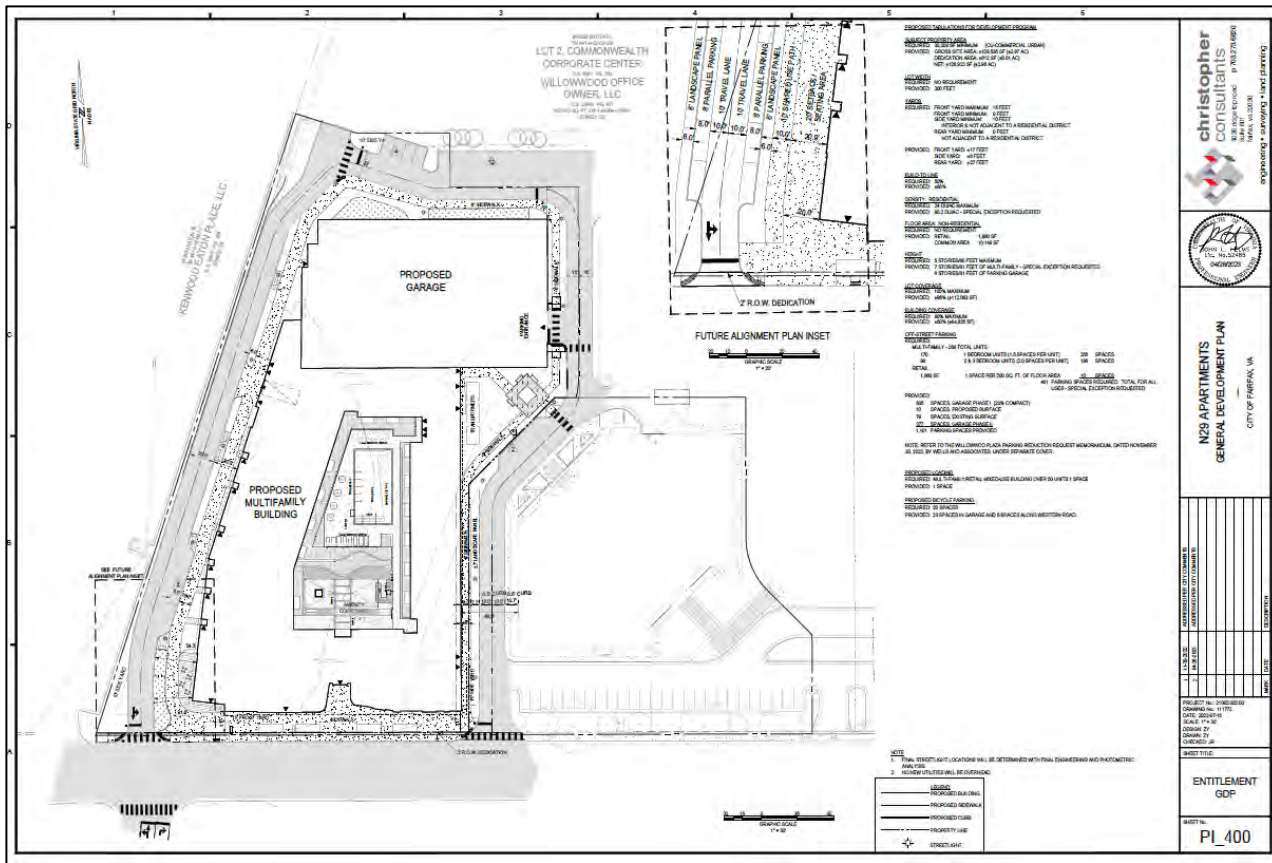
Under the current configuration, the proposal could not remain as one lot with multiple zoning designations and the site would remain with commercial uses as residential uses are not described as permitted uses in the purpose statement for the CR Commercial Retail district. Therefore, the applicant has 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.

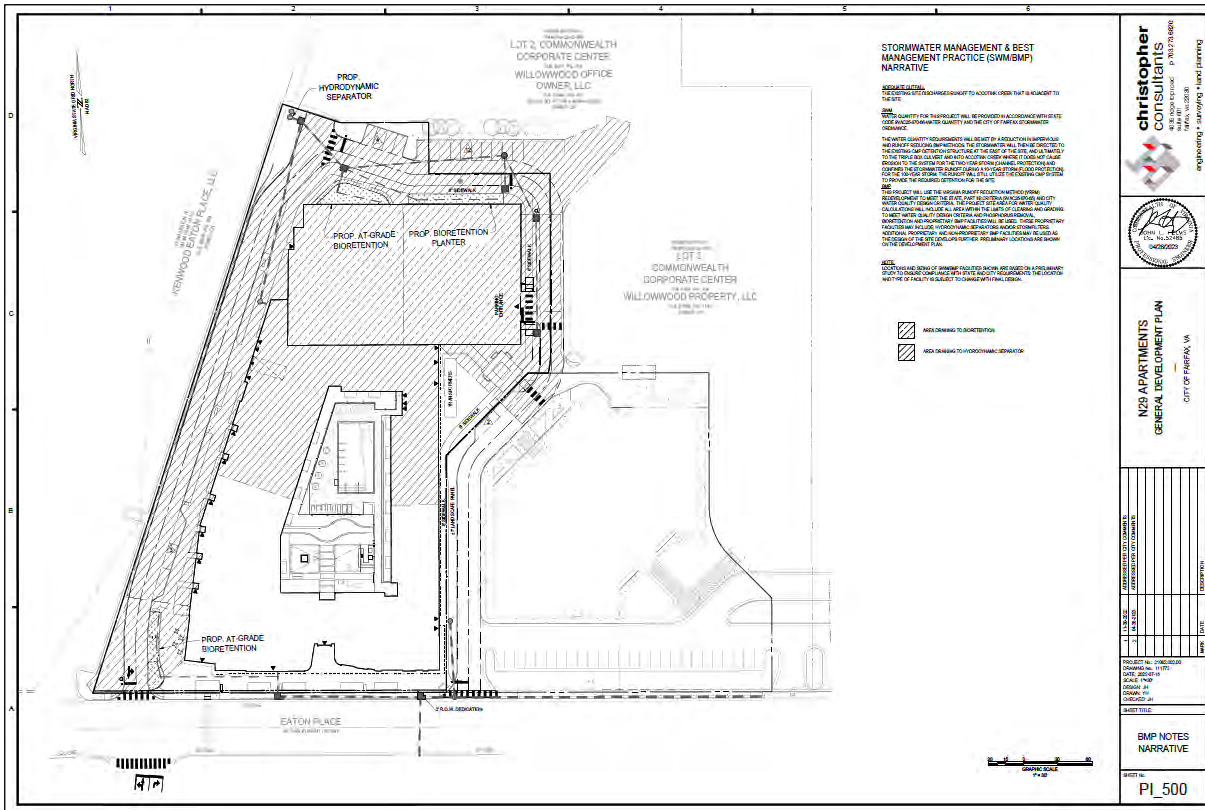
Bicycle Parking: Section 4.2.8.C of the Zoning Ordinance states that bicycle parking shall be in a visible, well-illuminated area that does not conflict with automobile or pedestrian traffic. The requirement is 20 spaces, and the applicant is proposing 23 spaces. The applicant has proposed a bicycle 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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