



MEMORANDUM

To: Chair Feather and Members of the Planning Commission

From: Albert Frederick, Senior Planner

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

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

Meeting Date: April 22, 2024

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

The applicant proposes to replace an existing surface parking lot with a seven-story building that consists of up to 260 units, approximately 5,000 square feet of ground floor retail, and a 10-level parking garage (one level is below grade) on 2.96 +/- acres. The applicant, Capital City Real Estate, LLC, proposes a Zoning Map Amendment (Rezoning) from CR Commercial Retail to CU Commercial Urban while retaining the Architectural Control Overlay District (ACOD) with a general development plan and proffers; a Special Use Permit to allow an upper story residential/mixed use building; and Special Exceptions 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 allow the maximum density to exceed 24 du/acre, to allow the building height to exceed 5-stories/60 feet, to exceed the 50% mandatory build-to line, to vary from the maximum front yard and side yard setback requirement, to eliminate the construction of sidewalks on both sides of all streets, to allow the site to not meet the tree canopy requirement in CU Commercial Urban, and eliminate cross-access to the adjacent property; and a waiver to the Public Facilities Manual Section 401-01 to allow a street width of less than 30 feet. The subject property is in the Northfax Small Area 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)

PUBLIC HEARING DATE

April 22, 2024

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 (portion of)

Street Address

◇ 10306 Eaton Place

Zoning District

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

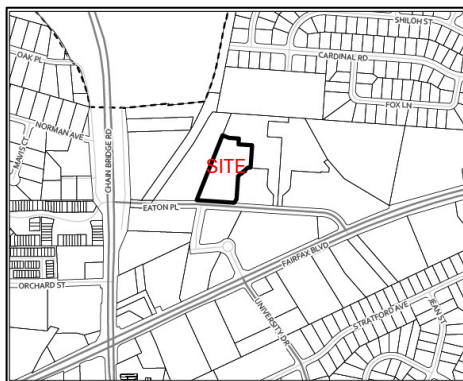
APPLICATION SUMMARY

The applicant is requesting a Zoning Map Amendment (Rezoning) from CR Commercial Retail to CU Commercial Urban with proffers while retaining the Architectural Control Overlay District (ACOD); a Special Use Permit to allow an upper-story mixed use building; Special Exceptions 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 allow the maximum density to exceed 24 du/acre, to allow the building height to exceed 5-stories/60 feet, to exceed the 50% mandatory build-to line, to vary from the maximum front yard and side yard setback requirement, to eliminate the construction of sidewalks on both sides of all streets, and to allow the site to not meet the tree canopy requirement in CU Commercial Urban, and eliminate cross-access to the adjacent property; and a waiver to the Public Facilities Manual Section 401-01 to allow a street width of less than 30 feet. The applicant proposes to replace the existing surface parking at 10306 Eaton Place (WillowWood Office Plaza) with a proposed upper story/mixed-use seven story building that consist of 260 units and up to 5,000 square feet of ground floor retail with a 10-level parking garage on 2.96 +/- acres. The subject property is in the Northfax Small Area Plan.

STAFF RECOMMENDATIONS:

Staff recommends that the Planning Commission provide a recommendation of **approval** of the Zoning Map Amendment (Rezoning) provided the following revisions are incorporated into the General Development Plan (GDP) and associated application material:

1. Revise the GDP to accurately reflect the number of levels for the proposed structured parking garage.
2. Revise Sheet PI_900 (Open Space) to reflect areas on the site that are not covered by an impervious surface, such as pavements that are covered by water-resistant materials such as asphalt, concrete, brick, stone, and rooftops.
3. Landscaping is subject to change per urban forester comments at site plan approval stage.



BACKGROUND INFORMATION

The applicant, Capital City Real Estate LLC, is the contract purchaser and applicant for 2.96-acres of the 4.49-acre site. The applicant has submitted a subdivision application, and the plat is pending execution and recordation. According to Section 2.2.2 of the Zoning Ordinance, “lots may not be divided to create a split-zoned lot of land (into more than one general zoning district classification).” While the Planning Commission may make a recommendation on the rezoning, the plat must be executed and recorded creating a new lot prior to the City Council taking action. The 4.49-acre parcel owned by WillowWood Office Owner LLC C/O Ares US Real Estate Fund IX LP. The five-story office building located at 10306 Eaton Place was constructed around 1987 and is approximately 138,860 square feet. The office building has 381 parking spaces including seven (7) handicap accessible spaces on Lot 2. The subject site is located north of Fairfax Boulevard, east of Chain Bridge Road, south of Shiloh Street Park, west and south of Accotink Creek and north of Eaton Place. Table 1 (below) summarizes the subject property:

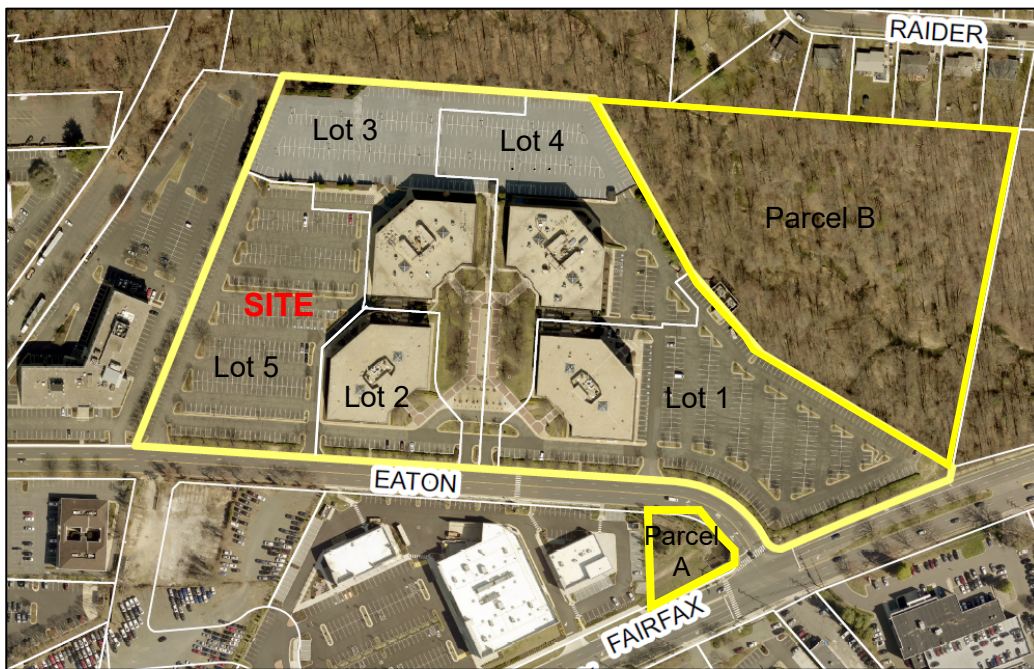
Table 1: Property Information

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	2.96 +/- acres (after parcel split)

- 10306 Eaton Place: Office building was constructed in 1987.
- The existing five-story office building would remain.

The applicant, Capital City Real Estate, LLC, proposes to redevelop the existing parking lot and the newly proposed Lot 5 into a mixed-use building with 260 apartments, 5,000 square feet of ground floor retail and a 10-level parking garage with one level below grade. Figure 1 (below) shows the parcels for the WillowWood Office complex:

Figure 1: Lots in WillowWood Office Complex



The subject property is currently a part of a larger office complex with five (5) vehicular access points from Eaton Place. Lot 2, the parent parcel, has 381 existing parking spaces including seven (7) handicap accessible spaces. Lot 2 (4.49 acres) has been split, creating a new parcel in Lot 5 (2.96 acres). The area for the newly created Lot 5 has 328 existing parking spaces. There are 57 existing trees on Lot 2, and after subdivision 50 trees would be removed on Lot 5 due to redevelopment. The site also has infrastructure improvements, such as an existing storm drain structure, sanitary sewer line, water line, signs, streetlights, and parking lot lights. Along the perimeter of the site is a 5-foot sidewalk on Eaton Place. Further information on the subject property and the adjacent properties is provided in Table 2 (below):

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 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

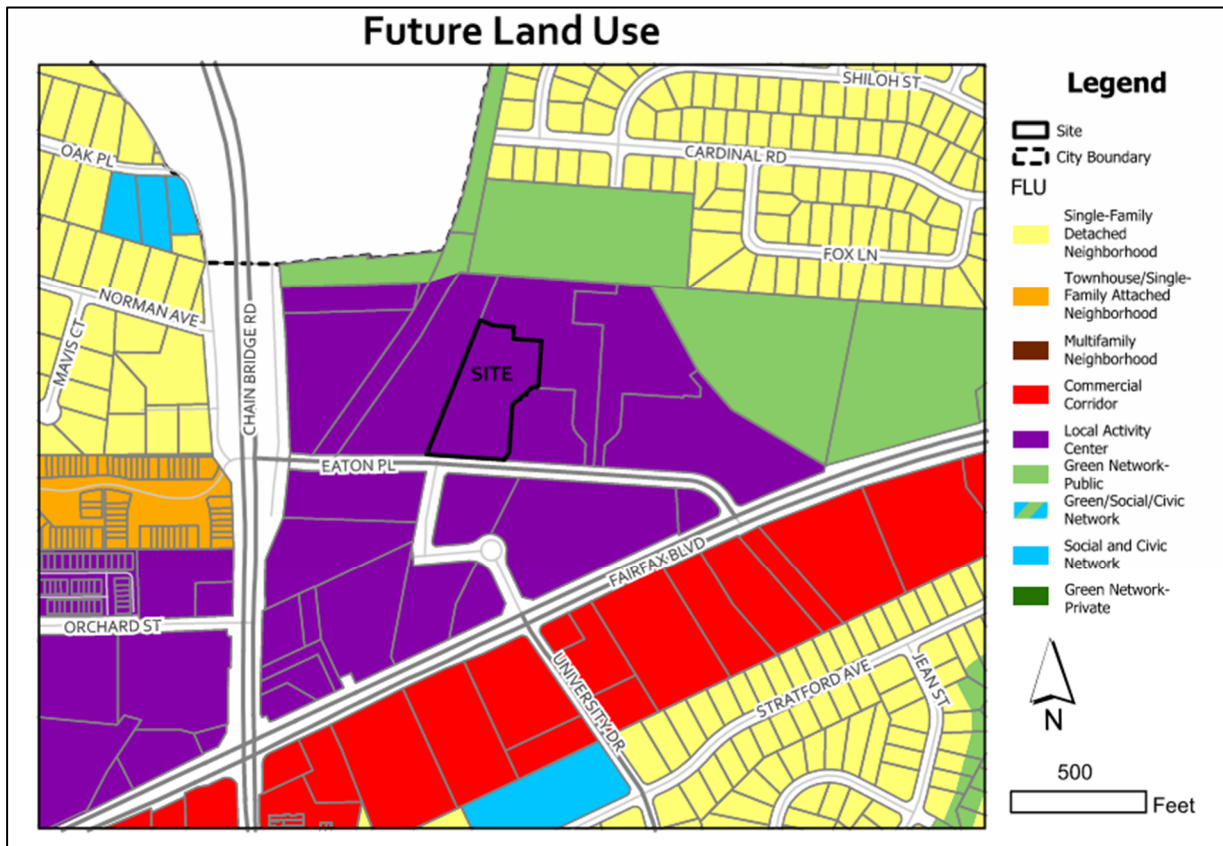
The Future Land Use designation for the subject site is Activity Center. The surrounding land use designation immediate to the site is Activity Center Place Type. The subject site has uses that range from office buildings, shopping center, and a parking garage. To the north of the site is a parking structure 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 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.

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. 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>). For land use applications in an adopted Small Area Plan, specific recommendations on growth in each Activity Center will be determined by the guidance of the adopted Small Area Plan. The Northfax Small Area Plan was adopted in June 2020, which includes the subject site. Figure 2 (below) illustrates the Future Land Use Map for the subject site and surrounding area.

Figure 2: Future Land Use Map



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 lot with a seven-story building that consist of 260 units, approximately 5,000 square feet of ground floor retail, 676 parking spaces in a 10-level parking garage, and 7 surface parking spaces on 2.96 +/- 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 260 rental apartments and 5,000 square feet of ground floor retail. Figure 12 in the 2035 Comprehensive Plan shows that 39.2% (4,396 units) of the housing units (including approved and unbuilt units) in the city are multifamily (2024 City of Fairfax Fact Book). 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 16 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 states, "the project will incorporate 16 residential units that are in compliance with all zoning requirements for affordable dwelling units. The 16 affordable will range in size from 1 bedroom to 2 bedrooms" (Sheet PI_400, Entitlement GDP).

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 17-foot sidewalk with tree grates on Eaton Place, a 10-foot sidewalk on the west side of the building that carries around the garage and tapers down to a six-foot sidewalk that extends to the east side of the building. The six-foot sidewalk continues toward Eaton Place where it becomes an eight-foot sidewalk and narrows to a 5-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 23 bicycle spaces interior to the building on the first floor and 12 bicycle spaces parking between the sidewalk and proposed street on the west side of the building.

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. The 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 requirement for maximum lot coverage in the CU Commercial Urban district is 100%. The general development plan shows the proposed lot coverage is 87% (112,083 square feet).

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 applicant is proposing to replace an existing parking lot with an upper story residential/mixed use building. The requirement for maximum building coverage in the CU district is 80%. The general development plan shows the proposed building coverage is 50%. The requirement for maximum lot coverage in the CU Commercial Urban district is 100%. The general development plan shows the proposed lot coverage is 87% (112,083 square feet). The existing tree canopy is 20,076 square feet with 50 trees on site. The applicant is proposing a tree canopy of 7,950 square feet with 62 plantings (including trees, understory, and shrubs). The proposed CU Commercial Urban district has a 10-year tree canopy requirement of 10%. The applicant seeks a Special Exception to the tree canopy requirement and provides a voluntary contribution in lieu of the difference in required tree canopy. The applicant proposes a contribution of \$21,860, which represents the current pricing index of twenty (20) 2" caliper deciduous trees. 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 SMALL AREA PLAN

In June 2020, the 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 5,000 square feet of retail space on the ground floor and 260 multifamily units, and a 10-level 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 10-foot 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).

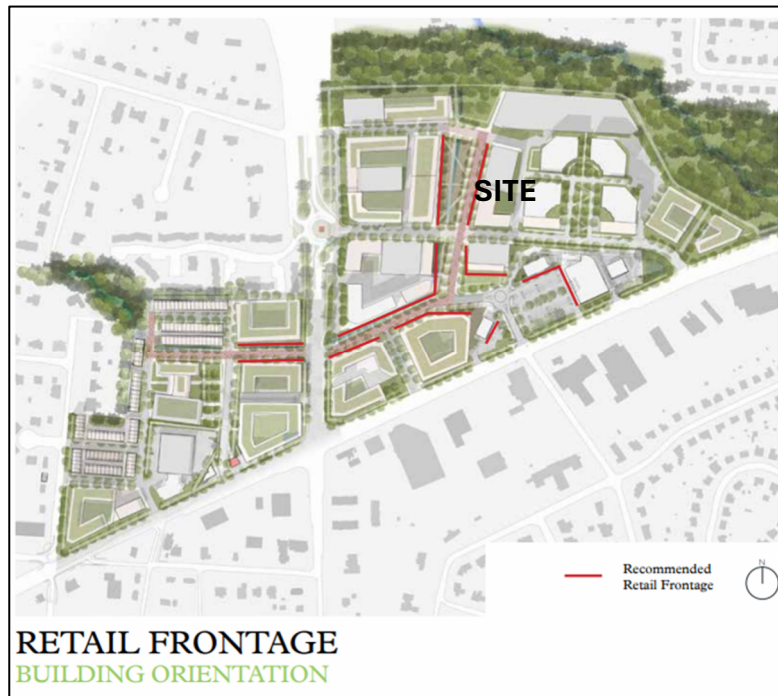
Density is not prescribed on a parcel-by-parcel basis. For a near term horizon of 15 years, it is estimated that Northfax will bring in substantial new development and land use changes, including:

- 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 5,000 square feet of retail space on the ground floor and up to 260 multifamily units, and a 10-level parking structure to the rear of the building. The applicant has proposed 16 affordable dwelling units at 60% AMI or 6% of the total number of units. The proposed density is 87.8 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 87+/- 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. Retail frontage is prescribed at this location along the linear park. Linear Park Streets: These 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 (Northfax Small Area Pla, Page 12). Figure 3 (next page) illustrates the recommended retail locations for the Northfax Small Area Plan.

Figure 3: Recommended Retail Frontage



The applicant has proposed to provide 5,000 sf of ground floor retail in an upper-story residential mixed-use building. The applicant has requested a special exception to Section 3.5.1.D to permit less than 75% ground floor nonresidential use in a mixed-use building. At least 75 percent of the ground floor (floor area) of upper story residential/mixed use buildings shall be used solely for nonresidential uses. The remaining 25 percent of the first floor may be used for residential uses and/or residential accessory uses, such as entry lobbies and amenities (Zoning Ordinance, Section 3.5.1.D.1.b, Page 3-15). The applicant is proposing to develop approximately 5,000 square feet of retail space on the ground floor, which is below the required 75 percent requirement. The requirement is approximately 30,695 square feet. The applicant states, “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 American grocery that have captured nearly all retail demand in the market.” (Statement of Support, Page 3).

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 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 (Northfax Small Area Plan, Page 14). The applicant proposes to redevelop an existing surface parking lot with a mixed-use building and structured parking garage with a multi-tier stormwater improvement system that is integrated into the streetscape and overall project design.

PROJECT HISTORY

Pre-Application Briefings

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.
- The 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 trails.
- Opportunity for more commercial and retail space on the ground floor of the upper-story mixed-use building.
- Consideration and evaluation of traffic signals and vehicle access along Eaton Place.
- The proposal appears to have benefits for stormwater management, including a 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.

After 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.

Post-Submission Work Sessions

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
- A parking plan is important for this proposal, neighbors are concerned that parking may overflow into Mosby Woods subdivision.

On June 21, 2023, the Board of Architectural Review held a work session to discuss the construction of a mixed-use building (BAR-23-0041) located at 10306 Eaton Place. Staff introduced the case and presented the staff report, which was incorporated into the record by reference. The following comments below highlights the discussion from the Board of Architectural Review with city staff and the applicant's representative:

- Explanation of the proposed street design and the incorporation of rain garden features.
- Scale appears to be appropriate; however, the renderings provided need work as it reads as a conceptual plan.
- Preference to see heavier coping on the roofline, brick on lower levels of the building does not show well in the renderings. The tall lobby area is a plus, but the white pillar area needs to be improved to add to the sense of place at the pedestrian level.
- More variation in the fenestration like linear windows, provide warmer tones on the underside of the balconies and canopy over the top balcony.
- Discussion regarding traffic lights or ways to calm traffic for pedestrians to cross Eaton Place to the Point 50 shopping center.
- Large building that lacks character, needs to address the fenestration, materials, and façade. The roofline needs to be addressed.
- Additional green space is needed; and we are concerned that the stormwater might be insufficient.
- Are there opportunities for electric vehicle stations and solar panels?
- Rooftop mechanical needs to be screened from other viewpoints including Fairfax Boulevard.

On June 27, 2023, the City Council held a post-submission work session to discuss the Zoning Map Amendment (Rezoning) and General Development Plan. The following comments below highlights the discussion from the City Council with city staff and the applicant's representative:

- What are the widths of the proposed sidewalks?
- What is the City's definition of a multi-use building?
- Why wait to provide the full commercial frontage? The concept should be future proof.
- The Small Area Plan envisions commercial /retail across the street frontage along the linear park.
- Sidewalks are important for this area to connect to the remaining areas of the Small Area Plan.
- Density is a concern for some residents in the area; the applicant should reach out to the Cobbdale and The Assembly neighborhoods.
- Incorporate design features that address monolithic nature to reflect the Small Area Plan recommendations.
- Discussion on the total number of units planned for the near-term horizon (next 15 years).
- Challenges to being the first applicant in the Northfax Small Area Plan.
- Important to bring residential units into this area.
- Brief discussion on land use application approval process.

On November 15, 2023, the Board of Architectural Review held a second work session to discuss the construction of a mixed-use building (BAR-23-0041) located at 10306 Eaton Place. Staff introduced the case and presented the staff report, which was incorporated into the record by reference. The following comments below highlights the discussion from the Board of Architectural Review with city staff and the applicant's representative:

- The board asked if the materials are the same from the previous work session and staff responded yes, but the applicant added a new lap siding color.
- The quality of the renderings provided is an improvement on the previous submission.
- The building lacks mounted lighting, there are opportunities to use linear LEDs to capture the roofline or other types of lighting could enhance the building.
- Provide an explanation of the material used at the front entrance in the green wall area.
- The applicant was encouraged to incorporate water features.
- The applicant should be bold and imaginative, as the roofline, lighting and eastern wall need some work to make the building more interesting.
- The landscaping plan lacks a wow factor and seeing landscaping improvements would be beneficial.
- The applicant should consider ways to improve or break up the corner of the wall along Eaton Place and facing the office.
- South elevation is too flat from a plane perspective. Perhaps, a material change from fiber cement paneling to metal paneling on the east panel to complement the mural and provide enhancement to that wall without fenestration. Provide the type of seam that the board and batten would have.
- West elevation is an improvement, but more variation is needed.
- Provide an example of the vegetation wall.
- Is there an amenity space on the rooftop?

On December 20, 2023, the Board of Architectural Review held a public hearing to discuss the construction of a mixed-use building (BAR-23-0041) located at 10306 Eaton Place. Staff introduced the case and presented the staff report, which was incorporated into the record by reference. The following comments below highlights the discussion from the Board of Architectural Review with city staff and the applicant's representative:

- Will the applicant install solar panels on the rooftop?

- Which section of the Zoning Ordinance is referenced in the staff recommendation? Staff responded that the Design Guidelines and overlays exist in the city and provide for design review. Staff interpret the guidelines and make recommendations based upon their interpretations and identify what is fundamental to those guidelines and the board makes the same interpretation. Staff position thus far is that the design has not met the fundamentals of the Design Guidelines. The board can take any action.
- What are the foundation materials being referred to in the staff report? Staff recommend that there is a change in the material a few feet up from the foundation line.
- Nice to maintain a datum line on the retail storefront on the west elevation because it looks like it drops down.
- The applicant is starting to break up the façade more with the east elevation.
- The south and east elevation have improved since the initial presentation.
- Maintenance and appearance of the green wall is a concern.
- The addition of the building mounted lighting is an improvement.
- The building is missing character and does not have an architectural appeal due to its size and scale.
- How does the building integrate with the surrounding buildings?
- The west elevation needs work to break up the building with the precast concrete parking garage.
- Some changes like variation in color to the west elevation could bring it to a possible approval in the future.
- The Board suggested a targeted hearing date in February 2024.

Motion to defer the request until a date in February 2024 to address the architectural elements on the western façade. The motion passed unanimously (6-0).

On February 7, 2024, the Board of Architectural Review held a public hearing to discuss the construction of a mixed-use building (BAR-23-0041) located at 10306 Eaton Place. Staff introduced the case and presented the staff report, which was incorporated into the record by reference. The following comments below highlights the discussion from the Board of Architectural Review with city staff and the applicant's representative:

- Which balconies are inset by 1-foot? Staff stated two section bays closest to Eaton on the western elevation and a vertical line along on the western side of the front elevation.
- The Board liked the proposed changes made since the meeting in December 2023. The changes help with the massing and the western side of the building has been greatly improved.
- Will the parking garage be cast-in concrete? Yes, and the stained samples were provided at the meeting.
- Elevation changes enhance the project.
- No public comments.

A motion to recommend approval of the request of Evan Pritchard, representative of Capital City Real Estate LLC, for the construction of a mixed-use building, at the property located at 10306 Eaton Place, Case Number BAR-23-00041, with the following conditions:

1. The proposed development shall be in general conformance with the plans and renderings received by staff in January 2024 and recommended for approval by the Board of Architectural Review as of February 7, 2024.
2. The applicant shall secure all required zoning approvals and permits prior to construction.
3. Landscaping is subject to change per urban forester comments at site plan approval stage.

The motion passed unanimously (5-0).

REZONING REQUEST

The applicant is requesting a Zoning Map Amendment (Rezoning) from CR, Commercial Retail to CU, Commercial Urban while retaining the Architectural Control Overlay District (ACOD).

§ 3.2.1.B.1.c. The CR, Commercial Retail, is established to provide areas for office and general business and retail establishments and uses accessory or complementary thereto.

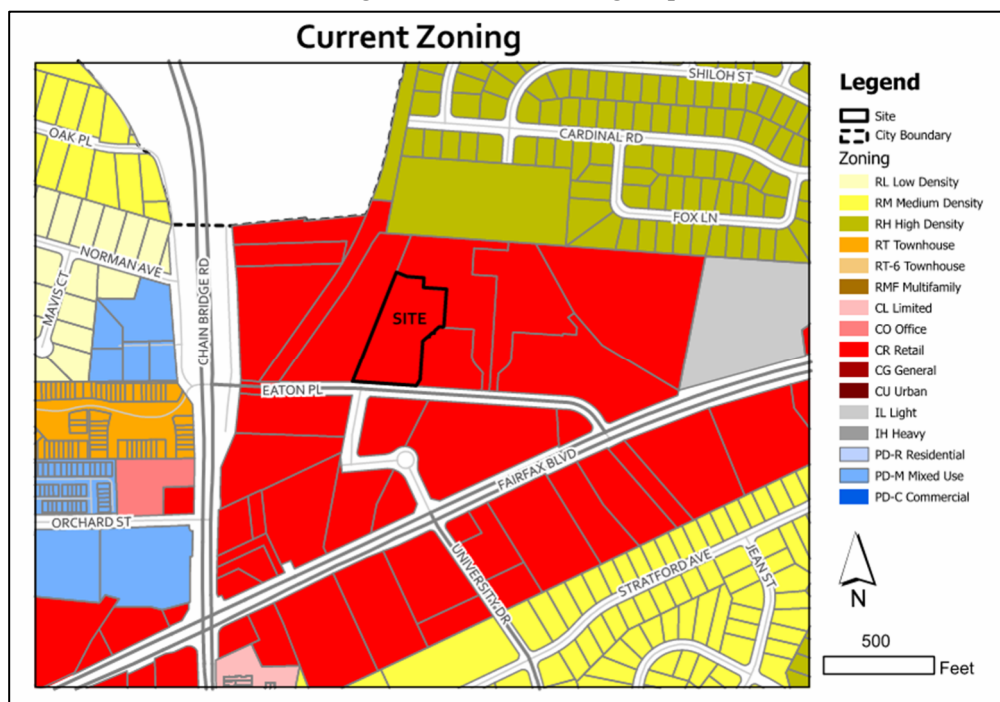
The Architectural Control Overlay District is established to encourage the construction of attractive buildings, to protect and promote the general welfare and to prevent deterioration of the appearance of the city, to make the city more attractive for the development of business and industry, and to protect land values. (City of Fairfax, Zoning Ordinance, Section 3.2.2.B.2., Page 3-3).

Under the current configuration, the proposal could not be developed, and the site would remain with commercial uses as residential uses are not intended in CR Commercial Retail. Therefore, the applicant requested to rezone the property from CR Commercial Retail to CU Commercial Urban while retaining the Architectural Control Overlay District (ACOD).

§3.2.1.B.1.d. 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 [Blenheim Boulevard], or as may be more precisely specified by a current or future adopted plan.

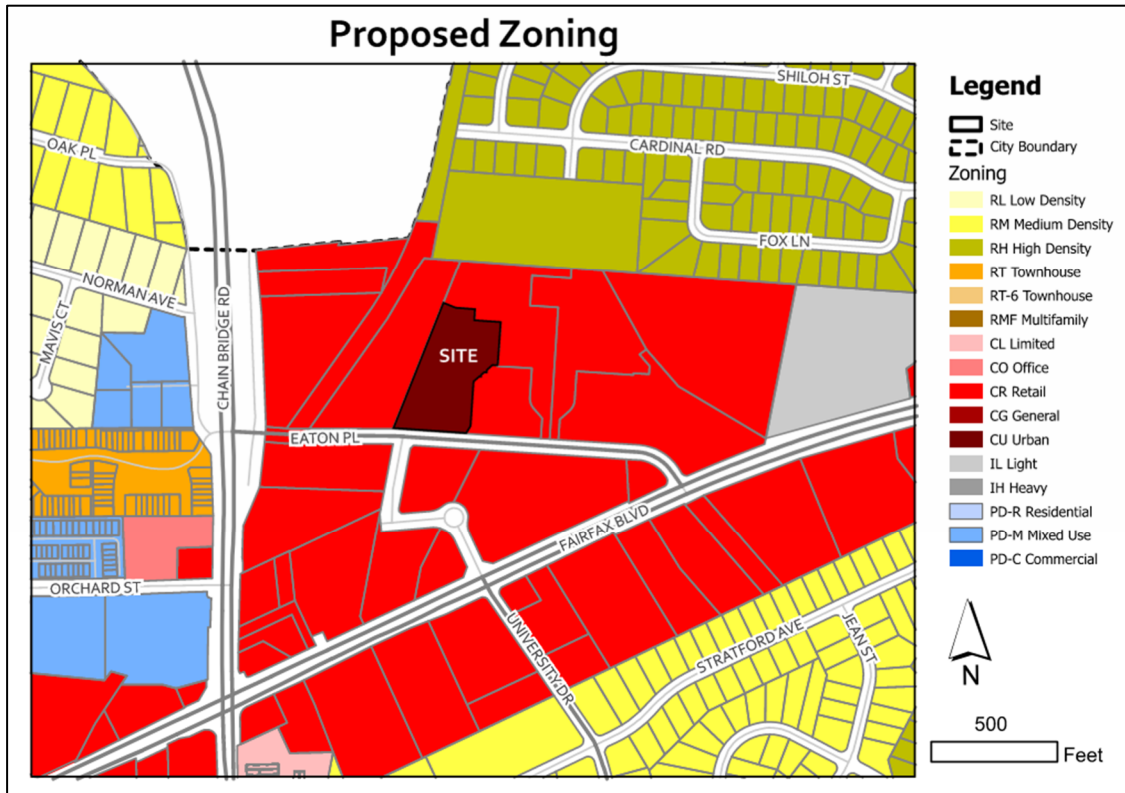
Figure 4 (below) illustrates the zoning districts for the subject site and the surrounding properties.

Figure 4: Current Zoning Map



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 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. Figure 5 (below) shows the proposed CU Commercial Urban district and the zoning designations of the surrounding area.

Figure 5: 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 [Blenheim Boulevard], or as may be more precisely specified by a current or future adopted plan in the downtown area. The proposed rezoning from CR Commercial Retail to CU Commercial Urban could allow for the site to be developed with commercial uses. The CU Commercial Urban zoning district requires a special use permit for upper-story residential/mixed uses.

DESCRIPTION OF THE GENERAL DEVELOPMENT PLAN

The applicant proposes to develop a mixed-use building with up to 260 apartments and 5,000 square feet of ground floor retail, and a 10-level parking garage (one level is below grade) with 676 parking spaces and 7 surface parking spaces on 2.96 +/- acres. The proposal consists of a building that is approximately 201 feet in length on the southern exterior, approximately 275 feet in length along the east side, and approximately 300 feet on the west side. The 10-level garage is attached to the rear (east) of the building. The proposed garage structure is approximately 192 feet in length on the east side, the southern face is approximately 122 feet in length with the primary vehicular access point into the garage, the western wall is approximately 205 feet in length and the northern wall is approximately 122 feet in length with a pedestrian access point leading to a stairwell. The proposed maximum height is approximately 87 feet.

The ground floor retail of approximately 5,000 square feet is located at the corner of Eaton Place and the newly proposed street on the northern edge of the site. The proposed retail space is approximately 158 feet in length, depth of 35 feet, and height of approximately 21 feet. The applicant proposes five entry points for the ground floor retail. In addition to the ground floor retail on the north side of the building, the applicant proposes two entry points for residential units between the retail space and loading dock area. The main entrance to the building has a large recess and is located on Eaton Place. The applicant proposes a first-floor amenity space that includes a lobby and leasing area, mail package center, fitness area and a lounge. Interior to the building, the applicant has proposed a courtyard and pool with units surrounding the pool area on three sides. The applicant proposes a small open space area (88 feet x 96 feet) near the proposed garage entrance.

The General Development Plan 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 southern edge of the site and plans to shift the existing curb cut on the northern 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 proposed 10-level garage has one vehicular access point on the south side of the building from a proposed interior street between the existing office building at 10306 Eaton Place and the proposed building. The proposed interior street has 10-foot travel lanes, a landscape strip, and a sidewalk adjacent to the proposed building that wraps around the parking structure and continues in westerly direction to Eaton Place. This section of the proposed street has 10-foot travel lanes, 6-foot landscape strip, three parallel parking spaces and a 10-foot sidewalk.

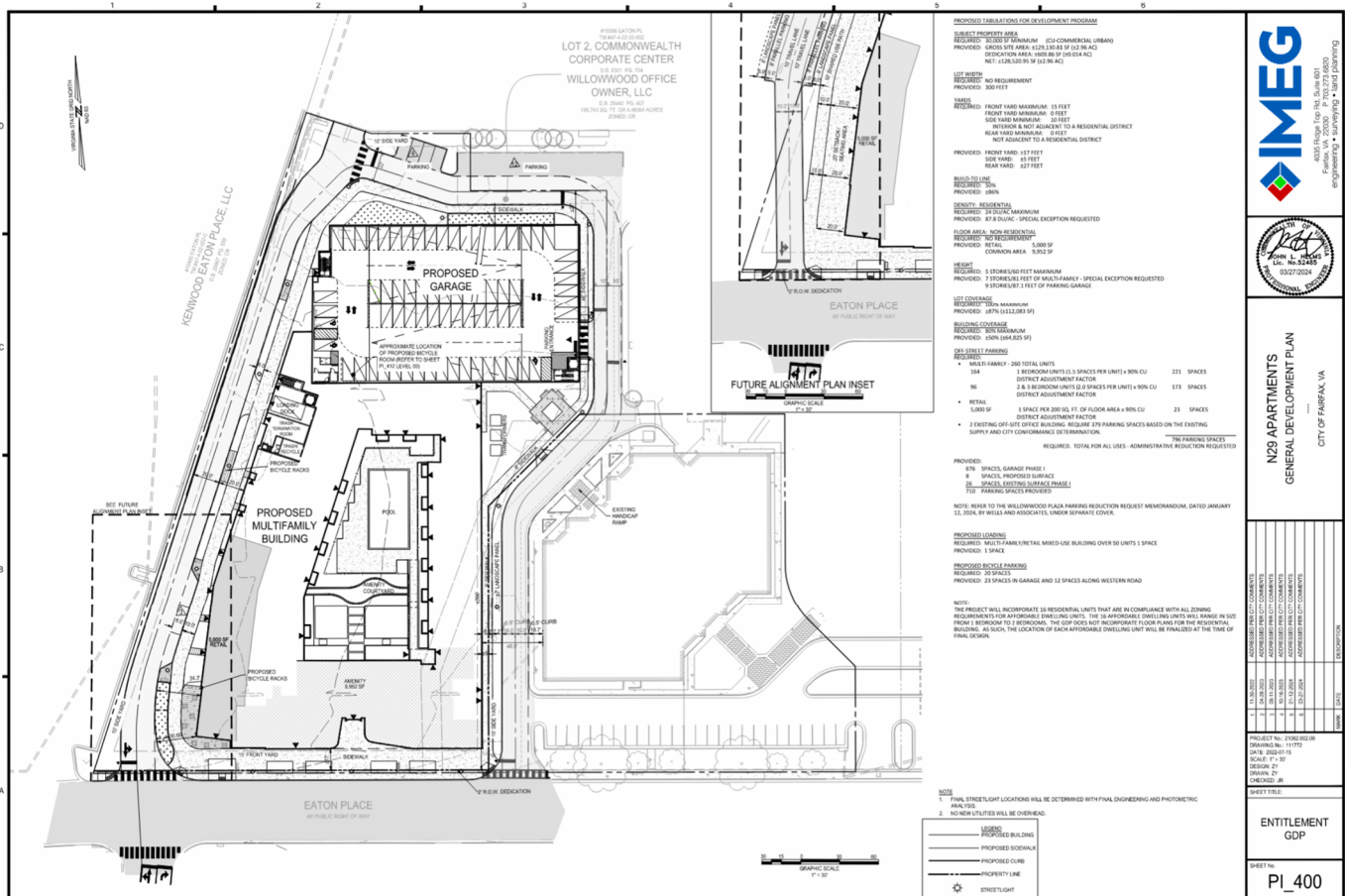
The applicant has proposed a 17-foot sidewalk with tree grates on Eaton Place, a 10-foot sidewalk on the west side of the building that carries around the garage and tapers down to a six-foot sidewalk that extends to the east side of the building. The six-foot sidewalk continues toward Eaton Place where it becomes an eight-foot sidewalk and narrows to a 5-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 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 10-foot 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 (below) shows the building footprint and road improvements with a connected pedestrian zone around the proposed site.

Figure 6: General Development Plan



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 lot at 10306 Eaton Place (WillowWood Office Plaza) with a seven-story building that consist of 260 units, approximately 5,000 square feet of ground floor retail and 676 parking spaces in a 10-level parking garage, and 7 surface parking spaces on 2.96 +/- acres. The applicant is the contract purchaser of 2.96-acre 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. Figure 7 illustrates the building height and setbacks in the Northfax Small Area Plan. The subject property has a suggested maximum height of 7-stories.

Figure 7: Suggested Building Heights

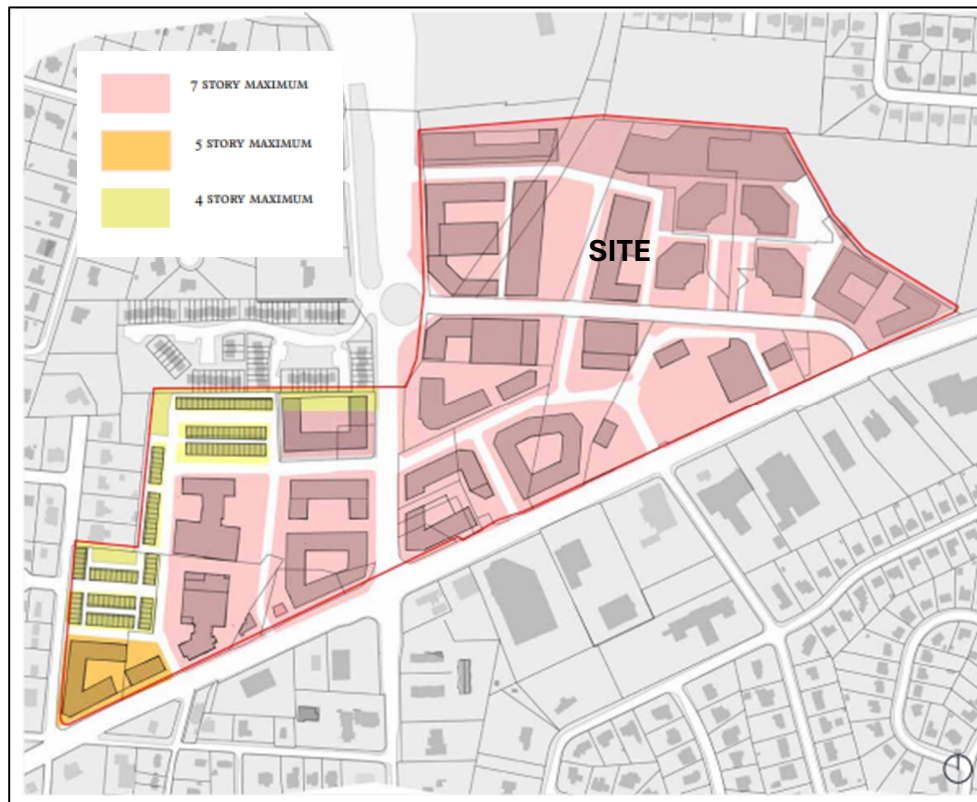


Table 3 (next page) provides a comparison of building heights and density for the proposed development and other buildings in the city.

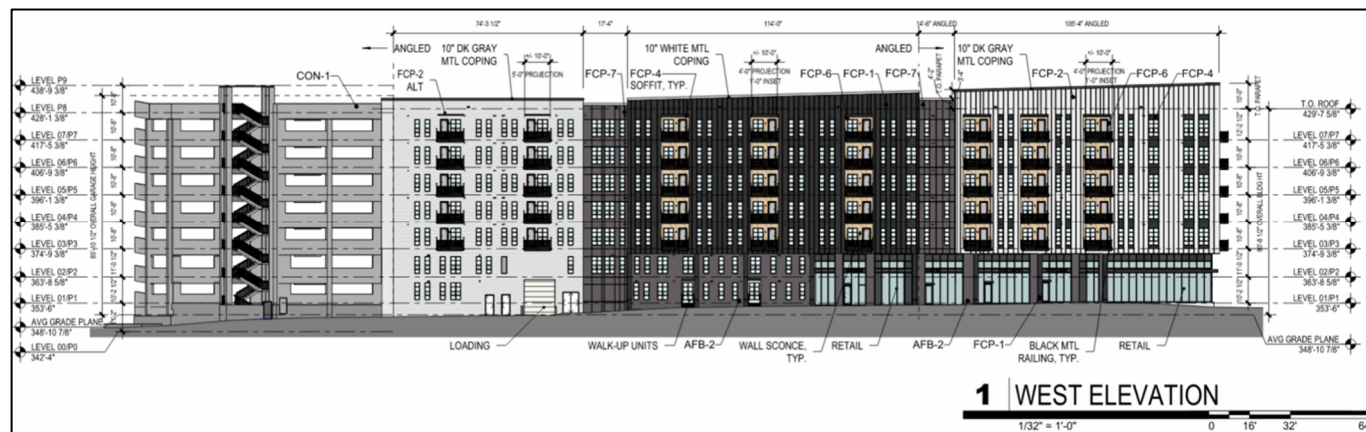
Table 3: Project Comparisons

Project	Site Area (Acres)	Number of Units	Density	Building Height
N29 Apartments Phase I	2.96	260	87.8	87 +/- feet (parking garage) 81 +/- feet (building) (74 +/- feet for existing office buildings)
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
Davies Property*	2.68	355	121.7	77 +/- feet

*Land use application under review

The applicant has requested a special exception to Section 3.6.2. (Nonresidential districts) to allow the building height to exceed 5-stories/60 feet in the CU Commercial Urban district. The Northfax Small Area Plan recommends a building height of up to seven stories at this location. At the eastern end of the development site, the applicant has designed a parking garage that would be 10 levels (one level is below grade) and approximately 87 feet based on the proposed average grade plane and the mixed use-use building would be constructed at approximately 81 feet. Figure 8 (below) shows the west elevation with the proposed building height for the mixed-use building and the parking garage.

Figure 8: West Elevation



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 260 total units with a density of 87.8 dwelling units per acre. The applicant states, “that the density is in line with the building form and planning goals for Northfax specified in the SAP” (Statement of Support, Page 3). The applicant has requested a special exception to Section 3.6.2.

(Nonresidential districts) to allow the maximum density to exceed the permitted density in CU Commercial. Density is calculated as the number of dwelling units per gross acre located within the development site (Zoning Ordinance, Section 1.5.8A, Page 1-6). The maximum density in CU Commercial Urban is 24 du/acre (Section 3.6.2 – Nonresidential districts) for developments that are subject to the Affordable Dwelling Unit Ordinance (Section 3.9). 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 (Northfax Small Area Plan, Page 22). While the general development plan exceeds the density of the desired zoning district, the building is generally consistent with the recommended form and scale. The proposal consists of a building that is approximately 201 feet in length on the southern exterior, approximately 275 feet in length on the east side, and approximately 300 feet on the west side fronting Eaton Place. The 10-level garage (one level is below grade) is attached to the rear of the building. The proposed garage structure is approximately 192 feet in length on the east side, the southern face is approximately 122 feet in length, the western wall is approximately 205 feet in length and the northern wall is approximately 122 feet in length. Density is not prescribed on a parcel-by-parcel basis. The applicant states, “The proposed density is in line with the building form and planning goals for Northfax specified in the SAP.” (Statement of Support, Page 3).

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 is requesting a special exception to Section 3.6.2 to permit a front yard that is greater than the maximum fifteen (15) feet 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 (Statement of Support, Page 3). Therefore, the applicant requests a special exception to the build-to line requirement of the maximum 15-foot front yard requirements.

The applicant seeks a special exception to Section 3.6.2 to permit a side yard that is less than the minimum ten (10) feet. The applicant is requesting relief for both side yards. On the east side of the building, the applicant has provided a setback in the range of 5-foot near the interior private street and Eaton Place to 76 feet near the parking garage and open space area to the private street. The applicant states “the project will have a 5-foot side yard along the southeastern portion of the project rather than the minimum 10-foot side yard. The 5-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” (Statement of Support, Page 4).

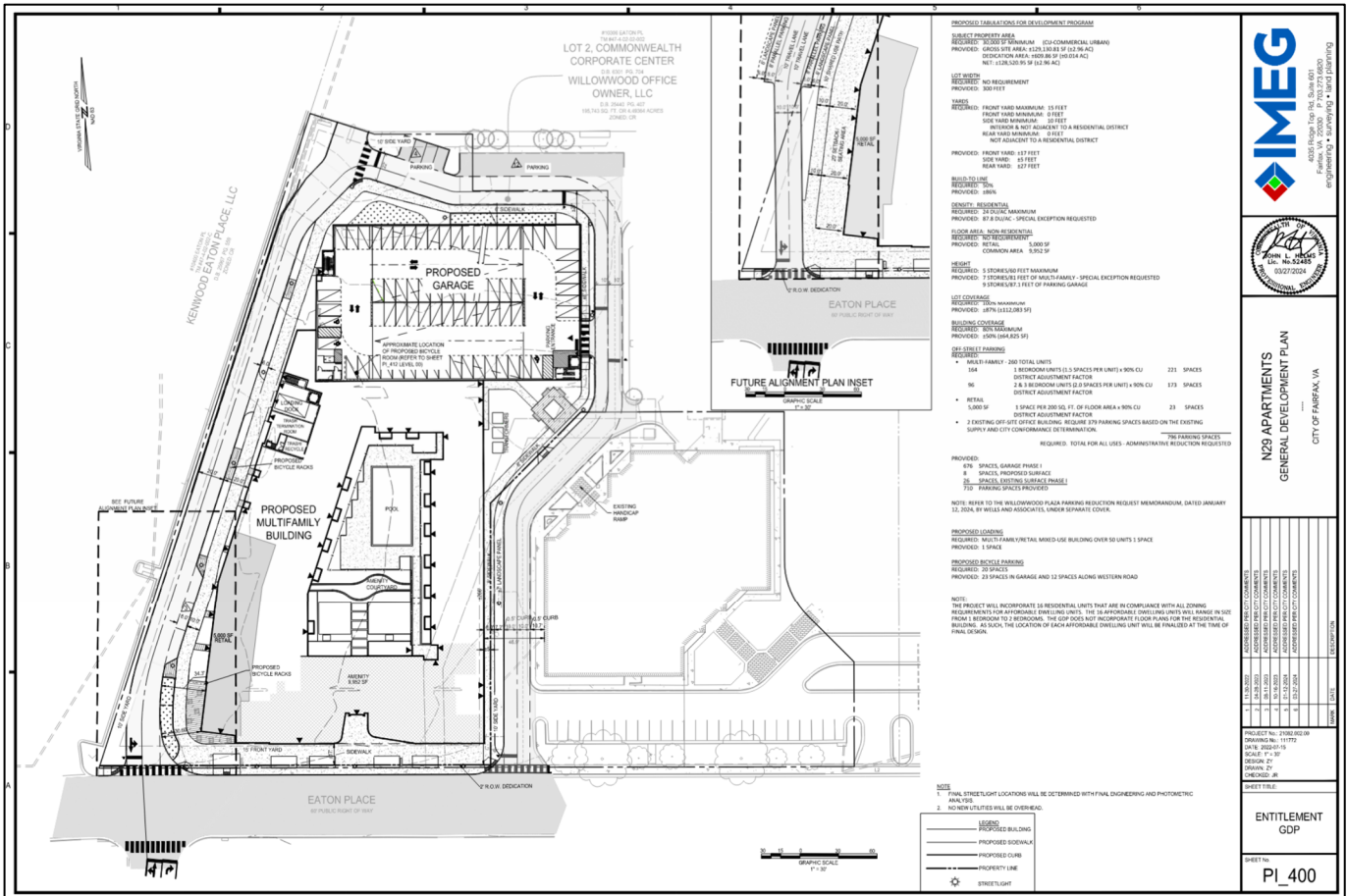
On the west side of the site, the building has a setback range of 44 feet to 70 feet on the west side to accommodate for the private road running parallel with the side yard. The applicant has proposed a road design that is consistent with the Northfax Small Area Plan recommendation. However, Section 1.5.12(E) prohibits a driveway from encroaching into the required side yard. Therefore, the applicant seeks a special exception to the required minimum side yard setback of ten feet.

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 87% (112,083 square feet). Figure 9 (below) shows the building footprint and road improvements with a connected pedestrian zone around the proposed site.

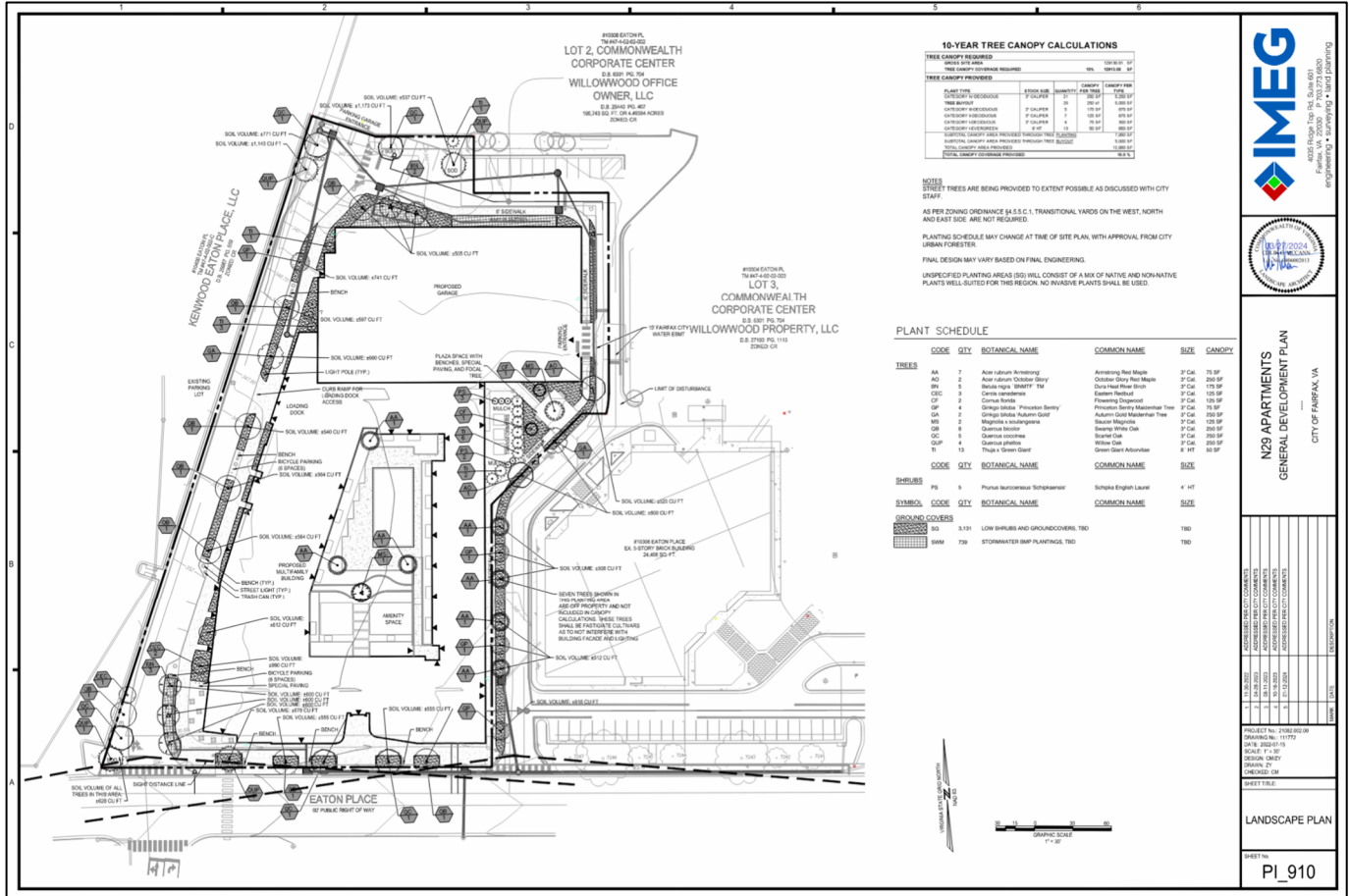
Figure 9: Proposed Building and Lot Coverage



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 has a 10-year tree canopy requirement of 10%. The existing tree canopy is 20,148 square feet with 56 trees on site. The applicant is proposing a tree canopy of 6,475 square feet with 46 trees. The proposed tree canopy is approximately 6.1%. The applicant states, “the tree canopy provided has been increased to the amount of the feasible given the site design. The spaces between landscaped areas in the streetscape along the western edge of the building were designed at the direction of the city fire marshal in order to provide access for fire/rescue equipment. In other areas, the required soil volumes, and proximity to building facades limited the number of trees” (Statement of Support, Page 4). Therefore, the applicant seeks a special exception to Section 4.5.6 to the tree canopy requirement to be less than the required 10% in the CU Commercial Urban district. The applicant has proffered a monetary contribution in lieu of the difference (3.9%) to the required tree canopy. The applicant proposes a

contribution of \$21,860, which represents the current pricing index of twenty (20) 2” caliper deciduous trees. Figure 10 (next page) shows the proposed landscaping plan for the proposed general development plan.

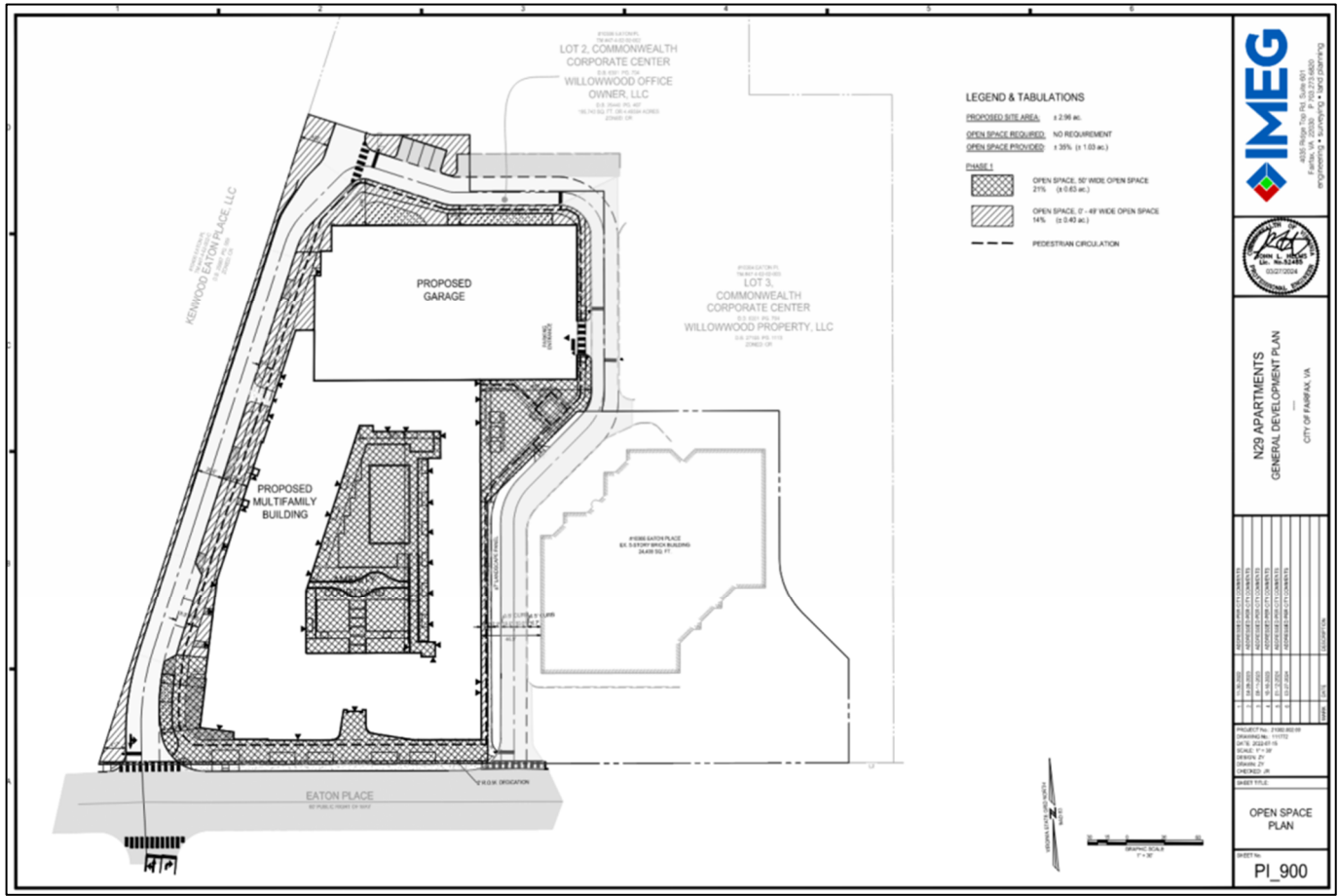
Figure 10: Proposed Landscape Plan



The applicant is proposing to provide streetscape and stormwater improvements that are designed to meet the intent of the Northfax Small Area Plan.

Open Space: In the CU Commercial Urban district, there is no requirement to provide open space. However, the applicant has provided an open space plan as part of the general development plan. The applicant states the proposal has 35% open space for the site. The calculation for this plan should be revised to reflect areas on the site that are not covered by an impervious surface, such as pavements that are covered by water-resistant materials such as asphalt, concrete, brick, stone, and rooftops. Figure 11 (next page) illustrates the open space plan.

Figure 11: Proposed Open Space Plan

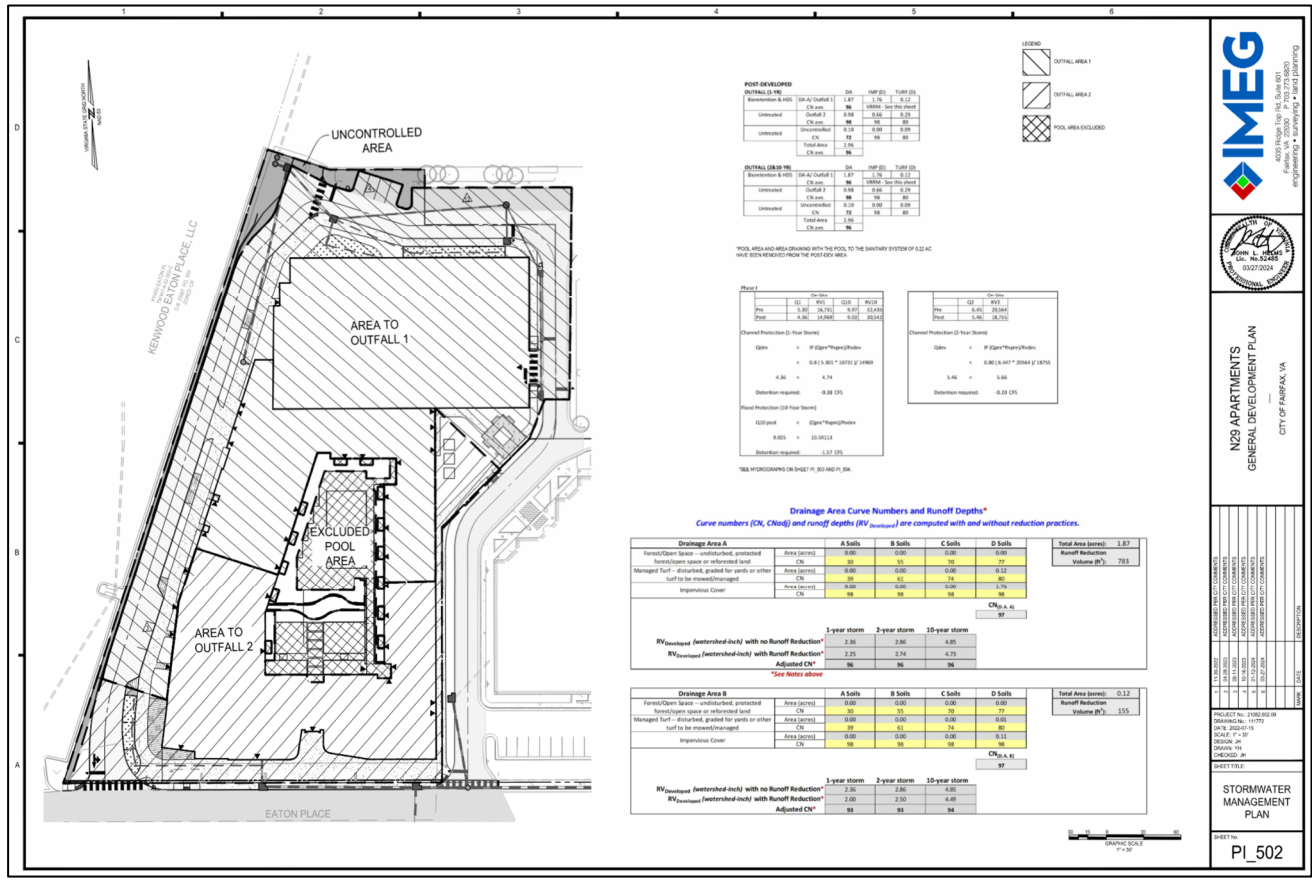


The applicant has proposed recreational amenities on site for the future residents, such as a swimming pool, courtyard, lounge, and amenity center. The applicant has provided a voluntary contribution of \$376.00 per residential unit or \$97,760 for use in the planning, design and/or construction of recreational amenities.

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 PI_500 through PI_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 10-foot 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 12 (below) illustrates the proposed stormwater management plan for the proposed development activity.

Figure 12: Stormwater Management Plan



Transportation

On October 7, 2022, the City’s Transportation Division held a scoping meeting with the applicant’s transportation engineer to discuss the methodology and ITE data for the Traffic Impact Study (TIS). The applicant submitted a TIS Report, dated April 28, 2023, on May 1, 2023. A revised TIS Report was revised in August 2023. The final TIS Report, dated January 12, 2024, was submitted on January 24, 2024. The TIS Report studied several roadways and intersections that could be impacted by the proposed development such as: Chain Bridge Road/Eaton Place/Service Roads, Chain Bridge Road/New Road, Fairfax Boulevard/Eaton Place, and Eaton Place/WillowWood Plaza Office Park site driveways (four locations)/University Drive Extension. The site has direct access to Eaton Place and is bound by Eaton Place and Fairfax Boulevard. There are two existing access points to the parent parcel from Eaton Place and one access point through inter-parcel connection to the existing WillowWood Plaza Office Park. Eaton Place is a four-lane local street with a posted 25-mph speed limit. Eaton Place provides four access driveways that currently serve the WillowWood Plaza Office Plaza. Chain Bridge Road is classified as a six-lane, divided arterial roadway with a 30-mph speed limit. Chain Bridge Road has traffic signals at Fairfax Boulevard and Eaton Place. Service roads are provided on both sides of the intersection at Eaton Place. Chain Bridge Road has approximately 31,000 vehicles per day (VPD). Fairfax Boulevard is classified as a four-lane divided arterial road with a 35-mph speed limit in the vicinity of the subject property. Fairfax Boulevard east of Chain Bridge Road has approximately 27,000 vehicles per day (VPD). A traffic signal is located at the intersection of Eaton Place and Fairfax Boulevard.

The proposal 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 southern edge of the site and plans to shift the existing curb cut on the northern 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 proposed 10-story parking garage (one level is below grade) has one vehicular access point on the south side of the building from a proposed interior street between the existing office building at 10306 Eaton Place and the proposed building. The proposed interior street has 10-foot travel lanes, a landscape strip, and a sidewalk adjacent to the proposed building that wraps around the parking structure and continues in westerly direction to Eaton Place. This section of the proposed street has 10-foot travel lanes, 6-foot landscape strip, three parallel parking spaces and a 10-foot sidewalk.

The applicant has proposed a 17-foot sidewalk with tree grates on Eaton Place, a 10-foot sidewalk on the west side of the building that carries around the garage and tapers down to a six-foot sidewalk that extends to the east side of the building. The six-foot sidewalk continues toward Eaton Place where it becomes an eight-foot sidewalk and narrows to a 5-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 has provided a Traffic Impact Study estimating an increase of 119 AM peak hour trips, 142 AM peak hour trips, and 1,503 daily trips upon buildout of the development. Table 5 (below) provides a summary of existing and 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	
Proposed Uses									
Multifamily Residential	221	260	24	78	102	60	38	98	1,128
Retail	822	5,000 sf	10	7	17	22	22	44	375
Total			34	85	119	82	60	142	1,503

Trip Generation based on ITE's Trip Generation, 11th Edition

Mass Transportation

The CUE Bus System Green Route (from Fairfax Boulevard to Chain Bridge Road) provides daily service to the site. The 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.

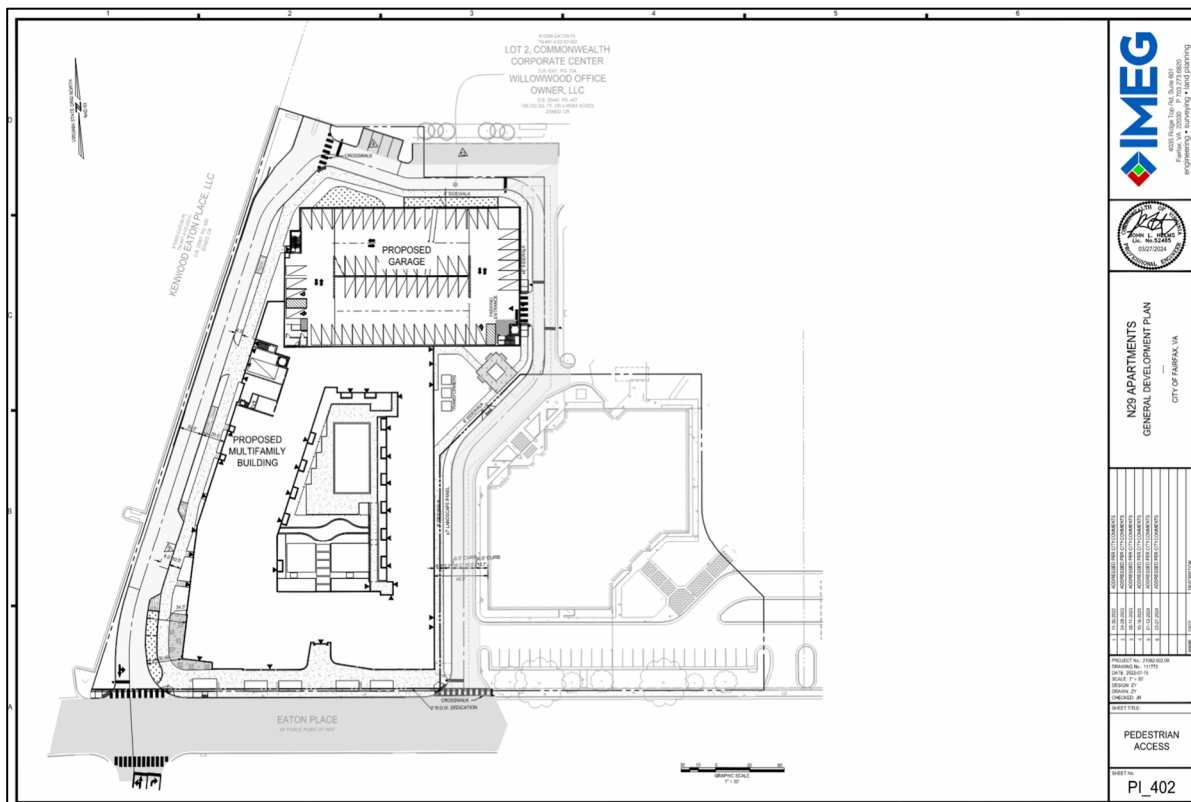
Transportation Demand Management

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 an on-site bicycle

parking area for residents and employees of the building. The applicant has proposed two electric vehicle (EV) charging stations on each level of the proposed parking garage from Level 2 to Level 8. For the full list of TDM strategies, see Attachment 7 – Proffers.

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. Figure 13 (below) shows the proposed pedestrian access for the general development plan.

Figure 13: Pedestrian Plan



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 17-foot sidewalk with tree grates on Eaton Place, a 10-foot sidewalk on the west side of the building that carries around the garage and tapers down to a six-foot sidewalk that extends to the east side of the building. The six-foot sidewalk continues toward Eaton Place where it becomes an eight-foot sidewalk and narrows to a 5-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.

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).

The applicant is seeking a special exception to Section 4.4.4 for sidewalks on both sides of all streets. The applicant has designed a private road entirely on the subject property with a sidewalk on the east side of the private street. The west side of the private street would not have a sidewalk until the property to the west is redeveloped. The applicant has planned a sidewalk around the entire site between the building and the private street. Pedestrian access to the building and parking garage in the rear would be provided via a sidewalk.

The applicant has requested a waiver to Section 401-01 of the Public Facilities Manual for a typical curb and gutter street (private street) that is less than thirty (30) feet from face of curb to face to curb. The proposed street on the west side of the site has a twenty-foot section, the section of the private street north of the proposed parking garage is a 22-foot section and the section of the private street at the entrance to the proposed parking garage is a 20-foot section.

Parking: The applicant is proposing to develop within the proposed CU Commercial Urban district, which has a 10 percent reduction where structured parking is provided (Section 4.2.3.D.1.c of the Zoning Ordinance). The applicant proposes to remove 355 surface parking space to construct a 7-story upper story residential/mixed use building with a 10-level parking garage (one level is below grade). Table 6 (below) summarizes the required parking requirements.

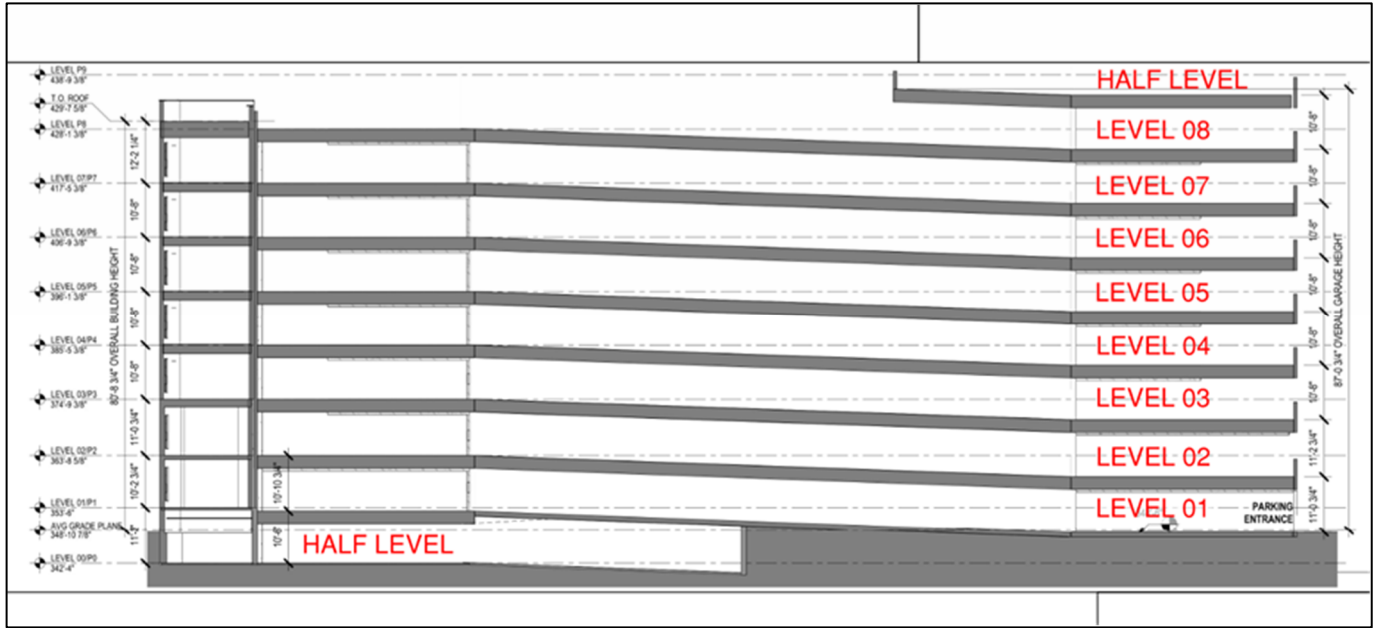
Table 6: Parking Requirements

Use	Units	Zoning Requirement	Required Spaces	CU Reduction	Total Required After Reductions
1-bedroom	164	1.5 spaces per 1 bed unit	246	25	221
2-bedroom/3-bedroom	96	2 spaces per 2 bed unit	192	19	173
Retail	5,000 sf	1 space/200 sf	25	2	23
Total			463	46	417

The applicant has provided the 417 spaces with on-site parking to accommodate the proposed mixed-use building. The applicant is also seeking to accommodate parking existing off-site office building that require 379 spaces based existing conditions and previous approvals. The overall parking required between the existing offices and the proposed mixed-use building would be 796 spaces. The applicant has proposed 710 spaces resulting in a reduction of 86 spaces (10.8%) to park the existing offices and the proposed building. The applicant has submitted a Parking Reduction Study (See Attachment 09) requesting to reduce the overall parking requirement for the subject site and the existing office building.

The applicant has proposed 10 levels of structured parking with 23-foot travel lanes. A typical parking space in the garage is proposed at 18 feet (length) and 9 feet (width). The applicant has proposed two electric vehicle stations per level on Level 2 through Level 8. Figure 14 (below) illustrates the number of levels of the proposed structured parking garage.

Figure 14: Proposed Structured Parking Garage



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. The applicant is proposing 23 bicycle spaces interior to the building on the first floor and 12 bicycle spaces 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 to the east and the existing parking structure to the south. The applicant has designed 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 “due to the creation of the new private road on the western edge of the application property, an easement for cross-access to the neighboring parcel, which is improved with an office building, is needed. In the event that parcel is redeveloped, road expansion would likely be completed, and cross-access easement would not be necessary” (Statement of Support, Page 4). Therefore, the applicant is seeking a special exception to Section 4.3.3 to provide cross-access to the adjacent parcel. The Applicant has proffered to provide a public ingress/egress easement that extends to the property line to permit the extension of the private streets and accessways in the

future.

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 (See Sheet 03 for notes on utilities).

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 request 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

The CU Commercial Urban district requires a special use permit with approval from the City Council for upper-story residential/mixed-use buildings. The development standards for upper story residential/mixed uses (Section 3.5.1.D of the Zoning Ordinance) are outlined below:

D. Upper story residential/mixed uses

1. Use

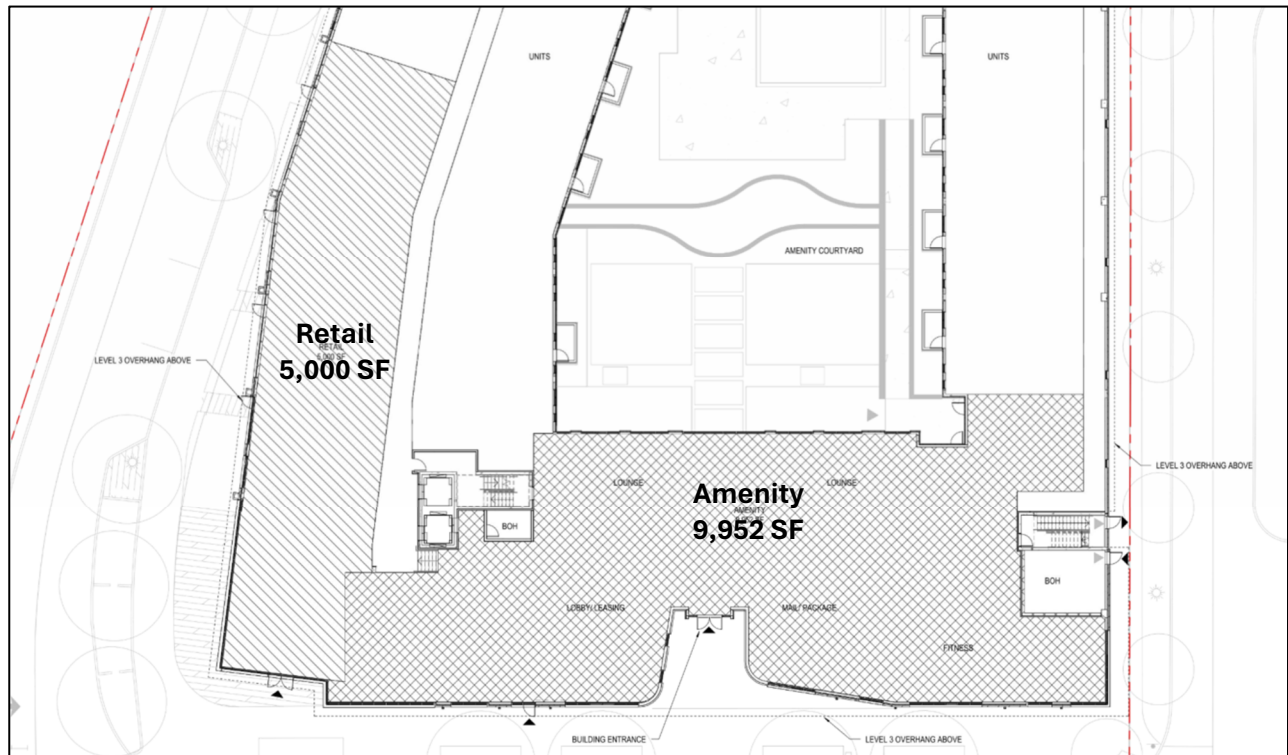
- (a) Upper story residential units are allowed above the ground floor of an upper story residential/mixed use building as set forth in principal use table (See Section 3.3.1).

The applicant has proposed up to 238 units above the ground floor and 22 units on the ground floor.

- (b) At least 75 percent of the ground floor (floor area) of upper story residential/mixed use buildings shall be used solely for nonresidential uses. The remaining 25 percent of the first floor may be used for residential uses and/or residential accessory uses, such as entry lobbies and amenities.

The applicant has proposed 5,000 square feet of retail with a total gross floor area of 40,927 on the ground floor. The applicant is seeking a special exception to Section 3.5.1.D to permit less than 75% ground floor nonresidential use in a mixed-use building. Figure 15 (next page) provides the first-floor plan with non-residential uses.

Figure 15: Proposed ground floor non-residential uses



(c) Lobby and similar areas on the first floor, which serve upper story residential uses, shall be considered residential accessory uses.

The applicant has proposed approximately 9,952 square feet to provide a residential lobby area, amenity, package storage and mail area for the upper story residential building.

2. Dimensional standards

Upper-story residential/mixed use buildings shall adhere to all dimensional standards of the nonresidential use specified in Section 3.6.2.

The applicant has submitted special exceptions to the required yard requirement, maximum height, and maximum density.

3. Floor height

(a) Ground floor

- (1) The ground floor shall have at least 12 feet of clear interior height (floor to ceiling) contiguous to the required building line frontage, if any, for a minimum depth of at least 25 feet.

The applicant states the height of the first floor will be at least 12 feet of clear interior height. The retail portion of the building has a floor-to-ceiling height of 21 feet to a depth of 32 feet, and the residential portion has a floor-to-ceiling height of 13 feet.

(b) Upper story residential/mixed use

At least 80 percent of each upper story shall have an interior clear height (floor to ceiling of at least nine feet).

The applicant states that at least 80% of each upper story level has a floor-to-ceiling height of 9 feet.

City Schools: Students living in the N29 Apartments development would go to the following City Schools: Providence ES, Katherine Johnson MS, and Fairfax HS. According to the city staff's projections, the N29 Apartments project would generate 28 students. The capacity at Providence ES is approaching 91%, while Katherine Johnson Middle School (KJMS) and Fairfax High School (FHS) are approaching capacity at 100% and 97%, respectively.

The applicant has proffered funds to City Schools for mitigation of impacts caused by the proposed development activity in the amount of \$1,500 per dwelling unit for a total of \$390,000.

Fiscal Impact: Staff estimates that this proposal would bring a net fiscal benefit of between -\$250,000 and +\$306,000 annually with an average of \$56,000.

The applicant also requests action from the City Council on the following land use requests, for which a recommendation from the Planning Commission is not required:

- **Special Use Permit** to allow for an upper story residential/mixed-use building;
- **Major Certificate of Appropriateness** for architecture and landscaping; and
- **Support for Waivers** from the Public Facilities Manual as listed in the General Development Plan

Staff recommends that the Planning Commission provide a recommendation of **approval** of the Zoning Map Amendment (Rezoning) provided the following revisions are incorporated into the General Development Plan (GDP) and associated application material:

1. Revise the GDP to accurately reflect the number of levels for the proposed structured parking garage.
2. Revise Sheet PI_900 (Open Space) to reflect areas on the site that are not covered by an impervious surface, such as pavements that are covered by water-resistant materials such as asphalt, concrete, brick, stone, and rooftops.
3. Landscaping is subject to change per urban forester comments at site plan approval stage.

Attachments

- A1 – Analysis
- A2 – Application
- A3 – Zoning Summary
- A4 – Statement of Support
- A5 – Certified Plat
- A6 – General Development Plan
- A7 – Proffers
- A8 – Traffic Impact Study
- A9 – Parking Reduction Study
- A10 – Fiscal Impact Analysis
- A11 – Board of Architectural Review Staff Report
- A12 – Posting and Notices
- A13 – Order and list
- A14 – Sample Motions
- A15 – Ordinance

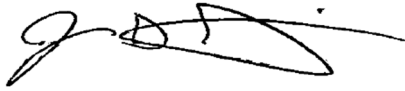
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DATE



Brooke Hardin
Director, Community Development & Planning

04/17/24

DATE

ATTACHMENT 1
ANALYSIS
Zoning Map Amendment (Z-22-00583)
Special Use Permit (SU-22-00584)
Special Exceptions (SE-22-00585)

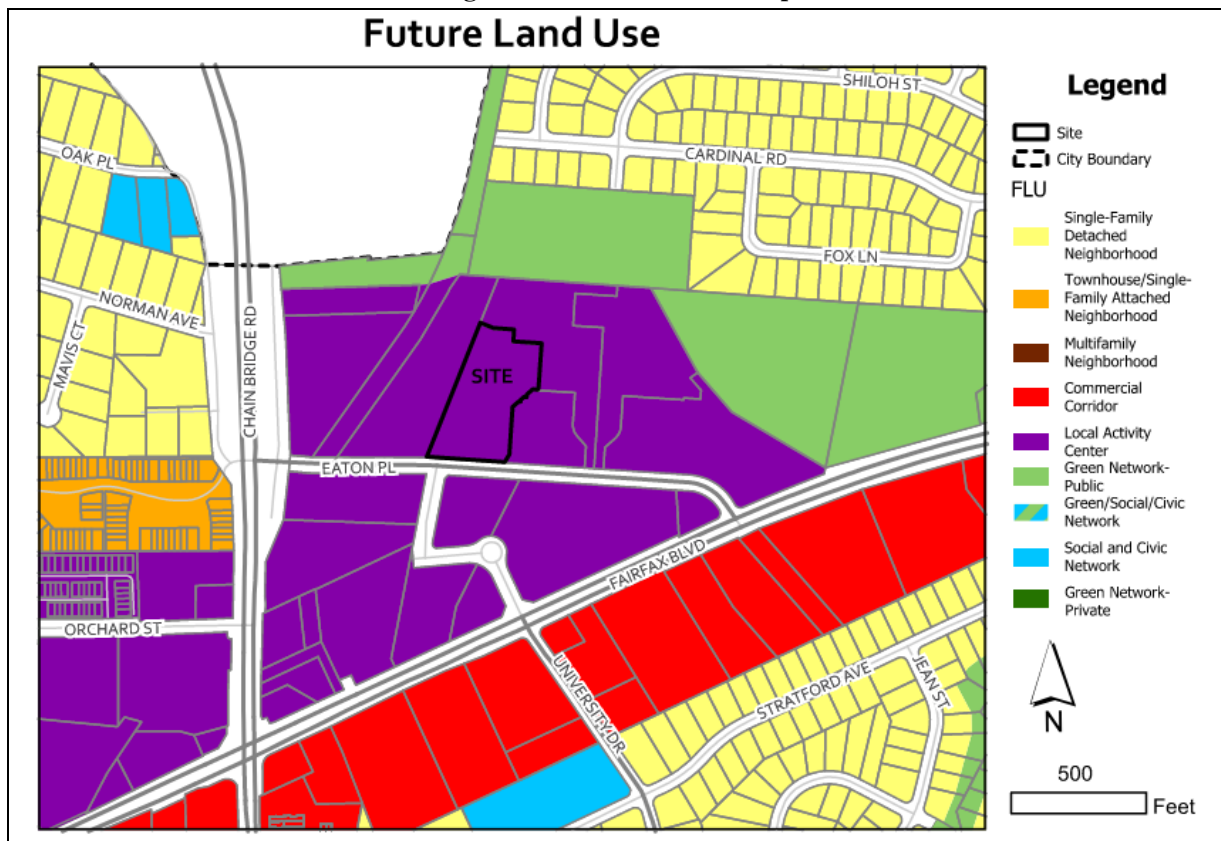
This attachment contains staff analysis on the submitted proposal for the redevelopment of a portion of 10306 Eaton Place. It is divided into three primary sections:

- A. Comprehensive Plan: Analysis of the conformance of the application with the Comprehensive Plan and the Future Land Use Map.
- B. City Policy: Analysis of the conformance of the application with general requirements of the Zoning Ordinance and other City goals and policy.
- C. Procedural Requirements and Review Criteria: Analysis of conformance of the plan with specific citations from the Zoning Ordinance.

PART A: CONSISTENCY WITH COMPREHENSIVE PLAN

The subject property is designated as Activity Center Place Type on the Comprehensive Plan Future Land Use Map. The site is developed with a 1987 office building with 388 parking spaces. 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). Figure 1 illustrates the Activity Center Place Type for the subject property:

Figure 1: Future Land Use Map



Activity Center

The Activity Center Place Type, identified in purple on the Future Land Use Map, 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, and active streets accommodating multimodal transportation, and community-serving commercial.) Uses should be integrated as a mix of commercial uses, multifamily housing, and townhouses, either in the same building (i.e., vertical mixed-use) or as a combination of single-use buildings featuring a range of complementary uses within the Activity Center (i.e., horizontal mixed-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. 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 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 2020, which includes the subject site. For land use applications in an adopted Small Area Plan, specific recommendations on growth in each Activity Center will be determined by the guidance of the adopted Small Area Plan.

The proposed applications are reviewed based on consistency with the Comprehensive Plan as a whole. Descriptions of specific Comprehensive Plan strategies and other language that influence the staff recommendations are provided below.

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.

Staff Analysis:

The applicant is proposing to redevelop an existing parking lot by constructing a new 7-story building with 5,000 square feet of retail space on the ground floor, up to 260 multifamily units, and a 10-story parking structure (one level is below grade) to the rear of the building.

Goal 2 – Provide neighborhood pedestrian connections.

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

Action N2.1.1 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.

Staff Analysis:

The Multi-Modal Transportation Plan recommends, and the Zoning Ordinance requires a 10-foot wide sidewalk on Eaton Place. The applicant has proposed a 17-foot sidewalk with tree grates on Eaton Place, a 10-foot sidewalk on the west side of the building that carries around the garage and tapers down to a six-foot sidewalk that extends to the east side of the building. The six-foot sidewalk continues toward Eaton Place where it becomes an eight-foot sidewalk and narrows to a 5-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.

Housing

Goal 1 – Support a wide range of housing types.

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

Action 1.1.1.2 Support development of housing types that are not heavily represented in the City’s housing stock, as identified in the housing assessment, where reasonable.

Staff Analysis:

The applicant proposes to develop up to 260 multifamily units (rental apartments) in an upper story residential/mixed-use building providing a type of housing that is underdeveloped in the City of Fairfax. According to the Comprehensive Plan, 39.2% (4,396 units) of the housing units (including approved and unbuilt units) in the city are multifamily (2024 City of Fairfax Fact Book). 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).

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.

Action H2.1.2 Provide regulatory and financial incentives to increase the supply of affordable housing, including amending the City's Zoning Ordinance to include an Affordable Dwelling Unit ordinance.

Staff Analysis:

The applicant is required to set aside a minimum of 6% (16 units) of the total units in this upper story mixed-use residential development for affordable dwelling 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).

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.

Staff Analysis:

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 17-foot sidewalk with tree grates on Eaton Place, a 10-foot sidewalk on the west side of the building that carries around the garage and tapers down to a six-foot sidewalk that extends to the east side of the building. The six-foot sidewalk continues toward Eaton Place where it becomes an eight-foot sidewalk and narrows to a 5-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.

Goal 2 – Provide viable and attractive mobility choices.

Outcome MM2.1: Pedestrian safety is improved.

Action MM2.1.1 Fill critical gaps in the pedestrian network. Develop and act on a prioritized list of sidewalk improvements in the commercial areas and provide sidewalks on at least one side of every residential street in neighborhoods that are in agreement.

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

Action MM2.1.5 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.

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.

Staff Analysis:

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 except for the west side of the proposed road. The applicant has proposed installing crosswalks at the two access points for the site extending across Eaton Place. The applicant is proposing 23 bicycle spaces interior to the building on the first floor and 12 bicycle spaces parking between the sidewalk and proposed street on the west side of the building.

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.

Staff Analysis:

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. The 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 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.

Staff Analysis:

In the CU Commercial Urban district, there is no requirement to provide open space. However, the applicant has provided an open space plan as part of the general development plan. The applicant states the proposal has 35% open space for the site. The calculation for this plan should be revised to reflect areas on the site that are not covered by an impervious surface, such as pavements that are covered by water-resistant materials such as asphalt, concrete, brick, stone, and rooftops. The applicant has provided a voluntary contribution of \$376.00 per residential unit or \$97,760 for use in the planning, design and/or construction of recreational amenities.

Environment

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.

Staff Analysis:

The applicant is proposing to replace an existing parking lot with an upper story residential/mixed use building. The requirement for maximum building coverage in the CU district is 80%. The general development plan shows the proposed building coverage is 50%. The requirement for maximum lot coverage in the CU Commercial Urban district is 100%. The general development plan shows the proposed lot coverage is 87% (112,083 square feet). The existing tree canopy is 20,076 square feet with 50 trees on site. The applicant is proposing a tree canopy of 7,950 square feet with 62 plantings (including trees, understory, and shrubs). The proposed CU Commercial Urban district has a 10-year tree canopy requirement of 10%. The applicant seeks a Special Exception to the tree canopy requirement and provides a voluntary contribution in lieu of the difference in required tree canopy. The applicant proposes a contribution of \$21,860, which represents the current pricing index of twenty (20) 2" caliper deciduous trees. The applicant is proposing to provide streetscape and stormwater improvements that are designed to meet the intent of the Northfax Small Area Plan.

Sustainability

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.

Staff Analysis:

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. 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.

PART B: CITY POLICY

This section is divided into the following subjects:

1. Land Use
2. Scale
3. Circulation (including vehicular circulation, pedestrian circulation, and parking)
4. Architecture and Landscaping
5. Historic Resources
6. Stormwater Management
7. Dry Utilities
8. Open Space
9. Tree Coverage
10. Fiscal Impact

Land Use

The land use designation for the site is Activity Center. Guidance from the Comprehensive Plan for this land use is provided below followed by a physical characteristic of the conformance of the development proposal with that guidance.

Activity Center

The Activity Center Place Type, identified in purple on the Future Land Use Map, 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, and active streets accommodating multimodal transportation, and community-serving commercial.) Uses should be integrated as a mix of commercial uses, multifamily housing, and townhouses, either in the same building (i.e., vertical mixed-use) or as a combination of single-use buildings featuring a range of complementary uses within the Activity Center (i.e., horizontal mixed-use).

Activity Centers can accommodate a variety of building types based on the different uses permitted and varying characteristics among individual Activity Centers. Recommended physical characteristics for specific uses are provided under Use Characteristics (p. 33) and more specific recommendations are provided for the Old Town Fairfax and Northfax Activity Centers on the following pages. The Comprehensive Plan also recommends Small Area Plans be developed for each of the City's five Activity Centers. As each of these plans is completed and adopted, the recommendations will supersede the pre-existing guidance of this Comprehensive Plan.

In general, new development in Activity Centers should support a connected street network as recommended in the Multimodal Transportation Chapter of the Comprehensive Plan; provide an improved streetscape and pedestrian connections to surrounding uses, including links to the existing pedestrian network; and include inviting public and/or private open spaces. Buildings should be oriented toward streets or open spaces with direct pedestrian access to these areas. Parking should be provided in structured or below-grade facilities where reasonable.

Development in Activity Centers must meet the Code of Virginia definition for an Urban Development Area (Virginia Code § 15.2-2223.1) and follow the recommendations for Private Site Design and Elements in the applicable district of the City of Fairfax Design Guidelines. Predicated on the underlying zoning district, the Activity Center Place Type supports a density of a minimum FAR of 0.4; at least six townhouses or at least 12 multifamily dwelling units per acre; or any proportional combination of residential and commercial densities with building

heights predominantly five stories or less, unless otherwise specified in an adopted Small Area Plan (Comprehensive Plan, Page 32).

Staff Analysis:

Staff believes the use shown on the GDP is generally in conformance with the Future Land Use Map category, the Comprehensive Plan, and the Northfax Small Area Plan. The applicant proposes to replace existing surface parking lot with a seven-story building that consist of up to 260 units, approximately 5,000 square feet of ground floor retail, 676 parking spaces in a 10-level parking garage(one level is below grade), and 7 surface parking spaces on 2.96 +/- acres. The Northfax Small Area Plan promotes the replacement of surface parking lots with eco-friendly designs that incorporate new buildings and green spaces.

Scale

Density: 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 types since most of the City’s existing residential inventory comprises older single-family homes and apartment complexes. Expanding residential choices to include new construction, including target market occupants (students and seniors), can help nurture a well-balanced sustainable community. Density is not prescribed on a parcel-by-parcel basis in the Northfax Small Area Plan. However, the desired zoning district, CU Commercial Urban, has a maximum density requirement of 24 du/acre.

Staff Analysis:

The applicant has requested a special exception for density to exceed the maximum number of units per acre in the CU Commercial Urban district (24 du/acre). The applicant proposes up to 260 total units in a general development plan by replacing a large parking lot. The proposed general development would add a residential and retail project component to an existing office complex. The density for the proposed project is 87.8 dwelling units per acre. The residential density for the subject application as compared to the other approved developments in the city is provided in Table 1 (below):

Table 1: Residential Density Comparisons

Project	Site Area (Acres)	Number of Units	Density
N29 Apartments Phase I	2.96	260	87.8
City Centre West	1.78	79	46.1
Capstone Collegiate	6.15	275	44.7
Fairfield at Gateway (The Moxley)	8.32	403	48.4
Providence Square	2.21	96	43.4
Scout on the Circle	8.69	400	46
Davies Property*	2.67	355	121.7

*Land use application under review

Staff believes the proposed density is in line with the adopted vision of the Northfax Small Area Plan.

Height: 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. Figure 7 illustrates the building height and setbacks in the Northfax Small Area Plan. The subject property has a suggested maximum height of 7-stories.

Staff Analysis:

The applicant is proposing to exceed the recommended height of the small area plan and the maximum height requirement of 5-stories/60 feet in the CU Commercial Urban district. The proposal consists of a building that is approximately 201 feet in length on the southern exterior, approximately 275 feet in length along the east side, and approximately 300 feet on the west side. The applicant proposes a seven-story building measured at approximately 81 feet. The 10-level garage (one level is below grade) is attached to the rear of the building. The proposed garage structure is approximately 192 feet in length on the east side, the southern face is approximately 122 feet in length with the primary vehicular access point into the garage, the western wall is approximately 205 feet in length and the northern wall is approximately 122 feet in length with a pedestrian access point leading to a stairwell. The proposed maximum height is approximately 87 feet. Table 2 (below) provides a comparison of building heights for the proposed development and other buildings in the city and general vicinity of the site.

Table 2: Building Height Comparison

Name	Number of Floors	Height
N29 Apartments Phase I	10-level (parking garage) 7-stories (building)	87 +/- feet (parking garage); 81 +/- feet (building) (74 +/- feet for existing office buildings)
City Centre West	8	94 +/- feet
Capstone Collegiate	5	64 +/- feet
Fairfax at Gateway (The Moxley)	5	69 +/- feet
Providence Square	4-5	60 +/- feet
Scout on the Circle	6	85 +/- feet
Davies Property*	7	77 +/- feet

*Land use application under review

Staff believe the proposed building height is consistent with the height and bulk adopted in the Northfax Small Area Plan.

Circulation

Vehicular Network: The proposal 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 southern edge of the site and plans to shift the existing curb cut on the northern 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 proposed 10-story parking garage has one vehicular access point on the south side of the building from a proposed interior street between the existing office building at 10306 Eaton Place and the proposed building. The proposed interior street has 10-foot travel lanes, a landscape strip, and a sidewalk adjacent to the proposed building that wraps around the parking structure and continues in westerly direction to Eaton Place. This section of the proposed street has 10-foot travel lanes, 6-foot landscape strip, three parallel parking spaces and a 10-foot sidewalk.

Staff Analysis:

The proposal is consistent with the Northfax Small Area Plan and the Multi-Modal Plan. 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. The applicant has requested a waiver to Section 401-01 of the Public Facilities Manual for a typical curb and gutter street (private street) that is less than thirty (30) feet from face of curb to face to curb. The proposed street on the west side of the site has a twenty-foot section, the section of the private street north of the proposed parking garage is a 22-foot section and the section of the private street at the entrance to the proposed parking garage is a 20-foot section.

Pedestrian Network: The Multi-Modal Transportation Plan and the Zoning Ordinance requires a 10-foot wide sidewalk on Eaton Place. Likewise, all new developments and subdivisions shall provide pedestrian facilities and access in accordance with the requirements of Section 4.4.

Staff Analysis:

The applicant is proposing pedestrian improvements all around the site except for on the west side of the private street on the west side of the site. The applicant has proposed a 17-foot sidewalk with tree grates on Eaton Place, a 10-foot sidewalk on the west side of the building that carries around the garage and tapers down to a six-foot sidewalk that extends to the east side of the building. The six-foot sidewalk continues toward Eaton Place where it becomes an eight-foot sidewalk and narrows to a 5-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 is seeking a special exception to Section 4.4.4 for sidewalks on both sides of all streets. The applicant has designed a private road entirely on the subject property with a sidewalk on the east side of the private street. The west side of the private street would not have a sidewalk until the property to the west is redeveloped. The applicant has planned a sidewalk around the entire site between the building and the private street. Pedestrian access to the building and parking garage in the rear would be provided via a sidewalk.

Parking: The applicant is proposing to develop within the proposed CU Commercial Urban district, which has a 10 percent reduction where structured parking is provided (Section 4.2.3.D.1.c of the Zoning Ordinance). Table 3 (below) summarizes the required parking requirements for the proposal:

Table 3: Parking Requirements

Use	Units	Zoning Requirement	Required Spaces	CU Reduction	Total Required After Reductions
1-bedroom	164	1.5 spaces per 1 bed unit	246	25	221
2-bedroom/3-bedroom	96	2 spaces per 2 bed unit	192	19	173
Retail	5,000 sf	1 space/200 sf	25	2	23
Total			463	46	417

Staff Analysis:

The applicant is proposing to develop within the CU Commercial Urban district, which has a ten percent reduction where structured parking is provided (Section 4.2.3.D.1.c of the Zoning Ordinance). The applicant has provided 417 spaces with on-site parking to accommodate the proposed mixed-use building. The applicant is also seeking to accommodate parking existing off-site office building that require 379 spaces based existing conditions and previous approvals. The overall parking required between the existing offices and the proposed mixed-use building would be 796 spaces. The applicant has proposed 710 spaces resulting in a reduction of 86 spaces (10.8%) to park the existing offices and the proposed building. The applicant has submitted a Parking Reduction Study (See Attachment 09) requesting to reduce the overall parking requirement for the subject site and the existing office building.

Architecture and Landscaping: The Architectural Control Overlay District (ACOD) is established to encourage the construction of attractive buildings, to protect and promote the general welfare and to prevent deterioration of the appearance of the city, to make the city more attractive for the development of business and industry, and to protect land values (Zoning Ordinance, Section 3.2.2.B.2, Pg. 3-3). The ACOD shall apply city-wide to all development outside of the historic and transition districts. The requirements of the ACOD include review and recommendation by the Board of Architectural Review (BAR) and issuance of a Certificate of Appropriateness for architecture and landscaping for City Council. Guidance on architecture and landscaping for new development in the ACOD is provided in the Design Guidelines.

Staff Analysis:

The applicant held a public hearing on February 7, 2024, with the Board of Architectural Review to provide a recommendation on the architecture and landscaping. Staff supports the recommendations made by the Board of Architectural Review.

Stormwater Management:

Even though stormwater management typically is not fully designed until administrative site plan review, the General Development Plan will be subject to the requirements of the state code and the City's stormwater management regulations.

Staff Analysis:

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 10-foot 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.

Utilities:

Section 4.11 of the Zoning Ordinance requires all on-site above-ground utilities to be relocated underground for any development that will require site plan approval.

Staff Analysis:

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.

Parks and Open Space:

In the CU Commercial Urban district, there is no requirement to provide open space.

Staff Analysis:

The CU Commercial Urban district does not have an open space requirement. However, the applicant has provided an open space plan as part of the general development plan. The applicant states the proposal has 35% open space for the site. The calculation for this plan should be revised to reflect areas on the site that are not covered by an impervious surface, such as pavements that are covered by water-resistant materials such as asphalt, concrete, brick, stone, and rooftops. The applicant has proposed recreational amenities on site for the future residents, such as a swimming pool, courtyard, lounge, and amenity center. The applicant has provided a voluntary contribution of \$376.00 per residential unit or \$97,760 for use in the planning, design and/or construction of recreational amenities.

Tree Coverage:

Section 4.5.6 of the Zoning Ordinance prescribes a 10-year minimum tree canopy requirement by district. The proposed CU Commercial Urban district has a 10-year tree canopy requirement of 10%.

Staff Analysis:

The applicant is proposing a tree canopy of 6,475 square feet with 46 trees. The proposed tree canopy is approximately 6.1%. The applicant seeks a special exception to Section 4.5.6 to the tree canopy requirement to be less than the required 10% in the CU Commercial Urban district. The applicant has proffered a monetary contribution of \$21,860 in lieu of the difference (3.9%) to the required tree canopy.

Fiscal Impact:

Staff estimates that this proposal would bring a net fiscal benefit of between -\$250,000 and +\$306,000 annually with an average of \$56,000.

PART C: PROCEDURAL REQUIREMENTS AND REVIEW CRITERIA

In determining whether to approve or disapprove a proposed rezoning to any district other than a rezoning requesting a planned development district (Section 6.4.9 of the Zoning Ordinance), the planning commission and city council shall consider any proffers, and the following:

A. Substantial conformance with the comprehensive plan;

The proposed general development plan is consistent with the comprehensive plan and the adopted Northfax Small Area Plan in terms of bulk, size, and height. Density is not prescribed on a parcel-by-parcel basis. The Activity Center Place Type applies to locations in the city where pedestrian-oriented, mixed-use development is strongly encouraged. The applicant proposes to replace an existing surface parking lot with a seven-story building that consist of 260 units, approximately 5,000 square feet of ground floor retail and 676 parking spaces in a 10-level parking garage, and 7 surface parking spaces on 2.96 +/- acres. While the general development plan exceeds the density of the desired zoning district, the building is generally consistent with the recommended form and scale. The proposal consists of a building that is approximately 201 feet in length on the southern exterior, approximately 275 feet in length on the east side, and approximately 300 feet on the west side fronting Eaton Place. The 10-level garage (one level is below grade) is attached to the rear of the building. The proposed garage structure is approximately 192 feet in length on the east side, the southern face is approximately 122 feet in length, the western wall is approximately 205 feet in length and the northern wall is approximately 122 feet in length.

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

The proposed CU Commercial Urban is considered an appropriate zoning district for development activity in the Activity Center Place Type and the Northfax Small Area Plan. The current zoning district of CR Commercial Retail does not permit residential uses. The applicant has also submitted a subdivision application, and the plat is pending execution and recordation.

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

The proposed type of development is appropriate at this location given its Activity Center Place Type designation and the Northfax Small Area Plan. The proposed uses are permitted in the CU Commercial Urban district, except for the upper-story mixed use buildings. Therefore, the applicant has requested a special use permit for the upper-story mixed use building.

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

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 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. City Police has provided the applicant guidance on this proposal based on the principles of Crime Prevention Through Environmental Design (CPTED). According to the city staff's projections, this proposal would generate 28 students. The capacity at Providence ES is approaching 91%, while Katherine Johnson Middle School (KJMS) and Fairfax High School (FHS) are approaching capacity at 100% and 97%, respectively. The applicant has proffered funds to City Schools for mitigation of impacts caused by the proposed development activity in the amount of \$1,500 per dwelling unit for a total of \$390,000. The applicant has proposed recreational amenities on site for the future residents, such as a swimming pool, courtyard, lounge, and amenity center. The applicant has provided a voluntary contribution of \$376.00 per residential unit or \$97,760 for use in the planning, design and/or construction of recreational amenities.

E. Adequacy of existing and proposed public utility infrastructure;

The applicant is providing stormwater management on-site that meets the intent of the Northfax Small Area Plan. 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.

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

The applicant proposes to replace an existing surface parking lot with a seven-story building that consist of 260 units, approximately 5,000 square feet of ground floor retail and 676 parking spaces in a 10-level parking garage (one level is below grade), and 7 surface parking spaces on 2.96 +/- acres. The building is generally consistent with the recommended form and scale. The proposal consists of a building that is approximately 201 feet in length on the southern exterior, approximately 275 feet in length on the east side, and approximately 300 feet on the west side fronting Eaton Place. The 10-level garage is attached to the rear of the building. The proposed garage structure is approximately 192 feet in length on the east side, the southern face is approximately 122 feet in length, the western wall is approximately 205 feet in length and the northern wall is approximately 122 feet in length. 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 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.

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

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 (Section 3.2.1.B.1.d. of the Zoning Ordinance, Page 3-2). The applicant proposes to replace an existing surface parking lot with a seven-story building that consist of 260 units, approximately 5,000 square feet of ground floor retail and 676 parking spaces in a 10-level parking garage (one level is below grade), and 7 surface parking spaces on 2.96 +/- acres.