




STAFF REPORT COVER SHEET

June 3, 2019

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|--|--|---|--------------------------------------|
| Addresses: | 374-380 Maple Avenue West | Case Number: | PF-58-18-MAC |
| Public Meeting Date: | 6/3/2019 | Applicant: | Red Investment LLC and MJW Maple LLC |
| Board/Commission: | Town Council | Owners: | Red Investment LLC |
| Existing Zoning: | C-1, RS-16 | Existing Land Use: | Office |
| Brief Summary of Applicant Request: | <p>Request for a rezoning to the Maple Avenue Commercial (MAC) zoning district and request for approval of one modification of requirement for a six-foot awning along the Maple Avenue facade. Applicant proposes a mixed-use building (with retail space on the ground floor and multi-family residential condominium units above).</p>  | | |
| Site Improvements: | <p>Redevelopment of existing site to include approximately 7,500 square feet of commercial/retail space and 37 multi-family residential condominium units. Improvements also include at-grade structured parking and one level of underground parking.</p> | | |
| Size of Property: | 36,842 sf/0.85 acres | | |
| Public Notice Requirements: | Advertisement for two successive weeks of public hearing in a newspaper having paid general circulation in the Town | Published in Sun Gazette on May 16, 2019 and May 23, 2019 | |
| | Posting of the property at least ten days prior to the public hearing | Three signs posted along Maple Avenue West, Wade Hampton Drive Southwest, and Glen Avenue Southwest on May 17, 2019 | |
| | <p>Written notice by registered or certified mail of hearing to property owners of subject site and property owners/agents/occupants abutting and immediately across from subject site at least 5 days prior to public hearing</p> <p>Written notice provided to chief administrative officer of adjoining locality within one-half mile of subject site at least 10 days prior to public hearing</p> | <p>On May 24, 2019, 72 certified letters were sent to adjacent, abutting and immediately across the street property owners/agents/occupants and subject property owners</p> <p>Written notice sent to Fairfax County Executive on May 22, 2019.</p> | |

| Brief Analysis | |
|---|---|
| PROPERTY HISTORY <p>The subject property currently consists of a 3-story, 23,620 square foot office building and associated parking lot. The Rosti Building, the formal name of the office building, was built in 1970.</p> | |
| COMPATIBILITY WITH THE COMPREHENSIVE PLAN <p>The Future Land Use Plan in the Comprehensive Plan 2015 Update shows the site as mixed-use. The mixed-use land category was added to the plan to reflect the vision for the existing commercial areas to redevelop as mixed-use projects. The Comprehensive Plan promotes a mix of housing types, which this proposal will help to further expand.</p> | |
| COMPATIBILITY WITH THE ZONING ORDINANCE <p>The proposal is compatible with the Zoning Ordinance, through the rezoning process, as conveyed in Article 13.1 MAC Maple Avenue Commercial Zone Regulations of Chapter 18 of the Town Code, with the exception of the modification of requirement being requested for an awning, which encroaches 6 feet into the front yard setback (maximum allowed is 3 feet). The site is eligible for the MAC zoning district and the applicant is voluntarily opting-in for the rezoning to the MAC zoning district.</p> | |
| Attachments: | Application and Rezoning Affidavit <input checked="" type="checkbox"/> Existing Conditions, Concept Plans and Renderings <input checked="" type="checkbox"/> Statement of Purpose and Intent <input checked="" type="checkbox"/> Proffer Statement <input checked="" type="checkbox"/> MAC Incentives Checklist <input checked="" type="checkbox"/> Traffic Impact Analysis <input checked="" type="checkbox"/> Public Engagement Letter <input checked="" type="checkbox"/> BAR Recommendation <input checked="" type="checkbox"/> Planning Commission Recommendation <input checked="" type="checkbox"/> |
| Author: Michael D’Orazio, AICP, Deputy Director | |

ITEMS NO. 1 & 2:

Consideration of a request for a proposed rezoning for 380 Maple, a mixed-use building with ground floor retail and multi-family residential condominium units, located at 374 to 380 Maple Avenue West, in the C-1 Local Commercial and RS-16 Single-Family Detached Residential zoning districts (Requested zoning is MAC Maple Avenue Commercial). Application filed by Dennis Rice on behalf of Red Investment LLC and MJW Maple LLC.

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Consideration of a request for site plan modification of requirement for a six-foot awning fronting Maple Avenue West, which encroaches 3 feet beyond the 3 feet allowed for the encroachment of awnings. Application filed by Dennis Rice on behalf of Red Investment LLC and MJW Maple LLC.

Introductory Comments & Background:

Existing Conditions

The subject site includes one parcel, located at 374-380 Maple Avenue West. The parcel is zoned C-1 Local Commercial and RS-16 Single-Family Detached Residential. Maple Avenue West, Wade Hampton Drive Southwest, and Glen Avenue Southwest border the site, respectively on the northern, western, and southern sides. Two condominium office buildings border the property on the eastern side.

There is one existing building on the subject site. The building, a 3-story office building, was built in 1970 and contains 23,620 square feet of office space. Seventy associated off-street parking spaces are also located on-site. A conditional use permit was granted in 1969 to permit a portion of the off-street parking to be located in the rear part of the parcel zoned RS-16 Single-Family Detached Residential. The conditional use permit for transitional parking was approved by the Board of Zoning Appeals with the following conditions:

That the application be approved as presented with the stipulation that the wall be constructed as a solid masonry wall, as recommended by the Architectural Review Board.

The above motion was amended as follows:

Provided that ingress and egress be eliminated from Wade Hampton Drive; that the lighting of the parking area in the rear of the office building be limited to a height not to exceed the height of the masonry wall; that the lighting be directed toward the office building rather than toward properties being used for residential purposes; that appropriate landscaping be placed on the residential side of the wall; and that a professional landscaping firm provide said landscaping.

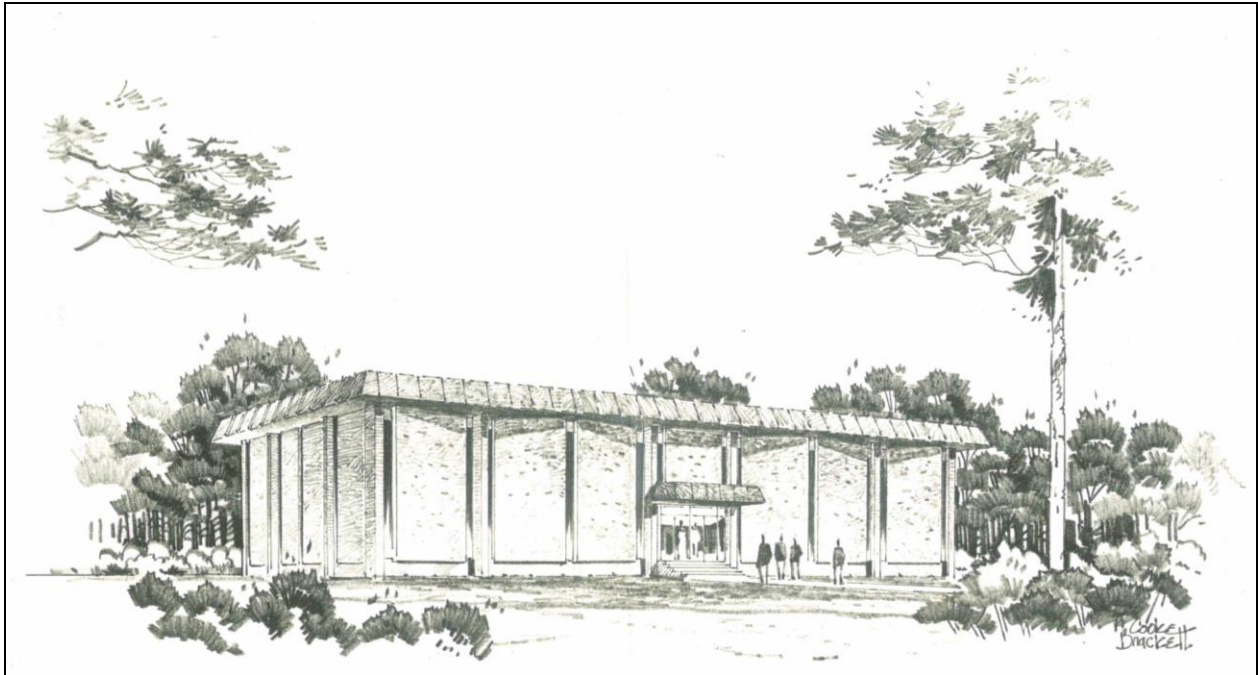


Figure 1 - Original rendering of the Rosti Building, built in 1970



Figure 2 - Existing masonry wall along Glen Avenue Southwest

Current Proposal:

The applicant is proposing a mixed-use development, which includes 7,500 square feet of ground floor retail/commercial space and 37 residential condominium units on the second, third, and fourth floors. The applicant previously presented the application with 39 units.

The applicant is also addressing the comments/questions from the continued public hearing held on May 13, 2019. Staff has included changes in response to these comments/questions in red italicized text below.

Comments from May 13, 2019 Continuation of Public Hearing

1. Revise all plans showing correct impervious surface calculations. *Applicant has revised impervious surface calculations to no longer include green roof included with last submission.*
2. Include a serpentine wall for the bio-retention facility in the rear. *Concept and architectural plans show a serpentine wall for the bio-retention facility.*
3. Look into removing the proposed 6-foot tall wall along Glen Avenue SW. *Concept and architectural plans no longer show a 6-foot wall. Green space is also fully landscaped with understory trees and native pollinators.*
4. The auto-turn exhibit needs to be revised to show a truck backing into the loading dock. *Auto-turn exhibit has been revised to show proper truck movements.*
5. Anything not required by the MAC should be included in a signed proffer sheet and said sheet should be submitted with any revisions. *A signed proffer sheet has been submitted with the application.*
6. Provide refuge for pedestrians walking along Wade Hampton and crossing the loading dock area. *A 6-foot wide refuge area has been provided.*
7. Please address whether or not any Transportation Demand Management (TDM) measures will be implemented for this project. *A TDM plan has been included with the proffers.*
8. Please coordinate with Public Works to address concern about sidewalk ramps at intersections. *Final design of sidewalk ramps will be determined during the site plan review.*
9. Please indicate if utilities fronting the subject site will be undergrounded, per the Comprehensive Plan 2015 Update, page 109. *Undergrounding of utilities is addressed in the proffers.*

Rezoning

The redevelopment of the site requires a rezoning from C-1 Local Commercial and RS-16 Single-family Detached Residential zoning districts to Maple Avenue Commercial (MAC) zone. C-1 Local Commercial zoning encompasses approximately 85 percent of the site. RS-16 Single-family Detached Residential zoning encompasses roughly 15 percent of the site. Rezoning to the MAC zoning district is voluntary and the subject site is eligible for rezoning to the MAC.



Figure 1 - Existing Zoning

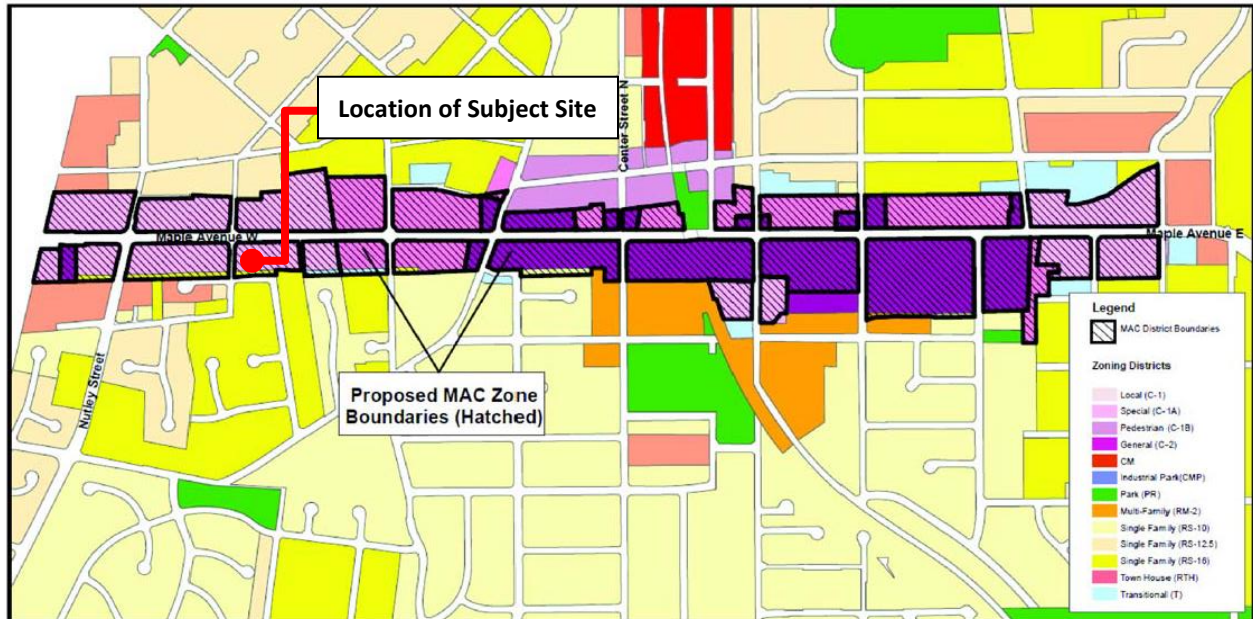


Figure 2 - Maple Avenue Commercial (MAC) Zone Eligible Properties

Standards

Permitted Uses

Retail Space

The retail space is located on the ground floor along Maple Avenue West and a portion of the corner at Maple Avenue West and Wade Hampton Drive Southwest. The applicant is proposing 7,500 square feet of retail/commercial space on the ground floor. The applicant, at least in the concept plan, shows the corner retail space at Maple Avenue West and Wade Hampton Drive Southwest leased to a café style restaurant with delineation of an outdoor dining area with a low decorative wall/fence. The retail space is set back 24 to 26 feet away from the face of curb along Maple Avenue.

Parking for the retail space is accessed from Wade Hampton Drive Southwest. By relocating the entrance from Maple Avenue, the applicant is reducing the number of curb cuts along Maple Avenue West from one curb cut to zero curb cuts.

Multi-family Units

The applicant proposes 37 multi-family residential condominium units. These units include two-bedroom and three-bedroom units. The units are located on the second, third, and fourth floors and are accessed from the residential lobby area fronting Wade Hampton Drive Southwest. As mentioned previously in this report, the applicant has presented plans with 39

and 40 units at earlier meetings. The applicant has stated in the proffers that there will be a maximum of 40 units, should the final floor plans be revised to include smaller units.

The applicant proposes multiple amenities in the building for the residents. These amenities include an uncovered courtyard areas located on the second floor and greenspace on the ground level, fronting Glen Avenue Southwest.

Area requirements and height limit

In terms of area requirements, the applicant meets all required setbacks. In regards to impervious surface, the applicant is proposing several incentive features to be able to increase the maximum impervious surface allowed by 10%.

Table 1 - MAC Area and Height Requirements

| | Required | Proposed |
|---|--|--------------------------------|
| Setback from Maple Avenue | Minimum 20' from face of curb | 20'* |
| Setback from Side Street (Wade Hampton Drive SW) | Minimum 15' from face of curb | 15' to 19.6' |
| Setback from Side Street (Glen Avenue SW) | Minimum 15' from face of curb | 25.5' to 28.3' |
| Setback from Commercial Development | Minimum 8' from property line | 8' |
| Building Height (to the roof) | Maximum 54' from average front grade | 48' |
| Number of Stories | Four | Four |
| Building Height of Architectural Features (above roof) | Maximum 62.1' from average front grade | 2-6 feet above building height |
| Impervious surface | Maximum 80% of entire site | 89.12%** |

*First floor retail space set back 24' to 26' from face of curb

**Request for 10% increase in the maximum impervious surface

The applicant is using the following types of incentive features in the project:

- Structure design that can accommodate the installation and operation of solar photovoltaic panels or solar thermal heating devices (including appropriate wiring and water transport systems) **(B)** *Applicant has also proffered the installation of solar panels as shown on Sheet A3 of architectural drawings*
- Provision of rain gardens or other appropriate stormwater infiltration system(s) of at least two percent of the total site area **(B)**
- Use of xeriscape landscaping techniques without irrigation **(B)**
- Inclusion of underground parking or parking structures sufficient to accommodate 51 percent or more of the off-street parking requirements **(AA)**

- Closure of one existing accessway, vehicular entrance or driveway on Maple Avenue subject to staff approval that the closure meets intent to improve walkability, pedestrian safety, and/or traffic flow on Maple Avenue **(AA)**
- Provision of all required long-term bicycle parking spaces in weather-protected rooms or cages with controlled access for bicycle users, and that also contain racks for the secure attachment of bicycles using a lock or other similar device **(A)**
- Provision of at least one enclosed recycling station per building suitable for storage and collection of recyclable generated on-site **(B)**

Encroachments into required yards

The applicant proposes a stairway within the 8-foot side yard setback. Per [Section 18-95.8.A](#), the stairway is able to encroach up to five feet into the side yard setback. The proposed stairway encroaches 4.5 feet into the side yard. The applicant also proposes multiple balconies. Balconies are allowed to encroach up to 5 feet into any required yard setback.

The applicant also proposes a 6-foot awning, which encroaches into the front yard setback. Per [Section 18-95.8.B](#), awnings are allowed to encroach up to three feet. The awning encroaches an additional three feet beyond the allowed encroachment. (The corner of the awning near Maple Avenue and Wade Hampton encroaches an additional six inches beyond the additional three feet due to the radius of the curb). The encroachment requires a granting of a modification of requirement by Town Council to go beyond what is allowed by Code. The Planning Commission, at the April 10, 2019 meeting, recommended approval on a 5-2 vote to Town Council on the request for the modification.

Off-street parking and loading

Retail Parking

Per [Section 18-130](#), one parking space is required for every 200 square feet of commercial space. A total of 38 spaces are required for the 7,500 square feet of commercial space proposed on the ground level of the building. The applicant is proposing 42 parking spaces in the parking structure located on the ground floor. The minimum parking requirement is met without any incentives or utilization of the 1.25 credit for structured parking spaces.

Multi-family Parking

Per [Section 18-130](#), the applicant is required to provide two spaces per 2- or 3-bedroom multi-family unit for a total 74 parking spaces. The applicant is providing below-grade structured parking. The applicant proposes 83 spaces.

| Table 2 – Off-street Parking Requirements | | |
|---|------------|------------|
| | Required | Proposed |
| Retail/commercial use (7,500 sf) | 38 spaces | 42 spaces |
| Multi-family use (37 units) | 74 spaces | 83 spaces |
| Total number of spaces required | 112 spaces | 125 spaces |

Bicycle Parking

Per [Section 18-95.10.F.1](#), the applicant is required to provide one long-term bicycle parking space per ten residential dwelling units and one short-term bicycle parking space for 50 residential units. The applicant is also required to provide one bicycle space per 5,000 square feet of nonresidential floor area and one space employee parking space per 25,000 square feet of nonresidential floor area.

In total the applicant is required to provide 4 long-term bicycle spaces and 4 short-term bicycle spaces. The applicant is proposing 24 long-term spaces near the rear of the ground level structured parking story and 6 short-term spaces near the front of the building.

Loading

As for loading, the applicant proposes locating the loading area access from Wade Hampton Drive Southwest, approximately 60 feet back from the corner of the building. Per [Section 18-132](#), the applicant is required to provide a loading area that is at least 15 feet tall, 25 feet deep, and 39.2 feet wide. The applicant meets these requirements. The entrance to the loading area is 15 feet tall and the total area is 39.21 feet wide. The enclosed portion, beyond the loading door, is 25 feet deep. Additionally, a portion of the loading area includes a 6-foot deep loading platform. The total distance from the edge of the raised loading platform to the beginning of the sidewalk area along Wade Hampton Drive is 32.33 feet. The applicant has also provided a 6-foot wide refuge area for pedestrians crossing the retail entrance for vehicles and loading area on Wade Hampton Drive Southwest.

Mobility and circulation and landscaping

The applicant proposes to continue the standard Maple Avenue streetscape in Zones 1 and 2 that has been implemented along Maple Avenue East and parts of Maple Avenue West. This includes the 6-foot landscape/planter strip and a 8-foot brick sidewalk (the 8-foot sidewalk exceeds the minimum 5-feet required sidewalk). For Zone 3, the applicant proposes an extension of hardscape material, providing covered gathering spaces and outdoor dining areas.

Along the majority of Wade Hampton Drive Southwest, the applicant proposes a 5-foot sidewalk with a 5-foot wide landscaping strip. Due to the proposed right only turn lane entering Maple Avenue, no plantings of a significant height can be planted in the landscaping strip at the corner of Maple Avenue West and Wade Hampton Drive Southwest.

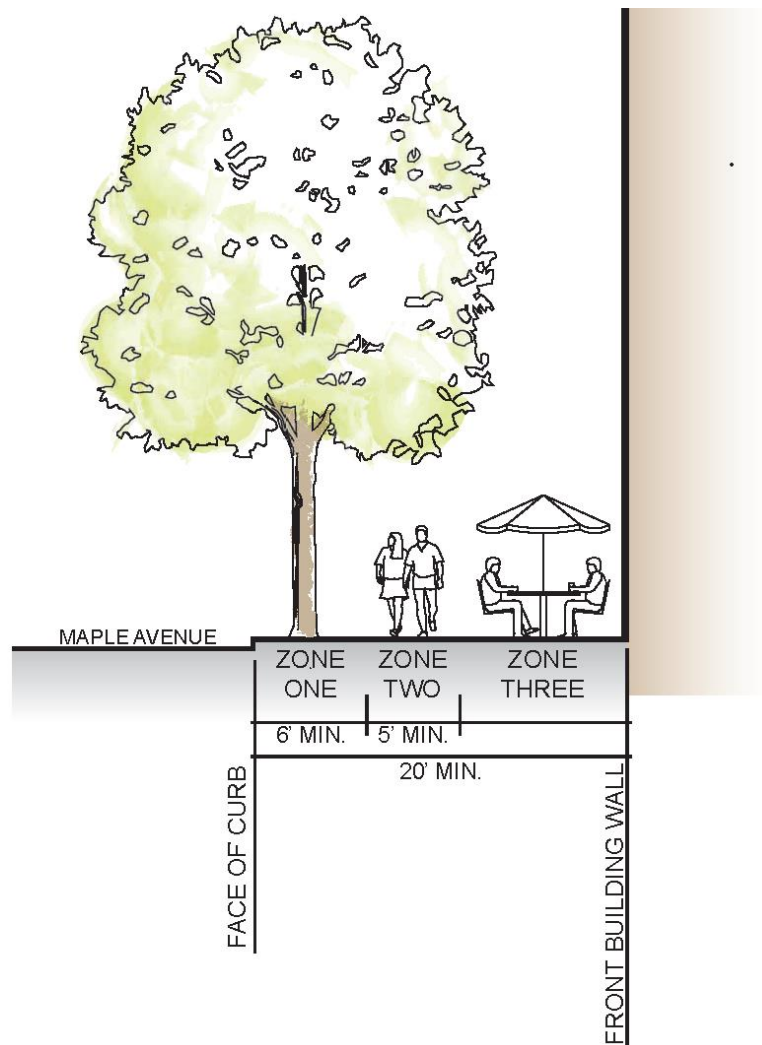


Figure 3 - Required streetscape along Maple Avenue

The applicant proposes planting street trees along Maple Avenue West, Glen Avenue Southwest and Wade Hampton Drive Southwest. Due to staff concerns of line of sight along Wade Hampton Drive Southwest, understory trees along the building are proposed in combination with canopy trees.

On-street parking (staff notes that there are no on-street parking requirements but staff is providing this analysis to provide more information per comments and feedback provided/received during the public hearing process)

Currently there is no on-street parking along two of the streets surrounding the subject site, Maple Avenue West and Glen Avenue Southwest. There is on-street parking located on Wade Hampton Drive Southwest from Maple Avenue West to Glen Avenue Southwest, albeit not striped on-street parking spaces.

Section 9 of the Town Code allows parking of motor vehicles on public streets with some restrictions, including on certain residential streets, as determined by Town Council. Section 9-12.3 states that on-street parking shall be prohibited in the following instances:

1. Stopping, standing or parking is prohibited:
 - A. In front of a public or private driveway.
 - B. Within 15 feet, in either direction, of the entrance to a fire station or building housing rescue equipment or ambulances, provided such buildings are plainly designated.
 - C. Within 15 feet, in either direction, of a fire hydrant located on private or public property, or within a fire lane.
 - D. Within 20 feet of the intersection of curblines, or if none, within 15 feet of the intersection of property lines at an intersection of streets.
 - E. On a sidewalk or crosswalk.
 - E.2. On any street for a continuous period of 48 hours.
 - F. Within 30 feet upon the approach to any flashing beacon, stop sign or traffic control device.
 - G. Alongside or opposite any street excavation or obstruction when standing or parking would obstruct traffic.
 - H. On the roadway side of any vehicle stopped or parked at the edge of or curb of a street.
 - I. Any place where official signs prohibit parking.
 - J. Spaces reserved for handicapped persons.
2. No person, other than a police officer, shall move a vehicle into any such prohibited area or away from a curb such distance as is unlawful, or start or cause to be started the motor of any motor vehicle or shift, change or move the levers, brake, starting device, gears or other mechanism of a parked motor vehicle to a position other than that in which it was left by the owner or driver, or attempt to do so.
3. Snow emergency. For snow emergencies, see chapter 16, article 3.

Staff notes that the Town does not have a restriction on parking within so many feet of a driveway. Fairfax County, for example, has a restriction of parking within 10 feet of a driveway. There are also no specific standards for the size of on-street parallel parking spaces. However, typically, they are 22 feet long by 7 or 8 feet wide (the Town Code requires 8' by 22' dimensions for off-street parallel parking spaces).

Wade Hampton Drive Southwest currently has a street width of 36 feet (from curb to curb). On-street parking is able to currently fit on both sides with 7 feet on either side for on-street parking and 11-foot lanes going in either direction. In a best case scenario, using 22 feet for a standard length, approximately six motor vehicles can park on the south side of Wade Hampton Drive SW. Approximately five motor vehicles can park on the north side of Wade Hampton Drive SW.

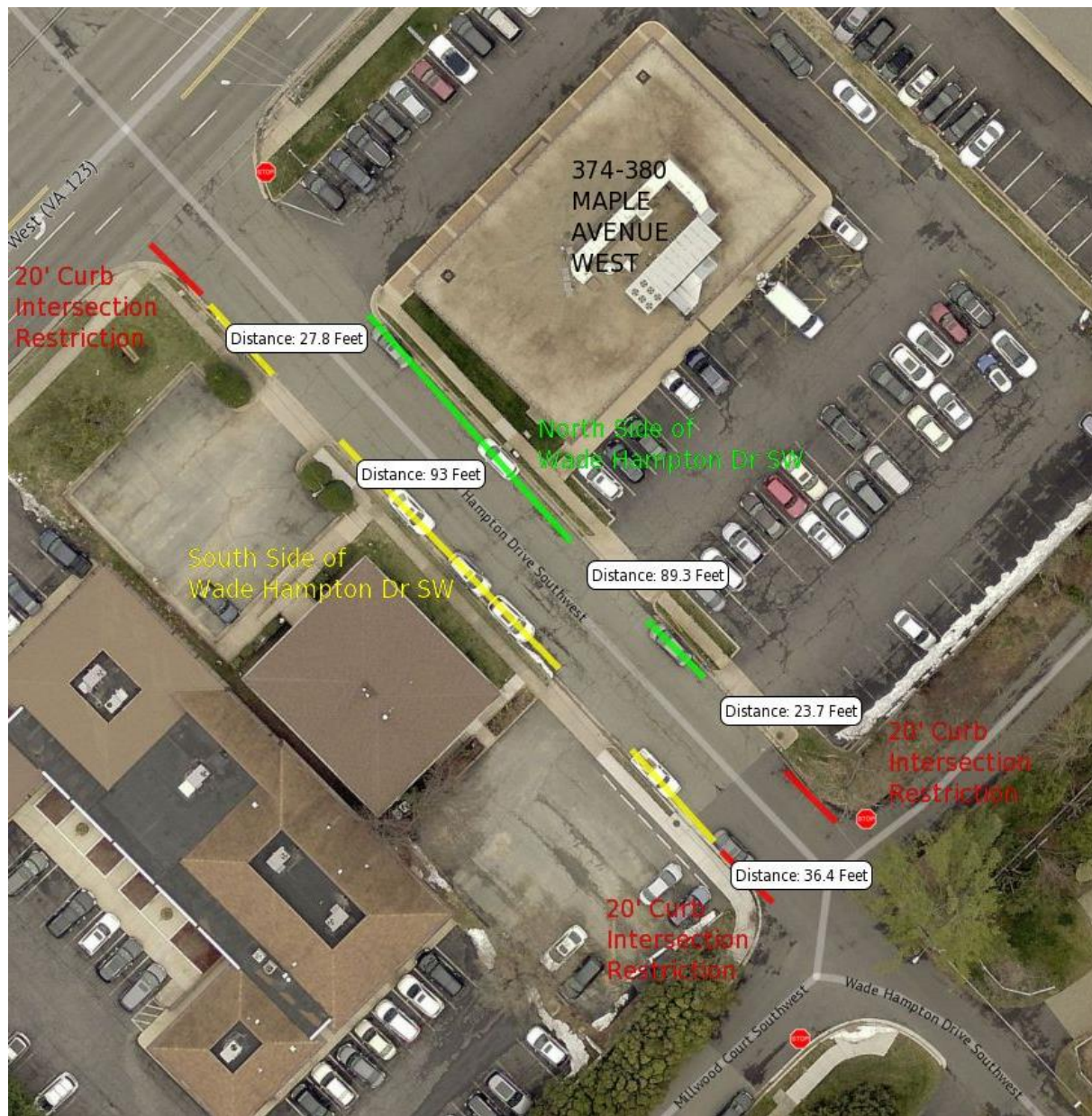


Figure 3 - Existing on-street parking on Wade Hampton Dr SW

With the rezoning application, Public Works requested the applicant to narrow the street width to 32 feet. The 32 feet allows for the inclusion of a 5-foot landscaping strip and a 5-foot sidewalk within the 50-foot right of way. The narrowed street width also allows for a more appropriate transition into the surrounding neighborhood streets. However, the narrowed width, coupled with a right turn lane proposed on Wade Hampton Drive Southwest does eliminate seven potential on-street parking spaces. With the revised right-of-way layout, four motor vehicles can park on the south side of Wade Hampton Drive SW.

Open space set-asides

The applicant is proposing public gathering and outdoor dining areas in a 10-foot to 12-foot wide section adjacent to the sidewalk along Maple Avenue, referred to in [Section 18-95.11.1](#) as Zone 3. The applicant also proposes an open-air pedestrian courtyard/seating area in the middle of the site above the parking structure, which creates a “U” shaped building footprint. This area faces east towards Tysons Corner and is programmed for residents of the building. Additionally, the applicant is proposing landscaped green space for building residents and the public in the rear of the site, facing Glen Avenue Southwest. The green space includes raised stormwater management facilities. The applicant has revised the walls of the stormwater facility to include a serpentine design after comments from the May 13, 2019 public hearing. A 6-foot tall masonry wall separating the green space from the proposed sidewalk along Glen Avenue was proposed in previous iterations of the project. After receiving feedback from the May 13, 2019 meeting, the applicant now proposes removing the wall and opening up and completely landscaping the green space (as shown on the Sheet 11 of the existing conditions and concept plan).

Table 3 – Open Space Set-aside Requirements

| | Required | Total Development Area | Proposed |
|--------------------------------------|------------|------------------------|----------|
| Open space provided (percentage) | 15% | 36,842 sf | 24.46% |
| Open space provided (square footage) | 5,526.3 sf | 36,842 sf | 9,010 sf |

Site development standards

There are currently five retail bays proposed with primary entrances to the building located on Maple Avenue West. There is also an entrance to the residential units/lobby area from Wade Hampton Drive Southwest. Over the primary commercial entrances is a 6-foot awning that covers the length of the front façade.

The applicant is proposing several variations of the facade along the Maple Avenue by utilizing roofline changes coupled with façade material changes, offset surfaces, and window indentations. The portion of the building facing Glen Avenue Southwest is designed to be more consistent with the residential neighborhood to the south, mimicking townhouses. The parking structure, which also faces Glen Avenue Southwest, is screened with a solid brick wall. The Planning Commission suggested further articulating or enhancing the wall. The applicant proposes strategically placing understory trees along front of the wall sections.

Exterior lighting

The applicant is proposing limited lighting on the exterior of the building with the standard acorn style light poles in the right of way and bollard lighting in the Glen Avenue green space area. The application meets the lighting requirements of the MAC zoning ordinance, including maximum illumination levels, per [Section 18-95.15](#).

Neighborhood compatibility

The subject site is located across Glen Avenue Southwest from two single-family dwellings and therefore certain standards apply. Consistent with [Section 18-95.16.B.2](#), the portion of the building within 107 feet of the corner side yard of the single-family dwelling directly across the street does not exceed 35 feet. The height of the portion of the building within the 107 feet is 33.5 feet tall, including a 42-inch railing, as measured from proposed curb along Glen Avenue Southwest. There are also several 5-foot step backs from the floors below on the second and fourth floors (reference Sheet A4 of the architectural drawings for building section diagram).

Multi-Modal Transportation Impact Analysis

Per [Section 18-95.3](#), the applicant is required to provide a multi-modal transportation impact analysis. The analysis is defined in [Article 2. - Definitions](#) as, “the study of development-related existing, and future conditions of travel demand and supply to include analysis of vehicular, pedestrian and bicycle traffic, transit, and parking in a defined study surrounding the proposed development site.” The study, prepared by Kimley-Horn and Associates, analyzed a redevelopment with up to 8,500 square feet of retail space and 42 multi-family residential units. These numbers are conservative, since the actual proposal includes 7,500 square feet of retail and 37 multi-family units. The study finds that the proposed redevelopment will generate 617 daily net new external trips, with an increase of 48 weekday AM peak hour net new external trips, 72 weekday PM peak hour net new external trips, and 70 Saturday peak hour net new external trips.

The study concludes that the development of the site will result in minimal traffic impacts on the area transportation network. The study also finds that the intersection does not warrant a traffic signal. However, the study did originally find significant impacts regarding queuing of vehicles turning onto Maple Avenue from Wade Hampton Drive Southwest. In order to mitigate the impact, the applicant is proposing a right-only turn lane onto Maple Avenue from Wade Hampton Drive Southwest. The applicant is also looking at installing a transportation information display in the building lobby area to help better assist residents in utilizing nearby transit options.

As a way to help prevent users of the development from traveling through the local streets to the south of the development, the applicant is proposing channelizing islands near each exit of the at-grade and below grade structured parking floors. The channelizing islands, along with proposed no-left turn signs, will force users of the development to turn right onto Wade Hampton Drive Southwest, towards Maple Avenue and away from the residential neighborhood.

The Town's transportation consultant, Whitman, Requardt & Associates, LLP, has reviewed the latest traffic impact study and has found that the overall methodology for the study "appears to be technically sound in conformance with VDOT and Town requirements and regulations."¹

Required Commission/Board approvals:

[Section 18-95.3. – Procedure for MAC Zone designation](#) describes the process by which existing properties may rezone to the MAC district. Designations may only be approved as a rezoning in accordance with Article 24 of Chapter 18, Zoning. The rezoning application must be accompanied by an existing conditions plan and a concept plan prepared per the standards set forth in [Section 18-95.3](#). The application must also include building elevations, 3D renderings, and a multi-modal transportation impact analysis. After submittal and staff review, the Board of Architectural Review (BAR) reviews the proposal and makes a recommendation regarding its compliance with the requirements of Article 13.1. This recommendation will then accompany the application through the rezoning process, per the requirements of Article 24.

The Board of Architectural Review reviewed the item at its regular monthly meeting on January 17, 2019. The Board recommended approval to the Town Council in regards to compliance with Article 13.1 (see attached BAR recommendation).

The Planning Commission is required to review and make a recommendation to Town Council for all rezoning applications, per [Section 18-246. – Planning Commission notice and hearing](#). The Planning Commission, at the April 10, 2019 meeting, recommended approval of the rezoning to Town Council on a 5-2 vote in the affirmative. If the rezoning is approved by the Town Council, the proposed development shall be subject to site plan approval per [Article 25](#).

Per [Section 18-256](#) of the Town Code, the Planning Commission is also required to make a recommendation to Town Council for any modifications of requirements. The Planning Commission, at the April 10, 2019 meeting, recommended approval of the modification of requirement for the 6-foot awning to the Town Council, on a 5-2 vote in the affirmative.

¹ WRA April 10, 2019 Memorandum

Staff Analysis:

Zoning Ordinance

Staff finds that the application meets requirements of Article 13.1 and Article 16 of Chapter 18 of the Town Code, with the exception of the requested modification of requirement. The modification of requirement is for a 6-foot awning that extends 3 feet more than allowed by Code. (The corner of the awning near Maple Avenue and Wade Hampton encroaches an additional six inches beyond the additional three feet due to the radius of the curb).

The applicant has provided a document requested by the Director of Planning and Zoning outlining how the proposed project meets each intention of the MAC as outlined in Section 18-95.1. The responses are also italicized below.

Section 18-95.1. – Statement of purpose and intent states that the MAC zone is intended to:

- A. Encourage compact, pedestrian-oriented development along Maple Avenue East and West that collectively accommodates residents, visitors, and businesses;

By building an internal parking deck behind the retail space and moving the end of the building further from Glen Avenue, we reduce the total footprint of the building by as much as 7%. This will also increase the number of available parking spaces for residents, businesses and visitors while also increasing the open space.

- B. Encourage a pedestrian-friendly, human-scale design of streets, buildings, and open spaces;

By reducing the footprint of the building we create additional "open space." This will allow us to plant more trees and evergreens and enhance the streetscape along Maple Avenue, Wade Hampton Drive and Glen Avenue. The additional plantings will also offer storm water management benefits.

- C. Foster mixed-use and destination-style retail development along Maple Avenue East and West;

The added internal parking deck will significantly increase the number of available parking spaces for retail tenants. One of the main concerns of prospective high quality retail tenants in the Town is the availability of adequate parking, not just "meets the code" parking. Our plan provides the number of parking spaces required under the MAC plus additional parking spaces that high quality retail tenants will demand in order to do business in the Town. In addition, our internal parking deck offers a covered, well lit and ventilated structure that appeals to both retailers and their customers.

D. Promote a variety of housing options in the Town;

380 West will be the first mixed-use development in the heart of Vienna that offers residents high quality, aesthetically pleasing and low maintenance housing options. The building will offer a mix of unit sizes to meet the desires of a variety of residents. Residents will have the benefit of high quality retail establishments on the street level of the building and the walkability to patronize various other business throughout the Town. 380 West provides living options which remove areas of potential burden for homeowners: exterior maintenance, climbing stairs and security when they are away from home.

E. Enhance the Town's economic vitality by promoting the preservation and creation a variety of business establishments, including restaurants, services, small and locally-owned businesses, and other uses which contribute to the vitality of Maple Avenue East and West;

Restaurants are no longer willing to accept the minimum parking required under the Town code. They realize this is not adequate in many areas where there is limited off street parking for their patrons and staff. We will provide parking for a restaurant over and above the required minimum which will reduce the need for staff and patrons to seek off street parking in the surrounding neighborhood.

F. Maintain and promote eclectic character and visual interest of building design and site configuration by encouraging a variety of building heights, density, and building mass consistent with Vienna's small-town character and compatible with surrounding residential neighborhoods;

Building an internal parking deck creates more open space in the rear of the building (the area that backs to Glen Ave) and this will allow us to be more creative with our landscaping and hard scape features which will provide better screening for all the neighbors during the construction phase as well as once the building is complete.

G. Provide for a high quality of development along Maple Avenue East and West;

Creating more open space and eliminating surface parking makes the building much more appealing to neighbors and residents alike. Nobody wants to see a parking lot when they look out their windows. Trees and lush landscaping provide a much more desirable view.

H. Improve environmental quality and promote responsible development practices along Maple Avenue East and West;

Be reducing the building footprint we increase the pervious area and reduce the impervious area. This helps not only with storm water retention but with water quality management; both of which are extremely important to promote responsible development. We intend to add landscaping that will promote natural water management as well as provide an appealing look. The building will also be "solar ready" for future solar power opportunities.

- I. Encourage the creation of publicly-accessible community gathering spaces, such as parks, plazas, and other open spaces;

We intend to have a park-like outdoor common area for residents where they can gather to socialize, read or relax and enjoy the outdoor environment.

- J. Encourage the incorporation of art in sites and buildings through a variety of design elements, natural features, installations and displays in highly visible and publicly accessible locations;

We are very sensitive to the concerns of town residents and officials about design a building that naturally integrates itself architecturally into the Town. After spending considerable time listening to feedback provided by town residents and officials, we have worked closely with our architect to design a building that will help foster and promote the architectural integrity of Vienna.

- K. Foster a built environment that is comfortable, safe, accessible, barrier-free and convenient to residents and visitors of all ages and abilities.

Building an internal parking deck allows us to create a safe, well-lit and reliably maintained parking area for the residents and retail tenants and their customers. The parking and building will be accessible to visitors of all ages and abilities. The residential and retail parking will be separated. The residential parking area will have technology in place to secure access providing an additional layer of security for the buildings residents.

Comprehensive Plan

The [Comprehensive Plan 2015 Update](#) includes Goals, Objectives, Implementation Strategies, and Indicators for each of its chapters. Goals are meant to be general and describe a desired future condition.

Land Use

The following are the goals listed under the Land Use chapter (page 19):

- Maintain the balance of land uses;
- Encourage a vibrant Central Business District;
- Encourage housing for residents of all age groups;
- Protect and preserve the natural environment;
- Create a more walkable and bikeable Vienna;
- Ensure that Vienna retains its unique single-family residential character and quality of life.

The 380 Maple application encourages a vibrant Central Business District with 7,500 square feet of retail space. It also helps provide for a variety of housing by including 2- and 3-bedroom residential condominiums.

Transportation

The following are the goals listed under the Transportation chapter (page 59):

- Provide for efficient and reliable movement for all transportation modes;
- Manage the impact of regional and local traffic on residential neighborhoods;
- Maximize safety and dependability;
- Encourage people to walk and bicycle;
- Reduce congestion for environmental benefits;
- Manage the effects of regional development and travel trends.

According to the transportation study, the proposed project will lead to a minimal increase in the number of trips. The study does find significant potential queuing impacts along Wade Hampton Drive Southwest for vehicles turning on Maple Avenue. The applicant is proposing a right-turn only lane, which should help mitigate the queuing. The applicant is also proposing channelizing islands that will prevent users exiting the building from turning left towards the nearby residential neighborhoods.

Community Facilities and Services

The following are goals listed under the Community Facilities and Services chapter (page 97):

- Provide residents with reliable and efficient services and infrastructure
- Ensure that all Town facilities are adequate for Town functions
- Maximize the functionality of Town facilities for residents
- Reduce the amount of waste produced by residents and businesses
- Ensure that residents feel protected and safe in the Town

As part of the goal to provide residents with reliable and efficient services and infrastructure the Comprehensive Plan states that, “new and existing public utilities should be placed underground during new development/redevelopment (page 109).” The applicant is currently in coordination with the dry utility providers to determine the feasibility of underground overhead utilities. The applicant has included in the proffer statement a commitment to undergrounding the utility lines between the two utility poles located in front of the building along Maple Avenue West (reference proffer 7.1).