

**Breckinridge Homeowners Association
10451 Breckinridge Lane
Fairfax, VA 22030**

January 15, 2025

Mayor Catherine S. Read
Councilmember Anthony T. Amos
Councilmember Billy M. Bates
Councilmember Stacy R. Hall
Councilmember Stacey D. Hardy-Chandler
Councilmember Rachel M. McQuillen
Councilmember Thomas D. Peterson

Congratulations on winning the City of Fairfax election in November. Early in your term you will be considering the proposal submitted by the Paradigm Company in December 2024 for the Davies Property at 4131 Chain Bridge Road. Six previous proposals on behalf of the owner, The Hill LLC, have been submitted by developers and rejected by the City of Fairfax since 2016.

The Breckinridge HOA Board's primary interest in development of the Davies Property is its impact on nearby neighborhoods and the City of Fairfax. We are also concerned about its impact on our property values.

City Council is scheduled to conduct a Work Session on January 28, 2025 to discuss "a request for rezoning from Residential Medium (RM) to Commercial Urban (CU) in the Transition Overlay District, and the Special Exceptions for Davies Property, 4131 Chain Bridge Road" and nine other special zoning exceptions:

1. Modification of § 3.5.1.D to permit less than 75% ground floor nonresidential use in a mixed-use building;
2. Modification of § 3.6.2 to permit more than 24 dwelling units per acre;
3. Modification of § 3.7.3.C.2 for the Old Town Fairfax Transition Overlay District to permit height greater than forty-eight (48) feet;
4. Modification of Section 3.7.3.E to eliminate the requirement for a landscape strip and street trees along the internal access drive;
5. Waiver of § 4.3.3.B to eliminate the requirement to provide vehicular access to abutting non-residential properties;
6. Modification of § 4.4.4 to eliminate the requirement for a sidewalk on the northern side of the proposed access drive while providing it on the southern side;
7. Modification of § 4.4.5.C.1 to eliminate the requirement for a Transitional Yard 2 between the Property and the existing CL zoned property to the north of the Property;
8. Modification of § 4.5.6.A to allow a minimum tree canopy of less than ten percent;
9. Modification to the Transitional Yard required in §4.5.5 for Buffer A-B and C-D (as depicted on Sheet 32); and
10. Modification to the Streetscape Standard along Chain Bridge Road and University Drive recommended in the Small Area Plan.

The zoning exceptions are primarily required to fit the two large planned apartment buildings into the small and awkwardly shaped lot at 4131 Chain Bridge Road and use the property to the maximum economic extent. Withholding approval for these exceptions, or making approval contingent on relevant improvements to the proposal, would maintain City Council's leverage to influence the developer to alleviate the site-crowding that leads to congested access roads, the lack of tree canopy and green space, lack of off-street short-term parking, etc. It is important to balance community interests, including the quality of life of future residents and neighbors, with the economic interests of the developer.

Beyond these zoning exceptions, the underlying issue to be considered is whether or not the City wants this high-density crowded apartment complex near the heart of the City, bringing with it increased traffic congestion on the two north-south arteries through Old Town, University Drive and Chain Bridge Road, and a host of other related issues.

The related issues arise from squeezing the two large apartment buildings into the lot at 4131 Chain Bridge Road. We believe these need to be resolved before the Paradigm proposal is considered for final approval by the City of Fairfax.

- **Traffic Entrances/Exits.** The primary entrances, at each end of the narrow Private Road, will enter Chain Bridge Road and University Drive at right angles. They will be difficult to navigate and congestion at the entrances/exits will affect the functionality of parking within the building. Traffic at the entrances/exits will also affect traffic on the two main roads and impact the surrounding neighborhoods. With the use of the loading dock for individual package delivery with the Luxer One® package lockers, the area around the loading dock will be exceptionally congested with delivery trucks (Prime, UPS, FedEx, USPS) and with vehicles turning around. There are also safety considerations if vehicles entering or exiting the Private Road fail to use the right-in/right-out planned system.
- **Short Term Parking.** There are only five dedicated short-term parking spaces in the B2 underground garage, marked with blue dots shown on Page A-13 of the Architectural drawings. This small number may not be enough, nor readily available, for all of the short-term deliveries and pickups that are ubiquitous at large apartment buildings. Use of Luxer One® package lockers in the Loading Dock area *may* alleviate problems from package deliveries to the lobbies by FEDEX, Amazon, UPS, etc., but there will still be the need for short-term access to the lobbies for the movement of people (Uber, Lyft) and food deliveries (Door Dash, Grub Hub, Pizza). *Thus there should be short-term off-street parking that is a walkable distance from entrances, or else the vehicle drivers will select for themselves a more practical solution – stopping in a lane on Chain Bridge Road or University Drive, or parking on the Private Road nearest the closest lobby.*
- **Greenway and Architectural Features.** The proposal has a Greenway (per the Small Area Plan) carried over in the same location as the one in the previous proposal from Perseus LLC. This Greenway apparently does not align with a Greenway planned by Ox Hill in their plan for the development of the rest of the overall block, and it does not appear that the outward appearance of the Paradigm project is harmonized in color and design with

the outward appearance of the proposed adjacent Ox Hill development. All plans for this larger block should be coordinated and harmonized functionally and aesthetically.

- **Trash.** The proposal envisions two spaces (one in Building A and Building B to be accessed from the Private Road) to collect building trash prior to removal. The high occupancy level of the buildings means these areas will fill with trash rapidly. How the voluminous trash will be stored, and frequency and method of how it is removed, will have a major impact on residents of the building and adjacent neighborhoods.
- **Storm Water.** Stormwater Management for the proposal seems insufficient for a property that is almost completely non-permeable surface and whose rainwater run-off goes directly into Daniels Run. The Statement of Support dated 2 Dec 24 says the Applicant will use detention vaults to control the “one, two, and ten year 24-hour storm” rainfall. However, the Paradigm proposal in 2016 specified a more stringent standard, that of controlling storm water runoff from 100-year storms – which makes more sense. If the volume of the vaults is exceeded, will the parking garage flood? Will the capacity of Daniels Run be exceeded? What will be the impact on Breckinridge HOA, Courthouse I, and other property owners along Daniels Run?
- **Thornton House.** Residents continue to be interested in the potential architectural and historical significance of the Thornton (Davies) House, built in 1916. The Proffers document from the Applicant, dated 2 Dec 24, states “Prior to the issuance of a demolition permit for the existing single-family home on the Application Property, but no later than one year after approval of this rezoning application, the Applicant shall hire a contractor to conduct an architectural history report of the Property.” The City should require that the ‘architectural history report’ be done by an independent contractor and it should be made available to decision makers prior to the decision to approve the Paradigm proposal. City Staff concurs, stating “City staff recommends these studies and reports be completed prior to any City action approving the redeveloper’s application and these reports be part of the package presented to city officials.”
- **The Construction Management Plan.** If the Paradigm proposal is approved, the Applicant will have to give City Staff a Construction Management Plan. The Davies Property will present the Applicant with considerable challenges in staging materials and construction vehicles for the crowded work site, and these could affect the surrounding neighborhoods and traffic on the two main north-south roads. Nearby neighborhoods would benefit from having the opportunity to participate in the development and monitoring of the Construction Management Plan to mitigate impacts.

Respectfully,



William Douglas Figg, Sr.
President
Breckinridge HOA