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Pulte Seeks Amendment to MetroWest Proffers to Allow Multifamily Development to Move Forward

Pulte Home Company LLC is seeking an amendment to the MetroWest approval to remove proffer triggers associated with office development that currently prevent the applicant from moving forward with the final multifamily component, according to a statement of justification filed by attorney Kevin MacWhorter (DLA Piper).

“The modest adjustments will allow the applicant to deliver critically needed housing at market and affordable rates, thoughtful open space and an activated community hub,” reads the December 23rd statement.



MetroWest PCA; Illustrative CDP (Bldgs 14-18)

Source: CDPA 2020-0292/FDPA 2020-0293 Filing (12/23/20)

The applicant is the developer of the residential portion of MetroWest, a 56-acre transit-oriented development located south of the Fairfax-GMU Metrorail station. In 2006, the county board approved the rezoning (to PRM), which calls for 2,248 homes, 300,000-square feet of office, and a minimum of 100,000 square feet of retail, service, and institutional uses.

To date, the applicant has delivered the townhome and mid-rise multifamily product on the southern half of the site, which includes 53 affordable dwelling units with another 36 under construction, in addition to constructing the overall site infrastructure and the \$12 million Providence Community Center. Progress on the mixed-use, high-rise core of the project—in particular, the two office sites controlled by Clark Realty Capital—adjacent to the Metro station, however, has been slow to develop.



MetroWest PCA; Main Street Rendering

Source: CDPA 2020-0292/FDPA 2020-0293 Filing (12/23/20)

The applicant seeks to remove the proffer condition trigger that requires the construction start of the two office buildings prior to the development of the final 1,000 residential units at MetroWest. Pulte intends to move forward on Buildings 14 through 18, which will feature 480 multifamily units, 35,000-square feet of non-residential use, and two amenitized open spaces on either side of Main Street immediately south of the planned office component.

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Removal of the trigger is justified, according to the applicant, given that office development around the Phase I Silver Line has “absorbed much of the demand” along the Metro corridor; further, additional residential and retail could spur renewed interest in the Metro-adjacent office parcels and would deliver needed housing to the county.



MetroWest PCA; Open Space Rendering

Source: CDPA 2020-0292/FDPA 2020-0293 Filing (12/23/20)

“The effect of the existing proffer is to delay meaningful residential units, including the final 52 ADUs, from being constructed while the applicant waits an unknown amount of time for office demand to return,” the statement reads.



MetroWest; Overall CDP

Source: FDPA 2003-PR-022 Staff Report (12/27/17)

The applicant is also requesting that additional daycare center uses be permitted within the required retail square footage to help provide “a truly activated pedestrian experience along Main Street,” according to the statement.

The revised proffers also propose swapping a 600-square-foot business center proposed in Building 17 with a 2,000-square foot community room, as “tenants have come to expect community space in their building” according to the applicant.

Additional CDP/FDP revisions include adjustments to the building footprints to accommodate below-grade parking and reoriented uses, consolidation of garage entrances from three to one, and design revisions to the central courtyard.

EYA Proposes Residential Rezoning for Leesburg Pike Office Site

EYA Development LLC filed a rezoning application to redevelop a functionally obsolete office site just east of Tysons Corner along Leesburg Pike into a 104-unit townhome community, according to a statement of justification filed December 15th by Cooley LLP on behalf of the applicant.

“The development proposal replaces an office building that has reached the end of its useful life with a residential townhome use more compatible with the adjacent Pimmit Hills community, all while accommodating future planned transportation improvements along Route 7,” it reads.

The 6.7-acre site, currently occupied by a 40-year-old, 165,000-square-foot office complex and associated parking, sits on the north side of Leesburg Pike just east of the I-495 interchange in Falls Church. EYA is the contract purchaser of the C-2-zoned site, which is bound to the north and west by the Pimmit Hills neighborhood, to the east by another suburban-style office building, and to the south by Marshall High School.

The 1970s-era office complex features a “unique” circular design—a central hub building enclosed by two curvilinear buildings—that creates inefficient tenant layouts that are “difficult and expensive” to build-out and furnish, according to the applicant.

“The building has struggled for years to secure and retain tenants, making it an ideal site to redevelop,” reads the statement of justification.

The applicant is requesting a rezoning to PDH-16 to permit 104 townhouses (nine affordable units) laid out in a rectilinear street grid that promotes an “active pedestrian experience,” with all units fronting streets, mews, and open spaces and vehicular access to the rear-loaded garages limited to internal