

City of Falls Church

Meeting Date: 05-08-17	Title: (TR17-15) RESOLUTION TO GRANT A SPECIAL EXCEPTION FOR A COTTAGE HOUSING DEVELOPMENT IN THE R-1A, LOW DENSITY RESIDENTIAL ZONING DISTRICT ON APPROXIMATELY 1.25 ACRES OF LAND LOCATED AT THE EAST END OF RAILROAD AVENUE AND COMPRISING THREE PARCELS (REAL PROPERTY CODE NUMBERS 52-102-030 THROUGH 52-102-032) KNOWN AS “RAILROAD COTTAGES” ON APPLICATION BY RAILROAD, LLC.	Agenda No.: 10(b)(1)	
Proposed Motion: Refer (TR17-15) out to the following boards, commissions, and community organizations: Planning Commission, Architectural Advisory Board, Economic Development Authority, Housing Commission, Human Services Advisory Council, Environmental Sustainability Council, Tree Commission, Citizens Advisory Committee on Transportation, Recreation & Parks Advisory Board, Arts and Humanities Council of Falls Church, Library Board of Trustees, Historical Commission, and Village Preservation and Improvement Society (VPIS).			
Originating Dept. Head: James Snyder, Director of Development Services JBS 5-03-2017 703-248-5128 Carly Aubrey, AICP, Senior Planner 703-248-5106 CMA 5-03-2017		Disposition by City Council:	
City Manager: Wyatt Shields 703-248-5004 FWS 5-4-17	City Attorney: Carol McCoskrie 703.248.5010 CWM 05-04-2017	CFO: Kiran Bawa 703-248-5092 KB 5-3-2017	City Clerk: Celeste Heath 703-248-5014 CH 5-4-17

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REQUEST: The City Council is requested to refer a special exception application for a ten unit cottage development at 1006 Railroad Avenue to boards and commissions for review and recommendation.

This application requires legislative action by the City Council, after a mandatory recommendation by the Planning Commission, for a special exception to allow a cottage housing development within the R-1A, low-density residential zoning district.

RECOMMENDATION:

Staff recommends that the City Council provide comments and direction on the proposed application, and refer the application out to the boards, commissions, and community organizations listed in the draft motion above.

BACKGROUND:

On February 13, 2017, the City Council adopted Ordinance 1966, which provides processes and regulations for approval, by special exception, of cottage housing developments. In summary, cottage housing developments are allowed through a special exception approved by the City Council, followed by the standard site plan review process. The ordinance permits this use on sites with a minimum of 45,000

21 square feet in area (equivalent of four (4) R-1A lots) in the R-1A low-density residential
22 zoning district within 500 feet of a revitalization district. Cottage housing developments
23 would be permitted to construct approximately twice the base number of units currently
24 allowed in R-1A, if the project meets the special exception criteria in Section 48-90(e)
25 and the requirements in Section 48-241. These criteria include much stricter size and
26 height limitations than otherwise would apply in the R-1A district.

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28 The applicant submitted a special exception application on February 24, 2017, for
29 approval of a cottage housing development on three existing lots in one parcel located at
30 the eastern end of Railroad Avenue. Site characteristics and a project description are
31 provided below. Staff has reviewed and provided comments on the first submission.
32 The applicant submitted revised materials to address these comments on April 20, 2017,
33 and staff review of the 2nd submission is in progress. Staff comments and application
34 materials are attached.

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36 **STAFF ANALYSIS:**

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38 **Site Characteristics**

39 The subject site is 1.25 acres in size (54,425 square feet) and consists of three lots, to be
40 consolidated (52-102-030, 52-102-031, and 52-102-032 [1006 Railroad Avenue]).
41 Existing site conditions consist of trees and grasses. There are no existing structures.
42 The site is accessed by Railroad Avenue, which terminates at the subject site.
43 Surrounding land uses to the south, east, and west include detached single-family
44 homes. Surrounding land uses to the north include the Washington & Old Dominion
45 Trail, the Friends of Falls Church homeless shelter, Fairfax Water offices, the City's
46 property yard, and vehicle body shop businesses.

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48 **Project Description**

49 As proposed, the project would include, but not be limited to, the following elements:

- 50 • Ten cottage units, each approximately 1,500 square feet in size, 1.5 stories, and
51 25 feet in height;
- 52 • One common house, approximately 1,500 square feet in size, 1.5 stories, 25 feet
53 in height, and containing a kitchen, dining area, social interaction area and guest
54 room;
- 55 • Shared open space throughout the site;
- 56 • Clustered parking area with a carport over 10 parking spaces and 3 uncovered
57 parking spaces;
- 58 • Age-restricted for persons 55 years of age or older, including a provision that no
59 residents shall be under age 18;
- 60 • Landscaped buffers between 10 feet and 20 feet in width around all property
61 lines;
- 62 • Six foot width extension along length of Railroad Avenue through the use of
63 grass-pave (for total road width of 18 feet) and improvements at end of Railroad
64 Avenue to provide space for fire engine turnaround;

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City Council Work Session – May 1, 2017

On May 1, 2017, the City Council held a walking tour of the subject site with a subsequent work session. Items raised at the work session are summarized below, along with responses if available at this time.

- *Provide answers to the statements/questions on the handout provided by neighbors at the walking tour.* The handout, and answers provided by the Applicant, are included in Attachment 4.
- *Provide sketch plat demonstrating if/how the property could be developed into four lots.* The Applicant has provided this sketch, see Attachment 5.
- *Provide a comparison of potential by-right single-family homes for the subject site versus the cottage housing development, in regards to estimated coverages (building and impervious), setbacks, height, landscaping/tree canopy, estimated residents, estimated vehicles, and stormwater improvements.* The table starting on page 8 has been revised to include estimated figures for the subject site under 3 and 4 lot scenarios and the proposed cottage housing development for the listed items with exception of estimated vehicles, and stormwater improvements. A trip generation summary was provided and is currently being reviewed by staff. Additionally, proposed stormwater improvements are being developed and reviewed by staff.
- *Provide a fiscal impact analysis for proposed development compared to what could be developed on the property by-right.* The fiscal impact model used by the City is designed to evaluate multi-use and residential developments with greater number of units than either the proposed project or single-family homes allowed by-right. Given the small sample size, a fiscal impact analysis would not be statistically meaningful for either four “by right” homes, or ten proposed cottages.
- *Condominium documents and deed restrictions, particularly for age-restriction component - who would it run to and who could enforce it (could the City enforce?).* The Applicant is preparing documents related to condominium by-laws, covenants, and deed restrictions. These documents, as well as enforcement capabilities would be reviewed by City staff.
- *How would improvements to Railroad Avenue be maintained?* Discussions with City staff and NOVA Parks related to necessary improvement and maintenance agreements are on-going.
- *Would this special exception request include voluntary concessions?* The Applicant’s draft Voluntary Concessions (included in Attachment 1 under Attachment B tab) outline commitments by the Applicant that further the application’s compliance with the Code’s Special Exception evaluation criteria. Additional draft concessions are being discussed by the Applicant and city staff.
- *More public outreach with the neighbors.* The Applicant held an initial neighborhood meeting on March 15, and is planning another neighborhood meeting on May 17, 2017.

Comprehensive Plan/Zoning/Special Exception

The following section provides an analysis of the proposed project for compliance with the Comprehensive Plan and Zoning Ordinance.

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Comprehensive Plan Analysis

Comprehensive Plan	Railroad Cottages
<p>An increasing number of ...persons over age 65 are creating greater demands ...for senior housing and services. <i>Vision Chapter, Page 2, 4</i></p> <p>Encourage a mix of residential housing types that can meet the current and future needs of residents of all levels of income, while benefiting community character. [Goal 2] <i>Ch. 10 Housing, Page 204</i></p> <p>Encourage the creation of supportive and accessible housing for persons with disabilities and senior citizens. [Goal 4, Strategy A] <i>Ch. 10 Housing, Page 206</i></p>	<p>Per Section 48-90(e) (1) of the Zoning Ordinance, the development would be age-restricted. The Applicant is proposing 55 years of age and older.</p> <p>Universal design techniques are proposed throughout the project. The walkway would be six feet in width (ADA requires five feet), and house entrances would be ADA compliant.</p>
<p>C. Promote compatibility with existing neighborhoods, improvement of the existing housing stock, and environmental preservation in relation to infill residential development. <i>Ch. 3 Community Character, Appearance, and Design, Goal 1, Page 25</i></p>	<p>The proposed cottages would have, in total, less height and similar or less massing than typical single-family houses. Cottages would include front porches, variations in materials and color, and building modulation to be compatible with surrounding homes.</p>
<p>Strategy B, Explanation. In recent years many new homes and additions to existing homes have been built on infill lots in established residential neighborhoods. A number of these homes have been built at a much larger scale than the other homes in the neighborhoods and to the maximum lot coverage and height that the Zoning Ordinance allows. <i>Ch. 4 Land Use and Economic Development Goal 7, Page79 Rv</i></p>	<p>10 cottages plus 1 common house are proposed, each with a height of 1.5 stories and 25 feet.</p> <p>Estimated floor area ratio (FAR) of 0.282 FAR, which is similar to, or less than typical single-family homes (see comparison table below for more information). Proposed impervious surface coverage of 32.82% (through the use of pervious materials), and building coverage of 26.09% (1.09% over maximum allowed with inclusion of solar panels).</p>
<p>Building larger and in some cases taller houses can decrease the space between houses as well as change views and sunlight reception, decrease the number of trees and vegetation, reduced shading, and increased stormwater runoff. [Goal 7, Strategy B, Explanation] <i>Ch. 4 Land Use and Economic Development, Page79 Rv</i></p>	<p>The proposed cottages would have overall less height (1.5 stories, 25 feet height) and similar to, or less massing than typical single-family house. The distances between the individual cottages range from 6.3 feet to 20 feet. Distances from proposed structures on the site to adjacent residences range from 20 feet to 200 feet.</p>
<p>Encourage redevelopment that reduces the amount of impervious cover, increases or maintains native vegetation, and uses other best management practices. [Required Action under Goal 1, Strategy B] <i>Ch. 4 Land Use and Economic Development Page 74 Rv</i></p> <p>Increase vegetative cover and tree canopy on</p>	<p>Pervious pavers and wooden walkways would be used throughout the site as opposed to impervious pavement.</p> <p>The majority of the existing vegetation would be removed for construction of the project. Landscaped buffers would be installed along the perimeter of the site and the proposed tree canopy exceeds the code requirement. The</p>

Comprehensive Plan	Railroad Cottages
<p>rooftops and in parking areas to provide shade and reduce impervious surfaces. [Goal 4, Strategy E], <i>Ch. 5, page 117</i></p> <p>Promote green building and low impact development within the City. [Goal 6, Strategy G] <i>Ch. 5, Natural Resources and the Environment, Page 119</i></p>	<p>conceptual development includes a note that the applicant will work with the city to utilize native plant species.</p> <p>Proposed green building and LID elements include capturing first inch of rainfall from roof and vehicular areas, geothermal HVAC, 2x6 exterior walls with R-21 insulation, R-50 roof insulation, low-e windows, Energy Star appliances, programmable thermostats, solar panels, and LEED Silver or equivalent.</p>
<p>The purpose of these Revitalization Areas is to designate where redevelopment will be encouraged. Each Area is oriented toward the most logical transit alternative, includes the ability for mixed use redevelopment according the City’s Zoning Ordinance, and allows for density greater than 3.0 floor area ratio in a portion thereof. [Revitalization Areas, Small Area Plans, & Urban Development Areas] <i>Ch. 4, Land Use & Economic Development, Resolution 2016-36</i></p> <p>3. Support economic activity by increasing access to City businesses and by increasing access to regional activity centers. [Goal 3] <i>Ch. 7, Transportation, Page 4</i></p>	<p>The entire project area is within 285 feet from the West Falls Church Revitalization Area, which includes the industrial zoned land on the other side of the W&OD Trail.</p> <p>Additionally, the site is one-fifth of a mile from West Broad Street, and two-thirds of a mile from the West Falls Church Metro Station.</p> <p>The project’s draft Transportation Demand Management Plan includes items such as an information kiosk with transit options and a carpool board.</p>
<p>Encourage developers and builders to dedicate land, particularly that which is densely vegetated, for open space within their developments. [Goal 5, Strategy C] <i>Ch. 5, Natural Resources and the Environment, Page 117</i></p> <p>3. Encourage developers to provide outdoor space as part of redevelopment projects [Implementation Strategy] <i>Ch. 6, Parks, Open Space, and Recreation, Page 13</i></p>	<p>The majority of the existing vegetation would be removed for construction of the project. Landscaped buffers would be installed along the perimeter of the site.</p> <p>Private open space for the development would be provided as shown on the conceptual development plan.</p>
<p>...visually integrate developments into the existing landscape and minimize potential conflicts between abutting developments...[Goal of Landscape Ordinance] <i>Ch. 5, Natural Resources and the Environment, Page 106</i></p>	<p>The proposed structure height of 25 feet maximum would integrate the site into surrounding areas, in addition to the proposed landscaped buffers located adjacent to public streets and neighboring properties.</p>
<p>“Other Parks & Open Space”, <i>Ch. 6, Parks for People, Future Parks map</i></p> <p>Western Gateway, <i>W&OD Park Master Plan: The City’s Greenest Street</i></p>	<p>The site is indicated as a potential future “Other Parks & Open Space”, however, the City does not currently have plans or funds for that acquisition. The Applicant has proposed, as part of voluntary concessions, to implement the proposed W&OD Trail Western Gateway, subject to NOVA Parks approval.</p>
<p>Design Guidelines, IV Guidelines for Streetscapes, B. Paving and Sidewalks</p>	<p>Two curb cuts are proposed with clustered parking at the western end (13 parking spaces)</p>

Comprehensive Plan	Railroad Cottages
4. Avoid excessive curb cuts for vehicular access across pedestrian ways.	and along the north property line (2 parking spaces [loading/unloading]).

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Zoning Ordinance Section 48-241

Based on review of the first submission, the proposed project is largely in compliance with the provisions in the recently adopted Section 48-241 of the Zoning Ordinance. Comments from Planning and Zoning staff on the first submission related to Section 48-241 are included in Attachment 2. A second submission has been received (Attachment 1), which includes responses to comments. The second submission is currently under review by staff.

Special Exception Analysis (Cottage Housing)

Per Sec. 48-241 of the Code, Council may, by special exception, allow cottage housing developments in the R-1A zoning district, if the Council finds that the project conforms to the criteria in Sec. 48-90(e) of the Code. The Applicant's justification for how the application satisfies the Code criteria is part of the application.

- (1) *The cottage housing development provides an age-restricted community, as provided for under the Federal Housing for Older Persons Act of 1995, as amended from time to time;*

The Applicant is proposing a 55 years of age and over community. Documents related to covenants and deed for age restrictions have not yet been received.

- (2) *The cottage housing development provides a coordinated site design that encourages social interaction, minimizes the amount of impervious surfaces, and promotes low impact development;*

Each cottage would have a front porch facing the common walkway that would traverse the site. A common house is proposed that would include a kitchen, dining area, social interaction area and guest room. All proposed paving on the site would use pervious materials and wooden walkways. Proposed low impact development techniques include pervious pavement, rain gardens, and capturing the first inch of rainfall from roofs and parking areas.

- (3) *The cottage housing development includes community amenities for its residents such as common open space, community buildings and connectivity to surrounding areas that provides for neighborhood interaction, security, and a sense of community;*

A common house is proposed that would include a kitchen, dining area, social interaction area and guest room. A walkway is proposed within the interior of the project which connects to the front porches of each cottage and to the common house. Additional common open space is indicated to either side of the walkway, to the east of the common house, and to the east of Unit 3 (far eastern unit). The site is adjacent to the W&OD trail, which provides connectivity to the shopping, recreation, and transit options on W. Broad Street, located one-fifth of a mile from the site. The Applicant states that there is room for a community garden and the condominium association would sponsor lectures, group classes, outings, etc. The draft TDM/PMP includes a secure bike cage, shared bicycles,

163 carpool board and kiosk with information on transit options, bike routes,
164 walking routes, and Commuter Connection information.

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- 166 (4) *The cottage housing development contributes to the neighborhood by including*
167 *design details that provide a visual connection between the development and the*
168 *surrounding neighborhood; and*

169 Cottages would include design and color details similar to existing homes in the
170 area, such as front porches, roofing materials of composite shingles and metal,
171 and siding, building modulation, and no blank walls. Massing models have been
172 included in the Applicant’s 2nd submission showing the relation of the
173 development with surrounding residences. The proposed cottages would have
174 overall less height and massing than most of the single-family houses in the
175 surrounding neighborhood. The cottages and common house adjacent to
176 Railroad Avenue are around the same distance from the road as the existing
177 homes along Railroad Avenue. Additionally, the required landscape buffers and
178 tree canopy would provide screening of the development from adjacent
179 residences.

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- 181 (5) *The cottage housing development meets the standards for Leadership in Energy*
182 *and Environmental Design (LEED) Silver certification or an equivalent*
183 *residential green building certification program in the design of the project. If*
184 *LEED certification is used, it should incorporate SITES (sustainable landscape)*
185 *criteria to the extent practical.*

186 The Applicant intends to achieve the equivalent of LEED Silver or greater and is
187 revising the draft voluntary concessions to include the certification program and
188 level that will be sought. Proposed green building techniques currently include
189 geothermal HVAC, Energy Star appliances, 2x6 exterior walls with R-21
190 insulation, R-50 roof insulation, low-e windows, programmable thermostats, and
191 solar panels.

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- 193 (6) *The entire site area of a cottage housing development is located within 500*
194 *linear feet of a designated revitalization area.*

195 The entire site area is within 285 feet from the West Falls Church Revitalization
196 Area (Attachment 3).

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198 Sec. 48-90(f) is a Code provision that allows for the City to establish conditions, as
199 deemed necessary to protect the public interest, while allowing a Special Exception for
200 a cottage housing development. The Applicant’s draft Voluntary Concessions (included
201 in Attachment 1 under Attachment B tab) outline commitments by the Applicant that
202 further the application’s compliance with the Code’s Special Exception evaluation
203 criteria. Additional draft concessions are being discussed by the Applicant and city
204 staff.

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206 *By-Right and Cottage Housing Development Comparison*

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208 The following table provides an *estimated comparison* of standard R-1A lot
209 development of single-family houses on the site for 3 or 4 lots and for the proposed
Railroad Cottages. The coverage, gross floor area, and floor area ratio figures for the 3

210 and 4 lot scenarios have been averaged out over the entire site area. The Applicant has
211 provided a sketch showing a potential 4-lot plat with building layout and coverages
212 (Attachment 5). A four lot proposal would require a subdivision application and
213 Planning Commission approval.
214

	Three lots on 54,425 square foot lot	Four lots on 54,425 square foot lot	Railroad Cottages on 54,425 square foot lot
Maximum Building Coverage @ 25%	13,606 sf (~4,535 sf per lot)	13,606 sf (~3,401 sf per lot)	14,202 sf proposed; ≥596 sf of solar panels proposed 13,606 sf allowed
Maximum Impervious Coverage @ 35%	19,048 sf (~6,350 sf per lot) 25% permeable pavement credit available	19,048 sf (~4,762 sf per lot) 25% permeable pavement credit available	19,084 sf; reduced to 17,863.5 sf with 25% permeable pavement credit 19,048 sf allowed
Estimated GFA and FAR of dwelling units	47,617.5 gfa* FAR – 0.875 13,980 gfa** FAR – 0.257	34,010 gfa*** FAR – 0.625 18,640 gfa**** FAR – 0.342	15,374 gfa (Ten cottage units plus one club house) FAR – 0.282
Residents	6-15 (assuming two to five individuals/unit)	8-20 (assuming two to five individuals/unit)	10-20 (assuming one to two individuals)
Height	35 feet, 2.5 stories		25 feet, 1.5 stories
Landscaping	20% tree canopy in 10 years No landscape buffers required		20% tree canopy in 10 years 10 foot landscape buffers

215 *Using maximum building coverage and height limit (4,535 sf at 2.5 stories + basement = 15,872.5 sf x 3
216 dwelling units)

217 **Using 4,660 sf x 3 dwelling units (average home size including basement area built between 2009-
218 2016)

219 ***Using maximum building coverage and height limit (3,401 sf at 2.5 stories + basement = 8502.5 sf x
220 4 dwelling units)

221 ****Using 4,660 sf x 4 dwelling units (average home size including basement area built between 2009-
222 2016)

223 NOTE: FAR refers to Floor Area Ratio, which is total building floor area divided by total land area.
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225 **Technical Review by Staff**

226 All comments from staff review of the 1st submission are included in Attachment 2. The
227 following includes a summary of those comments related to transportation and parking
228 management, as well as the proposed improvements along Railroad Avenue.

229 Submission 2 and draft Voluntary Concessions (Attachment B in Attachment 1), which
230 includes a trip generation summary (Attachment 1a) are currently under review.
231

232 Transportation Demand Management (TDM) and Parking Management Plan (PMP)

233 The cottage housing ordinance, Section 48-241, requires 1.25 spaces of off-street
234 parking spaces per cottage unit. The proposed Railroad Cottages would require 13
235 parking spaces. Thirteen parking spaces are shown in the clustered parking area at the

236 western side of the site, and two spaces (loading/unloading) are shown adjacent to the
237 common house. A trip generation summary (Attachment 1a) was provided and is
238 currently being reviewed by staff.

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240 A TDM and PMP would be approved as part of the proposed project. A draft
241 TDM/PMP with the following goals is included in Attachment 1 under Attachment D
242 tab:

- 243 1. Provide travel options that allow residents to “age in place”, which means “the
244 ability to live in one’s own home and community safely, independently, and
245 comfortable, regardless of age, income, or ability level” and
- 246 2. Demonstrate that the number of parking spaces provided is consistent with City
247 code and accommodates travel demand.

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249 Fire Safety

250 The Fire Marshal reviewed and commented on the 1st submission (Attachment 2) a
251 summary of which is below:

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253 In order to meet the intent of the Virginia Statewide Fire Prevention Code, the
254 applicant has agreed to the following:

- 255 • Railroad Avenue shall be widened from Fowler Street to the end of Railroad
256 Avenue with a continuous width of 18 feet to be accomplished with permeable
257 pavers abutting the existing pavement and extending onto Northern Virginia
258 Park Authority Property (exemption from 20 feet since cottages will include
259 automatic sprinkler systems);
- 260 • “No Street Parking” signs on Railroad Avenue in order to meet the minimum 18
261 foot requirement;
- 262 • “Dead-End Turn-Around” sign at the end of Railroad Ave for emergency
263 vehicles;
- 264 • Additional fire hydrant in the area of the cottages;
- 265 • All portions of first story exterior walls are within 150 feet of the closest
266 roadway supporting fire apparatus;
- 267 • All aspects of the maintenance of Railroad Avenue shall be identified;
- 268 • Proposing construction featuring non-combustible siding, the installation of fire
269 sprinkler suppression systems and limiting the height to 1 ½ stories for the use
270 of ground ladders for emergency rescue operations.

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272 Completion of the proposed actions as outlined above, the intent of the Virginia
273 Statewide Fire Prevention Code would be met and there should not be an adverse
274 impact influencing the ISO and insurance ratings on those properties regarding
275 accessibility. In addition, these improvements will greatly provide an accessibility
276 resolution for the existing homes on Railroad Avenue and improve response
277 capabilities for emergency services.

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279 NOVA Parks

280 NOVA Parks reviewed and commented on the 1st submission (Attachment 2), a
281 summary of which is below:

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- 283 • The developer and City will need to enter into an agreement with NOVA Parks
284 allowing the work to be completed on park property. Among other things, the
285 agreement will require the developer to pay for NOVA Parks staff time and out
286 of pocket expenses (such as engineering review and legal expenses to draft
287 agreements). There will also be a construction deposit required that will be
288 refunded at end of work if everything is completed properly.
- 289 • Since the improvements on park property are intended for the benefit of the City
290 for fire protection, the City will need to enter an agreement with NOVA Parks to
291 maintain the surface improvements, bollards and no parking signs.
- 292 • As you know, we can't grant permanent rights in the park property, nor can we
293 predict what our future park development needs might be. The space occupied
294 by the proposed improvements could someday hinder NOVA Parks ability to
295 develop the valuable park property and to provide facilities to benefit the public.
296 Accordingly, there will need to be language in the agreement with the City that
297 indicates NOVA Parks may remove or develop the Grasspave areas and
298 designated emergency vehicle turnaround at its discretion (essentially everything
299 outside of the existing 12 foot wide public road easement), and the City will not
300 deny approval of future NOVA Parks plans and permits because of the existence
301 of the Grasspave strip and turn around area.

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303 **Public Comments**

304 Public Comments received as of May 3, 2017 are included in Attachment 6.
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306 **FISCAL IMPACT:**

307 The Applicant has included a statement and data on projected net revenues (Attachment
308 1, Section 7). The fiscal impact model used by the City is designed to evaluate multi-
309 use and residential developments with greater number of units than either the proposed
310 project or single-family homes allowed by-right. Given the small sample size, a net
311 fiscal impact analysis would not be statistically meaningful for either four “by right”
312 homes, or ten proposed cottages. The City ordinance that sets forth the conditions for
313 evaluation of a cottage special exception application does not list fiscal impact among
314 the criteria for consideration.
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316 **TIMING:**

317 Routine. If (TR17-15) is referred out on May 8, 2017, it is anticipated to be heard by
318 the specified Boards and Commissions during the months of May and June. An action
319 hearing by the City Council is anticipated on July 10, 2017. If (TR17-15) is adopted,
320 subsequent site plan review by the Planning Commission and building plan review by
321 City staff would follow.
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323 The Railroad Cottages application materials and plans are available on the City's
324 website at the following link:

325 <http://www.fallschurchva.gov/1792/Railroad-Cottages-1000-block-of-Railroad>
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327 **ATTACHMENTS:**

328 Attachment 1: Railroad Cottages Application (2nd submission)
329 Attachment 1a: Trip Generation Summary

330	Attachment 2:	Staff Comments to 1 st submission
331	Attachment 3:	Site Location Map
332	Attachment 4:	Applicant Response to “No to Railroad Cottages, 5-1-17”
333	Attachment 5:	Sketch plat
334	Attachment 6:	Public Comments as of May 3, 2017
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RESOLUTION TO GRANT A SPECIAL EXCEPTION FOR A COTTAGE HOUSING DEVELOPMENT IN THE R-1A, LOW DENSITY RESIDENTIAL ZONING DISTRICT ON APPROXIMATELY 1.25 ACRES OF LAND LOCATED AT THE EAST END OF RAILROAD AVENUE AND COMPRISING THREE PARCELS (REAL PROPERTY CODE NUMBERS 52-102-030 THROUGH 52-102-032) KNOWN AS "RAILROAD COTTAGES" ON APPLICATION BY RAILROAD, LLC.

WHEREAS, on February 13, 2017, City Council adopted Ordinance 1966, which amended Chapter 48, "Zoning", of the Code of the City of Falls Church, the special exception process within the R-1A, low density residential district, to allow for cottage housing developments by special exception; and

WHEREAS, an application for a Special Exception to allow a cottage housing development within the R-1A zoning district has been submitted by Railroad Cottages, LLC ("the Applicant") to allow a cottage housing development pursuant to Section 48-241 in conformance with the procedure set forth in Section 48-90 of the City Code; and

WHEREAS, the application proposes a development comprising ten (10) cottage units, each approximately 1,500 square feet in size, 1.5 stories, and 25 feet in height; one (1) common house, approximately 1,500 square feet in size, 1.5 stories, 25 feet in height, and containing a kitchen, dining area, social interaction area and guest room; common open space throughout the site; clustered parking area with a carport over ten (10) parking spaces and five (5) uncovered parking spaces; age-restricted for persons 55 years of age or older; landscaped buffers between 10 feet to 20 feet in width around all property lines; six foot width extension along length of Railroad Avenue through the use of grass-pave (for total road width of 18 feet) and improvements at the end of Railroad Avenue to provide space for emergency access vehicle turnaround; and

WHEREAS, in order to achieve the development as proposed, the application requests a special exception for a cottage housing development in a R-1A zoning district as shown in the Special Exception application, including the Conceptual Development Plan, dated xx,xx,xxxx; and

WHEREAS, the application for the special exception has also been referred to various citizen boards and commissions for public review and comment; and

WHEREAS, the application for the special exception has been referred to the Planning Commission, which conducted a public hearing and on a x-to-x vote recommended xxx to the City Council, and this recommendation has been received and considered; and

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WHEREAS, City Council has duly advertised and conducted public hearings to receive public comment on the application for this special exception on **xx,xx,xxxx** and **xx,xx,xxxx**; and

WHEREAS, City Council has considered the application, the requirements of Section 48-90 and Section 48-241 of the City Code, the recommendation of the Planning Commission, comments from boards and commissions, and public comments; and

WHEREAS, City Council has considered the subject properties' unique characteristics and the community benefits to be derived as a result of the proposed development, and determined that this particular project is acceptable for these parcels at this time; and

WHEREAS, City Council has considered state law regarding special exceptions, specifically, that special exceptions may be granted by the local governing body subject to conditions pursuant to Code of Virginia Sec. 15.2-2286(A)(3) that allows their issuance "under suitable regulations and safeguards" and that each special exception case shall rest on its own merits and the uniqueness of each piece of land; and

WHEREAS, City Council also considered the public interest in improving the subject property as part of overall effort to diversify the existing housing stock, particularly for older residents wishing to age in place; and

WHEREAS, the Developer has offered and submitted the attached "Voluntary Concessions, Community Benefits, Terms and Conditions" dated **xx,xx,xxxx** to the City in order to further ensure consistency with the City of Falls Church's adopted Comprehensive Plan and policies and in support of the special exception; and

WHEREAS, City Council finds that the proposed project, subject to the "Voluntary Concessions, Community Benefits, Terms and Conditions" offered by the applicant, meets the criteria as listed in Section 48-90(e) of the Falls Church City Code as follows: (1) The cottage housing development provides an age-restricted community, as provided for under the Federal Housing for Older Persons Act of 1995, as amended from time to time; (2) The cottage housing development provides a coordinated site design that encourages social interaction, minimizes the amount of impervious surfaces, and promotes low impact development; (3) The cottage housing development includes community amenities for its residents such as common open space, community buildings and connectivity to surrounding areas that provides for neighborhood interaction, security, and a sense of community; (4) The cottage housing development contributes to the neighborhood by including design details that provides a visual connection between the development and the surrounding

neighborhood; and (5) The cottage housing development meets the standards for Leadership in Energy and Environmental Design (LEED) Silver certification or an equivalent residential green building certification program in the design of the project. If LEED certification is used, it should incorporate SITES (sustainable landscape) criteria to the extent practical; and (6) The entire site area of a cottage housing development is located within 500 linear feet of a designated revitalization area; and

WHEREAS, City Council finds that the proposed project provides significant community benefits, including, but not limited to the following: *In Progress*

NOW, THEREFORE it is hereby RESOLVED by the City Council of the City of Falls Church, Virginia, that in consideration thereof, pursuant to Sections 48-90 and 48-241 of the Falls Church City Code, the Special Exception for a cottage housing development is hereby granted and approved, subject to the following conditions:

1. The Developer's Voluntary Concessions, Community Benefits, Terms and Conditions Railroad Cottages, dated xx,xx,xxxx ("voluntary concessions"), for Special Exception for Cottage Housing Development at the subject site, and all the terms and conditions thereof, shall be a condition for the issuance and approval of the Special Exception; and the City Manager is hereby authorized and directed to execute the voluntary concessions on behalf of the City; and
2. The development of the site shall generally be in accordance with the Special Exception Application dated xx,xx,xxxx and Conceptual Development Plans (CDP), dated xx,xx,xxxx; and
3. Construction of this project shall commence, as evidenced by building permits having been obtained for the whole site and work actively underway pursuant to such permits, within three (3) years from date of adoption of this resolution, or this approval shall be null and void; and
4. Violation of any of the conditions of this Special Exception, including any of the voluntary concessions, shall be grounds for revocation of the Special Exception by City Council.

Reading:

Adoption:

(TR17-15)

* Voluntary Concessions TO BE ATTACHED

