

**Fairfax Square Professional Center
Rezoning Request
Statement of Support
June 23, 2026**

Belleau Wood Inc., on behalf of Van Metre Companies (“**Van Metre**”) is the owner of Fairfax Square Professional Center (the “**Property**” or “**Fairfax Square**”), which is located on 10.47 acres at the end of Burke Station Road, fronting along Main Street in Fairfax City. The Property is more particularly identified as tax parcels 58-3-02-013A, 48-3-14-002B, and 58-3-02-013C and features 12 existing buildings with 126,535 square feet of a variety of commercial uses. Van Metre is seeking approval to allow for the redevelopment of the Property with new commercial buildings along Main Street and residential buildings behind to create a more diverse, vibrant mixed-use development.

Applicant Overview

Van Metre is a highly regarded real estate developer and builder that has provided quality homes in the Northern Virginia region since 1955. Headquartered at the 9900 Main Street office building since 2007, Van Metre continues to actively own and manage the commercial campus, which it originally constructed between 1978 and 1982. As the long-term owner, Van Metre is committed to redeveloping the Property to better align with the vision of the City’s updated 2035 Comprehensive Plan (the “**Plan**”).

Property Background and Description

As noted above, the Property fronts Main Street and is directly across from the terminus of Burke Station Road. It is presently improved with 12 buildings comprising 126,535 square feet of commercial, office, medical, personal services, retail, and church uses. The Fairfax Square Apartments, constructed, owned and managed by Van Metre, border the Property on two sides, directly to its north and to the east, while the Main Street Center retail center is located to the Property’s west and various other commercial uses are directly south across Main Street.

Zoning and Comprehensive Plan Designation

The Property is zoned Commercial Retail (“CR”), the City’s primary commercial zoning district that governs many properties along Main Street and within Old Town Fairfax. The Property is not subject to any zoning overlay districts.

Although the Property is designated as the Commercial Corridor place type by the Plan, it is also identified as Parcel Specific Consideration #2, which recommends the Property be considered for designation under the Mixed-Use Place Type. The Mixed-Use Place Type contemplates a complementary mix of commercial, multifamily and single-family residential, public and civic, and open space uses. Accordingly, the Property is uniquely positioned for mixed-use redevelopment and the Applicant’s proposal would blend new residential buildings with the adjacent Fairfax Square apartments and surrounding neighborhoods while introducing brand-new retail and commercial space along a commercial corridor.

Proposal

Consistent with the redevelopment potential recently endorsed by the Planning Commission and City Council for the Property, Van Metre is proposing to replan and rezone the Property to allow a mixed-use development to replace the aging commercial center. The proposal seeks to replan the Property to the Mixed-Use Place Type while maintaining the Property's commercial presence and introducing new residential uses as called for in Parcel Specific Consideration #2. The proposal also seeks to process a concurrent rezoning to the PD-M, Planned Development Mixed Use District.

Van Metre has thoughtfully prepared its proposal to replace the oldest commercial buildings within Fairfax Square with new one- and two-story commercial buildings within a mixed-use setting that would now include residential uses. Office uses would remain at the heart of the project, both geographically and in importance, as Van Metre will retain the existing five-story office building at 9900 Main Street, as well as the existing bank building located at 9910 Main Street. The 9910 Main Street building will be flanked by approximately 58,000 square feet of new commercial spaces within four buildings to maintain the same amount of commercial square footage that exists at the Property today. Collectively, the commercial buildings will all align Main Street, as the Mixed Use place type specifies. Behind those new commercial buildings and on either side of the 9900 Main Street building, Van Metre proposes two multifamily buildings and 48 single-family attached units, comprising a total of 138 residential units across the Property. These units are proposed along the rear of the Property and will serve as a great transition between the new retail along the commercial corridor and the existing apartments.

Van Metre intends to enhance the existing commercial space on the Property by replacing 10 existing one-story buildings with three multistory commercial buildings and one single-story commercial building. The central office building will remain as it recently underwent a multi-million-dollar renovation that included façade and HVAC upgrades as well as interior tenant improvements. With the redevelopment, Van Metre proposes to locate the new commercial buildings closer to Main Street to allow for greater visibility of commercial uses closer to the street edge to continue the "Main Street" commercial feel that exists west of the Property.

In addition to the new commercial space, the Applicant is proposing to construct new residential buildings located on either side of the existing 9900 Main Street office building, for a total of 48 single-family attached units and two residential buildings. Across those new buildings, Van Metre will provide nearly 140 residential units. Of those units, 11 units within the first multifamily building constructed at the Property will be provided to those who meet the City's income requirements for ADUs. This important commitment front-loads the Applicant's affordable units, rather than phasing them with each building.

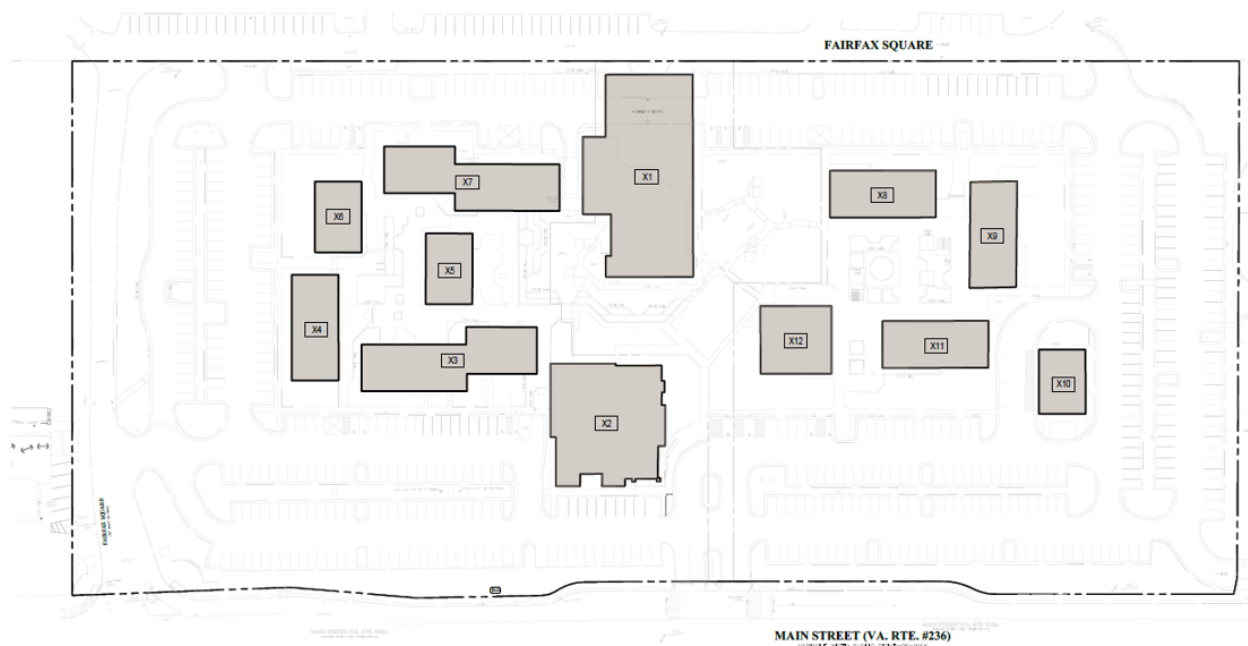
The residential buildings will be located behind the commercial buildings and adjacent to the Fairfax Square apartment complex directly to the Property's north and east. Locating the residential buildings closest to the existing residential buildings creates a strong synergy to the existing residential units and all new residential units will have access to the Fairfax Square Apartments pool and clubhouse as well as amenities located internal to the new residential buildings. These community amenities were purposefully oversized when originally constructed and, because they are under the same ownership/management of this redevelopment, will

adequately and seamlessly serve these new residents. Pedestrian connections are already in place and additional ones will be made to lead the new residents to these facilities, which are similar distances to the new residential units as they are to the existing units.

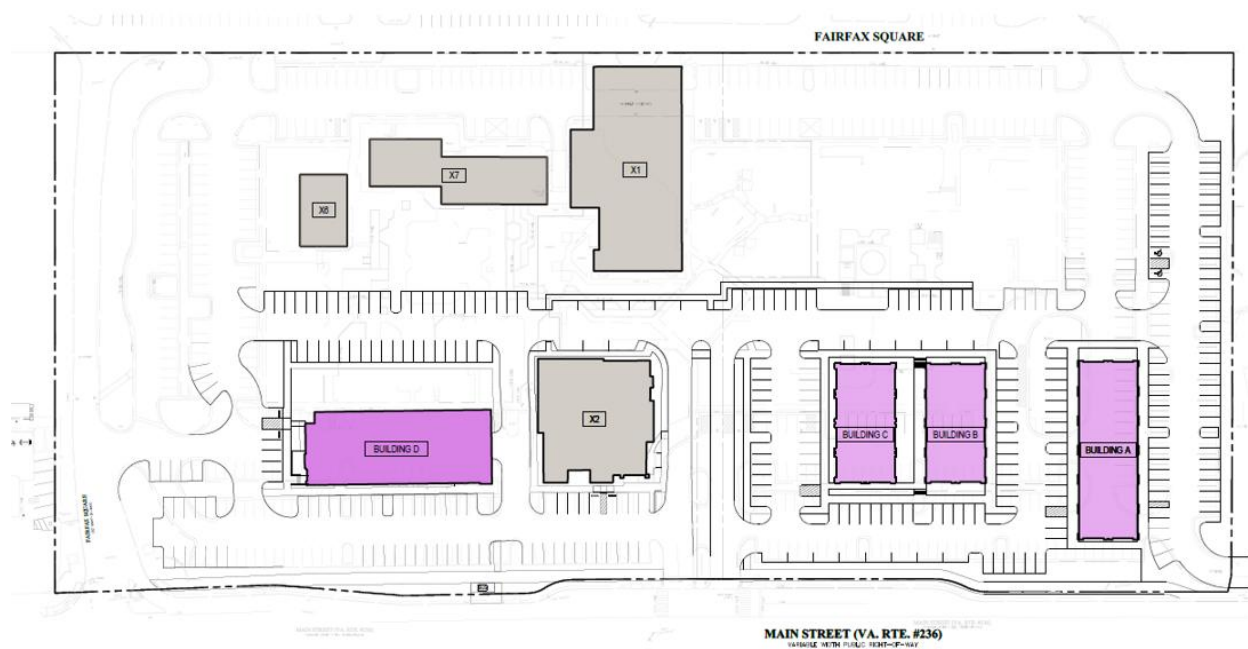
With a total of approximately 140 residential units, the project density is approximately 13 units per acre, which is well under the maximum density of 48 dwelling units per acre set forth for parcels designated Mixed-Use Place Type in the 2025 Comprehensive Plan.

As part of the Property's redevelopment, Van Metre is proposing to make improvements to the pedestrian connectivity throughout the site and along Main Street as well as enhance the Property's vehicular connection to Main Street and its internal grid network. The redevelopment will consolidate the available turning movements internal to the site, which will better channelize traffic and improve traffic flow. In the event that a shared use path is provided on either side of the Property's Main Street frontage, the Applicant will reconstruct the existing on-site sidewalk as a shared use path to connect with the off-site improvements. Until that time, the Applicant will maintain the existing sidewalk, mature street trees and complementary landscaping that all align Main Street.

Redevelopment of the site will require phasing to allow for construction staging and accommodate existing tenant leases while also allowing the center to remain an active, commercial hub during construction. Phase 1 is expected to include the demolition of the three buildings west of the existing bank building (identified as X3, X4, and X5 below) to make room for the first, new commercial building (Commercial Building D, shown in purple below). This phasing is critical to allow commercial tenants who wish to stay at the project to be relocated into new space as the project redevelops. Upon construction of Building D, Phase 2 demolition will begin and will remove all of the commercial buildings on Property's east side (Buildings X8, X9, X10, X11, and X12) to make way for the construction of Commercial Buildings A, B, and C in Phases 2 and 3.



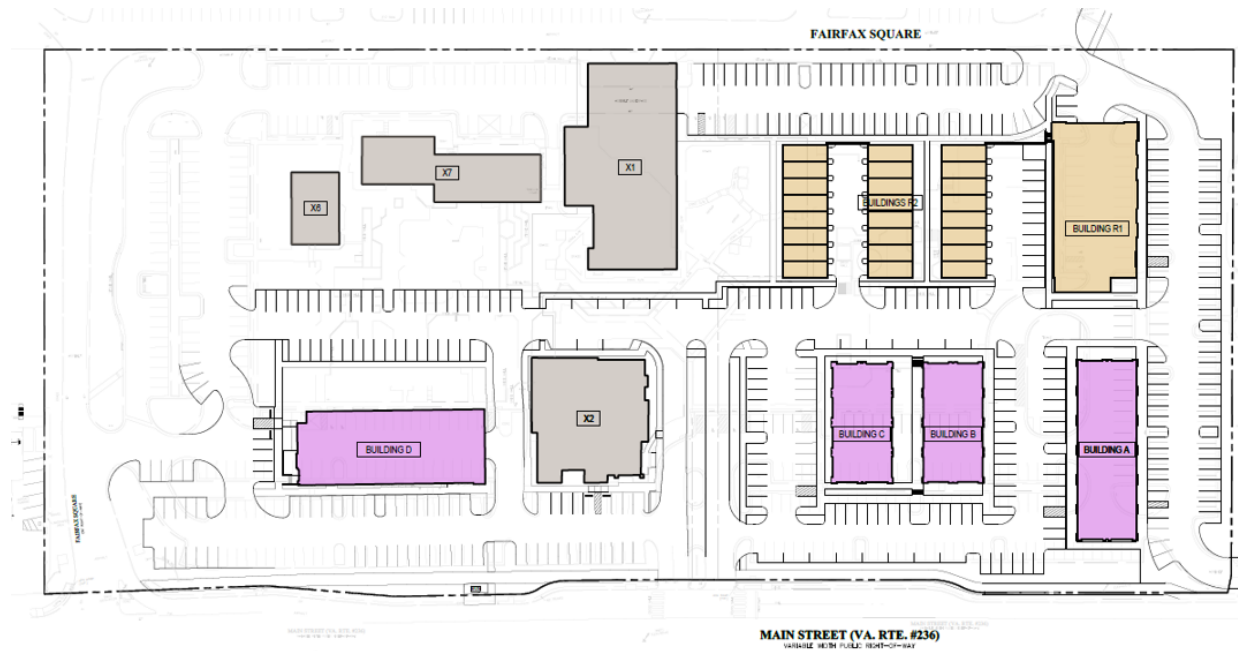
Current Property Layout



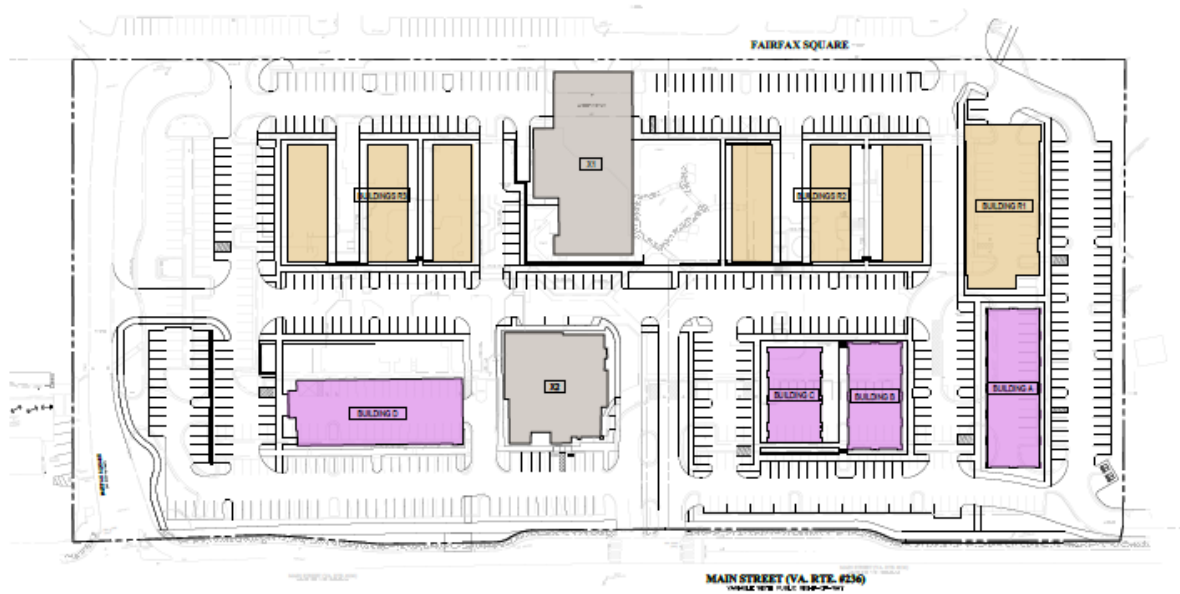
Phases 1, 2, and 3 development

Phase 4 would introduce the Property's first residential component with the development of multifamily Building R1 and single-family Buildings R2 (24 of the development's 48 total townhomes) on the Property. Phase 5 would signify the demolition of Buildings X6 and X7 to make room for the final residential buildings (R3 and R4) and full build-out during Phases 5 and 6.

The phasing of construction is driven by the timing of the leases, as well as the need for space for staging the new construction. At completion, the Property would have four new residential commercial buildings, 138 new residential units across four building "blocks", the 9900 Main Street office building (Building X1) and the bank building (Building X2), all as shown on the pre-application exhibit.

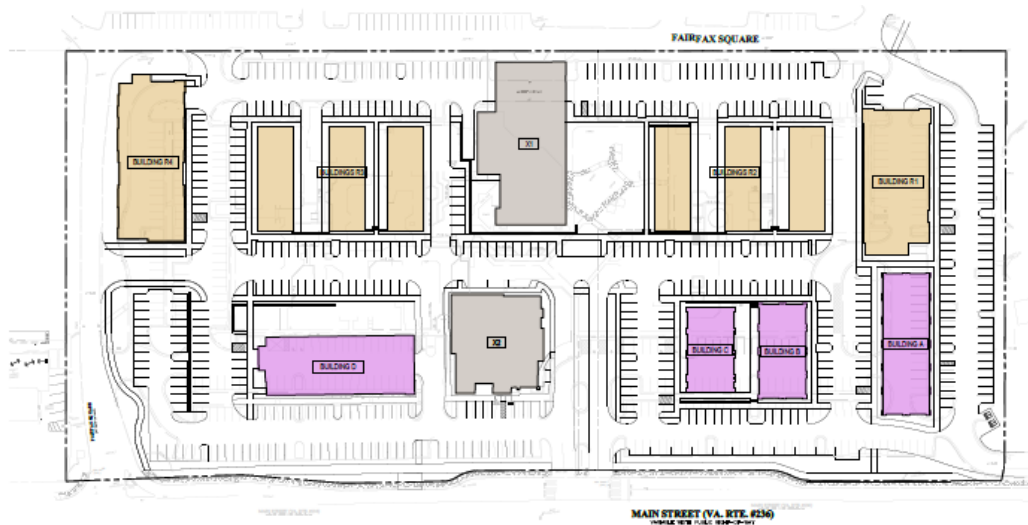


Phase 4 development



PHASE 5

Phase 5 development



Phase 6 development (full build-out)

To facilitate this important project, Van Metre proposes to rezone the Property to the PD-M zoning district, which will allow it to develop the site as shown on the above renderings. A shared parking plan will be proposed to eliminate unnecessary parking spaces.

Comprehensive Plan Review

Van Metre's proposal to redevelop the Property as a vibrant, mixed-use development is in alignment with the City's goals to revitalize aging commercial centers and provide necessary housing units. And, consistent with the Plan's Parcel Specific Consideration #2, Van Metre will request that the Property be replanned as the Mixed Use place type, which will allow commercial and residential buildings as well as supportive public/civic, active recreation, and open space uses to re-energize this portion of Main Street. Importantly, the redevelopment proposal includes a mix of residential and commercial uses and open space with no net loss in commercial floor area. The existing central open space will remain, preserving the peaceful respite that has been a signature attribute of the Property since its original construction and new and improved vehicular and pedestrian connections through the Property will be added. Importantly, the redevelopment adds to the availability of affordable and affordable by design units in furtherance of the Plan's Housing Goal 2, while continuing to generate revenue from non-residential buildings and uses and maintaining critical open space.

The Plan also notes that the City lacks a sufficient number of affordable residential units, especially within newer developments, and multifamily residential units. Van Metre's proposal seeks to aid the City in filling these housing gaps as called for in Action H1.1.2.

Approval Considerations

§ 6.6.8. Approval Considerations for Rezoning to a PD District

In determining whether to approve or disapprove a proposed planned development, the planning commission and city council shall consider the following:

A. Substantial conformance with the comprehensive plan.

The Applicant's proposal includes a companion comprehensive plan amendment that will further the goals for the Property identified in Parcel Specific Consideration #2 that the Property is appropriate to be designated and developed as a Mixed-Use Center.

B. Any greater benefits the proposed planned development provides to the city than would a development carried out in accordance with the general zoning district regulations.

The proposal introduces much-needed housing to the City, including integrated affordable units. The CR zoning district allows housing by special use permit with stringent standards that can be challenging for redevelopments to strictly meet so the rezoning to the PD district allows a more flexible development to evolve.

C. Suitability of the subject property for the development and uses permitted by the general zoning district regulations versus the proposed district.

All uses and proposals are permitted by the CR district, just through special permits and exceptions. Staff suggested a rezoning would be more appropriate to allow the development plan to be more fluid than the CR district would allow.

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

The Applicant has prepared a traffic study, which shows the roads have capacity and additional on-site recreational amenities and open space are programmed as part of this project.

E. Adequacy of existing and proposed public utility infrastructure.

Public utilities exist along Main Street, which will continue to serve the site, once redeveloped.

F. Consistency with the applicable requirements of this chapter, including the general provisions of §3.8.2

The submission materials address the consistency requirement.

G. Compatibility of the proposed planned development with the adjacent community.

The redevelopment plan thoughtfully positions the proposed residential next to the existing Fairfax Square apartments to keep like uses next to each other. This improves upon the existing condition where the existing residential immediately abuts commercial. The new commercial buildings will align Main Street, as desired. The Applicant's parent company is the

parent company of the adjacent residential community and has planned a thoughtful, symbiotic development.

H. Consistency with the general purpose of the planned development districts in §3.8.1 and the stated purposes of §3.2.3;

The PD-M district calls for a mix of residential and non-residential in mixed or stand-alone buildings. This project will result in eight new buildings, four commercial and four residential, which will support the two existing commercial buildings, all which is consistent with the PD-M zoning district.

I. Compatibility of each component of the overall development with all other components of the proposed planned development;

The Applicant has carefully designed the proposed development so that its commercial and residential components, along with open space, circulation, and parking, function as a cohesive mixed-use project. Commercial uses have been located along Main Street to reinforce the commercial corridor, while residential uses are placed to the Property's interior adjacent to existing residential development. The internal circulation, pedestrian connections, open spaces, and parking plan support both uses and create a compatible planned development.

J. The quality of design intended for each component of the project and the ability of the overall master development plan to ensure a unified, cohesive environment at full build-out;

The MDP proposes a high-quality, coordinated design for the redevelopment of the Property. The location of new commercial buildings closer to Main Street, residential uses toward the Property's rear, and interconnected open spaces and pedestrian connections will create a thriving, unified mixed-use environment at full build-out. The design will replace aging commercial buildings with more modern designs, an improved streetscape, and amenities, ensuring that the redevelopment functions as a cohesive environment where residents can live, work, and play.

K. Self-sufficiency requirements for each phase of the overall project of §3.8.2.H;

Sheets 11.1 through 11.4 of the MDP include details of the Applicant's phasing plan, which has been carefully designed to honor the leases of existing tenants and ensure the development's self-sufficiency throughout construction. As noted above, the Applicant has phased the project to complete the construction of the new commercial buildings prior to the development of the residential units to minimize disturbance to residents and ensure that parking is sufficient throughout construction.

L. The effectiveness with which the proposed planned development protects and preserves the ecologically sensitive areas within the development; and

As the Property is fully developed, the Applicant is proposing little to no disturbance within areas that have not already been impacted. Through the below-listed modifications, the Applicant seeks to preserve the existing vegetation within buffer areas to the greatest extent feasible. The Applicant will comply with all applicable requirements related to stormwater management and landscaping, ensuring that the redevelopment protects existing natural features where practicable while improving the environmental quality of the Property through new open space and

landscaping.

M. The extent to which the residential component of the proposed planned development promotes the creation and preservation of affordable housing suitable for supporting the current and future needs of the city.

The proposed redevelopment will promote the creation of affordable housing by providing 11 affordable dwelling units within the first multifamily building constructed on the Property. By incorporating affordable units into the new mixed-use redevelopment, the residential component advances the City's housing goals while creating new opportunities for residents to live in proximity to the Main Street Corridor.

Modifications as shown on the Master Development Plan

In connection with the proposed rezoning, the Applicant seeks approval from City Council of the following modifications:

1. Modification of Zoning Ordinance Section 3.8.7.B.3 to allow a minimum width of open space to be fifteen feet.

As shown on Sheet 7.5 of the MDP, the Applicant has thoughtfully designed the redeveloped site to ensure that, where feasible, there is open space separating the proposed buildings from parking areas. While Zoning Ordinance Section 3.8.7.B.3 requires a minimum width of fifty feet for that area to count as "open space", the proposed layout includes certain areas where a reduced width of 15 feet is appropriate due to the needs to accommodate circulation, parking, and building placement. Rather than request a reduction in the overall provided amount of open space, the Applicant is requesting a modification to permit smaller sections of open space along constrained areas. The interspersed of these green spaces throughout the site will contribute to an improved pedestrian experience and result in a more attractive and cohesive site design.

2. Modification of Zoning Ordinance Section 3.8.7.B.4(h)

- A. To allow IR-1 (Improved Recreation-1) and IR-3 (Improved Recreation-3) to be bounded on two sides by the front façade of SFA units.

The PD-M regulations require squares to be bounded by roads on three sides, but this plan wants to conjoin the open space with the residential and so has sited IR-1 and IR-3 between two rows of townhomes (Buildings R2 and R-3). This creates centrally located open space that is directly accessible to residents and integrated into the residential portion of the development, rather than meeting the strict intent of the Ordinance that would require three adjacent roads, rather than the two being provided. The requested modification allows these areas to function as meaningful residential open spaces rather than residual or peripheral landscaped areas.

- B. To allow IR-2 to be bounded on one side by an existing commercial building and one side by the front façade of SFA units.

Like requested Modification 2 above, the Applicant seeks flexibility for IR-2, which will be integrated between a commercial building and a row of townhouses. The green provided as IR-2 includes the existing zen garden, which has supported the existing 9900 building as desired open space and will do the same for the proposed townhome Building R2. The requested modification supports the overall intent of Section 3.8.7 by ensuring that usable open space is provided where it is accessible by both residents and pedestrians traversing through the site and can do so without being aligned by three perimeter roads.

- C. Modification of Zoning Ordinance Section 3.8.7.B.4(h) to allow IR-4 to be bound by roads on three sides, with the remaining side being near facing commercial.

The Applicant seeks approval of this modification to allow IR-4 to function as a green within the overall open space network shown on the MDP. IR-4 is bounded by roads on three sides, which is consistent with the intent for greens to remain open and accessible from the surrounding street network. The remaining side of IR-4 faces proposed commercial Building D. While the Zoning Ordinance contemplates front-facing lots on this side, the proposed configuration adjacent to a commercial building allows the Applicant to incorporate meaningful open space throughout all portions of the Property.

3. Modification of Zoning Ordinance Section 4.2.3.E to allow the Applicant to provide parking stalls in accordance with the provided shared parking study in lieu of Section 4.2.3 requirements.

The Applicant seeks approval of this modification to allow parking for the proposed development to be provided in accordance with the shared parking study submitted with the application, rather than based strictly on the minimum parking requirements set forth in Section 4.2.3. As demonstrated by the shared parking study, the parking demand generated by the proposed uses is expected to vary by time of day, allowing spaces to serve multiple uses without creating a parking deficiency. Approval of this modification would avoid unnecessary overparking, allowing more land area to be utilized for buildings, circulation, and landscaping, and open space.

4. Modification of Zoning Ordinance Section 4.5.5.D to reduce Transitional Yard density to accommodate existing tree and utility easements.

The Applicant requests relief from the TY3 buffer density requirements along Buffers A-B, B-C, and C-D.

Along Buffer A-B, the Applicant plans to utilize the existing mature wooded area as the buffer, with the remaining 140 linear feet of buffer provided as a TY3 buffer with existing four-foot ornamental fencing. As shown on Sheet 2.0 (Existing Conditions) of the MDP, this area is heavily impacted by existing easements. The preservation of the existing mature wooded area provides a substantial and established landscaped screen while avoiding unnecessary disturbance to existing easement areas.

Along Buffer B-C, the Applicant similarly seeks to utilize the existing screening provided by 32 Japanese cedar trees and a 10-foot transitional buffer. While the Applicant will provide additional evergreen shrubs within this area, existing easement conflicts prevent the Applicant from providing the total number of trees required by the Ordinance. The proposed approach

preserves existing mature evergreen screening, supplements that screen with additional shrub plantings where feasible, and avoids disturbance within constrained easement areas.

Along Buffer C-D, the Applicant requests to modify the requirements to comport with the existing 10-foot transitional buffer. As with Buffers A-B and B-C, this area is constrained by existing easements, which limit the Applicant's ability to install the plantings per the Ordinance. The requested modification would allow the Applicant to maintain the existing buffer condition and avoid conflicts with existing easement areas.

5. Modification of Zoning Ordinance Section 4.5.7.D.1

- A. To allow the Applicant to provide interior landscape islands at a ratio less than one island per ten contiguous spaces.

The Applicant requests a modification to Section 4.5.7.D.1 of the Zoning Ordinance to allow parking areas to contain more than 10 contiguous parking spaces without an intervening interior landscape island. The proposed development includes 138 new residential units, four new commercial buildings, and the preservation of existing commercial buildings on the Property. As a result, the Applicant seeks to provide adequate and conveniently located parking to serve both residential and commercial uses.

The requested modification is necessary to allow parking to be located closer to the proposed multifamily buildings, thereby improving accessibility for residents. Strict compliance with requirement in these locations would reduce the efficiency of the parking layout and cut into space that can be utilized for better, more contiguous open space. The modification also supports the preservation of existing trees within the landscape islands adjacent to Main Street. By allowing a more efficient parking layout closer to the residential buildings, the Applicant can avoid unnecessary disturbance to existing landscaped areas along the Property's Main Street frontage.

- B. To allow minimum nine-foot-wide interior parking islands with depth to correspond to depth of adjacent parking stalls.

To ensure adequate walkability for the residential and commercial uses for the Property, the Applicant will provide sidewalks along all buildings on-site. Certain sidewalks are located between parking areas and buildings and run adjacent to proposed parking islands. The Applicant requests a modification of the Section 4.5.7.D.1 requirement that islands including sidewalks contain a minimum of 400 square feet with a minimum of 15 feet inside the curb.

This requirement is intended to ensure that islands containing sidewalks provide sufficient landscaping on either side of said sidewalk. In this instance, however, the proposed sidewalks are intended to provide access between parking areas and buildings rather than to function as sidewalk corridors through enlarged landscape islands. Accordingly, the Applicant requests to modify this requirement to allow minimum nine-foot width inside the curb with depth corresponding to adjacent parking spaces. This modification would allow the islands to align with the adjacent parking layout without requiring overly enlarged island areas.

- C. To allow some parking spaces to be located more than fifty feet from a planting island.

Due to Residential Building R4's placement along the edge of the Property, there is limited parking space for the residents of this building. Recognizing the importance of providing as much space as possible for resident parking within the immediate vicinity of the building, the Applicant requests a modification to Section 4.5.7.D.1 to allow certain parking spaces to be located more than fifty feet from a planting island. This modification would allow the Applicant to provide more convenient and functional parking for residents of Building R4 while maintaining the overall intent of the parking lot landscaping requirements. While certain spaces would exceed the 50-foot distance, the parking area will continue to include landscaping where feasible to support an attractive parking environment.

Conclusion

Van Metre's proposed redevelopment of the Property represents a unique opportunity to realize the City's refined vision for the Property as a mixed-use center as introduced in the Parcel Specific Recommendations of the Plan. As a longtime member of the City's Main Street community, Van Metre remains committed to the continued success of this area and boldly reimagines the Property as a thriving, walkable community that supports existing and future businesses while meeting the City's need for diverse housing options, including affordable units. With this proposal, Van Metre has directly responded to the City's shifting objectives for the Property as included in the 2024 amendments to the Plan and is eager to bring the vision for a revitalized Main Street to life.