Statement of Support for Gallery at City Center
(4085, 4101, 4103 and 4117 Chain Bridge Road, Fairfax City, VA 22030)

Introduction

The Christopher Companies ("Christopher"), a local homebuilding company founded in 1974, is the contract purchaser of four properties located at 4085, 4101, 4103 and 4117 Chain Bridge Road totaling 3.86 acres ("Property"). The property located at 4085 contains .8554 acres and is improved with a 6-story plus penthouse office building built in 1968 containing 25,194 square feet and is served by 103 parking spaces. The property located at 4101 Chain Bridge Road contains .2958 acres and is improved with a 3-story office building built in 1960 containing 11,340 square feet and is served by 17 parking spaces. The property located at 4103 Chain Bridge Road contains 1.3691 acres and is improved with a 5-story office building built in 1978 containing 48,000 square feet and is served by 134 parking spaces. The property located at 4117 Chain Bridge Road contains 1.3476 acres and is improved with a 4-story office building built in 1988 containing 35,400 square feet and is served by 148 parking spaces. The properties are bounded on the west by Chain Bridge Road; on the east by University Drive; on the north by Sager Avenue; and on the south by Armstrong Street. All of the properties are currently zoned CO (Commercial Office). The topography of the site is relatively significant, falling approximately 20' from Chain Bridge Road to University Drive, an approximate 10% grade differential. The topographic difference creates challenges as the site layout is constrained by the current elevation along Chain Bridge Road and University but also will be impacted by the engineering of the adjoining Davies property and the elevation established for the Greenway that will traverse through the Property. The occupancy rate of the buildings:

Address	Total Square Footage	Occupancy Rate
4085 Chain Bridge Road	25,194	93%
4101 Chain Bridge Road	11,340	78%
4103 Chain Bridge Road	48,000	75%
4117 Chain Bridge Road	35,400	Vacant

Surrounding Area

The surrounding properties to the north, south and west are planned for non-residential uses. The Breckinridge Lane and Courthouse Square townhome communities are located on the east side of University Drive, however, they are located outside of the Old Town Fairfax Small Area Plan. The area on the east side of University Drive within the Old Town Fairfax Small Area Plan is planned for residential and non-residential uses and includes the existing fire station. The Fairfax County Board of Supervisors approved a rezoning application in 2024 to amend the proffers and conceptual / final development plans to permit the redevelopment of the judicial complex, located on the west side of Chain Bridge Road, for public uses including the phased development of up to 4 office towers, with a height of up to 130 feet, totaling 686,000 square feet for an overall FAR of 0.98. The property at 4131 Chain Bridge Road, adjacent to the Property, is a 2.69 acre property currently improved with a single-family home built in 1916. The property was rezoned to the CU (Commercial Urban) zoning district by the Fairfax City Town Council on July 22, 2025 and will allow the redevelopment of the property into 276 apartments, 6,608 square feet of retail and 4,188 square feet of office.

Comprehensive Plan

Development of the Property, as with any development in the City, is to be guided by the City's Comprehensive Plan. The Property is identified in the Comprehensive Plan as part of the Old Town Activity Center. Activity Centers are described in the Comprehensive Plan as "locations in the City where pedestrian-oriented, mixed-use development is strongly encouraged." The Comprehensive Plan further states that Activity Centers "should support a connected street network" with "improved streetscape and pedestrian connections to surrounding uses". Buildings should also be oriented toward streets and parking "should be provide in structed or below-grade facilities where reasonable." The Comprehensive Plan further makes clear that development in Activity Centers must meet the Code of Virginia definition for Urban Development area. In terms of density, such development must also provide at least .4 FAR and a minimum of twelve (12) multifamily units per acre. Heights should predominately be around five (5) stories unless otherwise specified in the adopted Small Area Plan. The Comprehensive Plan described the Old Town Fairfax Activity Center as a "cultural hub" for the City that can "capitalize on its proximity to George Mason University to attract university supported businesses and arts and entertainment venues."

Old Town Fairfax Small Area Plan

An extension of the City's Comprehensive Plan, the Old Town Fairfax Small Area Plan (the "Small Area Plan") provides more detailed recommendations for redevelopment in Old Town.

Consolidation

The Old Town South Plan Details and Expectations encourage parcel consolidation. The Applicant spent considerable time and effort and was successful in contracting to purchase the property located at 4117 Chain Bridge Road. This property, combined with the adjacent properties located at 4085, 4101 and 4103 Chain Bridge Road brings the total acreage to 3.86. The Applicant is coordinating with the owner of the adjacent 2.69 acre site located at 4131 Chain Bridge Road, recently rezoned to the CU zoning district, to ensure that the Greenway and other elements of adjacent property properly align with the Property. The consolidation of these five properties totals 6.55 acre, a substantial portion of the Old Town South Area Plan.

Key Ideas

The Small Area Plan identified a number of "key ideas" essential to future success of Old Town. The key ideas with the most applicability to the Property are summarized below:

Old Town as a Cultural Destination

Among the factors that will help establish Old Town as a cultural destination are restaurants, the arts, and George Mason University.

A Balanced Activity Center

The Small Area Plan states that Old Town is filled with car-focused single-use development, much of which is in "non-historic structures nearing the end of their useful lifespan". Therefore, "Old Town has an opportunity to transform in a mixed-use Activity Center that centers and anchors the surrounding communities." A more balanced mix of uses "will help create a better sense of place, bring more activity around the clock, potentially reduce single-use peak traffic and help create

more dynamic public spaces." Furthermore, the Small Area Plan continues, the "existing offices would be greatly enhanced by additional daytime retail, including restaurants, and a larger nearby residential population." Thus, "a sizable infusion" of residential and retail uses is needed to "help bolster Old Town" over the "medium-term of 15 years."

The Spine

The "Spine" is envisioned in the Small Area Plan as a "safe and comfortable pedestrian and bicycle connection linking North Fairfax, Old Town and the George Mason University campus. The Spine takes the form of a shared use path along University Drive on the western edge of the Property.

Street Hierarchy

The Small Area Plan established a street hierarchy to help break up large blocks with a functional street grid with a "pedestrian oriented core." The "Alley + Minor Street" is the street typology planned to the north, south, and through the center of the Property.

The Greenway

A critical piece of the vision for Old Town South is a "shared green way-service street that can serve as a community backyard for the new mixed use residential buildings and existing office units."

Retail Frontage

The Small Area Plan acknowledges the fact that "there are limitations on the quantity and location of retail frontage in (Old Town)." It therefore identifies recommended retail frontage areas while recognizing that "retail opportunities sometimes occur outside of recommended areas." No retail frontage is recommended for the Property and the majority of Old Town South.

Land Use Economics

The Land Use and Economics section of the Small Area Plan emphasizes that the right land use mix is critical to the fiscal health of the City. It also reiterates the fact that the "retail market is limited by a finite amount of regional and local demand," noting that the primary demand sources for Old Town will largely come from the Judicial Complex, George Mason University, and local and regional households. In addition, it highlights the "strong potential for institutional based partnerships (i.e., George Mason University) for added cultural and arts space."

Residential uses, the Small Ara Plan states, are "key to supporting new development in the Activity Centers, both of which are currently dominated by office space." Since most of the City's existing housing stock is comprised of older, single-family homes and apartment complexes, new residential development will also help diversify residential product type. After all, expanding "residential choices to include new construction, including target market (students and seniors), can help nurture a well-balanced sustainable community."

Building Heights

The Small Area Plan observes that "the current zoning and other regulations may be hindering optimal land development patterns." Therefore, one major goal of the Small Area Plan is to recommend "modifying existing zoning regulations, including land use, massing and height, to allow for better long-term development outcomes." As recognized in the Comprehensive Plan and

market research "a critical mass of height, density and public amenities" are needed to make developments achievable. The Small Area Plan therefore recommends heights up to six (6) stories, with height tapering down near existing residential areas. For the Property, the recommended height for the majority of the Property is five (5) stories, tapering down to four (4) stories adjacent to University Drive.

Zoning and Regulatory Recommendations

The Small Area Plan notes that there are some zoning regulations that will have to be adjusted to allow for the plan's development vision to be achieved. These include the current height limitation in the Old Town Fairfax Transition District Overlay of forty-eight feet and also density limits. The plan recommends that development heights therefore be based on the plan vision rather than the zoning height restrictions.

Density

The Small Area Plan does not specify any maximum densities for the future development of Old Town. Instead, it sets forth a vision that is form-based based on a recommended street grid, land use, and height. Therefore, allowable density is based on these factors rather than an arbitrary FAR of units per acre specification.

Proposed Development

As depicted in the General Development Plan (GDP) prepared by Urban Ltd., serving as the project civil engineer and landscape architect, and Devereaux & Associates, P.C., as the project architect, dated December 5, 2025, the proposed residential development comprises a total of 395 apartment units distributed across three multifamily buildings: *Building A*, *Building B*, and *Building C*. The unit mix includes:

- 210 one-bedroom units (53%)
- 185 two-bedroom units (47%)
- 24 units (6% of the total) are designated as Affordable Dwelling Units (ADUs contributing to the project's commitment to housing affordability.

Proposed Site Plan

Building A is prominently situated along Chain Bridge Road, providing a strong street presence. Level 1 contains approximately 7,767 square feet of retail space featuring two-story ceiling heights and oriented directly toward the street to enhance pedestrian engagement, roughly 10,833 square feet of office space including a dedicated office lobby, and a compact entry lobby serving the residential portion of the building. Level 2 contains approximately 14,524 sq. ft**.**, continuing the commercial use above the ground floor. Levels 3 to 6 are dedicated to residential use while stepping back approximately 10 feet from Chain Bridge Road, creating space of a rooftop terrace and reducing the building's visual impact from the street. A Level 3 bridge spans the project's entry drive, providing a direct connection between Buildings A and B.

Building B is also located along Chain Bridge Road, contributing to the project's active street frontage. Level 1 contains approximately 4,324 sq. ft. of office/retail space oriented toward the street to support commercial activity. In addition, Level 1 also contains a central lobby space that includes leasing and resident amenities, totaling approximately 6,325 sq. ft. The balance of Level 1 is made up with ground-level residential units arranged around an interior courtyard, offering privacy and natural light. Levels 3 to 6 are dedicated entirely to residential use, continuing the building's housing function. Two pedestrian bridges on Level 3 provide direct connections with one linking to Building A across the entry drive while the second bridge connects Building B to Building C, enhancing circulation and community integration across the site. Building B includes a 2,400 sq. ft. roof top amenity.

Building C is located along University Drive offering a residential-focused frontage. Parking Level P1 includes 5 dwelling units which are oriented on University Drive. Levels 1 and 2 feature residential units arranged around an interior courtyard that includes a pool, providing a private and amenitized living environment. Level 3 has continued residential use with a significant step back of 25 to 30 feet from University Drive, allowing for a rooftop terrace that enhances outdoor space and reduces visual massing. A 1,200 sq. ft. Fitness Center is included to support resident wellness and active lifestyles. Levels 4 to 6 maintain the residential character of the building. A Level 3 pedestrian bridge connects Building C to Building B, facilitating internal circulation and strengthening the overall site integration.

Note: All square footages are preliminary and subject to change

Approximately 12,000 square feet of nonresidential uses comprising of retail and office space are located in Buildings A and B and are oriented on the ground floor fronting Chain Bridge Road. Considering its proximity to other commercial uses on Chain Bridge and the accessibility to the Judicial Complex, this location aims to drive foot traffic and create synergy with nearby businesses while enhancing convenience for local residents and professionals. Visibility and connectivity with Chain Bridge Road helps to boost exposure and customer flow as well. Entry to the balance of the office space located in Building A is via the entry lobby located on the southeast corner of the building. The amenity and residential main lobby is at the prominent northwest corner of Building B visible from Chain Bridge and the project entry drive which passes under the bridge between Buildings A and B.

Buildings A and C step back from Chain Bridge Road and University Drive respectively. The residential component at Building A steps back from the retail face at Level 3. Similarly, Building C steps back at Level 3 from University Drive. The roof top terraces created by this step back provide additional resident areas for relaxation and enjoyment of outdoor space. The roof terrace at Building C also contains the Fitness Center which has the benefit of using the roof top for outdoor gathering.

All buildings are configured to create interior courtyards. The courtyards at Building B and C are for the private use of the residents with a pool being located at Building C. The entry from Chain Bridge Road passes under a third level bridge connecting Buildings A and B

before opening into the expansive internal courtyard at the southeast corner of Building A. This is the central hub of the project – inviting pedestrians and visitors into a spacious outdoor plaza providing the opportunity for al fresco dining and additional retail space as well as lobbies for the 3-story office complex and residential buildings. An auto court provides limited retail parking while also allowing for emergency vehicle access.

- Another important component of the Small Area Plan is The Greenway which links this internal courtyard with future development areas located north and south of the property. This is a pedestrian and community oriented space lined with trees and plantings along with unique paving materials and benches as it meanders through the property. Residential units along The Greenway overlook the park with windows and balconies. It also features a bridge on its south entry which links Buildings B and C at Level 3. The "Greenway," running through the north-south center of the Property. This space is, at a minimum, 40' wide and shall act as a public space prioritizing pedestrians and act as a vein to Old Town that will continue to evolve as other properties continue to develop. It includes a 15' wide walkway lined with trees and shall feature materials cohesive with the historic nature of Old Town to the north.

    - Vehicular access through the site is provided via an east-west driveway connecting the Chain Bridge main entry to University Drive. The access drive is 26 feet wide from face-of-curb to face-of-curb. Sidewalk is provided internal to the site and will connect pedestrians to the existing pedestrian network that is external to the site. The sidewalk width varies throughout the site but is a minimum of 5 feet wide in all locations. The Greenway is proposed to run through the site in a north to south direction and provides a pedestrian path that is 15 feet wide and is ADA compliant. A pedestrian circulation map is provided within the plan on sheet 09 to clearly demonstrate that adequate pedestrian circulation is provided.

    - Parking garage access to Level P1 is provided via the vehicular entrance under Building C along this east-west driveway while access to Level P2 is located at the southeast corner of Building C off University Drive. Structured parking is provided on two below grade parking levels with a total of 671 spaces. Of these, 616 spaces are dedicated for residential use, while 55 are for nonresidential uses. It is noted that the total number of provided parking spaces is subject to change with final design but will not, in any case, be less than the required number of 589 spaces. The applicant will comply with the Bicycle Parking standards in Section 4.2.8 of the Zoning Ordinance. Both parking levels will contain secure bike storage for up to 20 bicycles. This access drive is 26 feet wide from face-of-curb to face-of-curb. Sidewalk is provided internal to the site and will connect pedestrians to the existing pedestrian network that is external to the site. The sidewalk width varies throughout the site but is a minimum of 5 feet wide in all locations. The Greenway is proposed to run through the site in a north to south direction and provides a pedestrian path that is 15 feet wide and is ADA compliant. A pedestrian circulation map is provided within the plan on sheet 09 to clearly demonstrate that adequate pedestrian circulation is provided.

- The functionality of the buildings has been well thought out. Each building has its own trash chute, accessible from each floor of the building. The trash chutes discharge into separate Trash Rooms in the P2 garage. The filled containers will be moved to the Trash Pick-up Room on P2, adjacent to University Drive prior to collection. The trash trucks pull off of University, onto the drive that abuts the Trash Pick-up Room where they can empty the loaded containers. The containers will be maneuvered in P2 by maintenance personnel. Pick up and deliveries (i.e., UPS/FedEx, Amazon) will be accommodated via a single package room or lockers in the main Amenity area of building A, and other areas of Buildings B and C.

    - The proposed development will result in moving or relocating existing overhead utilities. Christopher will be responsible for placing such utilities underground and any overhead powerlines that are impacted, will be placed underground. All proposed utilities shall be installed underground in accordance with 4.11.B. A Conceptual Utility Plan is provided within the plan set on sheet 08. The development proposes an onsite underground SWM facility (underground vault) to satisfy water quantity requirements and an onsite manufactured BMP device in the form of a Jellyfish Filter (or approved equal) to satisfy water quality requirements. The potential BMP and SWM facilities shown within the plan are for conceptual purposes only and final computations, facility types, and locations are subject to change with final engineering.

In alignment with the City's affordable housing objectives and Comprehensive Plan Housing Goal 2, the Applicant proposes to designate six percent (6%) of the total residential units (twenty-four (24) units) as affordable, in accordance with Section 3.9 (Affordable Dwelling Units) of the Zoning Ordinance. These affordable units will support the City's commitment to expanding housing options and ensuring access for households earning 70% or less of the Area Median Income (AMI) within the Washington Metropolitan Statistical Area. To reflect the overall unit mix of the development, the affordable units will include thirteen one-bedroom units and 12 two-bedroom units. Building A will contain 4 ADU's; Building B will contain 10 ADU's and Building C will contain 10 ADU's.

- Street trees will be planted along Chain Bridge Road and University Drive. The streetscapes have been designed to be in conformance with the Small Area Plan by providing the required street trees behind the curb in a 6' wide landscape panel and the 10' wide walk behind the landscape. This was achieved by re-grading the streetscape and adding retaining walls along both streets. See Sheets 25-26 of the GDP. Plantings throughout the site have been provided to meet the requirement of 10% canopy coverage while also maintaining adequate soil volume.

To support the City's green building and sustainability goals outlined in both the Small Area Plan and the Comprehensive Plan, the Applicant intends to pursue LEED Certification, or National Green Building Standard (NGBS) or an equivalent green building certification program. The project will be designed and constructed to minimize energy consumption, reduce greenhouse gas emissions, and limit construction waste. Sustainable features may include ENERGY STAR® appliances, high-efficiency mechanical systems, energy-efficient lighting, insulation that meets or exceeds applicable energy code standards, and recycling facilities for occupant waste. These

measures reflect the Applicant's commitment to environmental stewardship and align with the City's broader goals for sustainable development.

Rezoning Considerations

The proposed rezoning meets the approval considerations specified in Section 6.4.9 of the City of Fairfax Zoning Ordinance ("Zoning Ordinance"):

A. Substantial conformance with the comprehensive plan
The proposed rezoning to the CU District is consistent with the Comprehensive Plan's designation of the Property as part of the Old Town Fairfax Activity Center and the associated goal of achieving pedestrian-oriented, mixed-use developments in such areas.

B. Any greater benefits the proposed rezoning provides to the city than would a development carried out in accordance with the current zoning district regulations.
The proposed rezoning will help achieve the vision of the Small Area Plan by providing much needed multifamily housing, new street and pedestrian connections, a crucial portion of the Greenway, new retail and commercial opportunities, forty (40) affordable housing units, and additional fiscal benefits to the City.

C. Suitability of the subject property for the development and uses permitted by the current versus the proposed district.
A rezoning of the Property to the CU District will allow for the development of multifamily housing consistent with the Small Area Plan recommendations for the Property. Furthermore, the introduction of multifamily will help diversify housing options in the City and provide additional residents to support local business in Old Town.

D. Adequacy of existing or proposed public facilities such as public transportation facilities, public school facilities, and public parks.
The Property is well-served by public transportation facilities, including the CUE Bus Green Routes 1 and 2, Gold Routes 1 and 2, and WMATA Routes 17G, 29K, and 306. Existing public facilities, public school facilities, and public parks, including a portion of the proposed Greenway, will all be adequate to serve existing community needs and the proposed development.

E. Adequacy of existing and proposed public utility infrastructure.
Existing public utility infrastructure has been deemed adequate for the proposed development.

F. Compatibility of the proposed development with adjacent and nearby communities.
The proposed multifamily development will be compatible with adjacent and nearby commercial and residential development, including the recently approved Davies property rezoning for the adjoining property located at 4131 Chain Bridge Road. The heights of the proposed buildings taper in height as recommended by the Small Area Plan to be compatible with the townhomes to the east. The architecture will also be of

high quality and designed to completement the architecture and historic nature of the surrounding area.

G. Consistency with the stated purpose of the proposed district.
The proposed development will be consistent with the stated purpose of the proposed CU District zoning, which is to "provide an urban, mixed use development option for appropriate parts of the downtown area and sites in the general vicinity of the three key Fairfax Boulevard intersections: Main Street, Chain Bridge Road, and Old Lee Highway, or as may be more precisely specified by a current or future adopted plan." The proposed mixed-use, residential development will be more urban in character and CU zoning will allow for retail and commercial use and the recommended height transitions, consistent with the Small Area Plan.

Special Exceptions, Waivers and Modification

Christopher requests the following special exceptions for the zoning ordinance (total of 6):

- Modification of Section 3.5.1.D to permit less than 75% ground floor nonresidential use in a mixed use building for Building B. Per section 3.7.3.B.1, upper story residential/mixed use is a permitted use since our underlying zoning is CU. This applies to Buildings A and B. Building C, however, is only a residential use; per the principal use table in section 3.3.1.B, multifamily requires a Special Use Permit when zoned CU. Therefore, a Special Use Permit is required for Building C. Section 3.5.1.D.1(b) states that for an upper story residential/mixed use, at least 75 percent of the ground floor (floor area) shall be used solely for nonresidential uses. The remaining 25 percent of the first floor may be used for residential uses and/or residential accessory uses, such as entry lobbies and amenities. The entirety of the first floor of Building A is non-residential. More than 25 percent of the first floor area in Building B is residential. Therefore, a modification is needed to 3.5.1.D.1(b) for Building B.
    - Modification of Section 3.6.2 to permit more than 24 dwelling units per acre.
    - Modification of Section 3.7.3.C.2 to permit height greater than 48 feet.
    - Modification of Section 3.7.3.E to eliminate the requirement for a landscape strip and street tress along the access drive.
    - Waiver of Section 4.3.3.B to eliminate the requirement to provide vehicular access to abutting non-residential properties.
    - Modification of Section 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.

Christopher requests the following waivers/modifications to the PFM (total of 3):

- Modification to PFM detail 401.01 to decrease the width of the access drive to 26' (face of curb to face of curb), which is the minimum requirement for fire access.

- Modification to PFM detail 404.06 to decrease the minimum corner clearance from the driveway on the parcel to the north from 50 feet to 35 feet due to site constraints and building location.
- Modification to PFM detail 404.06 to decrease the minimum separation between the access drive and the northern property line from 12 feet to 8 feet due to the site constraints and building location.