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From: John Andrus
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Subject: Paul VI – Residential Condominium
Supplemental Parking Analysis

Date: November 14, 2017

Introduction:

This memorandum provides parking analyses in support of a parking reduction for the proposed residential condominiums of the Paul VI Redevelopment project. The site is located south of Fairfax Boulevard, east of Oak Street, and west of McLean Avenue in the City of Fairfax, Virginia.

The property is currently developed with the Paul VI Catholic High School. The redevelopment plan calls for the school use to be replaced with a mix of residential, retail, and community uses to include 184 condominium units, 137 town homes, 20,000 square feet (SF) of local serving retail, and 24,000 SF of community center space. This supplemental parking analysis supports the proposed reduction in required parking for the condominium units.

Parking Analysis:

Current City of Fairfax zoning code requirements for residential condominiums are as follows:

<u>Unit Type</u>	<u>Required Spaces</u>
Efficiency	1.25 Spaces
1 Bedroom	1.50 Spaces
2+ Bedrooms	2.00 Spaces

Of the proposed 184 residential condominiums, 83 are anticipated to be 1-Bedroom units and 101 are anticipated to be 2 or more bedrooms. This mix of units and zoning parking requirements would require a total of 327 spaces, or an overall rate of 1.78 spaces per unit.

A request has been made to reduce the required parking for the residential condominiums to 294 spaces (a reduction from code of 33 spaces or approximately 10-percent). The spaces

would be located in a parking garage under the condominium building. This number of parking spaces results in an overall ratio of 1.6 spaces per unit.

A review of the Institute of Transportation Engineers' (ITE) Parking Generation, 4th Edition indicates that a residential condominium peak parking demand (85th percentile) is 1.59 spaces per dwelling unit in suburban locations with a five percent circulation factor and includes parking demand of residents and visitors. With the site accessible to transit services along Fairfax Boulevard an even lower parking rate is likely. The transit services include:

- The City of Fairfax's City-University Energysaver (CUE) Bus "Gold Route" along Fairfax Boulevard and Warwick Avenue and provides access between the George Mason University (GMU) campus, Old Town Fairfax, the Fairfax County Judicial Center and the Vienna/Fairfax - GMU Metrorail Station. This route operates 7 days a week and stops are provided on Fairfax Boulevard just east of McLean Avenue.
- Metrobus Route 1C provides access between Fair Oaks Mall, Fairfax County Government Center, Inova Fairfax Hospital and the Dunn Loring Metrorail Station. This route operates 7 days a week and stops are provided along Fairfax Boulevard along the site frontage.

In addition, as shown on the Master Development Plan, approximately 67 on-street parallel parking spaces will be available within 300 feet of the proposed residential condominium building to accommodate any short-term parking demands.

Approvals for several (at least three) multifamily developments within the City of Fairfax further supports and is consistent with, the requested 1.6 parking ratio.

Conclusion:

The conclusion of this parking review for the redevelopment of Paul VI is that the requested parking rate reduction for residential condominiums from 1.78 spaces per unit to 1.6 spaces per unit is supported by the Institute of Transportation Engineers (ITE) Parking Generation, transit accessibility, available on-street parking, and City of Fairfax recent approvals for other multi-family developments, including condominiums and townhomes.

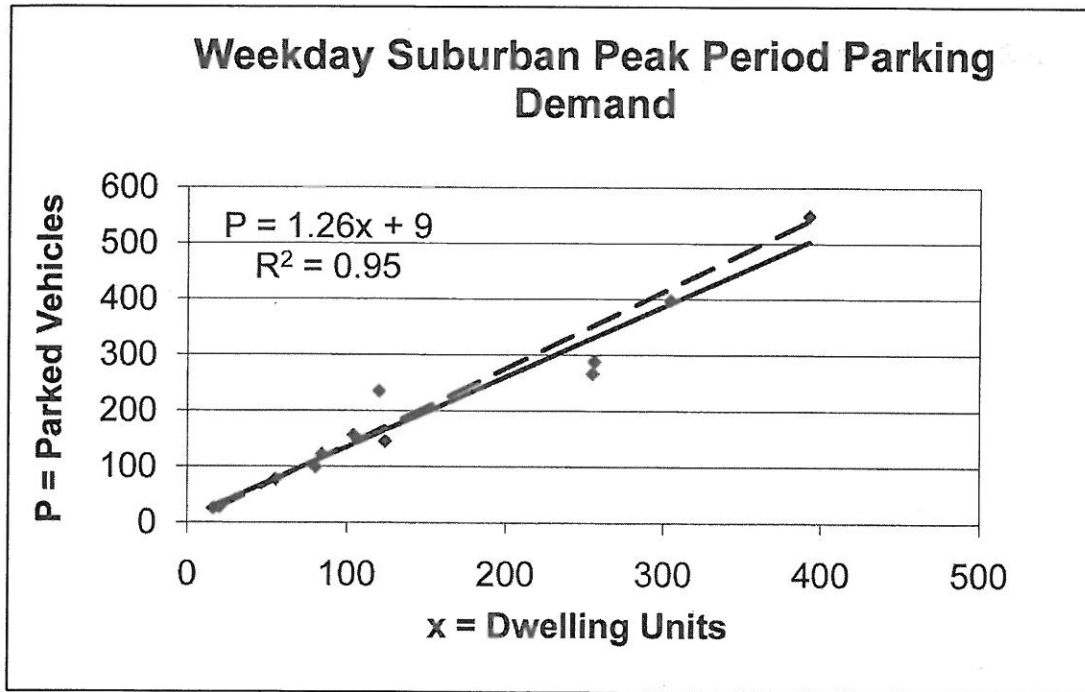
Attachments:

ITE Parking Generation
LU 230 - Residential Condominium/Townhouse

Land Use: 230 Residential Condominium/Townhouse

Average Peak Period Parking Demand vs. Dwelling Units
On a: Weekday
Location: Suburban

Statistic	Peak Period Demand
Peak Period	11:00 p.m.–6:00 a.m.
Number of Study Sites	12
Average Size of Study Sites	151 dwelling units
Average Peak Period Parking Demand	1.38 vehicles per dwelling unit
Standard Deviation	0.24
Coefficient of Variation	17%
Range	1.04–1.96 vehicles per dwelling unit
85th Percentile	1.52 vehicles per dwelling unit
33rd Percentile	1.28 vehicles per dwelling unit



◆ Actual Data Points

— Fitted Curve

---- Average Rate