

APPLICATION OF IDI FAIRFAX, L.C.
PAUL VI HIGH SCHOOL REDEVELOPMENT
STATEMENT OF SUPPORT

Revised February 5, 2018

INTRODUCTION

IDI Fairfax, L.C. (“Applicant” or “IDI”), as master developer for the Catholic Diocese of Arlington (“Owner” or “Diocese”), has submitted an application to rezone the existing Paul VI High School and two other properties (collectively, the “Property”) owned by the Diocese, to the Planned Development – Mixed Use (“PD-M”) zoning district to permit the redevelopment of the Property with a vibrant, mixed use community that provides distinctive, diverse and affordable housing options, generates significant fiscal benefits to the City, and preserves and respects the unique qualities and character of the neighborhood. The Property is located within the block bounded by Fairfax Boulevard, Oak Street, Cedar Avenue and McLean Avenue. It is a consolidation of three parcels for a total of 18.51 acres. The parcels are located at 10675 Fairfax Boulevard (Paul VI High School, 16.1 acres), 10600 Cedar Avenue (1.15 acres) and 10606 Cedar Avenue (John C. Wood House, 1.25 acres).

The Property’s 18.51 acres are currently split zoned with approximately 12.2 acres zoned Commercial Retail (“CR”) and approximately 6.3 acres zoned Residential – Medium Density (“RM”). The John C. Wood House Historic Overlay District regulates only 10606 Cedar Avenue. The current Comprehensive Plan Map designates the existing school for Institutional use and the residentially zoned parcels for Residential – Low development. As part of this application, the Applicant is requesting an amendment to the Comprehensive Plan Map to change the designation of the Property to “Mixed Use.”

PROPOSAL HISTORY

In early 2015 the Diocese announced its intention to relocate Paul VI High School to a brand new facility located in Loudoun County. The new location is currently under construction. Soon after the Diocese’s announcement, it selected the Applicant to be the master developer for the Property. The Applicant became responsible for creating a development plan for the Property and obtaining all necessary entitlements prior to the time of relocation of the school.

The Diocese chose IDI as the master developer because of IDI’s 40+ year track record of developing some of the Washington metropolitan region’s most innovative and successful mixed use and residential projects. Throughout that time IDI has proven its ability to work collaboratively with diverse constituencies while building relationships and trust among stakeholders during entitlement processes. Specifically, IDI has developed 27 mixed use projects and residential communities in the Washington Metropolitan area comprising over 13,000 multifamily condominium and rental apartment units, 2.7 million square feet of commercial development and over 1,400 hotel rooms.

IDI became the leading and largest developer of condominium communities in the Metropolitan Washington area, creating such landmarks as Porto Vecchio and Carlyle Towers in Alexandria, Belvedere in Arlington, and the Rotonda in Tysons Corner. IDI also pioneered the development of active adult living with the “Leisure World” communities in Maryland and Virginia, and is an industry leader with its conversion of over 3,000 high-rise and garden units into workforce affordable homes.

In September of 2015, IDI received zoning approval from the City of Fairfax to develop The Enclave, a residential condominium community at the Mantua Professional Center off of Pickett Road. As with the current application, The Enclave included an amendment to the City’s Comprehensive Plan Map. IDI commenced permit approval for The Enclave immediately after the zoning approval and began construction as soon as permits were obtained. The project is currently nearing the completion of construction and IDI will begin delivering new homes in December. Over 75% of the 80 high quality condominium homes have already been sold.

The redevelopment of the Property will commence after the Diocese has completely relocated Paul VI to its new location. This is expected to occur during the summer months of 2019 (after the 2018-2019 school year).

After its selection by the Diocese as master developer, the Applicant began a series of stakeholder and community meetings in October, 2015 to introduce themselves and to gather community input on what type of redevelopment would be appropriate to address the City’s needs and the community’s desires. To date, almost 70 of these meetings have taken place, including three large scale community meetings conducted in February 2016, March 2016 and October 2016. Joint Work Sessions with the City Council and the Planning Commission were held in September 2016 and October 2017. As a result of the numerous outreach meetings, a productive partnership was formed between the Applicant, City officials, and affected stakeholders to work towards a consensus of a single plan of development that addresses and balances the diverse opinions expressed.

The revised master development plan (discussed in more detail below) addresses the comments and issues raised by City Staff during its review of the initial application.

PROJECT DESCRIPTION

The project is intended to create a welcoming, vibrant, and attractive community containing neighborhood places of all types. As such, the Applicant proposes to replace the existing school use and single family homes with a mixture of residential, commercial and community uses; open the property up for public use; preserve the original Fairfax High School building; and modify existing traffic patterns to reduce the impact on the surrounding neighborhoods. The breakdown of specific uses is as follows:

Description of Use	Density
Townhomes	137 dwelling units*
Multifamily Condominium Units	184 dwelling units
Commercial/Retail Space	20,000 square feet
Preserved School Building for Adaptive Reuse/Community Space/Additional Commercial	24,000 square feet
Total	321 dwelling units (17.34 du/ac) and 44,000 SF of Retail, Commercial and Community Use *7 Townhomes located on Fairfax Boulevard are intended to be marketed with the option to be Live/Work Units so that the purchaser may locate his or her work space or shop in the unit and integrate that with his or her dwelling.

The overall character and style of the project, through its buildings and its landscape and their integrated design, will reflect a pride of place, a recognition of the site’s rich heritage, and a blended environment that includes opportunities for both active and passive experiences – all in a place that is distinctly Fairfax.

The original 1935 main school structure provides the architectural syntax for the buildings nearest to it – which house commercial and community activities. The school building itself will be adaptively reused for community and commercial space. New, flanking buildings will reflect the permanence and simplicity of the original building through their use of similar, high quality materials and proportions. While the buildings are intended to be uncomplicated, the varied activity inside the buildings, and the opportunity for patrons and users to spill into the public realm, will provide vibrancy to a re-imagined green open public square area which is both visible and directly accessible from Fairfax Boulevard.

Appointments such as awnings, canopies and, where possible, storefront architecture will reflect a more current and modern potential for branding and individuality among tenants and users, balancing the past and future.

As the activity levels transition from active commercial to passive residential, the project’s building architecture will adjust to respect the residential character and language of the surrounding neighborhoods. The condominium building plays an important role in the transformation from commercial to residential use. Materially, the building will continue to reflect materials currently on the site toward Fairfax Boulevard. The building’s façade will vary in terms of materials and colors to create a smooth and cohesive architectural transition to the rest of the neighborhood.

The townhouses will be designed to reflect their residential use and their location in the plan. Flat roofs with accessible decks, a more urban design approach, fits well in the higher profile

locations, while pitched roofs and a more traditional architectural language will be used at the edges along McLean and Cedar Avenues. These edges will be limited to three stories in height.

The design and delivery of the project's open space will be equally varied. Open spaces reflect a variety of scales – from a large plaza to vest pocket parks; uses – from vibrant social spaces near the plaza to quiet passages between blocks; and detailing – from hardscaped sidewalk to naturalistic plantings and corridors. The open spaces will also reflect the desire to better connect the streets, houses and people in the project.

An illustrative site plan of the project is shown on the following page. Key features of this plan include:

- The preservation of the original portion of the school building that was constructed in 1935 so that it may be adaptively reused as part of the project.
- Vehicular access through multiple access points along Fairfax Boulevard, including an existing signalized intersection directly across from the Boulevard Shopping Center, and from an existing access point from Oak Street. No vehicular connections are proposed between the Property and McLean Avenue, Cedar Avenue and Keith Avenue.
- Pursuant to the Comprehensive Plan, inclusion of a boulevard style slow-lane along the eastern half of the Fairfax Boulevard frontage. The slow-lane will be one-way eastbound and allows for on-street parking that will benefit the proposed retail and community uses.
- Creation of a pedestrian network through the Property that is currently closed off to the public. A shared use path is also proposed along McLean Avenue in conformance with the City's Comprehensive Plan trails map and along Cedar Avenue to the connection at Keith Avenue.
- Preservation of the large green open area in front of the school entrance, creation of an approximately 1.5 acre new green open space/recreation area adjacent to Pat Rodio Park, and the provision of numerous "vest pocket parks" open to the public, which contribute to overall combined open space within the project of more than 5.46 acres.
- Retention of community accessible parking spaces for City residents using Pat Rodio Park.
- Setbacks along McLean Avenue and Cedar Avenue consistent with the existing setbacks provided by the residences.
- Removal or reduction of the floodplain along the western property line of the Property, and completion of a City public improvement project that began in 2017 at the Fairfax Boulevard and Oak Street intersection, that will benefit the community upstream and further downstream.



Specific development tabulations for the project (as depicted on the revised development plans) are summarized below:

SUBJECT AREA (GROSS): 806,332 SF (±18.51 AC)

LAND USES BY ACRE: Approximately 11.2 acres for townhouse development, approximately 4.1 acres for multifamily condominium development, approximately 1.9 acres for commercial and retail development and approximately 1.3 acres for possible civic and community uses.

RECREATION AND OPEN SPACE: ±29%

PERIMETER BUFFER: Modification requested (See Sheet 1, Note 17.1 of the development plans)

STREET TREES: Modification requested (See Sheet 1, Note 17.2 of the development plans)

TREE CANOPY: ±10%

BUILDING HEIGHT: 3 story townhouses along McLean Avenue and Cedar Avenue (40' high to mid-point of roof). All other townhouses on site are up to 3.5 stories (45' high to mid-point). Condominium building is 5 stories (60' high). Preserved school building is 2 stories. Free standing retail commercial buildings will be one story.

POTENTIAL TRAFFIC GENERATION: A trip generation analysis was prepared by Wells + Associates (Wells) for the project and a copy of the revised report reflecting the changes in the master development plan is included in the resubmission materials. Generally, the revisions in the resubmitted plan reflect a 10% reduction in the overall number of daily trips proposed as compared to the previous plan (555 fewer daily trips), and over a 17% reduction compared to a by right development (1,062 fewer daily trips). When compared to the existing school use, all of the numbers have improved from the initial plan submission. Total AM peak hour trips will be significantly reduced from current conditions, while there will be a modest increase during the PM peak period (School Peak + Commuter Peak). A comparison to a by right development reveals that the proposed plan has fewer trips in both the AM peak and PM peak periods. These comparisons do not include an anticipated decrease in PM Peak hour and Average Daily trips on Fairfax Boulevard related to “pass-by” commercial trips. Depending on the use of the project’s retail spaces, 20 to 40% of the trips could already be on the roadway network and stop to shop at these commercial uses.

PARKING TABULATIONS: The tabulation of the parking required and the parking provided is shown on Sheet 5 of the revised master development plan and is also reproduced in the table on the following page.

Parking Tabulation

Use	Units/SF	Required Rate	Modified Rate Per Requested Modification	Proposed to be Provided
Townhomes	137	2 per unit = 274 spaces		454 (3.3 spaces per unit, 274 owner spaces and 180 guest spaces)
Condominium	83 One Bedroom Units 101 Two Bedroom Units	1.5 per unit = 125 spaces 2 per unit = 202 spaces	1.6 per unit = 294 spaces	294 garage spaces
Retail	20,000 SF	1 per 200 SF = 100 spaces		Retail and Community will share 239 surface parking spaces (including spaces available for Pat Rodio ball field)
Community	24,000 SF	1 per 300 SF = 80 spaces		See above
Total Parking		781 required spaces	748 required spaces if modification is approved (approx. 4.2% reduction overall)	987 provided spaces

The Applicant intends to develop design guidelines for the Property with respect to building scale and massing, building siting, screening and dimensional standards, the design of the open space and pocket park areas, and streetscape so that the buildings and improvements have a high quality and complimentary design theme. The details of the guidelines will be produced during the processing of the certificate of appropriateness, site plans and building permits.

SUPERIOR COMMUNITY BENEFITS TO THE CITY

The proposed development will offer numerous community benefits to a much greater degree than would result from the current use or from by right development under the existing zoning. With approximately two-thirds of the Property currently zoned Commercial Retail (CR) (and without any proffered development conditions), by right development would consist of a large shopping center and one or more 5-story offices buildings with buildings significantly set back from Fairfax Boulevard, large areas of surface parking, and isolated from other development. Uses under such a scenario, in addition to general retail and office, include building supply stores, lumber yards, convenience stores, funeral homes and tobacco shops.

Under the Planned Development zoning, and in addition to the project's key features listed above, the proposed development would offer the following greater benefits:

- Variety of housing types with owner occupied townhomes and condominiums. No rental units will be developed or offered.
- Condominium units will fill a significant demand from the move down senior market and first time home buyers that desire to remain in the City. Marketing data from IDI indicates that approximately 120 (65%) of the project's condominium units will be purchased by move down senior buyers.
- Overall, promotion of housing options that may not qualify as "ADU's," but which are still affordable to existing and future residents so that they may age in place in the City.
- Development of compatible townhomes on the periphery of the Property adjacent to existing single family housing in terms of size, height, and design.
- Development of a walkable neighborhood with a "Walk Score" of 80 (i.e., very walkable). As noted in a recent Washington Post article, walkable communities are easier to get around and foster a greater sense of community. They also offer opportunities to realize additional benefits for the environment, individuals' health, economic development and real estate property values. (Washington Post, October 9, 2017)
- All of the project's new residents will patronize the City's existing and future restaurant and retail businesses, and make Fairfax Boulevard more competitive with mixed use projects outside of the City.
- Based on the revised Wells + Associates traffic analysis submitted with the resubmission materials, the project will generate almost 80% fewer AM commuter peak hour trips and approximately 25% fewer PM school peak hour trips than the existing high school use. There will be more PM commuter peak hour trips than currently generated by the school, but less than the number from the original development proposal. As compared to a by right development, there are between 25% and 33% fewer peak hour trips and over 17% fewer daily trips. Overall future traffic impact will not change the level of service at the key intersections abutting the Property.

- Implementation of numerous smart growth measures, as recommended and endorsed by the Fairfax City Citizens for Smarter Growth.
- Establishment of a multi-modal transportation system. As a private high school, the Property is currently closed to the City’s residents and the general public. IDI’s multimodal transportation and land use planning will offer diverse choices for mobility: automobile (but with primary access on Fairfax Boulevard), public transit along the Boulevard, new bike paths, and pedestrian trails and sidewalks on all four boundaries of the project.
- Significant positive financial impact, as described in the revised Fiscal Impact Analysis submitted as part of this resubmission. Currently, the use of the Property as a private nonprofit school has a negative fiscal impact on the City of approximately \$300,000. With the revised master development plan, the fiscal impact changes dramatically to a range of approximately \$761,000 (low estimate) to \$1,193,000 (high estimate). The average positive impact is approximately \$977,000.
- Master developer with over 40 years of experience, including in the City, and a first class reputation to oversee the development to ensure it is created as a unified, cohesive environment.
- Upgrade public infrastructure serving the Property in the form of a grid of streets, available public parking, floodplain improvements to manage the watershed both on-site and off-site, provision of public open space and bike lanes, and improved vehicular access and circulation patterns.
- Implementation of a heritage theme for the project that will commemorate and celebrate the Property’s history.
- Proffered conditions in compliance with Virginia Code Section 15.2-2303.4 to mitigate the impact of the development.

COMPREHENSIVE PLAN CONSISTENCY AND CONFORMANCE

As proposed, the Applicant believes the project is in harmony with the guidance from the City’s Comprehensive Plan, including the Fairfax Boulevard Vision Summary. As noted in the First Principles of the Plan contained as Appendix D in the Comprehensive Plan, the vision and plan for Fairfax Boulevard “... needs to be a ‘living document’ that grows in response to changes in the City and region.” The relocation of the current school use out of the City is an event that requires such a change, but also affords an opportunity for IDI to create a signature community that is vibrant, accessible and walkable. A community that will capture a missing segment of the City’s housing market and one that adds new residents to the community to patronize existing businesses along the Corridor and establish roots for the long term.

At the time the Fairfax Boulevard planning efforts were being performed in 2007, there was never any consideration that the Diocese might relocate Paul VI from its current campus. Therefore, although the Property was the largest single parcel of land along the Boulevard, the designation for Institutional use was not contemplated for change. In fact, nowhere in the City’s

Comprehensive Plan is there reference to a possible change of the existing use. The change in circumstances resulting from the School's decision in 2015 to relocate to a larger location outside of the City offers a unique opportunity.

The Property is approximately 18.5 acres, two-thirds of which is zoned CR Commercial (without proffers or other land restrictions). The site is fortunate in that it is very deep, flat and has existing access to several public roads. The Property is located in an area deemed a "Connector" in the Comprehensive Plan, and as such, the Applicant has revised the development plan to reflect some of the guidance targeted for these areas.

The revised development plan has been prepared to focus on many key elements in the Comprehensive Plan for the Connector areas. These include reducing height along the Boulevard from five (5) stories to three (3) stories by eliminating the mixed use retail and multi-family rental building from the original plan and by adding two (2) new one-story commercial retail buildings to complement the preserved two (2) story school building. The mix of commercial uses proposed is in keeping with "smaller scale" more neighborhood serving retail, restaurant and personal service uses recommended for Connector areas.

Overall, the focus is now lower scale buildings along the Boulevard, including some three (3) story townhomes. The remaining five (5) story condominium building has been re-oriented further away from neighboring properties and is farther removed from Fairfax Boulevard. This configuration of buildings is in conformance with the Plan's language that buildings should be "predominantly 1 to 3 stories."

The revisions to the development plan have also resulted in better accessibility and site design for the project. The commitment to three (3) story townhomes along McLean Avenue and Cedar Avenue, with the fronts of the townhomes facing the existing residences and no direct vehicular access, offers an improved transition. Additional open space is also provided and the proposed streetscape features along McLean Avenue, Cedar Avenue and Fairfax Boulevard will be designed to comply with the Community Appearance Plan recommendations.

While the Property is located in the West Connector along the Boulevard, it also has many characteristics and defining features of a "Unified Mixed Use Project" in the Plan that support and foster the proposal, including the Mixed Use Map Designation (as discussed below). These characteristics include:

- Large land area (approximately twice the size of the Fairfax Circle and Kamp Washington redevelopments approved by the City at a much higher density, but not yet under construction).
- Depth away from Fairfax Boulevard (not linear) such that the property is sized to achieve a unified, cohesive and coordinated development of an urban street character with town blocks, rather than a strip retail character.
- Streetscape and Boulevard improvements such as a landscaped median along Fairfax Boulevard, provision of a "slow" local lane with on-street parking,

pedestrian sidewalks and other features both inside the development and along its boundaries.

- Proposed building heights of between one and five stories with potential for step up transitions and tapering. These heights conform to the current Zoning Ordinance requirements for the CR zone.
- Ability to provide a variety of multimodal and pedestrian friendly travel options, including sidewalks and a trail that conforms to the City’s trails plan.
- A network of large open areas suitable for public gatherings, along with smaller pocket parks and public spaces. Currently the Property is closed off to the neighborhood and general public.

Overall, the size of the Property is unique among all of the other properties located in the West Connector along Fairfax Boulevard and the project as revised should be considered in conformance with both the guidance for Connectors and as a “Unified Mixed Use Project” which justifies the wide variety of proposed housing types.

While none currently exist, the City’s Comprehensive Plan recognizes the need to consider the establishment of new residential uses on Fairfax Boulevard on a case-by-case basis in support of high-quality development. (Economy Objective EC-1.4). The Fairfax Boulevard Master Plan Vision and Summary Appendix in the Comprehensive Plan also states

A mix of uses is essential to conquering transportation problems and creating sustainable, interesting and successful addresses. The corridor should support not just retail, car dealerships and hotels, but also housing, workplaces, green spaces and civic uses. (*Emphasis supplied*)

As noted by the City Council and Planning Staff in its deliberations of the recent Fairfax Shopping Center (Regency) zoning application, the Comprehensive Plan acknowledges that the types of uses that are acceptable should be flexible to accommodate market conditions provided that they contribute towards the vision of the Plan (e.g., active street presence, buildings oriented on the Boulevard, walkable, provision of open space and public gathering areas). In fact, Land Use Objective 1.1 in the Comprehensive Plan states that apartments and townhouses should be encouraged between commercial uses and low density uses to establish logical transitions. In the Plan’s discussion of Land Use along the Corridor, several instances are mentioned when residential use may be appropriate to fulfill the benefits of commercial development. Residential is also appropriate along the Corridor as a means to avoid undesirable uses or situations (such as vacant buildings).

These objectives are consistent with the Streetsense market study prepared for the City in 2014, and updated by Streetsense at IDI’s request in the master planning for the Property. In order to continue to support the City’s desire to strengthen the designated nodes (i.e., Centers) at Kamp Washington, Northfax and Fairfax Circle, the City needs to strategically limit the amount of new retail supply in other locations along the Corridor, including the Property. Streetsense concluded

that both in 2014 and now that the Corridor is over-supplied with unfocused, linear retail in a suburban format that does not further (and actually harms) the City's efforts to create concentrated, walkable, vibrant retail nodes within reasonable walking distance of the existing Fairfax Boulevard neighborhoods.

Therefore, Streetsense continues to recommend limiting retail development in areas outside of the three nodes and suggests that the City should view the Corridor (and the Property) holistically, and balance population, supply and demand with an understanding some projects should deliver new residential supply to support the existing retail, rather than require additional retail when there is no market demand for it. Similar to other streets throughout the region with notable retail conditions (e.g., Wisconsin Avenue, Connecticut Avenue, Columbia Pike), when retail demand is insufficient to line the frontage with retail space, then office or residential development are appropriate and necessary uses for the road's frontage. While such uses are not traditional retail shops, they still are useful in creating active building faces on the road that contribute to an enlivened sidewalk environment.

IDI believes that the submitted master development plan strikes the proper balance among use allocation to meet an unmet demand for walkable and neighborhood serving space that is flexible, appropriately-scaled and offers a memorable experience for the surrounding neighborhoods. All in conformance with the objectives contained in the Comprehensive Plan referenced above. The proposed development will contribute to, rather than hinder, the future success of the Plan's designated node areas.

Further, development of the Property under the existing zoning without a Plan Amendment would inevitably lead to a large strip shopping center and office development with one or more "big box" users, similar to what is already across Fairfax Boulevard from the school and typical of the type of oversaturated existing commercial retail/office development described by the City's consultant in its recent Market Analysis. Such a scheme would lead to buildings set back far from the Boulevard, open parking areas, more vehicle trips and isolation from the community. The end result under either scenario would not meet the Plan's goals and objectives for a vibrant, walkable development that would revitalize the Boulevard.

In summary, the Applicant's revised master development plan conforms to or is in harmony with the Fairfax Boulevard Vision Summary's goals and objectives of transforming the Boulevard into a multi-modal and safer place, encouraging new development that is appropriately sized and scaled containing a mixture of uses including community and green spaces, and having an urban street character. The Applicant's proposal is best suited for a mixed use, place-oriented development - similar to projects in Reston Town Center, Pentagon Row and Clarendon – and not the typical suburban strip center that its existing zoning would suggest.

The proposal also conforms to the City's Comprehensive Plan objectives in regard to community appearance, recognizing historic or important buildings, transportation, land use and the promotion of economic development.

COMPREHENSIVE PLAN MAP AMENDMENT

In order to proceed with the proposed redevelopment, the Owner and the Applicant request the City Council and the Planning Commission to amend the Comprehensive Plan Land Use Map to change the designation of the Property from Institutional and Residential to Mixed Use. Land Use Objective 2 encourages applicants to submit map amendment requests when necessary.

While the Comprehensive Plan's legal status is advisory only and serves merely as a guide in the zoning decision making process, an amendment to the map is appropriate in this instance because the Owner has no intention of retaining the Property for institutional uses. For purposes of the Owner's long range educational mission, the Property was not large enough land-wise to meet the space needs and the facilities were not modern enough to further justify the extraordinary operating expenses necessary to maintain them.

The reasons why the Owner chose to relocate are the very same reasons why the City chose to relocate Fairfax High School from the Property over forty (40) years ago. And why George Mason University was willing to sell the Property after a short period of ownership. Further, Fairfax Boulevard is currently not as competitive as areas in neighboring jurisdictions because its buildings are old, set back from the roadway and have many vacancies or are filled with non-"A" tenants. All of these reasons contribute to why the Property's Plan designation on the Map is no longer appropriate and viable.

The Property's Institutional designation on the Land Use Map is a detriment and burdensome in the promotion of future uses for the Property. There are very few uses that fall within an institutional use category, and even fewer that would impact the community less than the existing school. Examples of alternative Institutional uses recognized under the City's Zoning Ordinance include sports arenas, detention facilities, hospitals and religious institutions. These and the other institutional uses are not typically able and willing to spend the amounts necessary to acquire and develop large parcels such as the Property. Many would also require City Council approval.

The initial vision of Institutional development is unlikely to be realized again. Because of the age, configuration and condition of the existing buildings on the Property, the existing use is not one that could be easily replaced. Based on the City's own demographic and economic studies, neither the current Comprehensive Plan designation nor the existing zoning classifications offer incentives for redevelopment in a manner that serve the City's long term interests and the viability of the commercial businesses along the Boulevard.

Land Use Objective 3 encourages the promotion of the Fairfax Boulevard corridor. This project achieves that objective by activating this area with new commercial, retail and community uses, plus the addition of much needed new residents to fill in missing demographic groups from the City. The City will be more competitive with neighboring jurisdictions if it can attract new housing and a younger population.

A Mixed Use designation is now appropriate for the Property because it will support the proposed mixture of appropriate uses. This category is designed to attract a combination of residential, commercial and institutional/community development. The revised development plan

can maintain the Connector feel along the Boulevard, but still be a successful project because of its large land area and ability to plan appropriate transitions. As desired in the City's other Mixed Use areas, this project will yield open space opportunities and areas with new, uninterrupted pedestrian and bicycle connectivity both within and adjacent to areas in conformance with the City's Community Appearance Plan and Bicycle Master Plan.

Also, large open areas are being created for public use in front of the preserved school building and adjacent to Pat Rodio Park. The changes in the development plan bolster the goal of providing an active street presence along the Boulevard with the increase in commercial space designed around the large green area serving as a focal point.

As a possible alternative to the request for Mixed Use designation, the Applicant would be willing to amend the request to one with a combination of three designations: Business-Commercial along the Fairfax Boulevard frontage, and Residential Medium and Residential High behind the commercial in a configuration consistent with the development plan.

REMOVAL OF HISTORIC OVERLAY DISTRICT DESIGNATION

As part of this application, the Applicant respectfully requests that the City Council rezone 10606 Cedar Avenue to remove the historic district overlay designation from this parcel. This overlay district was established by the City Council in 2010 because the site is the former home of the John C. Wood, the first Mayor of the City. Mr. Wood served as Mayor from 1953 to 1964, and he and his wife owned the house from 1959 until shortly after he passed away in 1994. The house subsequently changed ownership more than once before the adoption of the overlay. The structure has been vacant, however, since 2005.

At the time of adoption, the designation was not supported by either the Diocese or the Planning Commission. The Diocese stated that the home was in poor condition, subject to vandalism, and that it could not be used as part of the Diocese's educational mission. Certain Planning Commissioners stated that the property had never been the subject to any discussion about being historic until the Diocese applied for a demolition permit, and that there were other residences in the neighborhood of similar age and size such that the proposed designation amounted to "spot zoning." The Chairman of the Planning Commission at that time noted that the City's application for designation was "reactive at best and punitive at worst."

The Applicant has retained two consulting firms to prepare an assessment of the house, including a hazardous materials and structural survey. McKeever Services Corporation (McKeever) prepared the Condition Assessment, dated November 10, 2017, and ECS Mid-Atlantic, LLC (ECS), prepared the Hazardous Materials and Structural Survey, dated November 9, 2017. Both reports have been provided to the City as part of this resubmission. In addition, a Historic Structures Report and a Historic American Building Survey is currently being completed and will be submitted to the Board of Architectural Review this month for consideration at a meeting in March 2018.

McKeever found the Wood House to be in poor condition, and based on the ECS study and its own investigation, concluded that the environmental and structural conditions of the existing

structure presents serious life safety risks to any future inhabitation. Among the many deficiencies were the following:

- Asbestos containing materials were found throughout the structure including in floor tile, wall caulk, drywall joint, compound, undercoat, roof sealant, roof cement, chimney caulk, and siding cement board.
- Visible mold and water staining were present such that the interior walls, ceilings, and floor cavities are assumed to be impacted with mold and water staining due to the unconditioned environment of the structure.
- The roof overall is in poor condition with multiple holes and gaps. Flat roof areas have sags. Structural issues exist in the roof's framing within the attic space.
- A portion of the roof has collapsed which has allowed water, debris, and animals inside the building. The wood flooring below the collapse is damaged by the water infiltration.
- Exterior bearing walls along the perimeter of the structure have a large amount of organic growth which has spread to areas behind the siding, and this condition enables water and insects to penetrate the siding and into the brick exterior walls.
- The cellar area has experienced deteriorated mortar joints and sections of the foundations have partially collapsed. Organic growth penetrates through the exterior walls.
- The chimney has suffered significant mortar loss in joints and dislocation of bricks.

Based on these current circumstances, the John C. Wood House is not in a condition that it can be saved and adaptively reused. Therefore, the Applicant would remove the structure as part of the development.

SPECIAL USE PERMIT

The Applicant is requesting a Special Use Permit to permit a modification to the floodplain for the following reasons. First, the FEMA floodplain was not a studied floodplain, but rather an assumption of the maximum depth of water. As a result, the Applicant's engineer has prepared a detailed study that clearly and adequately depicts the existing FEMA floodplain. Second, the existing stormwater pipe located under the western boundary of the Property is a City of Fairfax stormwater facility located in a City easement. The Applicant and the City's engineers concur that the existing stormwater pipe is inadequate, and in its current condition is failing and causing upstream flooding. The City of Fairfax is obligated to maintain and repair the existing stormwater pipe. Such work, the need for which is not generated by the current and proposed uses on the Property, would be in accordance with the City of Fairfax Capital Improvement Plan ("CIP").

The Applicant is proposing to advance the costs to upgrade the stormwater pipe as part of the development of its project and thereafter to be reimbursed by the City for all costs properly allocated to the City in connection with its ongoing maintenance obligations of this stormwater facility. Therefore, a Special Use Permit is required to modify and disturb the floodplain in order to fix and upgrade the existing piping.

MODIFICATIONS

The Applicant requests the following modifications to the Zoning Ordinance requirements in order to implement the development plan:

A. **Project Boundary Transitional Yards.** A modification is requested of the buffer transitional yard known as Transitional Yard 3 or “TY3”, as required by Section 3.8.4.C.2 of the Zoning Ordinance, along the western property line. The requirement for TY3 is a 15 foot wide buffer area, with a 6 foot tall fence and a variety of trees and shrubs. Because the Applicant is providing a 30 foot wide drainage easement and the existence of floodplain in this area, only a 6 foot wide landscape area remains, but this is sufficient for landscaping. Additional landscaping will be provided over the drainage easement area, including shrubs of various heights.

B. **Buffer Width.** A modification of the 10 foot buffer width required pursuant to Section 4.5.6.B of the Zoning Ordinance is requested along McLean Avenue to permit an 8 foot width. The Applicant believes an 8 foot wide buffer area is sufficient to meet the tree quantity requirement for street trees. In addition to the buffer, the Applicant is creating a pedestrian and bike friendly experience along McLean Avenue by providing a bike path and a sidewalk.

C. **Parking Space Requirement for Multifamily Units.** A modification of the parking requirement for multifamily dwelling units. Pursuant to Section 4.2.3.E of the Zoning Ordinance, 1.5 spaces are required for studio and one bedroom units and 2 spaces are required for two bedroom or more units. The Applicant proposes to provide 1.6 parking spaces per dwelling unit. In support of this modification, and despite the fact that the project exceeds the parking space requirements overall for the project, the Applicant retained Wells + Associates to prepare an analysis to justify the request. A copy of the Parking Analysis, dated November 14, 2017, is included as part of the resubmission materials.

For the Parking Analysis, Wells’ reviewed the Institute of Transportation Engineers’ (ITE) Parking Generation, 4th Edition guide which indicates that a residential condominium’s peak parking demand is approximately 1.59 spaces per dwelling unit in suburban locations. The Analysis also noted that the subject property is accessible to transit services along Fairfax Boulevard so an even lower parking rate is likely. These 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.

Finally, Wells found that there will be available on-street parallel parking spaces to accommodate any short-term parking demands and that the proposed rate of 1.6 spaces per unit is consistent with at least three recent multifamily development projects approved in the City.

The Wells Parking Analysis concluded that the requested parking rate modification for the multifamily condominium building from 1.78 spaces per unit to 1.6 spaces per unit is supported by the ITE, transit accessibility, available on-street parking, and recent City approvals for similar projects.

Further, based on the Applicant's own historical marketing data gained from developing similar multifamily projects over the past 40 years, the proposed rate will be sufficient to meet resident demand. Further, the City Planning Staff and City Council have previously supported this rate for similar approved projects within the City, including the Applicant's Enclave development.

D. Front Yard Setback. A modification has been requested for Section 3.5.1.C.3 of the Zoning Ordinance which requires that no more than two of any 10, or one of any three to five abutting dwelling units have the same front yard setback. While all townhouses along McLean Avenue and Cedar Avenue provide two (2) foot building setbacks, the modification is for all of the remaining interior townhouses that do not have the setback.

E. Drainage Easement Separation. A modification has been requested from Section 1.1.10.B.2 of the City of Fairfax Public Facilities Manual (PFM) to allow a small portion of the western side of the condominium building to have less than five (5) feet of separation from the drainage easement.

F. Frontage Improvements. A waiver from the standards of the Public Facilities Manual (PFM) is requested for frontage improvements along McLean Avenue and Cedar Avenue, as per Section 2.1 of the PFM.

G. Sidewalk Location. A modification has been requested for Section 4.4.4.B.1 of the Zoning Ordinance to allow sidewalks adjacent to the residential condominium building. In these areas, the green space is located on the outer side of the sidewalk (i.e., closer to the street) to allow sufficient space for street tree planting and maintenance.

H. Service Way Location. A waiver is requested for Section 4.2.6.B.3 of the Zoning Ordinance to allow the service lane, shared use path and/or other pavement to be located within six (6) feet of a right of way along Fairfax Boulevard. The service lane and shared use path are part of the road improvements in the vicinity of the entrances to the Property.

I. Curb and Gutter. A waiver of the Typical Curb and Gutter Street Section found in Appendix A, Street Design Details, Detail No. 401-01 of the PFM has been requested to all for

private accessways that are less than thirty (30) feet from face of curb to face of curb or edge of pavement.

J. Private Accessway Radius. A waiver of Section 2.4.1 of the PFM has been requested to allow for private accessways to have a horizontal radii of less than 175 feet.

K. Intersection Distance. A waiver of Section 2.4.2.3 of the PFM has been requested to allow for intersections with arterial streets to be less than 600 feet apart.

L. Interior Parking Lot Landscaping. A waiver of Section 4.5.7.D.1 of the Zoning Ordinance has been requested for the parking lot accessed by Panther Place. In an effort to keep the parking spaces outside of the RPA boundary, the interior parking lot islands and canopy trees have been removed from a row of 22 parking spaces. This row of parking spaces still provides canopy trees at each end of the row and canopy trees along the edge of the parking spaces to provide shading.

FISCAL IMPACT

The existing use of the Property as a private school does not generate any fiscal benefit to the City because no revenue is raised in the form of real estate taxes, personal property taxes, retail and restaurant sales taxes, and business, professional, and occupational license (BPOL) taxes. Based on the Applicant's Fiscal Impact Analysis, the impact of the present condition is that it costs the City approximately \$300,000 to provide government services to the Property. Therefore, the existing situation is an annual drain on the City's budget and economy.

Using the City's own methodology of studying the fiscal impact of a project, the Applicant's Fiscal Impact Analysis demonstrates that the proposed redevelopment reverses the situation and the project will generate an annual positive net benefit of between approximately \$761,000 and \$1,193,000 annually to the City. Please see the Applicant's revised Fiscal Impact Analysis, submitted as part of this resubmission, for more information about the positive economic benefits of the redevelopment to the City.

PROFFERS

The Applicant has submitted Proffers with the third submission of the master development plan as of the date of this Statement. These proffers are submitted by the Applicant and the Owner as voluntarily reasonable conditions to govern the use of the Property if the application is approved. The proffers will be in compliance with law, will address impacts that are specifically attributable to the new proposed development, and will mitigate in proportion to the impacts they seek to address.

PHASING SCHEDULE

A phasing schedule has not been firmly established at this time. The existing school will not vacate the Property until mid-2019 at the earliest. The proposed development will likely commence immediately thereafter, provided all required site and building plan approvals have been secured. Subject to market conditions, construction will be accomplished in one continuous phase.

SUMMARY

The Applicant has carefully planned the Property and the project to strengthen the Fairfax Boulevard corridor, while respecting the existing neighborhoods. The development plan calls for a vibrant, attractive mixed use active community with generally low/medium building heights tapering to adjacent residences. A range of new housing options will be offered that are affordable, and will serve all ages to meet the housing needs of families, first time buyers, and older adults who wish to stay in place in the City. The project will encourage and support historic preservation, and will support preservation of the original Fairfax High School building, while also offering opportunities for increasing public understanding and appreciation for the Property's architectural and cultural history. Improvements to the transportation system on site will open the Property to the public and enable safe access for all users, including pedestrians, bicyclists, transit riders, and motorists of all ages. A major public drainage improvement project will also be completed without the expenditure of new City funds.