

**APPLICATION OF IDI FAIRFAX, L.C.**  
**PAUL VI HIGH SCHOOL REDEVELOPMENT**  
**NARRATIVE TO MASTER DEVELOPMENT PLAN**

March 28, 2018  
Revised August 20, 2018

This Narrative is included as part of the Master Development Plan as if fully set forth therein and should be read in coordination with the physical plan sheets contained in the Master Development Plan. The contents of this Narrative address the requirements contained in Section 3.8.2.C.1 of the City of Fairfax Zoning Ordinance, as amended by the City Council on March 27, 2018.

**I. 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 Future Land Use Map designates the existing school for Institutional use and the residentially zoned parcels for Residential – Low development. As part of the rezoning application, the Applicant is requesting an amendment to the Comprehensive Plan’s Future Land Use Map to change the designation of the Property to a combination of “Business-Commercial,” “Transitional” and “Residential High.”

**II. PROJECT DESCRIPTION SUMMARY**

The Applicant has carefully planned the Property and the project to strengthen the Fairfax Boulevard corridor, while respecting the existing neighborhoods. The Master 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 shall be offered that are affordable, and shall 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 shall encourage and support historic preservation, and shall 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 shall open the Property to the public and enable safe access for all users, including pedestrians, bicyclists, transit riders, and motorists of all ages.

### **III. COMPREHENSIVE PLAN FUTURE LAND USE 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 Future Land Use Map to change the designation of the Property from Institutional and Residential to a combination of “Business-Commercial” (3.71 acres), Transitional” (1.15 acres) and “Residential High” (13.65 acres). 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 Future Land Use 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 current Plan designation on the Future Land Use Map is no longer appropriate and viable.

The Property’s Institutional designation on the current Future 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, develop and maintain 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 in the Comprehensive Plan 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.

The combination of Business-Commercial for the commercial buildings and the adaptively reused school building, Transitional for the fifteen (15) proposed owner-occupied live/work units along Fairfax Boulevard, and Residential High for the single family detached homes, townhouses and multifamily building on the remainder of the Property is now suitable for the Property because they will support the proposed mixture of appropriate uses. These categories are designed to attract a combination of residential, commercial and institutional/community development. The Master Development Plan maintains the Comprehensive Plan's "Connector" feel along the Boulevard, while still enabling ample land necessary for a successful project and the ability to plan appropriate transitions. As desired in the City's designated mixed use areas, this project yields open space opportunities and areas with new, uninterrupted pedestrian and bicycle connectivity both within and adjacent to the Property, all 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. Overall, the Master Development Plan bolsters 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.

#### **IV. NARRATIVE PROVISIONS FOR PLANNED DEVELOPMENT DISTRICT**

##### ***A. SECTION 3.8.2.C.1.(a) - STATEMENT OF HOW THE PROPOSED DEVELOPMENT IS IN SUBSTANTIAL CONFORMANCE WITH THE COMPREHENSIVE PLAN***

The Applicant believes the project as depicted on the Master Development Plan 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 shall 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 in the City for the long term. The proposed amendment to the Future Land Use Map shall further permit implementation in substantial conformance with the Comprehensive Plan textual goals and objectives.

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 (60 foot height limit, 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 Master Development Plan has been designed to reflect some of the guidance targeted for these areas.

The final version of the Master Development Plan focuses on many key elements in the Comprehensive Plan for the Connector areas. These include reducing height along the Boulevard from five (5) stories, as originally proposed, 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 in the Comprehensive Plan for Connector areas.

Overall, the focus is now lower scale buildings along the Boulevard, including some three (3) story townhomes. The four (4) 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.”

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 Comprehensive Plan that support and foster the proposal, including the amendment to the Plan’s Future Land Use Map (as discussed above). 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 four 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 are still useful in creating active building faces on the road that contribute to an enlivened sidewalk environment.

IDI believes that the 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 shall contribute to, rather than hinder, the future success of the Comprehensive Plan's designated node areas. The proposal also conforms to the Comprehensive Plan objectives in regard to community appearance, recognizing historic or important buildings, transportation, land use and the promotion of economic development.

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 Comprehensive Plan's goals and objectives for a vibrant, walkable development that would revitalize the Boulevard.

In summary, the Master Development Plan conforms to or is in harmony with both the "Connector" designation and 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 type of development - similar to projects in Fairfax County and Arlington County - and not the typical suburban strip center that its existing zoning would suggest.

***B. SECTION 3.8.2.C.1.(b) - DESCRIPTION OF HOW THE PROPOSED DEVELOPMENT PROVIDES GREATER BENEFITS TO THE CITY THAN WOULD A DEVELOPMENT CARRIED OUT IN ACCORDANCE WITH GENERAL DISTRICT REGULATIONS***

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

1. Housing Types. Construction of a variety of housing types with new owner occupied single family detached units, townhomes and condominiums. No rental units shall be developed or offered. All residential units shall comply with all applicable municipal,

state and federal accessibility and anti-discrimination requirements in place at the time of building permit submission. At the time of site plan submission, the Applicant shall identify accessible units in the proposed multifamily building as required by the then, in place, applicable municipal, state, and federal accessibility requirements. In regard to accessibility, some of the townhouse units shall be marketed with an option to add an elevator at the initial Purchaser's discretion. Overall, as stated in the Master Development Plan, the Property shall be used for the following uses: business commercial, live/work units, community, single family detached residential, multifamily residential and townhouse residential.

2. Senior Buyer Options. The provision of multifamily condominium units shall 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 sixty-five percent (65%) of the project's condominium units shall be purchased by move down senior buyers.
3. Affordable and Workforce Options. The promotion of housing options that are affordable to existing and future residents so that they may age in place in the City. The project proposes a wide variety of housing types and price ranges that shall appeal to the first time buyer and to the move-down purchaser. The project will also ensure that the workforce housing supply in the City is increased to meet the demand of the expanding employment base. The Applicant anticipates that approximately twenty-five percent (25%) of the multifamily building condominium units shall be accessible to families and individuals earning eighty percent (80%) of the area median income ("AMI") for the Washington Metropolitan Statistical Area ("MSA"), as determined by the U.S. Department of Housing and Urban Development, and therefore make home ownership viable and attainable. Such attributes implement the affordable housing objectives contained in the Comprehensive Plan (see HOU-1.4 and HOU-1.5).
4. Retention and Adaptive Reuse of Original School Building. The Applicant shall adaptively reuse the original school building and perform necessary renovations to ensure the original school complies with current building codes and regulations. Any exterior stabilization or reuse of the original school may or may not comply with the SOI Standards for Treatment of Historic Properties.
5. Transition to Neighborhoods. Development of compatible single family detached homes and townhomes on the periphery of the Property adjacent to existing single family housing in terms of size, height, setback and design.
6. Walkability. 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)

7. Residents Impact on Existing Businesses. All of the project's new residents shall patronize the City's existing and future restaurant and retail businesses, and make Fairfax Boulevard more competitive with projects outside of the City.
8. Fewer Vehicle Trips. Based on the revised Wells + Associates trip generation analysis submitted with the resubmission materials, the project shall generate almost 80% fewer AM commuter peak hour trips and approximately 29% fewer PM school peak hour trips than the existing high school use. As compared to a by right development, there are between 31% and 33% fewer peak hour trips and over 19% fewer daily trips. Overall future traffic impact will not change the level of service at the key intersections abutting the Property.
9. 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 shall 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 (4) boundaries of the project. At the time of site plan approval, the Applicant shall cause to be recorded among the land records a public access easement running to the benefit of the City of Fairfax, in a form acceptable to the City Attorney, over the private streets, trails, sidewalks and open space areas generally shown on the Master Development Plan.
10. Positive Fiscal Impact. Significant positive financial impact, as described in the revised Fiscal Impact Analysis submitted concurrently with this Narrative. The existing use of the Property as a private not-for-profit 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 negative because 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. Under the Master Development Plan, the fiscal impact changes dramatically for the City annually generating positive revenues in range of approximately \$680,000 (low estimate) to \$1,052,000 (high estimate). The average positive impact is approximately \$866,000 annually.
11. Improvements to City's Stormwater Drainage System. Upgrades to the 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. Concurrently with this rezoning application, the Applicant is requesting a Special Use Permit to permit a modification to the floodplain on the western end of the Property. While this area is currently impervious and improved, a modification benefits the City for several 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 boundary. 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 on the Property. The Applicant and the City's engineers concur that portions of the existing stormwater pipe are in need of upgrades and repairs.

12. Private Ownership, Maintenance and Management of Common Areas. Formation of a common interest community association or similar entity pursuant to Section 3.8.7.E. of the Zoning Ordinance. The Applicant shall establish a "Community Association" in accordance with Virginia law. Such Community Association may consist of an umbrella owners association for the entire Property, as well as individual sub-associations (e.g., a homeowners association for the single family detached and townhouse owners and a commercial association for the retailers and restaurants) and a condominium owners' association ("COA") formed for the multifamily building. The Community Association shall be established before any dwelling unit or lot in the subdivision or development is sold or any building in the development is occupied. In accordance with Section 3.8.7.F. of the Zoning Ordinance, the formation documents shall be submitted to, and approved by, the Zoning Administrator and the City Attorney before any plat for the development is recorded. The formation documents shall establish clear legal responsibility and authority to own, maintain, manage and otherwise exercise control over any recreation and open areas, private streets, private stormwater facilities or other facilities (common area and facilities) associated with the development, and the power to compel contributions from businesses and property owners to cover their proportionate share of the costs associated with the maintenance of the common area and facilities. References in this Narrative to specific maintenance, repairs and other duties being performed by the Community Association may be performed by one of the sub-associations or the COA. Specific duties of the Community Association shall include, but not be limited to, the following:

- Prior to entering into a contract of sale, prospective purchasers shall be notified in writing by the Applicant of the maintenance responsibility for walkways, common area landscaping, stormwater management facilities, and any other open space amenities, and shall acknowledge receipt of this information in writing. The initial deeds of conveyance and Community Association, sub-association or COA governing documents shall expressly contain these disclosures.
- Each single family detached unit and each townhouse in the project shall have a two-car garage. Prospective purchasers shall be advised in writing prior to entering into, or as a part of, a contract of sale that any conversion of garages or use of garages that precludes the parking of vehicles within the garage shall be prohibited. This restriction shall also be disclosed in the homeowners' association documents.
- At the time of site plan approval, the open space and park areas depicted on the Master Development Plan shall be dedicated to and maintained by the Community Association.
- The Applicant, or the Community Association, may, in its sole discretion, establish rules, regulations and procedures for the residential and nonresidential parking areas and spaces to properly manage such spaces for their intended

purpose. No parking space that is designated or allocated to be shared by different uses or users shall be reserved on a full time basis for a specific use, user or owner. On-street parking spaces within the development (including the slow lane spaces) and the designated parking areas for Pat Rodio Park shall include a time restriction limitation of three (3) hours between the hours of 8:00 a.m. to 8:00 p.m. daily.

- The Community Association shall also oversee sponsoring events and activities in the open space area in front of the original school that further promote the project, the occupants of the nonresidential space and the City. Such events and activities may include outdoor dining, musical performances, public art display, street festival, public meetings or special promotions for charitable causes.
- The Community Association shall be responsible for the maintenance of the onsite private streets, alleys, trails and sidewalks. All prospective purchasers shall be advised of this maintenance obligation prior to entering into a contract of sale and said obligation shall be disclosed in the Community Association documents.

13. Energy Saving Techniques and Smart Growth. In order to promote energy conservation and green building techniques, the Applicant shall incorporate energy saving devices which may include, but not be limited to, use of ENERGY STAR® appliances, energy efficient mechanical systems, recycling for occupant refuse, energy efficient lighting and insulation that meets or exceeds applicable energy code requirements. At the time of site plan submission, the Applicant shall submit a LEED checklist to demonstrate the incorporation of energy saving components described above and as generally available in the marketplace. In addition, the Master Development Plan has incorporated and implemented numerous smart growth measures, as recommended and endorsed by the Fairfax City Citizens for Smarter Growth.

14. Public Parks. The Applicant is proposing to invest approximately \$800,000 towards providing community benefits regarding parks. Those benefits include the development of two large park spaces on site, Tussica Park and the Village Green, and the development of other pocket parks and public open space areas throughout the project, implementation of the Heritage Plan, and the granting of the public access easement thereby allowing the City residents and community to travel through and use such new features. Further, the Applicant is constructing parking spaces for use by visitors to Pat Rodio Park in two locations on the Property.

15. Heritage Plan. Implementation of a Heritage Plan for the project that shall commemorate and celebrate the Property's history. Specifically, the Applicant shall provide a Heritage Plan and street naming program based on historic themes identified in the Property History: Pre-Development, Agriculture & Recreation, Transportation & Community Development and Planning, and Education. The plan shall be implemented before the first Certificate of Occupancy is issued. The themes that shall be represented in modern amenities and include:

- Pre-Development - Use distinctive pervious surfaces and/or native landscaping outlining the historic stream course of the lost Tussica Creek. Also, use native landscaping to the extent practicable throughout the Property.
- Agriculture & Recreation - Provide publicly accessible recreation, retail, and space for uses such as, but not limited to, events and activities referencing former farms and fairgrounds. Also, provide flowering fruit trees as alternative for residential landscaping referencing the site's use as an orchard.
- Transportation & Community Development and Planning - Reintroduce public transit and create walking and bike trails referencing historic connection to neighborhood. Create a Veteran's Memorial in honor of the historic owners and users linked to the American Revolution, War of 1812, Civil War, World Wars, etc., including referencing Fairfax High School students to the WWII memorial plaque to their classmates. Create a pocket park celebrating the City of Fairfax 20th-century leaders.
- Education - Maintain the school courtyard as a public open space. Create a permanent exhibit in front of or within the original school featuring historic imagery, or another appropriate location after consultation with the City.

16. Transportation Demand Management. In an effort to reduce the number of vehicle trips generated by the Property, the Applicant shall implement Transportation Demand Management ("TDM") strategies. These measures shall include, but not be limited to, the following:

- Installation of the Bicycle Parking and Storage Facilities in accordance with the Zoning Ordinance requirements.
- Provide initial residential purchasers with information on local transit services and routes, carpool/vanpool programs and ridesharing programs.
- At the time of initial purchase of a multifamily dwelling unit, provide the initial purchaser of the unit with a single prepaid transit card having a value of twenty-five dollars (\$25.00).
- Provide a business center in the multifamily building for its residents.
- Offer and market live/work units in the project.

17. Schools. Prior to the issuance of the first residential certificate of occupancy for a dwelling unit, the Applicant shall contribute \$133,000.00 to the City of Fairfax to mitigate impacts to City schools.

18. Transportation and Infrastructure. The project shall provide community benefits regarding transportation and infrastructure. Those benefits include undergrounding of utilities along McLean Avenue to benefit eight (8) existing residences on the east side of the road, contributing to an upgrade of the City's storm water pipe facility along the

Property's western property line, providing a new upgraded traffic signal and other intersection improvements at Fairfax Boulevard, construction of the slow lane along Fairfax Boulevard, construction of the bicycle lanes and pedestrian paths along McLean and Cedar Avenues, creation of a multi-modal transportation system for the Property with public access, planning the project to primarily use Fairfax Boulevard for ingress and egress rather than current means from Panther Place and Oak Street, and by not opening vehicular access points along McLean Avenue and Cedar Avenue.

19. Contribution towards Traffic Calming. The Applicant agrees to meet with representatives of the Historic Fairfax Neighborhood Association and the Fairfax Heights Civic Association no later than the issuance of the first certificate of occupancy for the project to engage in a community-wide effort regarding potential traffic calming measures for local streets within these neighborhoods. Such suggestions shall be based on an analysis performed by the Applicant's transportation engineering firm and may include raised crosswalks, curb extensions, four-way stop signs, enhanced signage and pavement markings, speed humps, and radar speed signs. If as a result of the community engagement, the Department of Public Works brings forward and the City Council approves specific traffic calming and safety measures for the immediate vicinity around the Property, the Applicant shall contribute \$50,000.00 towards the total cost of those improvements, such payment to be made at the time the City engages the contractor to commence the work.

20. Construction Management. Implementation of specific construction management policies and procedures during the build-out of the project that are not typically offered in by right development. The features of the Applicant's construction management program may include, but not be limited to, the following:

- The Applicant shall abide by all provisions of the City of Fairfax Noise Ordinance with respect to construction activities at that site which include, in part, that construction equipment may not be used outside before 7:00 a.m. and after 6:00 p.m. on weekdays, before 8:30 a.m. and after 5:00 p.m. on Saturdays and federal and state holidays, and at any time on Sundays, except in the case of urgent necessity in the interest of public health and safety, and then only when authorized by a City building official. Interior work which does not generate noise discernible at the property line shall not constitute a prohibited act.
- Prior to site plan approval, the Applicant shall submit the construction management plan for approval by the City Manager, or designee, to be implemented during construction of each building, as appropriate, and to ensure safe and efficient pedestrian and vehicle circulation at all times on the Property and on the public roadways adjoining the Property. Prior to submitting the construction management plan to the City, the Applicant agrees to meet and consult with a designated representative of the Historic Fairfax Neighborhood Association, the Fairfax Heights Civic Association and American Legion Post 177 to coordinate with and receive their input on the Plan. The construction management plan shall:

- Establish hours of construction;
  - Identify anticipated construction entrances;
  - Identify construction staging areas;
  - Identify construction vehicle routes;
  - Identify trailer and sanitary facility locations;
  - Provide temporary signage identifying the project;
  - Designate the location of parking areas for construction employees;
  - Limit construction vehicle access from neighborhood streets;
  - Restrict construction parking, staging and loading off-site;
  - Designate truck staging and cleaning areas;
  - Develop procedures for coordination with the abutting communities concerning construction material deliveries, lane closures, or other construction related activities to minimize disturbance on the surrounding road network;
  - Prohibit construction vehicles and construction worker vehicles from using any of the parking spaces subject to parking districts or restrictions;
  - Prohibit construction workers from trespassing on private property;
  - Require the installation of an attractive screening fence around the construction site;
  - Identify measures to protect the existing historical marker along Fairfax Boulevard;
  - Establish a method for reasonable construction dust suppression on the Property and removal of mud from the internal roads prior to exiting the Property; and
  - Agree to maintain the Property so that no construction debris (including trash and waste generated by the construction employees) litters the abutting properties and communities, and all such debris is regularly and promptly removed.
- Prior to commencement of construction, the Applicant shall identify a community liaison that shall be available throughout the duration of construction on the Property. The name and telephone number of the community liaison shall be provided to the Historic Fairfax Neighborhood Association, the Fairfax Heights

Civic Association, American Legion Post 177 and the Department of Community Development and Planning. In addition, the community liaison or other designated representatives of the Applicant agrees to meet with the designated representative of the abutting associations monthly during the construction process.

21. IDI Group Track Record of Successful Project Completion. The Applicant is a master developer with over 40 years of experience, including in the City, and has a first class reputation to oversee the development to ensure it is created as a unified, cohesive environment, and in a timely manner.

**C. SECTION 3.8.2.C.1.(c) - IDENTIFICATION OF SITE PLANNING FEATURES DESIGNED TO ENSURE COMPATIBILITY BETWEEN ON-SITE RESIDENTIAL AND NONRESIDENTIAL USES, AND WITH THE SURROUNDING NEIGHBORHOOD AND LAND USES**

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 depicted on the Master Development Plan, but is summarized as follows:

<b>Description of Uses</b>	<b>Density</b>
Single Family Detached Units	7 dwelling units
Townhomes	115 dwelling units*
Multifamily Condominium Units	144 dwelling units
Commercial/Retail Space	20,000 square feet
Preserved School Building for Adaptive Reuse/Community Space/Additional Commercial	24,000 square feet
<b>Total</b>	266 dwelling units (approximately 14.4 du/ac) and 44,000 SF of Retail, Commercial and Community Use *15 Townhomes located on Fairfax Boulevard are intended to be marketed with the option to be owner occupied 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.

Key features of the Master Development 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.

The original school building shall be used for one or more of the principal uses allowed in the CR (Commercial Retail) Zoning District, as such permitted and special use uses are included in the Use Table in Section 3.3.1 of the Zoning Ordinance; provided that the following uses shall not be permitted: social service delivery, utilities, hospitals, group homes, congregate living facilities, fuel stations, funeral homes, vehicle sales, and vehicle service and repair. These uses may include one or more of the following business commercial uses: neighborhood full service restaurant, brewpub, food hall, brewery, craft beverage production establishment, retail sales and service establishment, general and personal service establishments, health club or boutique fitness establishment, collaborative and shared workspace environment, galleries and offices. Community uses may include one or more of the following public, civic and institutional uses: day care center, school or other educational program, community services (e.g., community center, library, museum or art gallery), government facilities, and nursery school.

- All of the uses and structures are designed and tailored to be more compatible with each other, and with the surrounding uses and neighborhoods.
- The row of fifteen (15) townhouse units located on Fairfax Boulevard closest to the eastern retail building shall be marketed by the Applicant as units that may be purchased and completed as live/work units or as residential townhouse units. For purposes of this Narrative, a live/work unit consists of a work space or shop that is occupied by the unit owner and integrated with the owner's dwelling unit on the upper stories. Generally, the work unit shall be separated from the living unit by walls and stories (e.g., the commercial/office use will be on the ground floor and the residential component will be on the upper floors). The permitted principal uses for the live/work units shall be limited to the following:
  - Public, Civic and Institutional Uses – adult day care, community services, and day care centers.
  - Commercial Uses – art galleries or studios, general offices, medical offices, general retail, general services, and personal services.

During the initial marketing of the live/work units, the Applicant shall coordinate with the Economic Development Office so that the units may be included in the Office's Site and Building Location Assistance program and other marketing efforts.

- 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. The main entrance to the Property shall be located at the existing signalized intersection on Fairfax Boulevard.

- Pursuant to the Comprehensive Plan, inclusion of a boulevard style slow-lane along the eastern half of the Fairfax Boulevard frontage. The slow-lane shall be one-way eastbound and allows for on-street parking that shall benefit the proposed business commercial, retail and community uses.
- 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 approximately 5.46 acres.
- Provision of sixty (60) designated parking spaces on the southern end of the Property for use by visitors of the abutting ballfields at Pat Rodio Park. These parking areas shall be accessed from both the east on Cedar Avenue and the west from Panther Place. Designation shall be in the form of signage reserving the spaces for park users during certain hours of the day to be coordinated with the Parks and Recreation Department.
- 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 shall benefit the community upstream and further downstream.
- As depicted on the Master Development Plan, the Applicant proposes to provide numerous recreational and cultural amenities on the Property to serve the residents, the employees, and the City at large. The proposed multifamily building shall also include both indoor and outdoor private recreational facilities and amenities to provide social, cultural and recreational opportunities for future residents of the building. These may include, but not be limited to, exercise rooms, gyms, club room, media centers and outdoor amenity areas.
- The Applicant proposes to underground the existing utility poles along McLean Avenue. Currently, there are five (5) Dominion Energy utility poles that run along the western edge of McLean Avenue servicing seven (7) houses on McLean Avenue and one (1) house on Cedar Avenue. Assuming each homeowner consents and cooperates, the Applicant shall absorb the cost of connecting each of the eight (8) homes so that no owner shall incur an out-of-pocket expense. In order to complete the undergrounding of the line, the utility company shall bore under McLean Avenue and trench the utilities along the east side of road. Next, a series of secondary transformers would be installed to service the homes similar to how the houses are currently being serviced with the poles. At each secondary transformer, the utilities would be trenched to the existing meter of each home. The Applicant’s designated electrician would then install new service panels, service entrance cables, meter sockets and possibly new grounding electrodes (such equipment provided by Dominion Energy). All service to the homes would require associated City permit inspections, as well as related Dominion Energy easements. Finally, Dominion Energy would transfer



the power from the pole to the transformers and remove the existing poles and overhead wiring.

- The existing Paul VI High School may remain in use after this application is approved until such time that the Property is redeveloped pursuant to this application and the Master Development Plan.
- The Applicant proposes three (3) phased areas of development for the Property, which shall be implemented and constructed concurrently depending on market conditions. Paul VI High School will not vacate the Property until mid-2019 at the earliest. The proposed development shall likely commence immediately thereafter, provided all required site and building plan approvals have been secured. The three (3) phases are as follows:
  - Phase I (Initial Infrastructure) - This phase includes demolition of the Property, except for the original façade portion of the school. In this phase, construction shall consist of the improving the Fairfax Boulevard (Route 50) entrance, traffic light, slip road with median bike lane and landscaping, spine road, and all related infrastructure, paving, curbs and gutters, and stormwater management facilities. This phase shall also include construction of the proposed ballfield parking off of Cedar Avenue and pedestrian access path from Panther Place and Cedar Avenue.
  - Phase II (Multi Family, Retail, School Restoration) – This phase includes the reconstruction of the original school building for its adaptive reuse, and the construction of the retail buildings, the multifamily building, infrastructure improvements regarding the replacement of stormwater management facilities along the western boundary, Tussica Park and the proposed ballfield parking off of Panther Place. The multifamily building shall be constructed in two phases. The interim site condition of the multifamily building after the initial phase shall consist of the completion of the entire underground parking garage and the creation of a green open space area at ground level of the footprint where the second phase of the building will be constructed.
  - Phase III (Single Family Detached and Residential Townhouses) - This phase consists of the construction of the single family detached and townhome pads, the associated infrastructure, and the McLean Avenue and Cedar Avenue street improvements, including the bicycle trail and the undergrounding of the utilities along McLean Avenue. The proposed pocket parks shall be completed concurrently within the phased construction of the single family detached units and the townhomes.

The Applicant reserves the right to request administrative adjustments and minor modifications to the Master Development Plan and this Narrative pursuant to the procedures permitted in the Zoning Ordinance, or as otherwise allowed in the approval of the application.

***D. SECTION 3.8.2.C.1.(d) - EXPLANATION OF THE RELATIONSHIP OF THE PROPOSED DEVELOPMENT TO EXISTING DEVELOPMENT IN THE AREA***

The Master Development Plan depicts a proposal that has been carefully designed after a tremendous amount of input from the abutting neighborhoods and other key stakeholders in the area. The result is a project that contains business commercial uses along Fairfax Boulevard, the opportunity for live/work townhouse units on the Boulevard transitioning to the McLean Avenue residences on land that is currently zoned commercial, compatible architectural styles in terms of size, height, setback and design along McLean Avenue and Cedar Avenue, provision of significant additional open space abutting the City's existing park, accommodation of public parking serving the park, development of a for sale condominium building with recessed building height from the Park to the Boulevard, adaptive reuse using private funds of the original Fairfax High School building (circa 1935), and creation of coordinated neighborhood serving retail, business service and community use establishments.

As previously stated, the proposed development shall offer numerous community benefits that would otherwise 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) (60 foot height limit without any proffered development conditions), by right development would consist of a large shopping center and one or more five (5) story office buildings with buildings significantly set back from Fairfax Boulevard, large areas of surface parking, additional access to road that are not currently open for vehicular traffic, and isolated from other development. Uses under such a scenario, in addition to general retail and office, include businesses that are not desirable or are repetitive of the existing over-supplied nearby commercial uses such as building supply stores, lumber yards, convenience stores, funeral homes and tobacco shops.

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).

The Master Development Plan has resulted in better accessibility and site design for the project. The Applicant is providing a compatible transition to the existing residential areas by committing along McLean Avenue and Cedar Avenue to traditionally designed single family detached residences (35 feet high or less to the mid-point of the roof) and three (3) story townhomes (up to 40 feet high to the midpoint of the roof), with the fronts of the homes facing the existing residences. The live/work units along Fairfax Boulevard shall be three (3) stories (up to 40 feet high to the midpoint of the roof). All other townhomes shall be three and one-half (3 ½) stories (up to 45 feet high to the mid-point of the roof). The multi-family condominium building shall be four (4) stories.

The single family detached units along McLean Avenue and Cedar Avenue shall be of high quality design and a consistent character with the existing neighborhood. These units shall consist of homes with either a predominantly brick exterior material on all four (4) sides or

homes with a primary exterior of hardie plank (or other cement board siding equivalent) material on all four (4) sides. The final design, elevations and materials of the single family detached units shall be in substantial conformance with the Illustrative Concepts attached to the Master Development Plan, subject to the Director of the Department of Community Development & Planning's reasonable review and approval for such conformance.

No east-west or north-south vehicular connections are proposed between the Property and McLean Avenue, Cedar Avenue and Keith Avenue. The project, however, creates a pedestrian network throughout the Property, which 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. The network also includes sidewalks in front of the retail buildings and live/work units along Fairfax Boulevard, sidewalks along the internal private roads within the Property, a nature trail meandering through the southwestern portion of the Property near the multifamily building, and sidewalks within the townhouse green linear park that traverses from McLean Avenue westward to the multifamily building.

The design and delivery of the project's open space shall be equally varied and designed to comply with the Community Appearance Plan recommendations. The 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 shall also reflect the desire to better connect the streets, houses and people in the project to the abutting neighborhoods and properties.

The proposed vehicular trip generation provides improvements to both existing conditions and a by right development plan. As noted earlier, the project shall generate almost 80% fewer AM commuter peak hour trips and approximately 29% fewer PM school peak hour trips than the existing high school use. As compared to a by right development, there are between 31% and 33% fewer peak hour trips and over 19% fewer daily trips. Overall future traffic impact shall not change the level of service at the key intersections abutting the Property. The primary access points shall be along Fairfax Boulevard, rather than from Oak Street along Panther Place.

## Summary of Commitments

1. Adaptive Reuse of Original School Building. The Applicant shall preserve the original front façade of the school building so that it may be adaptively reused as part of the project. The original school building shall be used for one or more of the principal uses allowed in the CR (Commercial Retail) Zoning District, as such permitted and special use uses are included in the Use Table in Section 3.3.1 of the Zoning Ordinance; provided that the following uses shall not permitted: social service delivery, utilities, hospitals, group homes, congregate living facilities, fuel stations, funeral homes, vehicle sales, and vehicle service and repair. These uses may include one or more of the following business commercial uses: neighborhood full service restaurant, brewpub, food hall, brewery, craft beverage production establishment, retail sales and service establishment, general and personal service establishments, health club or boutique fitness establishment, collaborative and shared workspace environment, galleries and offices. Community uses may include one or more of the following public, civic and institutional uses: day care center, school or other educational program, community services (e.g., community center, library, museum or art gallery), government facilities, and nursery school.
2. Commercial Buildings. The Applicant shall develop two (2) commercial buildings containing approximately 10,000 square feet of gross floor area each. The buildings are depicted on the Master Development Plan and shall be used for one or more of the principal uses allowed in the CR (Commercial Retail) Zoning District, as such permitted and special use uses are included in the Use Table in Section 3.3.1 of the Zoning Ordinance; provided that the following uses shall not permitted: social service delivery, utilities, hospitals, group homes, congregate living facilities, fuel stations, funeral homes, vehicle sales, and vehicle service and repair.
3. Live/Work Units. The row of fifteen (15) townhouse units located on Fairfax Boulevard closest to the eastern retail building shall be constructed and marketed by the Applicant as units that may be purchased and completed as live/work units (i.e., upper story residential/mixed use) or as residential townhouse units. For purposes of this Narrative, a live/work unit consists of a work space or shop that is occupied by the unit owner and integrated with the owner's dwelling unit on the upper stories. Generally, the work unit shall be separated from the living unit by walls and stories (e.g., the commercial/office use shall be on the ground floor and the residential component shall be on the upper floors). The permitted principal uses for the live/work units shall be limited to the following:
  - Public, Civic and Institutional Uses – adult day care, community services, and day care centers.
  - Commercial Uses – art galleries or studios, general offices, medical offices, general retail, general services, and personal services.

During the initial marketing of the live/work units, the Applicant shall coordinate with the Economic Development Office so that the units may be included in the Office's Site and Building Location Assistance program and other City marketing efforts.

4. Accessibility of Residential Units. All residential units shall comply with all applicable municipal, state and federal accessibility and anti-discrimination requirements in place at the time of building permit submission. At the time of site plan submission, the Applicant shall identify accessible units in the proposed multifamily building as required by the then, in place, applicable municipal, state, and federal accessibility requirements. In regard to accessibility, some of the townhouse units shall be marketed with an option to add an elevator at the initial Purchaser's discretion.
5. Formation of Community Association/Private Ownership, Maintenance and Management of Common Areas. The Applicant shall form a common interest community association or similar entity pursuant to Section 3.8.7.E. of the Zoning Ordinance. The Applicant shall establish a "Community Association" in accordance with Virginia law. Such Community Association may consist of an umbrella owners association for the entire Property, as well as individual sub-associations (e.g., a homeowners association for the single family detached and townhouse owners and a commercial association for the retailers and restaurants) and a condominium owners' association ("COA") formed for the multifamily building. The Community Association shall be responsible for the maintenance of the onsite private streets, alleys, trails and sidewalks. The Community Association shall be established before any dwelling unit or lot in the subdivision or development is sold or any building in the development is occupied. In accordance with Section 3.8.7.F. of the Zoning Ordinance, the formation documents shall be submitted to, and approved by, the Zoning Administrator and the City Attorney before any plat for the development is recorded. The formation documents shall establish clear legal responsibility and authority to own, maintain, manage and otherwise exercise control over any recreation and open areas, private streets, private stormwater facilities or other facilities (common area and facilities) associated with the development, and the power to compel contributions from businesses and property owners to cover their proportionate share of the costs associated with the maintenance of the common area and facilities. Prior to entering into a contract of sale, prospective purchasers shall be notified in writing by the Applicant of the maintenance responsibility for walkways, common area landscaping, stormwater management facilities, and any other open space amenities, and shall acknowledge receipt of this information in writing. The initial deeds of conveyance and Community Association, sub-association or COA governing documents shall expressly contain these disclosures.
6. Housing Types. The project shall offer a wide variety of housing types and price ranges that shall appeal to the first time buyer, to the move-down purchaser and attract new residents to the City.
7. Transitional Building Heights. The Applicant shall provide a compatible transition to the existing residential areas by committing along McLean Avenue and Cedar Avenue to traditionally designed single family detached residences (35 feet high or less to the mid-point of the roof) and three (3) story townhomes (up to 40 feet high to the midpoint of the roof), with the fronts of the homes facing the existing residences. The live/work units along Fairfax Boulevard shall be three (3) stories (up to 40 feet high to the midpoint of the roof). All other townhomes shall be three and one-half (3 ½) stories (up to 45 feet

high to the mid-point of the roof). The multi-family condominium building shall be four (4) stories.

8. Energy Saving and Green Building Techniques. In order to promote energy conservation and green building techniques, the Applicant shall incorporate energy saving devices which may include, but not be limited to, use of ENERGY STAR® appliances, energy efficient mechanical systems, recycling for occupant refuse, energy efficient lighting and insulation that meets or exceeds applicable energy code requirements. At the time of site plan submission, the Applicant shall submit a LEED checklist to demonstrate the incorporation of energy saving components described above and as generally available in the marketplace.
9. Parking Restrictions. The Applicant, or the Community Association, may, in its sole discretion, establish rules, regulations and procedures for the residential and nonresidential parking areas and spaces to properly manage such spaces for their intended purpose. No parking space that is designated or allocated to be shared by different uses or users shall be reserved on a full time basis for a specific use, user or owner. On-street parking spaces within the development (including the slow lane spaces) shall include a time restriction limitation of three (3) hours between the hours of 8:00 a.m. to 8:00 p.m. daily.
10. Single Family Detached and Townhouse Parking. Each single family detached home and each townhouse in the project shall have a two-car garage. Prospective purchasers shall be advised in writing prior to entering into, or as a part of, a contract of sale that any conversion of garages or use of garages that precludes the parking of vehicles within the garage shall be prohibited. This restriction shall also be disclosed in the homeowners' association documents.
11. Undergrounding. The Applicant proposes to underground the existing utility poles along McLean Avenue. Currently, there are five (5) Dominion Energy utility poles that run along the western edge of McLean Avenue servicing seven (7) houses on McLean Avenue and one (1) house on Cedar Avenue. Assuming each homeowner consents and cooperates, the Applicant shall absorb the cost of connecting each of the eight (8) homes so that no owner shall incur an out-of-pocket expense. In order to complete the undergrounding of the line, the utility company shall bore under McLean Avenue and trench the utilities along the east side of road. Next, a series of secondary transformers would be installed to service the homes similar to how the houses are currently being serviced with the poles. At each secondary transformer, the utilities would be trenched to the existing meter of each home. The Applicant's designated electrician would then install new service panels, service entrance cables, meter sockets and possibly new grounding electrodes (such equipment provided by Dominion Energy). All service to the homes would require associated City permit inspections, as well as related Dominion Energy easements. Finally, Dominion Energy would transfer the power from the pole to the transformers and remove the existing poles and overhead wiring.

12. Schools. Prior to the issuance of the first residential certificate of occupancy for a dwelling unit, the Applicant shall contribute \$133,000.00 to the City of Fairfax to mitigate impacts to City schools.
13. Parking for Pat Rodio Park. The Applicant shall provide sixty (60) designated parking spaces on the southern end of the Property for use by visitors of the abutting ballfields at Pat Rodio Park. These parking areas shall be accessed from both the east on Cedar Avenue and the west from Panther Place. Designation shall be in the form of signage reserving the spaces for park users during certain hours of the day to be coordinated with the Parks and Recreation Department. These spaces shall also include a time restriction limitation of three (3) hours between the hours of 8:00 a.m. to 8:00 p.m. daily.
14. Private Recreational Facilities and Amenities. The proposed multifamily building shall also include both indoor and outdoor private recreational facilities and amenities to provide social, cultural and recreational opportunities for future residents of the building. These may include, but not be limited to, exercise rooms, gyms, club room, media centers and outdoor amenity areas.
15. Public Access Easement. At the time of site plan approval, the Applicant shall cause to be recorded among the land records a public access easement running to the benefit of the City of Fairfax, in a form acceptable to the City Attorney, over the private streets, trails, sidewalks and open space areas generally shown on the Master Development Plan.
16. Transportation Demand Management. The Applicant shall implement Transportation Demand Management (“TDM”) strategies as described in the Narrative.
17. Vehicular Access. Primary vehicular access to and from the Property shall be from Fairfax Boulevard. Secondary vehicular access shall be provided from Panther Place. No east-west or north-south vehicular connections shall be constructed between the Property and McLean Avenue, Cedar Avenue and Keith Avenue.
18. Heritage Plan. Implementation of a Heritage Plan for the project that shall commemorate and celebrate the Property’s history. Specifically, the Applicant shall provide a Heritage Plan and street naming program based on historic themes identified in the Property History: Pre-Development, Agriculture & Recreation, Transportation & Community Development and Planning, and Education. The Heritage Plan shall be implemented before the first Certificate of Occupancy is issued.
19. Contribution towards Traffic Calming. The Applicant agrees to meet with representatives of the Historic Fairfax Neighborhood Association and the Fairfax Heights Civic Association no later than the issuance of the first certificate of occupancy for the project to engage in a community-wide effort regarding potential traffic calming measures for local streets within these neighborhoods. Such suggestions shall be based on an analysis performed by the Applicant’s transportation engineering firm and may include raised crosswalks, curb extensions, four-way stop signs, enhanced signage and pavement markings, speed humps, and radar speed signs. If as a result of the community engagement, the Department of Public Works brings forward and the City Council

approves specific traffic calming and safety measures for the immediate vicinity around the Property, the Applicant shall contribute \$50,000.00 towards the total cost of those improvements, such payment to be made at the time the City engages the contractor to commence the work.

20. Construction Management Plan. Prior to site plan approval, the Applicant shall submit a construction management plan for approval by the City Manager, or designee, to be implemented during construction of each building, as appropriate, and to ensure safe and efficient pedestrian and vehicle circulation at all times on the Property and on the public roadways adjoining the Property. Prior to submitting the construction management plan to the City, the Applicant agrees to meet and consult with a designated representative of the Historic Fairfax Neighborhood Association, the Fairfax Heights Civic Association and American Legion Post 177 to coordinate with and receive their input on the Plan. The Construction Management Plan shall contain the commitments contained in the Narrative (as discussed above).
21. Community Liaison. Prior to commencement of construction, the Applicant shall identify a community liaison that shall be available throughout the duration of construction on the Property. The name and telephone number of the community liaison shall be provided to the Historic Fairfax Neighborhood Association, the Fairfax Heights Civic Association, American Legion Post 177 and the Department of Community Development and Planning. In addition, the community liaison or other designated representative of the Applicant agrees to meet with the designated representatives of the abutting associations monthly during the construction process.
22. Phasing Plan. The Applicant proposes three (3) phased areas of development for the Property, which shall be implemented and constructed concurrently depending on market conditions. Paul VI High School shall not vacate the Property until mid-2019 at the earliest. The proposed development shall likely commence immediately thereafter, provided all required site and building plan approvals have been secured. The three (3) phases are as follows:
  - Phase I (Initial Infrastructure) - This phase includes demolition of the Property, except for the original façade portion of the school. In this phase, construction shall consist of the improving the Fairfax Boulevard (Route 50) entrance, traffic light, slip road with median bike lane and landscaping, spine road, and all related infrastructure, paving, curbs and gutters, and stormwater management facilities. This phase shall also include construction of the proposed ballfield parking off of Cedar Avenue and pedestrian access path from Panther Place and Cedar Avenue.
  - Phase II (Multi Family, Retail, School Restoration) – This phase includes the reconstruction of the original school building for its adaptive reuse, and the construction of the retail buildings, the multifamily building, infrastructure improvements regarding the replacement of stormwater management facilities along the western boundary, Tussica Park and the proposed ballfield parking off of Panther Place. The multifamily building



shall be constructed in two phases. The interim site condition of the multifamily building after the initial phase shall consist of the completion of the entire underground parking garage and the creation of a green open space area at ground level of the footprint where the second phase of the building will be constructed.

- Phase III (Single Family Detached and Residential Townhouses) - This phase consists of the construction of the single family detached and townhome pads, the associated infrastructure, and the McLean Avenue and Cedar Avenue street improvements, including the bicycle trail and the undergrounding of the utilities along McLean Avenue. The proposed pocket parks shall be completed concurrently within the phased construction of the single family detached units and the townhomes.