

MEMORANDUM

To: Chair Jaworski and Members of the Planning Commission

From: Albert Frederick, Senior Planner

Through: Jason Sutphin, Community Development Division Chief
Brooke Hardin, Director of Community Development and Planning

Subject: Informational Work Session – Metro Church Property
3500 Pickett Road



Meeting
Date: June 10, 2019

The attached documents are inclusive of materials for the Planning Commission work session on the above-referenced items, including an informational report with a conceptual plan and elevations. The site, 3500 Pickett Road, is located on the west side of Pickett Road, north of the Tank Farm, south of Barrister's Keepe Subdivision and east of the Army Navy Country Club, Tax Map 58-1-02-021. On June 11, 2019, City Council will hold a work session to discuss the proposed plan with staff and the potential applicant. Although a formal application has not yet been submitted, the applicant has prepared a design concept for discussion. The intent of this work session request is to receive initial feedback from the Planning Commission before proceeding with an official application.

The applicant proposes to replace the existing Metro Church with a townhouse development. A Future Land Use Map amendment may be required from Social and Civic Network to Townhouse/Single-Family Attached Neighborhood and a rezoning from RL Residential Low to Planned Development-Residential PD-R. Additional applications may be required based on final design if an application is submitted. Further detail is provided within the attached staff report. A fiscal impact analysis has not been conducted at this time.



CITY OF FAIRFAX

Department of Community Development & Planning

Planning Commission Work Session

WORK SESSION DATE

June 10, 2019

APPLICANT

EYA, LLC

OWNER

DC Metro Church, Inc.

AGENT

Mark Looney, Cooley, LLP

PARCEL DATA

Tax Map ID
58-1-02-021

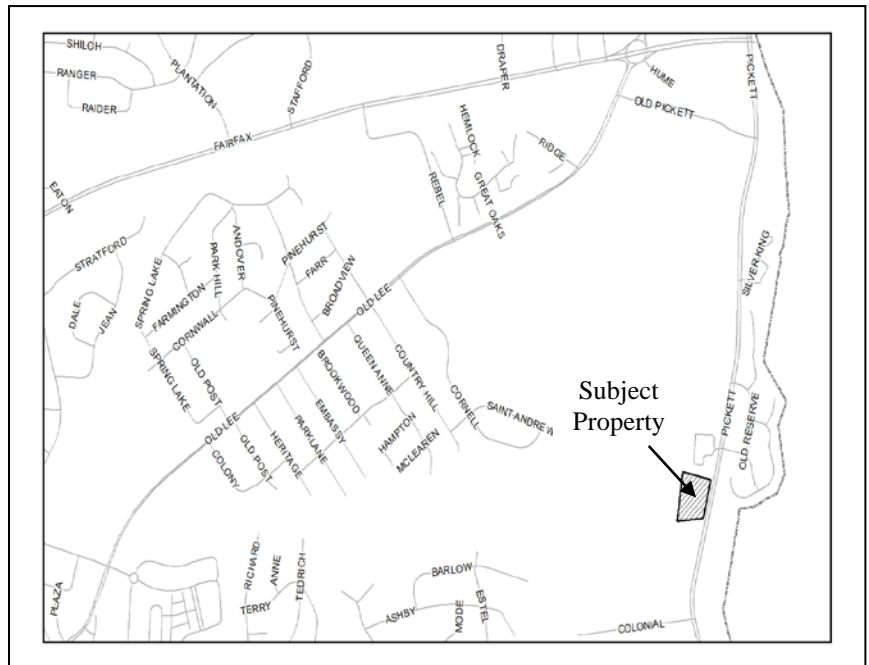
Street Addresses
3500 Pickett Road

Zoning District
Residential Low

Overlay District
Architectural Control Overlay
District

APPLICATION SUMMARY

The applicant proposes to replace the existing Metro Church with townhouses at 3500 Pickett Road. The site is located on the west side of Pickett Road, north of the Colonial Avenue, south of Barrister's Keep Subdivision and east of the Army Navy Country Club. A Future Land Use Map amendment may be required from Social and Civic Network to Townhouse/Single-Family Attached Neighborhood and a rezoning from RL Residential Low to Planned Development-Residential PD-R. Additional applications may be required based on final design if an application is submitted.



BACKGROUND INFORMATION

The subject property has an existing church on site that was constructed in 1980. The subject property is 3.72 +/- acres located on the west side of Pickett Road, north of the Colonial Avenue, south of Barrister’s Keepe Subdivision and east of the Army Navy Country Club. In 1979, the Church of the Apostles received a Special Use Permit for a one-story building containing 12,000 square feet in R-1 Residential zone. In March 1988, City Council approved a Special Use Permit to allow a parking area in the rear 25 feet of the required 50-foot front landscaped area; and to allow a parking area with more than parking spaces located consecutively without an planting island. In April 1988, the Board of Architectural Review approved three small additions of classrooms and administrative space to the existing church. The additions were constructed of the same metal building system used in the existing building. In 2014, DC Metro Church, Inc. received a non-residential use permit for a religious organization. Today, the existing building is approximately 17,022 square feet. Further information on adjacent properties is provided below:

Direction	Existing Land Use/Uses	Zoning	Future Land Use
Site	Institutional/Metro Church	RL, Residential Low	Social and Civic Network
North	Residential Single-Detached/Single-Family Homes (Barrister’s Keepe)	PD-M, Planned Development Mixed Use	Single-Family Detached Neighborhood
South	Open Space – Undesignated/ 90 +/- feet natural buffer; Commercial-Lodging/ Citgo Petroleum Corp	RM, Residential Medium IH, Industrial Heavy	Green Network Commercial Corridor
East	Residential Single-Detached/ Single-Family Homes (Pickett’s Reserve)	PD-R, Planned Development Residential	Single-Family Detached Neighborhood
West	Open Space – Recreation/ Army Navy Country Club	RM, Residential Medium	Green Network - Private

The Future Land Use designation for the subject property is Social and Civic Network, and the surrounding land use designations are a combination of Single-Family Detached Neighborhood, Green Network, Commercial Corridor and Green Network – Private. The subject property is zoned Residential Low with Institutional land use. The surrounding zoning districts are a combination of RM Residential Medium, PD-M Planned Development Mixed Use, PD-R Planned Development Residential and IH Industrial Heavy. The subject property is immediately surrounded by uses that range from single-family homes to a golf course, and post office to a petroleum company.

The Pickett Road corridor from Main Street to Fairfax Boulevard is a mixed corridor with residential, retail, office, industrial, institutional and recreational uses. Residential development along the corridor consist of single-family homes (Barrister’s Keepe and Pickett’s Resereve), condominiums (The Enclave and Foxcroft), and at the northern end apartments under construction at Scout on the Circle. Retail development bookends the corridor with Pickett Shopping Center, Turnpike Shopping Center and Fair City Mall Shopping Center to the south; while, Scout on the Circle, a mixed use development, is under construction and Home Depot on Old Pickett Road is located at the northern end of the corridor. The Pickett Road corridor also has heavy and light industrial uses to the south of the subject property. The Pickett Road Tank Farm was first

established in 1965 and is situated on 71 acres on the west side of Pickett Road, south of the subject property. South of the tank farm and immediately north of the Fair City Mall Shopping Center is the Fairfax County Public School bus lot. On the east side of Pickett Road is a number of light industrial and commercial uses that include two storage facilities, auto care and services, veterinary clinic, Fairfax Ice Arena, Fairfax Gymnastics and post office. The corridor transitions from non-residential uses to single-family homes with Pickett's Reserve subdivision on the east side of Pickett Road and Barrister's Keep subdivisions to north of the subject property. The Army Navy Country Club is west of the subject property and wraps around the Barrister's Keep with property frontage along Pickett Road. The City of Fairfax Property Yard is north of this area. North of Pickett's Reserve is the recently constructed Enclave Condominiums and a small office park. Thaiss Park is located to north of the Enclave.

The Comprehensive Plan provides a general plan and communicates a vision for future land use and development in the City; while, the zoning ordinance provides the regulatory mechanism to ensure the new development and changes in land use are consistent with the vision. The Comprehensive Plan states "where any new development is proposed that requires a land use action not consistent with the Comprehensive Plan, the applicant should request a modification to the Comprehensive Plan as well" (Chapter 1: Introduction, City of Fairfax 2035 Comprehensive Plan, page 15). The Comprehensive Plan and the zoning ordinance provide opportunities for flexibility in site design and whether or not a use is appropriate and compatible with the adjacent properties. Some consideration for appropriateness is the ability to mitigate through site design, density and height limitations, setbacks, bufferyards and landscaping.

The Comprehensive Plan has identified eleven properties for parcel specific considerations and the subject property is adjacent to two of the eleven sites. The Army Navy Country Club and Tank Farm have been identified as sites that need further consideration of their Place Type, but at this time the existing place type is the primary recommendation. The subject site is not identified as one of the parcel specific sites.

PROPOSAL

The proposed plan illustrates 60-65 units with a linear park along Pickett Road. The plan shows two access points on Pickett Road that connect with a circular private drive and an alleyway that provides rear-loaded garages to 44 units in the interior of the site. The units may be designed with three to four levels. Amenities would include rooftops terraces, landscaped sidewalks, backyards, park space and an open space. The fronts and sides of some units would face Pickett Road, but would be setback a minimum of between 40 feet to 100 feet. The concept plan shows open space in a linear park (23,476 +/- sf) fronting on a promenade/fire lane access off Pickett Road and a small open space area (6,090 +/- sf) in the southwest corner of the site.

As part of the development plan, the applicant proposes to construct 330-feet of the Daniels Run Park trail, which is planned along the site's southern property line. The City has an existing trail easement on the adjacent property to extend the Daniels Run Park.

A Future Land Use Map amendment may be required from Social and Civic Network to Townhouse/Single-Family Attached Neighborhood and a rezoning from RL Residential Low to Planned Development-Residential PD-R. Additional applications may be required based on final design if an application is submitted.

STAFF ANALYSIS:

Planning

1. The proposal may require a Comprehensive Plan Future Land Use Map Amendment from Social and Civic Network to Townhouse/Single-Family Detached Neighborhood designation.
2. A Rezoning may be required from RL Residential Low to PD-R Planned Development-Residential. Other applications may be required based on site design.
3. Density in Townhouse/Single-Family Detached Neighborhood land use designation is up to 12 dwelling units per acre. Density is predicated on the underlying zoning district. Where the proposed zoning district would be a PD without a maximum density, the 12 units per acre density is not necessarily applicable. However, more than 12 units could be explored if the PD provides exceptional design, enhanced open space or other factors.
4. The PD-R, Planned Development Residential District, is provided to encourage more flexibility for housing options within a planned development, and allowing an increased density in return for the provision of a higher quality development than may be otherwise provided; i.e., more affordable housing, recreation and open space, or other improvements addressing community needs or values (Section 3.2.3.A).
5. Open Space requirement is at least 20% in a Planned Development District (Section 3.8.2.G).
6. The minimum width for any required recreation and open space shall be 50 feet (Section 3.8.7.B.3).
7. The maximum number of units allowed in a single building is ten (Section 3.5.1.C.1).
8. No more than two of any 10 or one of any three to five abutting dwelling units having the same front yard setback. Varied front yard setbacks shall not be less than two feet offset from adjoining units as measured at the principal foundation line of each unit and no setback distance shall be less than the required minimum (Section 3.5.1.C.2).
9. Interior (side) yards are not required for interior townhouses, but front and rear yards shall be provided for all townhouses, and building separation requirements shall be maintained for all townhouse structures (Section 3.5.1.C.3).
10. No townhouse shall be constructed so as to provide direct vehicular ingress or egress to a public street (Section 3.5.1.C.4).
11. Townhouses require a minimum of 2 parking spaces per unit (Section 4.2.3.E).
12. Sidewalks are required along the property frontage on Pickett Road and private streets.
13. A landscape plan (Section 4.5.4B) and a tree management plan (Section 4.5.9.D1) are required.
14. The applicant will need to schedule a pre-application meeting with staff to share the preliminary architecture and landscaping in preparation for a work session with the Board of Architectural Review (BAR). After a formal application is submitted, the Board of Architectural Review (BAR) would review and provide a recommendation to City Council. The proposed development is subject to the City's Design Guidelines for new construction in the Architectural Control Overlay District. A Certification of Appropriateness would be required.
15. Submit a fiscal impact analysis for the proposed use.

Code Administration

1. Due to the proximity of the Pickett Road terminal complex, the Fire Marshal believes that the place type of "social and civic network," as identified in the recently adopted Comprehensive Plan, is appropriate for this site. The applicant would be requesting a change to either a "townhouse" place type (as shown on their concept, but exceeding the density allowed) or a "multifamily" place type, which would allow the requested density but is not the type of structure identified.

2. The Fire Marshal does not believe that residential uses are appropriate due to several factors. The terminal complex is a significant industrial facility that operates 24 hours per day. The applicant has conducted studies indicating that vibration is not a concern and that the effects of noise can be mitigated inside the units. However this does not address the concerns that are inevitable regarding noise and other issues from those enjoying outdoor activities.
3. Pickett Road is a busy artery that carries many thousands of vehicles per day, including several hundred tankers. Placing residential properties in this proximity to the road creates cause for concern.
4. In the albeit unlikely event of a significant fire incident involving the terminal complex, evacuation of nearby properties will be required. Allowing a dense residential development at this location will compound concerns of evacuation and will require the provision of alternate accommodation for the residents. This will further tax the resources available to mitigate an incident.
5. The Fire Marshal is satisfied that appropriate safety and environmental measures are in place and the City conducts frequent inspections of the facilities. This complex has been identified as a target hazard due to the volume of gasoline and diesel fuel stored and transported. While every effort is made to ensure the safe operation of the complex, it is also important to reduce the consequences of a potential incident by providing separation from incompatible uses.
6. The fire access widths need to be 23' without parking or 30' with parking on one side.

Parks and Recreation

A trail south of the subject site is consistent with the Parks & Recreation Master Plan.

Public Works

The proposed plan is subject to the City's Stormwater and Wastewater requirements.

Transportation

1. Although the traffic volumes that will result from the proposed development are not very high, I think the larger potential issue will be the sight distances at the exits (due to combination of the proposed locations and the rolling topography on that section of Pickett Road) and the newly proposed major residential entrance street at a location very close to existing Pickett/Barristers Keep traffic signal (close enough it would not meet current VDOT guidelines for street or median break separation on arterial with traffic volume similar to Pickett Rd).
2. The concept plan shows trees in the utility strips to the north of both exits. Due to sight distance requirements - and the need to see approaching small vehicles and cyclists on Pickett Rd - such trees just behind curb would be inconsistent with providing adequate sight distances. The applicant should probably show trees only behind the sidewalk (at least 14.5' back from curb at locations nearest exit locations tapering along sight triangle to back of sidewalk at greater distance).
3. The roadway at south end would also be better at 12' from property line (per City PFM guideline for commercial entrance)

PREPARED BY:



Albert Frederick
Senior Planner, Community Development & Planning

6/4/19

DATE

REVIEWED AND APPROVED:



Jason Sutphin
Community Development Division Chief

June 4, 2019

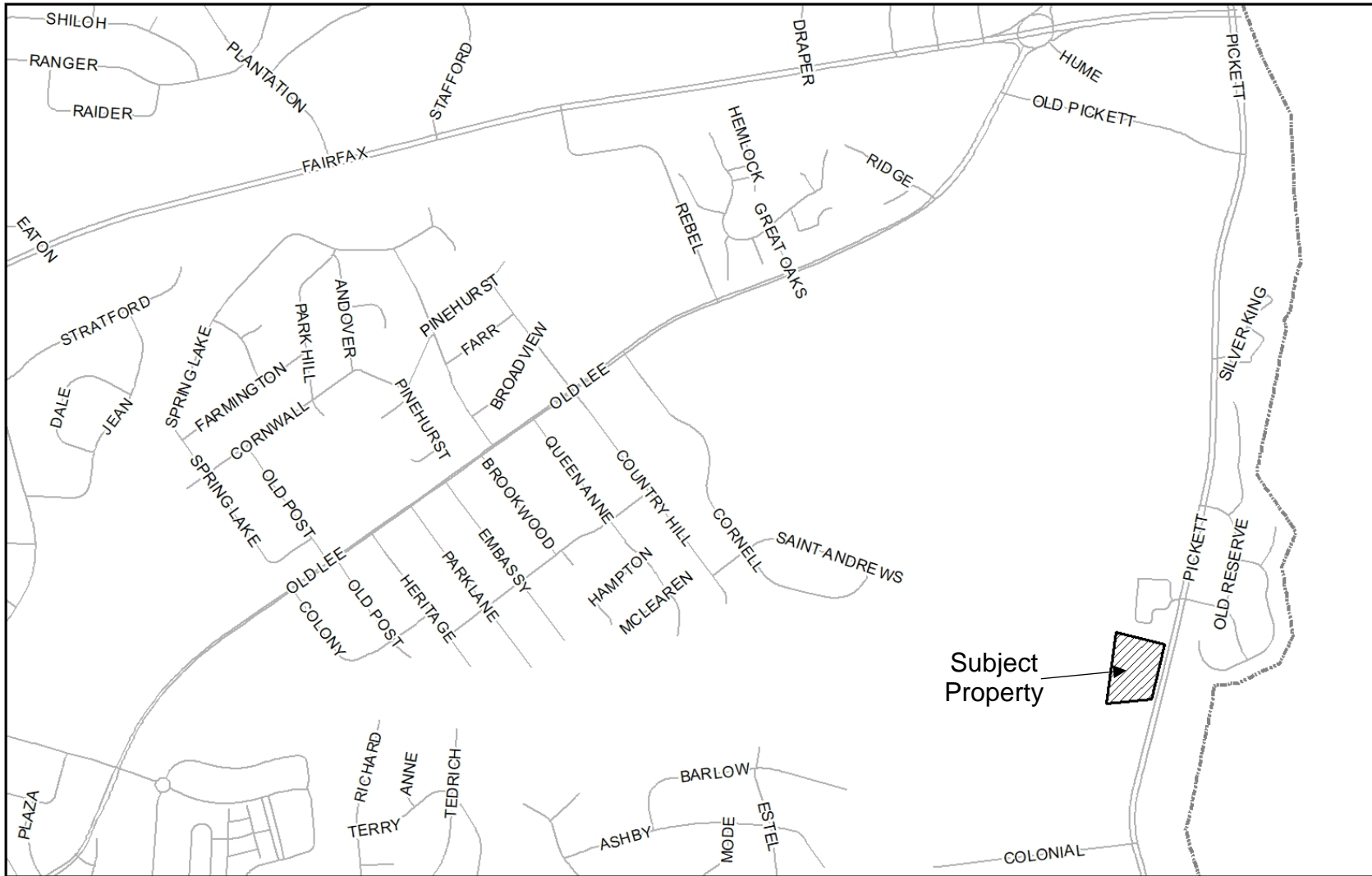
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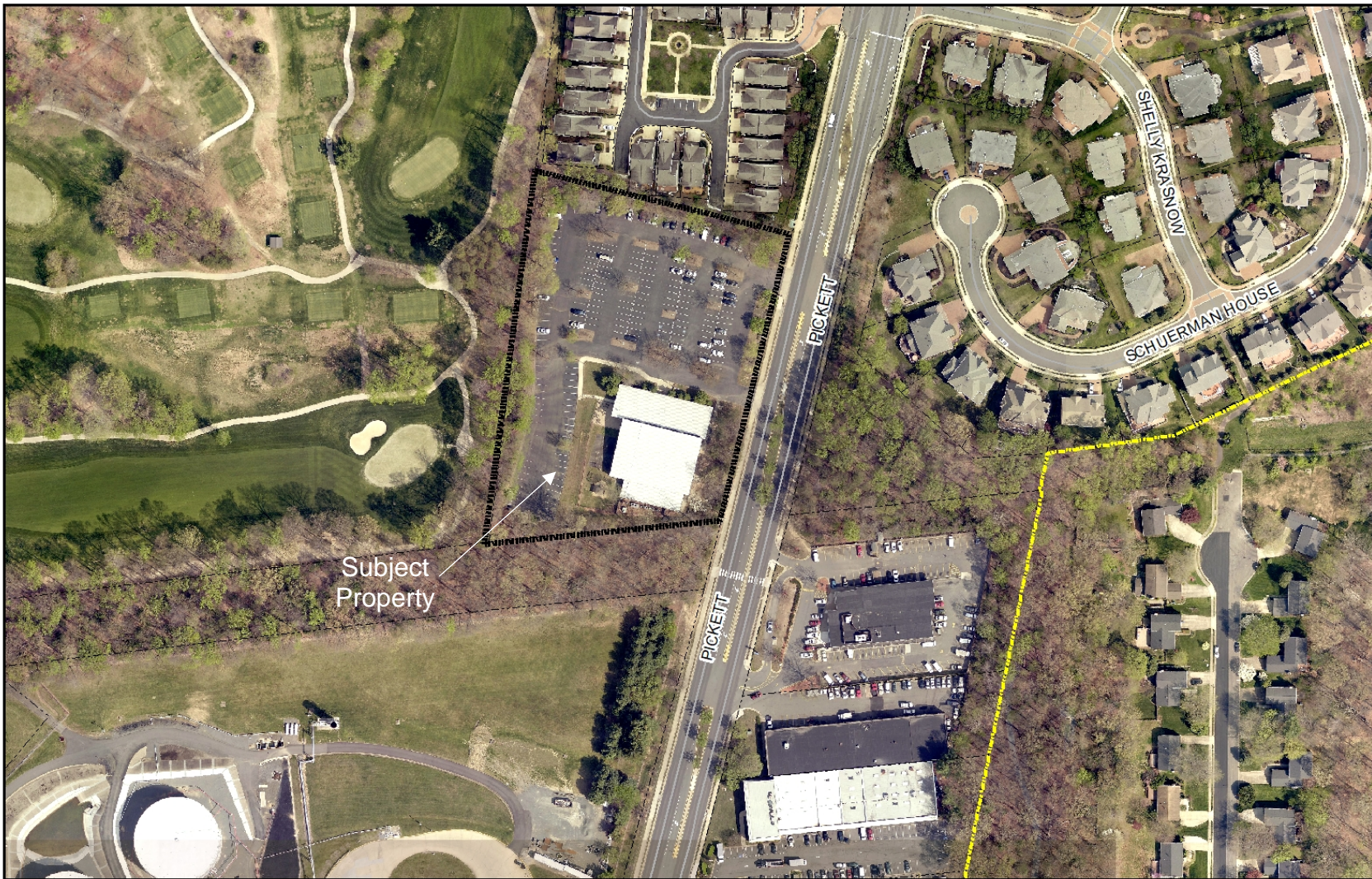
Brooke Hardin
Director, Community Development and Planning

6/4/19

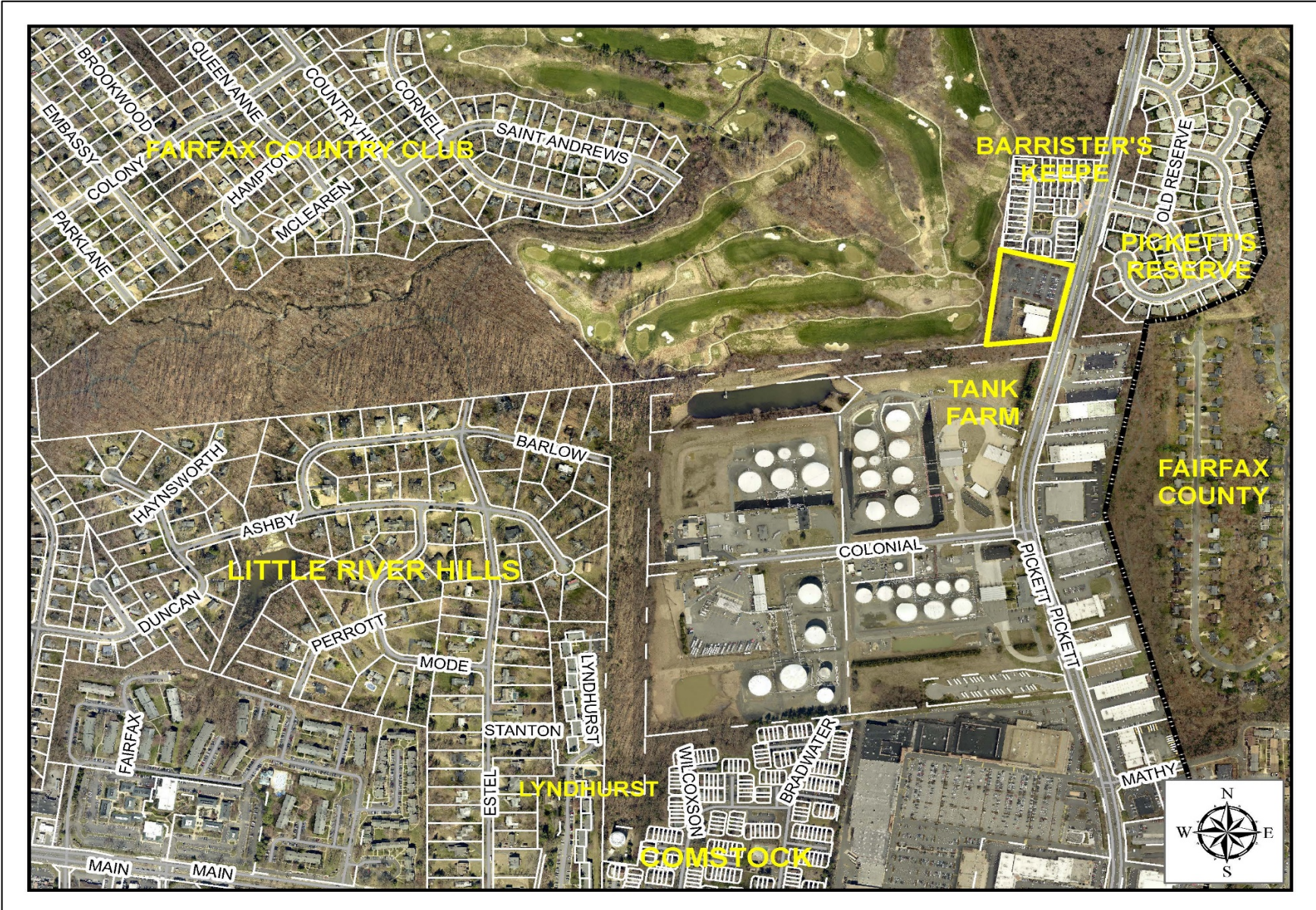
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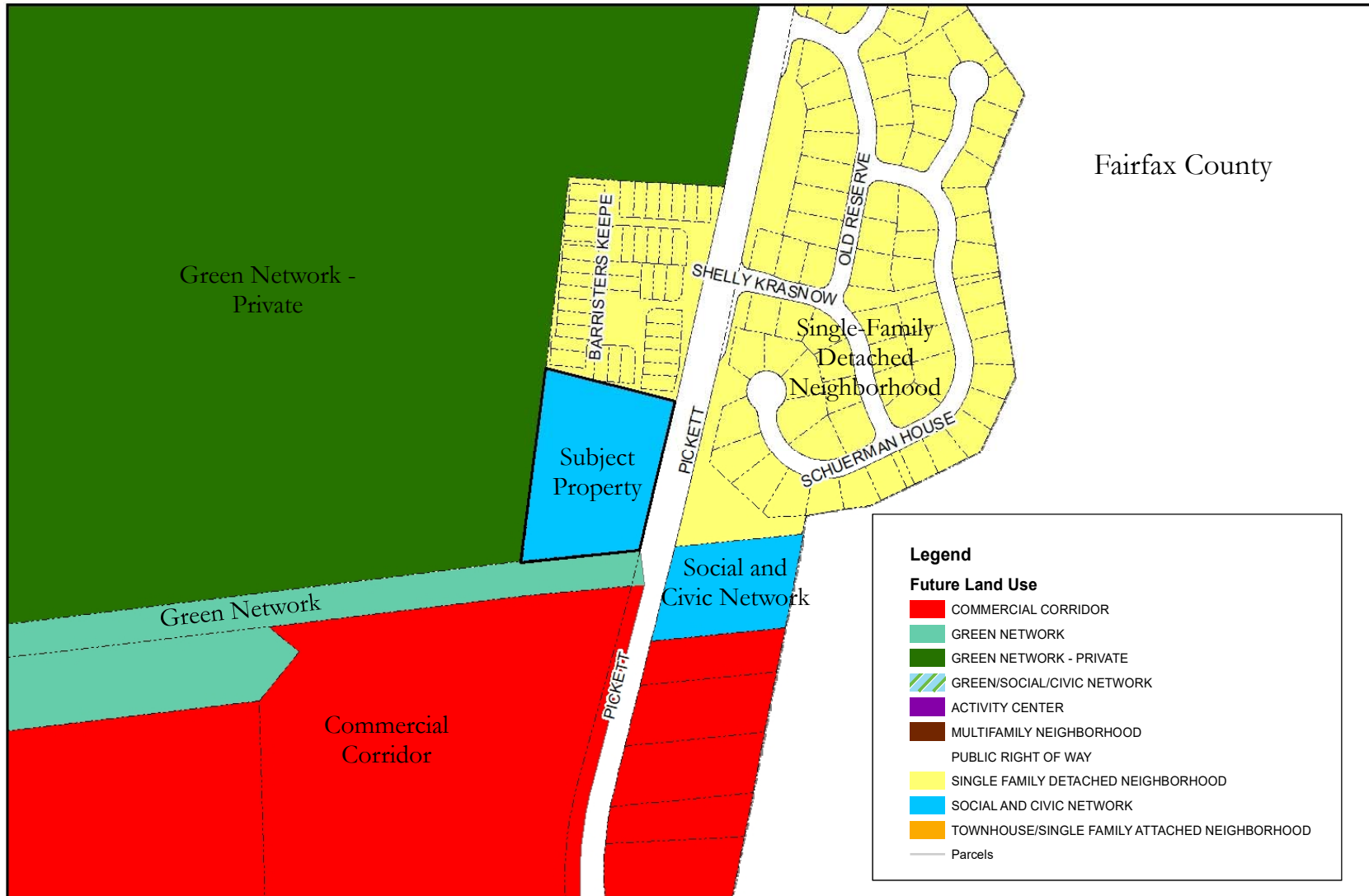
LOCATION MAP



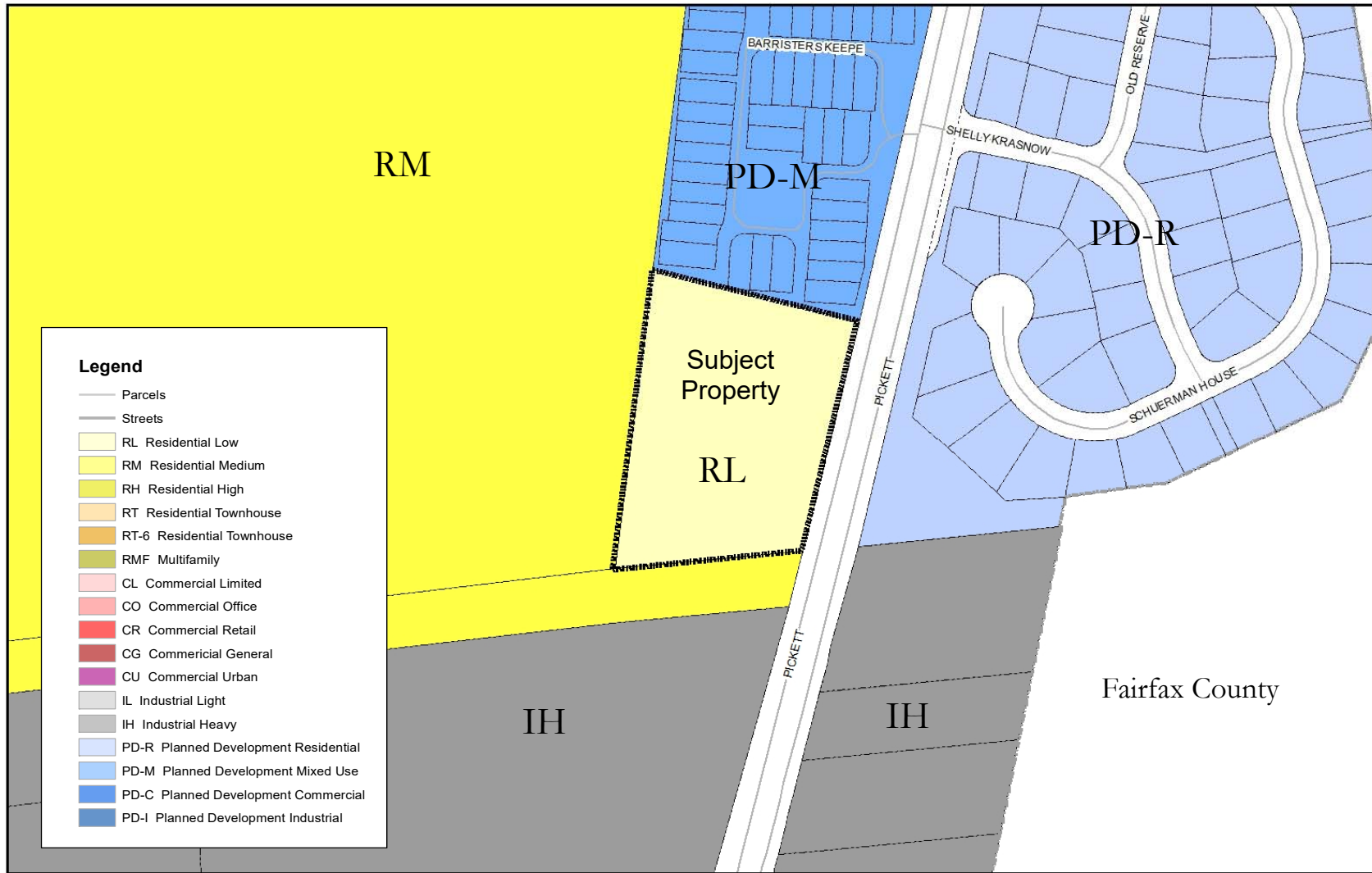
2017 AERIAL PHOTO



2019 AERIAL PHOTO



2035 FUTURE LAND USE MAP



ZONING



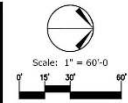
THE NEIGHBORHOODS OF
EYA
life within walking distance®
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Conceptual Site Plan

May 8, 2019

3500 Pickett Road

City of Fairfax, Virginia



V4b

CONCEPTUAL SITE PLAN



To: Fairfax City Councilmembers and Planning Commission
From: Aakash Thakkar and Kristen Hook, EYA
Re: Redevelopment of Metro Church property at 3500 Pickett Road
Date: June 10th, 2019

EXECUTIVE SUMMARY: Thank you for taking the time to meet with EYA (www.eya.com) to discuss the Metro Church property at 3500 Pickett Road. Metro Church has decided to relocate and sell its 3.7-acre property, to better support its mission and because many of its congregants no longer live in the area. The church has selected EYA to work with the city to re-imagine the site and propose a new use that aligns with the growing residential character along Pickett Road.

EYA is very active and familiar with the planning process in many jurisdictions that surround the City of Fairfax, including Fairfax County, the City of Alexandria, Arlington County, the District of Columbia, and Montgomery County. The property at 3500 Pickett Road is our first potential development in the City of Fairfax, and we are confident that we can work with city staff, the City Council, and the Planning Commission to create a mutually beneficial plan for the site.

EYA proposes to redevelop the property into 60-65 high quality townhomes in a thoughtful site plan that includes rooftop terraces, landscaped sidewalks, backyards, park space, and a large, activated open space. Pickett Road has grown into a residential and retail corridor with new for-sale and rental housing at Barrister's Keepe (small lot single family), Barrister's Reserve (large lot single family), Scout on the Circle (apartments), and the Enclave (condominiums). Retail and related offerings include Trader Joe's, Lifetime Fitness, and the Fairfax ice rink. As we reviewed the corridor's growth, we saw that high-quality, for-sale townhomes were a missing and in demand offering that would enhance the corridor's housing choices.

The enclosed conceptual submission includes background on EYA, a summary of existing conditions, our zoning and development analysis, a conceptual land plan and engineering summary, our initial due diligence findings, and the project's potential social and economic benefits.

EYA BACKGROUND: EYA has been one of the largest and most successful urban infill developers in the Washington region over the past 27 years, delivering over 5,000 high-quality market-rate and mixed-income homes and condominiums. Our company employs over 75 dedicated professionals and conducts all key development functions in house, including acquisition, entitlements, planning, development, financing, construction, sales and marketing, and customer service.

Since our founding in 1992, EYA has received over 300 local and national awards for our designs and urban infill focus, including the 2018 Prince Livable Communities Leadership Award from DC's Coalition for Smarter Growth, the 2016 Affordable Housing Builder of the Year Award from the Montgomery County Affordable Housing Conference, America's Best Builder from *Builder Magazine* in 2000 and again in 2009, and numerous ULI Awards for Excellence.

As specialists in infill housing, we are intimately familiar with the demanding nature of the approvals process, and we have a long history of working closely with jurisdictions and neighborhood groups to build support and consensus for our designs. EYA's sustained success throughout the region and commitment

to thoughtful community-oriented planning and design has resulted in mutual trust and respect that allows us to consistently secure complex entitlements. For each of our projects, we develop unique architecture and site plans to ensure compatibility with the community. For the Metro Church site, we would take cues from the surrounding neighborhood and city to ensure a contextual aesthetic for the project.

In addition to Metro Church, multiple religious orders have elected to partner with EYA, recognizing our ability to help them unlock the value of their landholdings through unique, high-quality projects. Most recently, the Josephites, the country's oldest African-American Catholic order of priests, selected EYA to master-plan, entitle, and develop four acres of their eight-acre St. Joseph's Seminary site in Northeast DC.

EXISTING CONDITIONS & SURROUNDING DEVELOPMENT: 3500 Pickett Road is now home to Metro Church, which operates out of a 17,000 SF single-story building. Currently, the property is Metro Church's second location in the DC region. To continue to fund its mission, Metro Church has decided to sell this site and will use the value generated to better serve its congregants, many of whom are no longer local.

The site is bordered by a 100-foot-wide City property to the south, the Army Navy Country Club to the west, a small lot development known as Barristers Keep to the north, and Pickett Road to the east.



View of the Metro Church Building



Aerial of the Property

COMP PLAN RECOMMENDATION & PROPOSED REZONING: On Page 39, the Comp Plan recommends reconsideration of existing Use Types for 11 sites, noting that additional sites may be added to this list, “in particular, potential alternative Place Type designations should be considered for privately-owned sites with a Social and Civic Network designation.” 3500 Pickett Rd is currently designated Social and Civil Network. While the Comp Plan did not specifically contemplate the site’s future if Metro Church vacated the property, the Comp Plan does suggest that it is appropriate to add 3500 Pickett Road to the list of sites that can be considered for compatible alternative designations. In addition, other sites on Pickett Road are slated for residential designations, including the properties adjacent to the Enclave condominiums. 3500 Pickett Rd is currently zoned Residential Low, which requires 20,000 SF lots. Per our discussions with staff, to support a townhome redevelopment consistent with the surrounding residential uses, we would rezone the site to a Planned Residential District (PD-R), which offers flexibility for EYA and staff to work together to advance an appropriate plan for the site.

RATIONALE FOR TOWNHOME DEVELOPMENT: When evaluating a new opportunity, EYA reviews surrounding uses, development patterns, and market demand to determine the site’s highest and best use. Pickett Road has long been a mixed-use corridor, with industrial, religious, retail, office, and residential product types. Based on our analysis of the site and its uses, we believe it is well-suited for high-quality, architecturally distinct townhomes. The following details our rationale:

- 1) The Pickett corridor has been redeveloping to include a mix of residential uses, including Barrister’s Keep small lot single-family homes to the north, Barrister’s Reserve large single-family homes across the street at Pickett Reserve, new apartments at Scout on the Circle, and a new condominium project called, the Enclave. Despite this wide range of residential offerings, there is a lack of townhome product along the Pickett corridor. We believe that there is a demand for townhomes, and that this for-sale product that would complement Barrister’s Keep and the overall Pickett corridor.



Surrounding Residential Development

- 2) Only 14% of the city’s housing stock is townhomes and demand is growing for high-quality, low-maintenance, well-priced townhome options. Townhomes appeal to all segments of the market including young professionals, families, active adults, and empty nesters.
- 3) Townhomes fit well on the site and are compatible with all adjacent uses. Their form serves as a graceful transition between the multifamily, industrial, and single-family communities.

- 4) The Pickett corridor has active retail and light industrial uses, such as Fairfax ice arena, Trader Joes, and multiple health clubs, that complement townhomes. Having additional residents will support the viability of retail uses, while the retail makes the residential uses more attractive and viable.
- 5) During our initial discussion with city staff, we learned that there is an interest in incorporating income-restricted housing as part of the development plan. EYA has deep experience providing affordable and workforce housing and suggests incorporating such units for residents and staff. Townhomes are well suited to integrating mixed-income units.

When creating the attached concept plan, we paid particular attention to the layout of Barristers Keepe, ensuring compatibility, buffers, and a similar for-sale housing type. As our designs develop, we will take cues from nearby residential uses, as well as the architectural style of the City of Fairfax to create a high-quality product.

CONCEPT PLAN: We propose approximately 60-65 townhome units consisting of both rear-loading and front-loading parking garages. All of the units have four levels and a maximum height of 45 feet. The fronts and sides of some units will face Pickett Road but will be setback a minimum of 40 feet and up to 100 feet. Amenities will include rooftop terraces, landscaped sidewalks, backyards, park space, and an activated open space. The rear-loaded units closest to Pickett Road will share access to a sizable park, as well as a uniquely designed and landscaped promenade, which we recently implemented at Montgomery Row in Montgomery County. This promenade will be a highly utilized amenity for neighborhood events, and will also provide fire access off Pickett Road.

Further, as discussed with staff, our plan provides almost 19% open space via the large central green facing onto Pickett as well as a smaller open space on the site's southeast end. More than half of the units will have their own private backyard, which, if included in the open space calculation, would yield 22% open space.

Attached with the site plan are examples of the architectural styles EYA has implemented in past projects. We often take cues from the surrounding neighborhoods when designing our homes but we also look forward to discussing potential designs with the City Council, Planning Commission, and community.

DUE DILIGENCE: Early on, we studied noise, vibration, traffic, utilities, and fire code implications on and around the site (as summarized below):

1. **Phoenix Noise & Vibration** conducted on-site noise and vibration measurements over a 48-hour period. They found no significant vibration issues and that the noise measured due to traffic along Pickett Road could be mitigated through industry standard practices.
2. **Gorove/Slade Associates**, our transportation and traffic consultant, looked at the existing traffic conditions on Pickett and confirmed that under typical conditions the proposed development would increase the peak AM and PM trips by roughly 17 AM and 19 PM trips per day Monday through Saturday but would dramatically reduce the Sunday peak traffic counts by over 200. Based on the existing four lanes on Pickett and the density of the surrounding neighborhoods, Gorove/Slade indicated that the increased daily trips will have a negligible impact on the neighboring communities, Pickett Road, and proximate traffic patterns.

Further, the Pickett Rd at Barrister's Keep bus station is located in front of the property with buses regularly running to and from the metro station. Conceivably a certain number of daytime trips would be mitigated by residents commuting via public transportation.

3. **VIKA Engineering** reached out to the City of Fairfax and determined that the existing infrastructure and utility capacity surrounding the site can support the proposed redevelopment. The project would be served by the following exiting utilities:
 - Sewer: an existing 8-inch sewer line running through Barristers Keep
 - Water: a 12-inch water pipe running along Pickett
 - Gas: an existing gas line running along Pickett
 - Dry Utilities: existing lines running along Pickett

4. **Code Consultants**, a code and fire safety engineering firm, reviewed the separation distance between the proposed project and the tank farm and determined that the project complies with Virginia Construction Code (VCC). Further, Code Consultants does not have any safety or fire concerns given the project's proximity to the farm. The shortest distance between the closest tank and the closest proposed home would be more than 700 feet.

BENEFITS: EYA is proud to deliver outstanding economic and social outcomes through our projects by providing significant benefits to the communities in which we work. The redevelopment of 3500 Pickett Road could generate the following benefits to the City:

1. **High-Quality Market Rate Housing:** The project will continue the trend of residential development along Pickett Road and will add townhomes, a product that is not currently offered along Pickett but for which there is great demand. The corridor already includes diverse housing types, including multifamily rental housing at the Scout on the Circle, condominiums at the Enclave, large-single family homes across the street, and small-lot single-family homes at Barrister's Keep. Our proposed development adds well-crafted EYA townhomes to the neighborhood.

2. **Affordable Housing:** EYA has delivered thousands of affordable units through partnerships with nonprofits, municipalities, housing authorities, and other institutions throughout the region. During initial discussions with city staff, we learned that the city has not yet implemented a formal affordable housing policy. We are interested in working with the city to propose a pilot program at 3500 Pickett Road that could be used as a model for future projects. Specifically, we suggest a workforce housing program, where up to 8% of all units are sold at reduced prices. The program could be targeted to the general public or to city teachers, firemen, police, and others in related fields. The workforce units would be fee-simple townhomes in the \$350,000 to \$400,000 range, affordable to families at 80% to 120% of the area median income. We have built and sold homes held under affordability covenants in various jurisdictions and are happy to work with the city to determine how these units would be regulated, how long they would remain affordable, and qualifying income levels. We are excited by the prospect of collaboratively working on this portion of the project.

3. **Trail Construction:** During discussions with the City's Parks and Recreation Department, we learned that the city recently completed survey work to extend the Daniels Run Park trail through city-owned land south of the site to connect with Pickett Road. While studying the property, our team discovered an existing 330-foot city-owned trail easement on the site's southern border. We propose to construct 330 feet of the planned Daniels Run Park trail extension in exchange for extinguishing the existing easement on our property. Our understanding from staff is that the City would like to see the trail built on the city property and we are able and willing to fund that trail construction as part of our project.

4. **Economic Impact:** Utilizing the City of Fairfax's 2018-2019 fiscal impact template, our team determined the redevelopment of Pickett Rd would have a positive economic impact between **\$80,000 and \$208,000 per year**. Further, EYA residents are typically young professionals and empty nesters, resulting in minimal strain on city and county services.