

NORTHFAX JV LLC

Statement of Justification January 3, 2020

Please accept this Statement of Justification in support of a rezoning application to allow the redevelopment of an assemblage of seventeen (17) parcels located along Chain Bridge Road and Orchard Street. A complete list of all 17 parcels and each associated property address is attached to this Statement of Justification as **Exhibit A**. This Statement is submitted in conjunction with a Master Development Plan, prepared by Christopher Consultants, Ltd., dated January 3, 2020, consisting of twenty-eight (28) sheets (the “MDP”), and other submitted supporting materials. The contents of this Statement of Justification address the requirements set forth in Section 3.8.2.C.1 of the City of Fairfax Zoning Ordinance, as amended by City Council through June 25, 2019 (the “Zoning Ordinance”).

Northfax JV LLC, an affiliate of The Lann Companies, is the Applicant in the proposed rezoning of that area referred to as Northfax West. The 17 properties identified on Exhibit A comprise approximately 11.32 acres and are identified as Tax Map 57-2-02-003, 57-2-02-005, 57-2-02-017, 57-2-02-018, 57-2-02-019, 57-2-02-020, 57-2-07-015-B, 57-2-08-005, 57-2-08-006, 57-2-08-007, 57-2-08-008, 57-2-08-010, 57-2-08-011, 57-2-08-012, 57-2-08-013, 57-2-08-014, and 57-2-47-000-A (collectively, the “Subject Property”). Exhibit A includes the Title Owner of each parcel. The Subject Property is located along the western frontage of Chain Bridge Road (Route 123) and north of Fairfax Boulevard (Route 50). The uses surrounding the Subject Property are varied. The northern boundary is adjacent to The Assembly townhouses, a service station and an office building; the eastern boundary is Chain Bridge Road; the southern boundary is adjacent to City property, a used car lot, the 29 Diner, Brown’s Fairfax Mazda, and the DarCar’s Used Car Center; and the western boundary is adjacent to the rear property line of single-family detached dwellings fronting on McLean Avenue. The Subject Property is currently zoned CR (Commercial Retail) and RM (Residential Medium) and located within the Architectural Control Overlay District (“ACOD”). Existing improvements on the Subject Property include two (2) one-story houses located on the RM portion of the Subject Property. Commercial uses on the Subject Property include vehicle storage and an existing restaurant that fronts Chain Bridge Road. Approximately 2.25 acres on the western portion of the Subject Property is undeveloped, with approximately 6.57 acres located within a 100-year floodplain. The extent of the 100-year floodplain boundary is depicted on the Existing Conditions Plan on Sheets 2 and 2A of the MDP.

PROPOSED DEVELOPMENT

The Applicant proposes to rezone the Subject Property from the CR and RM Districts to the Planned Development Mixed Use (“PD-M”) District to permit its redevelopment with a mix of residential and commercial uses that would be completed in two phases. Phase One includes the development of fifty-six (56) townhouses as well as a senior living facility with up to two hundred (200) units that is anticipated to be completed by 2023. The MDP reflects the general development plan for Phase One. Phase Two contemplates redevelopment of the area generally designated on the MDP as the “Future Development Parcel” that is anticipated to be completed by 2027. The

Applicant will submit an amended MDP for approval once the uses for Phase Two have been determined.

Phase One

Preliminarily, as part of Phase One and before construction of the proposed residential community, the Applicant will submit the necessary materials to modify the 100-year floodplain on a portion of the Subject Property. The current 100-year floodplain cuts through the Subject Property and causes approximately one-half of the site to be undevelopable. A stream generally flows from the northwest to the southeast into a box culvert, which is located at the Chain Bridge Road frontage of the Subject Property and recently installed by the City of Fairfax and the Virginia Department of Transportation as part of their road and drainage improvement project (the "City/VDOT Northfax Project"). Despite the installation of this culvert, the existing floodplain still includes a substantial portion of existing Orchard Street. The Applicant intends to complement and continue the City's storm drainage improvements by enclosing the on-site stream in a box culvert, thereby modifying the area of the floodplain. The result will be an increase in the developable portion of the Subject Property. To accomplish the on-site stream channel improvements, the Applicant has applied for and has been issued the required approvals from governmental agencies, including a Virginia Water Protection ("VWP") Permit, Permit No. 18-1003, on March 5, 2019 issued by the Virginia Department of Environmental Quality ("VDEQ") and a Conditional Letter of Map Revision ("CLOMR") from the Federal Emergency Management Agency ("FEMA"), Case No. 18-03 2239R, on April 1, 2019. These approvals have been coordinated with the City of Fairfax and are included as part of the MDP. As a result of the on-site stream channel improvements, the Applicant will effectively reduce the Resource Protection Area ("RPA") on the Subject Property from 5.99 acres to 1.15 acres. Prior to the approval of the proposed rezoning, the Applicant will submit an RPA Delineation Plan and a Water Quality Impact Assessment. In connection with the floodplain modification, the Applicant proposes to grade within the redefined RPA area to install the box culvert. Pursuant to Section 4.18.10 of the Zoning Ordinance, this improvement will be located outside the RPA to the degree possible, and no more land will be disturbed than is necessary to construct the proposed improvement. Moreover, the installation and maintenance of this improvement will be in compliance with all applicable state and federal permits and will be designed and conducted in a manner that protects water quality. If any land disturbance exceeds an area of 2,500 square feet, the Applicant will comply with all erosion and sediment control requirements. In addition, the Applicant proposes to construct a pedestrian trail in the redefined RPA area. Prior to any land disturbance related to the trail construction, the Applicant will obtain any required permits. The Applicant will also submit sufficient and reasonable proof that this intended use will not deteriorate water quality and will not conflict with any nearby planned or approved uses. Finally, the Applicant will comply with all erosion and sediment control requirements if any land disturbance in association with the construction of the pedestrian trail exceeds an area of 2,500 square feet.

To oversee and facilitate the townhouse development of Phase One, the Applicant has contracted with MHI-Northfax, LLC, an affiliate of Madison Homes, Inc. ("Madison Homes"). The proposed townhouse development will include 56 units, which results in a proposed density of approximately 4.95 dwelling units per acre. The townhouses will be a mix of front entry units that are 24 feet wide, and rear entry units that are 20 feet wide. Each of the proposed townhouses will have an integrated two-car garage on the ground level, which will provide one hundred and

twelve (112) total garage parking spaces. Twenty (20) additional guest parking spaces will be located on-site. The one hundred and thirty-two (132) parking spaces for the townhouse development will result in a parking ratio of 2.36 spaces per unit, which exceeds the required parking ratio of two (2) spaces per unit for townhouses. The proposed townhouses will be designed with architecture that will be compatible with the surrounding neighborhoods and will provide the appropriate transition between the surrounding residential neighborhoods and the higher density senior living facility planned with Phase One, as well as the future uses of Phase Two. Building materials may include, but are not limited to, masonry, cementitious siding, and other quality materials. Additional residential amenities include a proposed amenity area in the northwest portion of the Subject Property, as generally shown on the MDP.

To develop and operate the proposed senior living facility on the Subject Property, the Applicant has contracted with Brightview Senior Living Development, LLC (“Brightview”). The proposed senior living facility will contain approximately 230,000 square feet of gross floor area in a seven-story building that incorporates a structured parking garage containing one hundred and twenty (120) parking spaces. Based on the extensive industry experience of Brightview and market trends, the proposed number of parking spaces will meet the parking demand of a fully occupied community. The proposed facility will have up to 200 units comprised of approximately one hundred and fourteen (114) independent living units, sixty (60) assisted living units and twenty-six (26) memory care units. Resident amenities will include multiple dining venues, an area for fitness/wellness/yoga, physical therapy and occupational therapy services, an art studio, a multi-purpose space, a movie theater, and a hair and nail salon. In addition to the indoor amenities, the community will include outdoor courtyards and garden spaces for the enjoyment of the residents. The design of the proposed building will include contemporary architecture that will be residential in style and scaled to be consistent with the proposed townhouse development on the north and west sides of the facility. The proposed residential community developed in Phase One will be served by public water and public sewer, as generally shown on the MDP.

Approximately one (1) acre in the northwest corner of the Subject Property will remain in its current undisturbed condition, as generally shown on the MDP. This area is part of approximately 20% of total area of the Subject Property that will remain in open space. Phase One will meet the entire 20% open space requirement for the Subject Property, so that none of the Future Development Parcel is being counted as open space for the proposed development. Maintaining this portion of the Subject Property as open space and adding a pedestrian trail will create connectivity to the adjacent neighborhoods.

The Subject Property will be served by a primary, full-movement vehicular access point at Orchard Street to Chain Bridge Road at an existing signalized intersection. The Applicant proposes to improve and realign Orchard Street to connect with the proposed extension of Farr Avenue (the “Farr Avenue Extension”). The Farr Avenue Extension will be completed by the City and will provide vehicular access between Chain Bridge Road and Fairfax Boulevard, through the Subject Property and the adjoining Brown’s Mazda property. The Orchard Street improvements and the Farr Avenue Extension will include a five-foot wide bike lane and a six-foot wide sidewalk to promote pedestrian connectivity. In conjunction with the proposed Orchard Street and Farr Avenue Extension improvements, approximately 0.27 acre of Orchard Street right-of-way will be vacated and approximately 0.94 acre of right-of-way will be dedicated to the City, the majority of

which will facilitate the City's completion of the Farr Avenue Extension project. The Applicant is not proposing any vehicular access connections to adjoining residential neighborhoods. The Applicant's traffic consultant, Gorove/Slade Associates, Inc., has prepared a Traffic Impact Study for the Subject Property, dated January 2, 2020 (the "TIS"). The TIS takes into account the redevelopment of the Subject Property and considers a number of external factors, such as the Farr Avenue Extension, the University Boulevard Extension, and redevelopment of other approved but incomplete proximate development projects. For Phase One, the TIS concludes that the redevelopment of the Subject Property will have no detrimental impact on the surrounding transportation and roadway network. Fairfax Boulevard shows an increase of less than 0.8% in peak hour traffic, and Chain Bridge Road shows an increase of less than 1.2% in peak hour traffic attributable to the proposed redevelopment of the Subject Property.

A series of on-site stormwater management devices, such as hydrodynamic separators, stormfilters, and filtergrass, will be utilized to meet stormwater management quality and quantity requirements. In addition to the stormwater management devices, a portion of the proposed senior living building will have a green roof. Any proposed on-site stormwater management and best management practices ("BMP") facilities will comply with all applicable stormwater regulations. As the site design progresses, the design team will incorporate sustainable design features into the development to the extent possible.

Finally, the Applicant will commit to the completion of an off-site stream restoration project for that portion of Accotink Creek within the boundaries of Van Dyck Park, where the stream has a width ranging from 8 to 15 feet and extends for a distance of approximately 2,190 linear feet. This stream restoration project has received preliminary funding from the City and has been designated by the City as an important public improvement project that is part of the approved master plan for Van Dyck Park. The Applicant intends to complete the stream restoration project at no additional cost to the City. Recognized as a nutrient offset trading bank project, the Applicant will ensure that the off-site improvements will comply with the regulations of VDEQ. In addition, the Applicant will purchase stream mitigation credits in the amount of approximately \$950,000.00, as required by the VWP Permit (Permit No. 18-1003), approved by VDEQ. By completing this stream restoration project, the Applicant will make a significant contribution to the implementation of the approved master plan for Van Dyck Park. Additional City benefits from this stream restoration project include improving the water quality of the stream through Van Dyck Park, reducing erosion in this stretch of the Accotink Creek, decreasing the effects of flooding, and enhancing and beautifying the natural habitat for native species in this area.

Phase Two

Phase Two anticipates the redevelopment of approximately 3.5 acres of the Subject Property, which is identified as the "Future Development Parcel" on the MDP. Specific uses on this area remain to be determined, which allows the Applicant to preserve maximum flexibility for optimal development in the future. Possible uses will be those permitted in the PD-M District under the Zoning Ordinance, to include permitted temporary uses. These uses may include, but are not limited to, approximately 20,000 square feet of ground floor retail uses; 5,000 square feet of restaurant uses; an additional 180 residential dwelling units; and, an approximate 140-room hotel. The Applicant may also consider opportunities to coordinate development of this parcel with adjoining properties, including the City-owned property at the corner of Chain Bridge Road and

Fairfax Boulevard. Contemplated excluded uses include cemeteries, detention facilities or jails, adult uses, building supplies and lumber sales, fuel stations, vehicle repair facilities, vehicle sales and leasing establishments, and vehicle service establishments.

An additional right-in driveway from Chain Bridge Road will be constructed and completed in Phase Two of the development. The proposed access will ultimately connect to the realigned Orchard Street. The Applicant reserves the right to construct this future access point from Chain Bridge Road into the Future Development Parcel as generally depicted on the MDP. The traffic impacts of Phase Two were considered as part of the TIS. For Phase Two, the TIS takes into account the redevelopment of the Subject Property and considers a number of external factors, such as the Farr Avenue Extension; signalization of the Fairfax Boulevard and Farr Avenue intersection; the realignment of Warwick Avenue, Fairfax Boulevard, and McLean Avenue; the University Boulevard Extension; and redevelopment of other approved but incomplete proximate development projects. For Phase Two, the TIS concludes that the ultimate redevelopment of the Subject Property will have no detrimental impact on the surrounding transportation and roadway network. Fairfax Boulevard shows an increase of less than 2.9% in peak hour traffic and Chain Bridge Road shows an increase of less than 3.2% in peak hour traffic attributable to the proposed redevelopment of the Subject Property.

With regard to stormwater management, similar devices to those provided in Phase One will be utilized in Phase Two to meet stormwater management quality and quantity requirements. The proposed development on the Future Development Parcel will include on-site stormwater management and BMP facilities that will comply with all applicable stormwater regulations.

At such time as the uses for Phase Two have been determined, the Applicant will request an amendment to the approved MDP. The proposed amendment will include a general development plan for this parcel that will be subject to review and approval by City Council.

REZONING APPLICATION/COMPREHENSIVE PLAN

The Applicant proposes a rezoning of the Subject Property from the CR and RM Districts to the PD-M District in order to permit the proposed development. The following information is provided in accordance with Sections 3.8.2.C, 6.4.9, and 6.6.8 of the Zoning Ordinance in support of the proposed rezoning:

The proposed development is in substantial conformance with the recommendations of the Comprehensive Plan (the "Plan") and the Future Land Use Map for the City of Fairfax. The Comprehensive Plan and Future Land Use Map, which were adopted by City Council in February of 2019, designate the Subject Property as an Activity Center. Specifically, the Subject Property is located in the Northfax Activity Center, which the Plan considers the most appropriate location in the City to accommodate a regional mixed-use destination. Consolidating 17 parcels, the Applicant is proposing to integrate a mixture of residential, retail, restaurant, and hotel uses on the Subject Property in a development that will be implemented in two phases. With Phase One, in addition to the improved vehicular access along realigned Orchard Street and the Farr Avenue Extension, the proposed development will create a pedestrian friendly streetscape that includes a five-foot wide bike lane and a six-foot wide sidewalk, providing a convenient, safe pedestrian

access from Chain Bridge Road to Fairfax Boulevard. In addition, urban-style townhouses and a modern senior living facility will contribute to an urban streetscape along realigned Orchard Street and the Farr Avenue Extension, as both have been designed to implement the “active street” concept contemplated in the Plan. Moreover, the proposed townhouse residential use, combined with the incorporation of a senior living community, will diversify housing types in the City as well as address a growing need in the City for senior housing that allows City residents an opportunity to age in the City of Fairfax. The introduction of additional multifamily residential, hotel, restaurant, and retail uses in Phase Two will complete the Northfax Activity Center’s objective to provide a well-designed, desirable place to live, work, shop, and dine, as envisioned by the Plan.

While the proposed development is in substantial conformance with the recommendations of the Plan and the Future Land Use Map, the Plan recommends Small Area Plans be developed for each of the City’s five Activity Centers, including Northfax. Currently, the City is undergoing a process to develop Small Area Plans for Northfax and Old Town Fairfax that will provide more specific guidance for these Activity Centers, including the desired mix of uses, residential density, building density, design aesthetic, street locations, multimodal connections infrastructure improvements, parking, and open space. As each Small Area Plan is completed, its adopted recommendations will supersede the pre-existing guidance in the 2035 Comprehensive Plan for its respective Activity Center. Based on meetings coordinated by Cunningham/Quill Architects, the proposed development remains consistent with the overall vision for the Northfax Small Area Plan.

The proposed development will provide greater benefits to the City than a development in accordance with current zoning district regulations. The proposed rezoning to the PD-M District will consolidate 17 parcels to create a single zoning classification on the Subject Property. The rezoning will allow for the development of a mixed-use destination in Northfax that more properly aligns with and advances the goals of the City’s vision in this Activity Center. Moreover, because the development will be completed in two Phases, with the development of the second Phase being subject to future approval by the City Council, the proposed rezoning affords the Applicant flexibility to respond to market demands and the needs of City residents. As currently envisioned, it is planned that the contemplated mix of uses in Phase Two will create a critical mass of residential density that will support retail and restaurant uses in the Northfax Activity Center. In addition, the proposed development will provide road improvements to existing Orchard Street that will, in conjunction with the City’s Farr Avenue Extension project, complete the connection between Fairfax Boulevard and Chain Bridge Road. This connection facilitates establishment of the Northfax street grid. The Farr Avenue Extension is a new roadway link that will improve the area’s traffic circulation. Associated with these road improvements is the installation of a five-foot wide bike lane and a six-foot wide sidewalk along the realigned Orchard Street that will extend off-site, resulting in enhanced pedestrian connectivity. In addition, the proposed development will include the installation of a box culvert as part of a public improvement project on the Subject Property.

Finally, the proposed development has been designed to ensure compatibility with the surrounding residential uses to the north and west of the Subject Property as well as the retail uses to the south. The Applicant intends to utilize the open space in the northwest corner of the Subject Property, which will remain undisturbed, to foster connectivity to the adjacent neighborhoods.

Furthermore, the Farr Avenue Extension that extends through the Applicant's site will provide a connected street network for motorists, bicyclists, and pedestrians. This will effectively unify the proposed projects on both sites and contribute to the creation of a pedestrian-oriented, mixed-use destination at Northfax.

MODIFICATIONS AND SPECIAL USE PERMIT REQUEST

In conjunction with the proposed rezoning, the Applicant requests approval of the following modifications and special use permits:

1. Pursuant to Section 4.15.7.C.2.b.1 of the Zoning Ordinance, a special use permit is hereby requested to allow for disturbance within the 100-year floodplain boundary.

The proposed floodplain boundary modification meets the approval considerations for a special use permit as set forth in Section 6.7.7 of the Zoning Ordinance. The modification of the floodplain boundary is consistent with the Comprehensive Plan and the Future Land Use Map, which designates the Subject Property as an Activity Center. The modification will relocate the on-site stream into a box culvert and remove the 100-year floodplain from the developable area of the site, which will allow a mixed-use development consistent with the Comprehensive Plan. The modification is compliant with all applicable Zoning Ordinance requirements related to floodplain regulations, Chesapeake Bay preservation, and open space. In addition, the modification of the floodplain will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use nor will it have a negative, adverse effect on public welfare, property, and improvements in the neighborhood. Rather, the modification will have a positive and beneficial impact on the proposed development as well as the surrounding neighborhood by permitting the Applicant to properly redevelop this site with the mixed-use development planned for this area. Furthermore, the proposed floodplain boundary modification has already been identified by the City as a necessary public improvement project in order for the City to complete its Farr Avenue Extension project.

2. Pursuant to Section 3.8.2.D of the Zoning Ordinance, a modification is hereby requested of the requirement that no more than two of any ten or one of any three to five abutting dwelling units have the same front yard setback, as set forth in Section 3.5.1.C.2.

The proposed townhouse development consists of a total of 56 townhouse units. As shown on the MDP, the townhouse sticks include a mix of four, five, six and seven units. The Applicant proposes an architectural design of the units, including façade, color, among other features, that will provide a visual appearance of various depths, despite several units having the same setback.

3. Pursuant to Section 3.8.2.E.3 of the Zoning Ordinance, a modification is hereby requested of the requirement to provide 1.5 parking spaces per unit for the

independent living portion of the proposed senior living facility, as set forth in Section 4.2.3.E.

The Applicant proposes a seven-story senior living facility of up to 200 units that includes a combination of independent living units, assisted living units, and memory care units. Included in the building will be a structured parking garage that provides 120 parking spaces. Based on the Zoning Ordinance, the parking ratio for an assisted living facility is one (1) parking space per four (4) beds. There are 96 proposed assisted living and memory care beds, resulting in a parking requirement of 24 spaces. Currently, parking for an independent living use is not specified in the Zoning Ordinance. The most similar use may be multifamily residential units or a congregate living facility. Either use yields a parking ratio requirement of 1.5 spaces per dwelling unit. Therefore, the Applicant would be required to provide 171 parking spaces for the proposed 114 independent living units. Combined with the requisite spaces for the assisted living and memory care units, the requirement is 195 parking spaces, which exceeds what is practically needed given that many residents will not be driving or even have a vehicle. Based on the extensive experience of Brightview, and its research of optimal operating conditions, its industry knowledge dictates a much lower parking demand. Brightview has determined that the requisite number of parking spaces for its proposed senior living facility to efficiently operate is 120 spaces.

4. Pursuant to Section 3.8.2.E.3 of the Zoning Ordinance, a modification is hereby requested of the requirement to provide sidewalks on both sides of a collector and local street, as set forth in Section 4.4.4.A.1.

The Applicant proposes to construct a six (6) foot-wide concrete sidewalk that will run along the eastern side of the Farr Avenue Extension. This sidewalk will provide the proposed community with an integrated sidewalk network that accesses all private streets. The installation of five-foot wide bikes lanes on both sides of Orchard Street and the Farr Avenue Extension, with the use of alleyways to provide vehicular access for the rear-entry units, precludes the construction of an additional sidewalk.

5. Pursuant to Section 3.8.2.E.3 of the Zoning Ordinance, a modification is hereby requested of the requirement to provide the minimum tree plantings as well as the minimum fence or wall height of the TY3 transitional yard specifications along the Subject Property's boundaries, as set forth in Sections 4.5.5.C.2(b)(2) and 4.5.5.D.

The Applicant seeks to modify the minimum tree plantings requirements along the northern, western, and southern property lines. The Applicant's proposed townhouse development is located immediately to the south of The Assembly townhouses. Due to space constraints with proposed retaining walls and proposed utilities, the Applicant is precluded from providing the requisite number of canopy trees but intends to provide an increased number of understory trees. Along the western property line, the required transitional yard width must be reduced due to

constraints created by the right-of-way dimensions that have been determined by the City as part of the Farr Avenue Extension project. Such constraints necessitate a modified transitional yard width in order for the Applicant to provide the proper site design for the proposed townhouses and alleyways. Furthermore, although single-family detached dwellings are located on the adjacent properties, these homes remain a significant distance from the property line. The Applicant anticipates that reducing the transitional yard width between the proposed townhouse development and the adjacent single-family detached dwellings will have minimal effect on these neighboring properties. Finally, along the southern property line, the Applicant proposes to locate the parking garage of the senior living facility on the southeast portion of the boundary. The Brown's Mazda dealership is directly adjacent to the parking structure. Because a commercial use will be abutting a proposed parking garage, extensive TY3 transitional yard along this portion of the property line, including a fence or wall between the adjacent properties, is not needed. Next, along the southwest portion of the southern property line, the Applicant seeks to provide a reduced amount of canopy trees due to existing and proposed stormwater utilities and easements. In light of all of these conditions, the Applicant will provide the appropriate transitional yard width and a modified number of canopy and understory tree plantings sufficient to mitigate any possible effects of the proposed development on the adjacent commercial use.

6. Pursuant to Section 3.8.2.E.3 of the Zoning Ordinance, a modification is hereby requested of the requirement to provide street trees along all streets at a rate of one canopy tree for every 40 linear feet and spaced a maximum of 50 feet apart, as set forth in Section 4.5.6.B.

Street trees have been provided along Orchard Street and the Farr Avenue Extension to the extent possible. There are select areas where the requirements of Section 4.5.6 cannot be met due to proposed on-street parallel parking and various proposed utilities. Therefore, a modification of this requirement is needed.

7. Pursuant to Section 3.8.2.E.3 of the Zoning Ordinance, a modification is hereby requested of the requirement to provide a curbed terminal island at the end of a row of parking spaces, as set forth in Section 4.5.7.D.2.

The Applicant requests this modification to permit head-in parking spaces in the northwest corner of the townhouse area. As generally shown on the MDP, this area does not have an 8-foot separation strip, and the proposed box culvert improvement will run underneath a portion of the parking spaces. While, this parking area will function within an urban development project, these conditions prevent the Applicant from installing an interior landscaped island.

8. Pursuant to Section 401-01 of the Public Facilities Manual ("PFM"), support for a waiver is hereby requested of the requirement to provide a typical curb and gutter street on private accessways that is less than 30 feet from face of curb to face of curb or edge of pavement.

The proposed development is designed to be an urban community that is more compact and integrated with reduced roadway widths. The reduced road widths, in conjunction with other design features, will assist to discourage cut through traffic. Therefore, support of this waiver is appropriate in consideration of the intended urban design of the proposed development.

9. Pursuant to Section 2.4.5.3 of the PFM, support for a waiver is hereby requested of the requirement that blocks shall not exceed 1,200 feet in length nor shall they be less than 300 feet in length.

Because the proposed development is designed to be an urban community, private alleys are proposed to improve circulation within the development. As such, some alleys are approximately 100 feet. Therefore, the Applicant requests support for a waiver to allow for blocks that will be less than 300 feet in length.

The Applicant's proposal presents an opportunity to redevelop currently underutilized parcels and activate them with a mix of complementary uses that is consistent with the recommendations of the City's Comprehensive Plan and Future Land Use Map. The Applicant has designed a high-quality community that will advance the City's vision to make Northfax a regional mixed-use destination that will strengthen economic vitality, provide diverse residential and retail opportunities for sustained demand, and reinforce the City's regional appeal. The Applicant is committed to working with the City and the surrounding community to ensure that the proposed development fits into the fabric of the City of Fairfax.

EXHIBIT A

Northfax West Property, City of Fairfax, Virginia

Tax Map No.	Parcel No.	Property Address	Current Owner of Record
57-2-02	003	10516 Orchard Street	Orchard RE Investments, LLC
57-2-02	005	10517 Orchard Street	Orchard RE Investments, LLC
57-2-02	017	3590 Chain Bridge Road	A.R.G. II, L.L.C.
57-2-02	018	3580 Chain Bridge Road	A.R.G. II, L.L.C.
57-2-02	019	10505 Orchard Street	A.R.G. II, L.L.C.
57-2-02	020	3570 Chain Bridge Road	Northfax JV LLC
57-2-07	015-B	McLean Avenue	Orchard RE Investments, LLC
57-2-08	005	10508 Orchard Street	Orchard RE Investments, LLC
57-2-08	006	10510 Orchard Street	Orchard RE Investments, LLC
57-2-08	007	10512 Orchard Street	Orchard RE Investments, LLC
57-2-08	008	10514 Orchard Street	Orchard RE Investments, LLC
57-2-08	010	10515 Orchard Street	Orchard RE Investments, LLC
57-2-08	011	10507 Orchard Street	A.R.G. II, L.L.C.
57-2-08	012	10509 Orchard Street	A.R.G. II, L.L.C.
57-2-08	013	10511 Orchard Street	A.R.G. II, L.L.C.
57-2-08	014	10513 Orchard Street	A.R.G. II, L.L.C.
57-2-47	000-A	McLean Avenue	Orchard RE Investments, LLC