

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

April 18, 2017

**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 current Comprehensive Plan Map designates the existing school for Institutional use and the residentially zoned parcels for Residential – Low development. As part of this application, the Applicant is requesting an amendment to the Comprehensive Plan Map to change the designation of the Property to “Mixed Use.”

**PROPOSAL HISTORY**

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

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

Rotonda in Tysons Corner. IDI also pioneered the development of active adult living with the “Leisure World” communities in Maryland and Virginia, and is an industry leader with its conversion of over 3,000 high-rise and garden units into workforce affordable homes. In September of 2015, IDI received approval from the City of Fairfax to develop The Enclave, a residential condominium community at the Mantua Professional Center off of Pickett Road. The Enclave is currently under construction and, upon completion later this year, will consist of 80 high quality condominium homes in two four-story buildings with garage parking.

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

After its selection by the Diocese as master developer, the Applicant began a series of stakeholder and community meetings in October, 2015 to introduce themselves and to gather community input on what type of redevelopment would be appropriate to address the City’s needs and the community’s desires. To date, almost 50 of these meetings have taken place, including three large scale community meetings conducted in February 2016, March 2016 and October 2016. A Joint Work Session with the City Council and the Planning Commission was held on September 6, 2016 at which time the Applicant presented two alternative concepts for consideration and input. As a result of these meetings, a productive partnership was formed between the Applicant, City officials, and affected stakeholders, and the Applicant is pleased to put forward a single plan of development that addresses and balances the diverse opinions expressed during the stakeholder and community meetings.

**PROJECT DESCRIPTION**

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

Description of Use	Density
Townhomes	110 dwelling units
Multifamily Condominium Units	220 dwelling units
Multifamily Apartment (Rental) Units	200 dwelling units
Affordable Senior Housing Units	25 dwelling units
Commercial/Retail Space	10,000 square feet
Community Space	24,000 square feet
Total	555 dwelling units (29.9 du/ac) and 34,000 SF of Retail and Community Use

An illustrative site plan of the project is shown below. Key features of this plan include:

- The preservation of the original portion of the school building that was constructed in 1935 so that it may be adaptively reused as part of the project.
- Vehicular access through multiple access points along Fairfax Boulevard, including an existing signalized intersection directly across from the Boulevard Shopping Center, and from an existing access point from Oak Street. No vehicular connections are proposed between the Property and McLean Avenue, Cedar Avenue and Keith Avenue.
- Pursuant to the Comprehensive Plan, inclusion of a boulevard style slow-lane along the entire length of the Fairfax Boulevard frontage. The slow-lane will be one-way eastbound and allows for on-street parking that will benefit the proposed retail and community uses.
- Creation of a pedestrian network through the Property that is currently closed off to the public. A shared use path is also proposed along McLean Avenue in conformance with the City's Comprehensive Plan trails map.
- Preservation of the large green open area in front of the school entrance and the provision of numerous "vest pocket parks" open to the public, which contribute to overall open space within the project of more than 5.5 acres.
- Retention of community accessible parking spaces for City residents using Pat Rodio Park.
- Setbacks along McLean Avenue and Cedar Avenue consistent with the existing setbacks provided by the residences.
- Removal or reduction of the floodplain along the western property line of the Property that will benefit the community further downstream.
- Provide an opportunity for the City to program the use of the original school building, and ultimately acquire ownership or control of the building if the City so desires.



SITE PLAN  
Paul VI Development | Fairfax, Virginia



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

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

**RECREATION AND OPEN SPACE:** ±30%

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

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

**TREE CANOPY:** ±10%

**BUILDING HEIGHT:** Up to 5 Stories

PARKING TABULATIONS:

Use	Units/SF	Required Rate	Modified Rate Per Requested Modifications	Proposed to be Provided
Townhomes	110	2 per unit = 220 spaces		220 garage spaces
Condominium	44 One Bedroom Units  176 Two Bedroom Units	1.5 per unit = 66 spaces  2 per unit = 352 spaces	1.6 per unit = 352 spaces	352 total garage spaces
Apartments	98 One Bedroom Units  102 Two Bedroom Units	1.5 per unit = 147 spaces  2 per unit = 204 spaces	1.6 per unit = 320 spaces	345 total garage spaces
Senior Affordable Apartments	25 units	2 per unit = 50 spaces	1 per unit = 25 spaces	(included in Apartments' 345 space garage noted above)
Retail	10,000 SF	1 per 200 SF = 50 spaces		50 surface spaces
Community	24,000 SF	1 per 300 SF = 80 spaces		80 surface spaces
Pat Rodio Park				50 surface parking spaces (9 of which are located off-site on City-owned property and are subject to Council approval)
Additional Surface Spaces				33 surface spaces
<b>Total Parking</b>		<b>1,169 required spaces</b>	<b>1,047 required spaces if modifications are approved (approx. 10.4% reduction)</b>	<b>1,130 provided parking spaces (includes the 9 off-site spaces) (approx. 3.3% reduction)</b>

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

## **SUPERIOR COMMUNITY BENEFITS TO THE CITY**

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

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

- Variety of housing types including predominantly owner occupied townhomes and condominiums, and market rate and affordable senior housing rental apartments.
- Condominium units will fill a significant demand from the move down senior market and first time home buyers that desire to remain in the City.
- Apartment units to meet the demand established by the City years ago for rental units in the corridor. Despite approval of other projects at two of the so-called Centers of the Boulevard, no such units have been delivered, or are even under construction.
- Affordable independent living dwelling units specifically designated for seniors. No other project in the City has offered this type of unit. In addition, both the condominium units and the townhomes will be attractive housing options for the City's seniors, including features marketed towards seniors that want to remain in the community such as an option for an elevator in the townhouses. Marketing data from IDI condominiums indicate that approximately 143 of the project's condominium units will be purchased by move down senior buyers.
- Overall, promotion of housing options that may not qualify as "ADU's," but which are still affordable to existing and future residents so that they may age in place in the City.
- Development of compatible townhomes on the periphery of the Property adjacent to existing single family housing in terms of size, height, and design.
- All of the project's new residents will patronize the City's existing and future restaurant and retail businesses, and make the Fairfax Boulevard more competitive with mixed-use projects outside of the City.

- The project will generate fewer AM commuter peak hour trips and fewer PM school peak hour trips than the existing high school use. There will be more PM commuter peak hour trips than currently generated by the school. Overall future traffic impact will not change the level of service at the key intersections abutting the Property.
- Implementation of numerous smart growth measures, as recommended and endorsed by the Fairfax City Citizens for Smarter Growth.
- Establishment of a multi-modal transportation system.
- Significant positive financial impact, as described in the Fiscal Impact Analysis submitted as part of this application.
- Master developer with over 40 years of experience and a first class reputation to oversee the development to ensure it is created as a unified, cohesive environment.
- Upgrade public infrastructure serving the Property in the form of a grid of streets, available public parking, floodplain improvements to manage the watershed both on-site and off-site, provision of public open space and bike lanes, or improved vehicular access and circulation patterns.
- Established of proffered development conditions to mitigate the impact of the development.

## **COMPREHENSIVE PLAN CONSISTENCY AND CONFORMANCE**

As proposed, the Applicant believes the project is in harmony with the guidance from the City’s Comprehensive Plan, including the Fairfax Boulevard Vision Summary. As noted in the First Principles of the Plan contained as Appendix D in the Comprehensive Plan, the vision and plan for Fairfax Boulevard “... needs to be a ‘living document’ that grows in response to changes in the City and region.” The relocation of the current school use out of the City is an event that requires such a change.

At the time the Fairfax Boulevard planning efforts were being performed in 2007, there was never any consideration that the Diocese might relocate Paul VI from its current campus. Therefore, although the Property was the largest single parcel of land along the Boulevard, the designation for Institutional use was not contemplated for change. In fact, nowhere in the City’s Comprehensive Plan is there reference to a possible change of the existing use. The change in circumstances resulting from the School’s decision in 2015 to relocate to a larger location outside of the City offers a unique opportunity.

The Property is approximately 18.5 acres, two-thirds of which is zoned CR Commercial (without proffers or other land restrictions). The site is fortunate in that it is very deep, flat and has existing access to several public roads. Therefore, the characteristics are much more similar to that of the so-called “Centers” in the Comprehensive Plan than that of the “Corridors”, and as such are more consistent with the features defining a “Unified Mixed Use Project” in the Plan. 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 2 and 5 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 pedestrian friendly travel options, including sidewalks and a trail that conforms to the City’s trails plan.
- A network of small parks and public spaces, whereas the Property is currently not open to the neighborhood or 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 presented should be considered a “Unified Mixed Use Project” which justifies the wide variety of proposed housing types. The Applicant’s plan conforms to or is in harmony with the Fairfax Boulevard Vision Summary’s goals and objectives of transforming the Boulevard into a multi-modal and safer place, encouraging new development that is appropriately sized and scaled containing a mixture of uses including community and green spaces, and having an urban street character. The Applicant’s proposal is best suited for a mixed use, place-oriented development - similar to projects in Reston Town Center, Pentagon Row and Clarendon – and not a typical suburban strip center.

Development of the Property as a “Corridor” 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, and isolation from the community. The end result under either scenario would not meet the Plan’s goals and objectives for a vibrant, walkable development that would revitalize the Boulevard.

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

## **COMPREHENSIVE PLAN MAP AMENDMENT**

In order to proceed with the proposed redevelopment, the Owner and the Applicant request the City Council and the Planning Commission to amend the Comprehensive Plan Land Use Map to change the designation of the Property from Institutional and Residential to Mixed Use. While the Comprehensive Plan's legal status is advisory only and serves merely as a guide in the zoning decision making process, an amendment to the map is appropriate in this instance because the Owner has no intention of retaining the Property for institutional uses. Paul VI High School's relocation out of the City constitutes a sufficient change in circumstances to justify the amendment.

## **REMOVAL OF HISTORIC OVERLAY DISTRICT DESIGNATION**

As part of this application, the Applicant respectfully requests that the City Council rezone 10606 Cedar Avenue to remove the historic district overlay designation from this parcel. This overlay district was established by the City Council in 2010 because the site is the former home the John C. Wood, the first Mayor of the City.

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

While there are no specific criteria or processes in the Zoning Ordinance for the removal of a historic district designation, the Applicant intends to investigate the condition of the structure and will provide a report at a later date describing whether there has been any change in condition of the structure since the district was established in 2010.

## **SPECIAL USE PERMIT**

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

obligations of this stormwater facility. Therefore, a Special Use Permit is required to modify and disturb the floodplain in order to fix and upgrade the existing piping.

## **MODIFICATIONS**

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

A. **Project Boundary Transitional Yards.** A modification is requested of the buffer transitional yard known as Transitional Yard 3 or “TY3”, as required by Section 3.8.4.C.2 of the Zoning Ordinance, along the western property line. The requirement for TY3 is a 15 foot wide buffer area, with a 6 foot tall fence and a variety of trees and shrubs. Because the Applicant is providing a 30 foot wide drainage easement and the existence of floodplain in this area, only a 6 foot wide landscape area remains, but this is sufficient for landscaping. The Applicant proposes to add more shrubs than the amount required to compensate for the few trees that could not be planted. The Applicant meets the requirement for a 6 foot tall fence. Additional landscaping will be provided over the drainage easement area, including shrubs of various heights.

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

C. **Parking Space Requirement.** A modification of the parking requirement for multifamily dwelling units. Pursuant to Section 4.2.3.E of the Zoning Ordinance, 1.5 spaces are required for studio and one bedroom units and 2 spaces are required for two bedroom or more units. The Applicant proposes to provide 1.6 parking spaces per dwelling unit. Based on the Applicant’s own historical marketing data gained from developing similar multifamily projects over the past 40 years, the proposed rate will be sufficient to meet resident demand. Further, the City Planning Staff and City Council have previously supported this rate for similar approved projects within the City, including the Applicant’s Enclave development.

## **FISCAL IMPACT**

The existing use of the Property as a private school does not generate any fiscal benefit to the City because no revenue is raised in the form of real estate taxes, personal property taxes, retail and restaurant sales taxes, and business, professional, and occupational license (BPOL) taxes. Based on the Applicant’s Fiscal Impact Analysis, the impact of the present condition is that it costs the City approximately \$282,000 to provide government services to the Property. Therefore, the existing situation is an annual drain on the City’s budget and economy.

Using the City’s own methodology of studying the fiscal impact of a project, the Applicant’s Fiscal Impact Analysis demonstrates that the proposed redevelopment reverses the situation and the project will generate an annual positive net benefit of between approximately \$904,000 and \$1,876,000 annually to the City. Please see the Applicant’s Fiscal Impact

Analysis, submitted as part of this application, for more information about the positive economic benefits of the redevelopment to the City.

## **PROFFERS**

The Applicant and Owner intend to voluntarily proffer reasonable conditions governing the use of the Property if the application is approved. The proffers will be in compliance with law, will relate to issues that arise as a result of the rezoning, and will mitigate in proportion to the impacts they seek to address. The Applicant intends to draft the proffers and submit them to the City for review after receiving the Planning Staff's initial comments to the plans and other development details.

## **PHASING SCHEDULE**

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

## **SUMMARY**

The Applicant has carefully planned the Property and the project to strengthen the Fairfax Boulevard corridor, while respecting the existing neighborhoods. The development plan calls for a vibrant, attractive mixed use active community with generally low/medium building heights tapering to adjacent residences. A range of new housing options will be offered that are affordable, and will serve all ages to meet the housing needs of families, students, and older adults who wish to stay in place in the City. The project will encourage and support historic preservation, and will support preservation of the original Fairfax High School building, while also offering opportunities for increasing public understanding and appreciation for the Property's architectural and cultural history. Improvements to the transportation system on site will open the Property to the public and enable safe access for all users, including pedestrians, bicyclists, transit riders, and motorists of all ages.