



City of Fairfax, Virginia  
City Council Work Session

Agenda Item # 2a

City Council Meeting 7/3/2018

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TO: Honorable Mayor and Members of City Council

FROM: Robert Sisson, City Manager *RS*

SUBJECT: Discussion of a request of Pulte Homes for a City Council work session to discuss the proposed redevelopment of the Breezeway Motel, Fairfax Gardens Apartments and several adjacent residential lots into a residential planned development.

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**ISSUE(S):** Informational Work Session of City Council to discuss a proposed residential planned development on the consolidated properties. Initial feedback is sought by City Council regarding the proposed redevelopment. The applicant has not submitted a formal land use application at this time.

**SUMMARY:** The applicant proposes to replace the existing hotel, 38 multifamily units and four single-family homes with 74 townhomes, including 8 live-work units, on the 4.63 acres of consolidated land. The application would require City Council approval of a rezoning and a Comprehensive Plan Amendment.

**FISCAL IMPACT:** A fiscal impact analysis has not been conducted at this time.

**RECOMMENDATION:** Discussion on proposed redevelopment.

**ALTERNATIVE COURSE OF ACTION:** City Council may choose not to conduct the discussion or defer discussion to a future date.

**RESPONSIBLE STAFF/POC:** Kelly O'Brien, Senior Planner  
Jason Sutphin, Community Development Division Chief  
Brooke Hardin, Director, Community Development & Planning

**COORDINATION:** Community Development & Planning      Public Works  
Parks and Recreation      Code Administration  
Historic Resources      Police  
Human Services      City Attorney

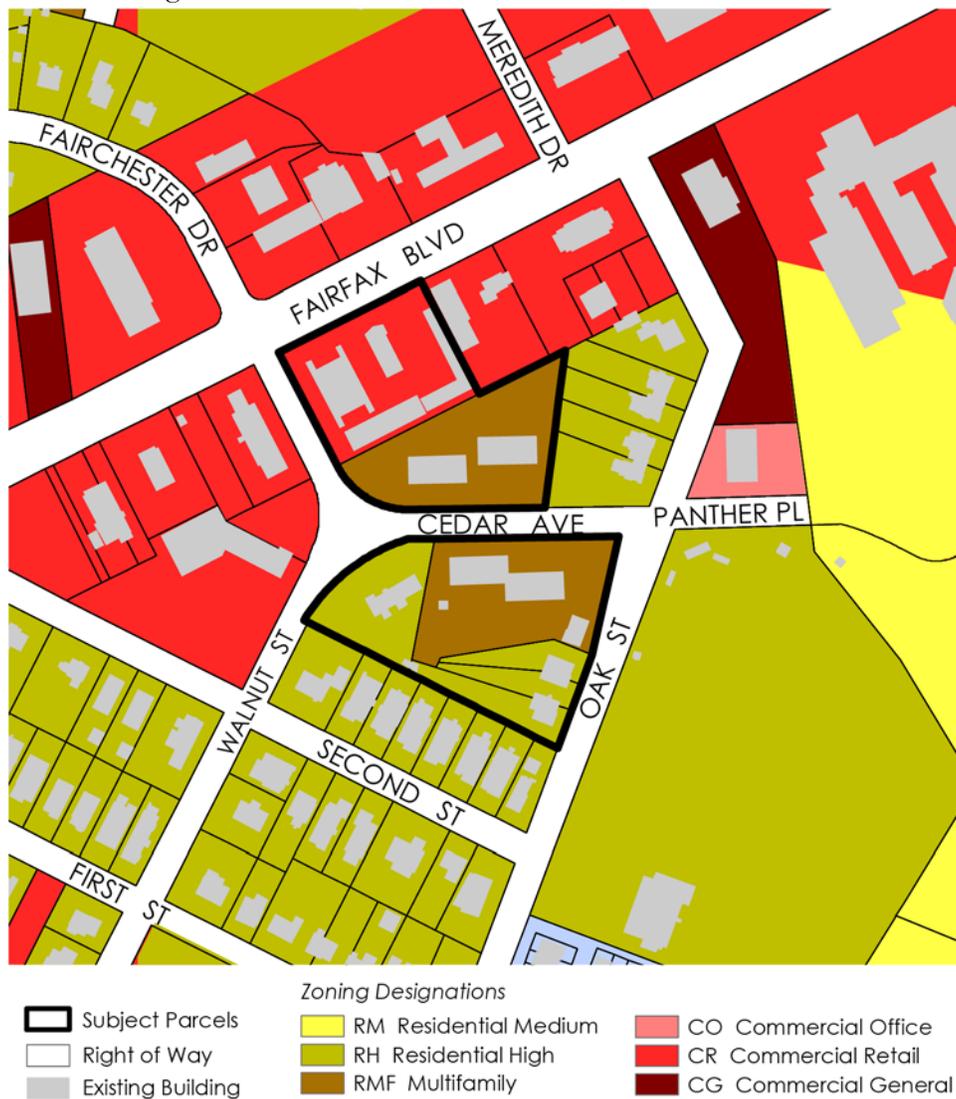
**ATTACHMENTS:** Staff Report  
Preliminary Plans  
Architectural Elevation presented at Planning Commission Work Session

**Background**

The subject site is located within the block bounded by Fairfax Boulevard, Oak Street, Second Street and Walnut Street. It consists of a consolidation of six parcels for a total of 4.63 acres as summarized in the table below:

Address	Description	Area	Current Zoning
10829 Fairfax Blvd.	Breezeway Motel	1.148 acres	CR Commercial Retail
10807-10818 Cedar Ave	Fairfax Gardens Apts	2.082 acres	RMF Multifamily
3930 Oak Street	Single Family	0.251 acres	RH Residential High
3932 Oak Street	Single Family	0.253 acres	RH Residential High
3934 Oak Street	Single Family	0.342 acres	RH Residential High
3937 Walnut Street	Single Family	0.557 acres	RH Residential High
<b>Total Area:</b>		<b>4.633 acres</b>	

The parcels that are included within the consolidation for this application, along with their current zoning designations, are shown in Figure 1:



**Figure 1: Existing Zoning**

The site is bordered by commercial properties to the west and north, duplexes, a day care center, and Chilcott Field (owned by The American Legion) to the east, and single family homes within Fairfax Heights to the south. The table below provides a summary of surrounding land uses. The commercial and multifamily properties are located in the city-wide Architectural Control Overlay District.

	<b>Existing Zoning</b>	<b>Existing Land Use</b>	<b>Existing Description</b>	<b>Future Land Use</b>
Site	CR Commercial Retail RMF Multifamily RH Residential High	Motel, Multifamily, Single Family Homes	Breezeway Motel, Fairfax Gardens Apts, Single Family Homes	Business Commercial, Residential High, Residential Low
North	CR Commercial Retail	Commercial/Retail	Various Commercial Establishments	Business - Commercial
South	RH Residential High	Residential – Single Detached	Fairfax Heights	Residential - Low
East	RH Residential High, CR Commercial Retail, CO Commercial Office	Residential, Day Care Center, Open Space	Residential Duplexes, Day Care Center, Chilcott Field	Residential – Low, Business – Commercial Transitional, Open Space - Recreation
West	CR Commercial Retail	Commercial/Office	Banks, Office Building	Business – Commercial, Transitional

**Existing Development**

The site is currently developed with the Breezeway Motel consisting of 50 rooms in three buildings constructed in 1951; Fairfax Garden Apartments consisting of 38 apartments in 4 buildings constructed in 1959; 3 single family homes on Oak Street built in 1957 and 1 single family home on Walnut St built in 1954. Cedar Avenue divides the apartment property. The site has access from Fairfax Boulevard, Walnut Street, Cedar Avenue and Oak Street.

**Proposal Summary**

This application includes incorporation of six parcels within the associated block, bifurcated by Cedar Avenue, with a total of 4.63 acres. The applicant, Pulte Homes, proposes to replace all of the existing uses with a community of 74 townhomes, 8 of which are identified as live-work units. The townhomes will include a mix of widths and heights ranging in widths of 20 feet, 22 feet and 24 feet and in height between three and four stories. The units marked in blue in “Illustrative Layout” included in the attached preliminary plans indicate the units that are proposed as three story to transition to the nearby single family homes and all other units are proposed as four story.

**Proposal History**

The Planning Commission held a work session to review the proposal on June 11, 2018. Some of the comments voiced by the commissioners included concerns about affordable housing, questions about providing a mixture of housing types instead of only townhouses and whether some could be converted to condominiums, reduction of units proposed to meet the open space requirements and concerns about how the City would be able to enforce the live-work units and what types of businesses would use those spaces.

**Proposal Review**

The purpose of the applicant’s request for this work session is to gain initial feedback from the City Council on the proposed development. Staff has conducted an initial review of the development proposal and consolidated comments. In addition to general feedback on the proposed development, staff seeks input from the City Council on the items related to the categories summarized below.

## Rezoning

The applicant is requesting to rezone the properties from CR Commercial Retail, RMF Multifamily and RH Residential High to PD-M Planned Development Mixed Use.

§3.2.3.A The PD-M, Planned Development Mixed Use District is intended to provide for coordinated mixed use developments which may include residential and nonresidential uses within a planned development with appropriate boundary transitional yards (§4.5.5) and recreation and open space (§3.8.7). The variety of land uses available in this district allows flexibility to respond to market demands and the needs of tenants, which provides for a variety of physically and functionally integrated land uses.

§3.8.2.B.2. Planned development district rezoning may be approved only when the applicant demonstrates to the satisfaction of the city council that a proposed planned development project would result in a greater benefit to the city than would development under general zoning district regulations.

The applicant states that the rezoning is appropriate for this transitional area between commercial and single family residential by replacing aging buildings with a “vibrant, high quality community.” The applicant further contends that the live-work units provide the commercial component called for along Fairfax Boulevard in the comprehensive plan. These units would be defined as upper-story mixed use in the Zoning Ordinance, which requires 75 percent of the ground floor area to be uses solely for non-residential uses. If individual owners are anticipated to have an option to use the ground floor for residential uses, a modification to the Zoning Ordinance would be required.

If the single family properties included in this proposal were rezoned to Residential Multifamily to match the Fairfax Gardens property there would be no open space requirement and the maximum density would be 20 units per acre which would result in 69 townhouse units by right on the 3.485 acres not including the Breezeway property. The current proposal is for 74 units on 4.63 acres including the live-work units, a proposed density of 16 units per acre. The live-work units proposed are defined as upper-story mixed use in the Zoning Ordinance and are permitted as a special use in the CR Commercial Retail district that the Breezeway property is currently zoned. The maximum height allowed in the CR district is 5 stories or 60 feet. The proposal shows 4 story units along Fairfax Boulevard.

## Land Use

The site is located within the “West Connector” (generally encompassing the area between Kamp Washington and Northfax) as identified in the Fairfax Boulevard Masterplan Vision and Summary appendix of the Comprehensive Plan. Although the Comprehensive Plan does not discuss a specific vision for the West Connector, the following language pertains to Connectors in general:

Connectors: Connectors should take the form of a linear, aesthetically enhanced boulevard. Most of these areas do not have the proper depth or potential for unified, coordinated development. Their focus would be on lower scale buildings (predominantly 1 to 3 stories) with emphasis on accessibility, improvements in architectural and site design, and appropriate “interface” between the commercial boulevard and existing neighborhoods, such as appropriate land use transitions and green space buffers. [Comprehensive Plan page 169]

The applicant is seeking to build a residential development that abuts Fairfax Boulevard with part of the first floor commercial. The consolidated properties are overlaid on the Future Land Use Map from the Comprehensive Plan in Figure 2. This application would require an amendment to the Future Land Use Map

to designate the single family home on Walnut Street as “Residential High” and the Breezeway Motel property as “Transitional”. The Comprehensive Plan specifically addresses this scenario as follows:

*Residential – High*

Generally supporting a residential density greater than 12 units per acre, this category is typically applied to apartment or condominium developments. Providence Park apartments, located between Chain Bridge Road and Providence Park, is an example of high density development. [Comprehensive Plan, Page 161]

*Transitional*

This category is established to recognize specific areas, generally along arterial corridors, that provide a transition between office and commercial uses and less densely developed residential areas. These parcels may be suited to either commercial or residential development depending on the site-specific development potential and impacts on surrounding land uses. Where commercial use is chosen, the plan calls for low profile, small-scale office development with a floor area ratio (FAR) of up to 0.35. The small office buildings and generous landscaping and screening that are characteristic of this category are intended to result in suitable transitions between existing residential uses and more intensive uses or arterial streets. Where residential use is chosen, the plan calls for small infill single-family residential developments at densities approaching the midpoint of the medium density residential category. [Comprehensive Plan, Page 164]

Generally, stand-alone residential uses along the [Fairfax Boulevard] corridor are not recommended, and exclusively residential uses do not appear on the Future Land Use map anywhere along the corridor. However, there are certain cases in which residential uses may be appropriate within the overall framework of the business boulevard. Such instances include:

Replacement of an undesirable use: Certain current land uses within the City are considered undesirable due to an unattractive appearance or other negative externalities. In cases where the elimination of an undesirable use can be considered of primary importance, consideration should be given to supporting residential as the primary land use. However, extreme care must be taken to ensure that residential uses complement the general commercial nature of the Fairfax Boulevard corridor. [Comprehensive Plan page 169-170]

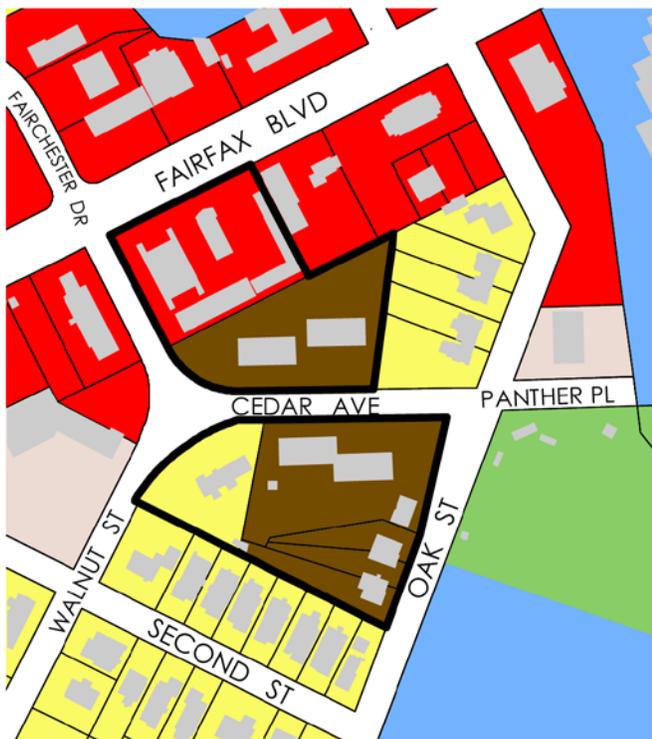
Guidance for consideration of amendments to the Comprehensive Plan Future Land Use Map is provided by the Land Use Strategy below:

**LU2.1 Require an applicant to submit a formal request for a Plan amendment concurrent with a requested rezoning when the rezoning would be inconsistent with the Future Land Use Map.**

The future land use designations contained in this Plan are based on the City’s best assessment of current and projected conditions. However, unforeseen situations may develop that make amendment of the Plan necessary to ensure its integrity. Consideration of an interim Plan amendment will entail a review of criteria articulated in the City Code, including consistency with the goals and objectives established in the Comprehensive Plan. However, it is important to recognize that strict, literal adherence to each provision in the Plan is not required in development proposals, because different sections of the Plan, as applied, may compete with, rather than complement, one another. Rather, development should be evaluated based on its consistency with the guidance provided in the Plan as a whole. [Comprehensive Plan, page 155]

Within the area of the site proposed to be designated as Transitional, the applicant proposes residential live-work type townhouse units with commercial space on the ground floor of each unit. Commercial and residential uses are both considered appropriate uses under this land use category. These units would be defined as upper-story mixed use in the Zoning Ordinance, which requires 75 percent of the ground floor area to be used solely for non-residential uses. The proposed commercial uses are anticipated to be small in scale as described in the above language, though the specific commercial uses that would be permitted in the units has not been clarified. The live-work townhouse units would provide limited commercial presence along Fairfax Boulevard and the Comprehensive Plan envisions the connectors as predominantly commercial uses. While the existing buildings on the site may be aging, the commercial frontage would be diminished with this proposal, replacing 19,866 square feet of hotel commercial use with 5,712 square feet of unknown commercial uses.

Residential uses in the Transitional land use category are described as “small infill single-family residential developments at densities approaching the midpoint of the medium density residential category.” This suggests a density of around 10 dwelling units per acre where an overall estimated 16 units per acre are proposed.



**LU-1.1 Encourage the establishment of appropriate transitions between commercial uses and residential uses.**

Certain land uses, such as apartments, townhouses, single-family detached homes on small lots and limited office uses, have attributes of both more intensive and less intensive uses. The City should encourage the location of such uses between commercial uses and low density residential uses, where appropriate, to establish logical transitions which minimize land use incompatibilities. Alternatively, substantial buffering may be designed to provide an effective transition between uses of different intensity without intermediate land uses. Efficient, safe and convenient pedestrian and vehicular access to commercial uses from adjacent residential areas should be encouraged. [Comprehensive Plan, page 155]

**Figure 2: Comprehensive Plan Future Land Use Map**

Open Space

The Planned Development Mixed Use District requires at least 20 percent of the site designated as recreation and open space “for use and enjoyment of the residents and occupants of the Planned development.” The development currently proposes three areas of open space for a total of 0.73 acres or 15.7% of the property.

Two of the open space areas are large areas, 0.27 acres and 0.35 acres, located immediately north and south of Cedar Avenue, accessible to both the proposed development as well as the surrounding neighborhood. The third area of 0.11 acres is located in the northeastern corner behind adjacent commercial properties. This area does not meet the zoning requirement that open spaces be a minimum of 50 feet wide. The Zoning Ordinance requires at least 60% of the required open space be contiguous, however it may be bisected by a residential street which it is in this proposal. A transitional yard buffer of 15 feet is required along all site area boundaries, which it appears this proposal is providing. Also a 10 foot landscape strip is shown along all public rights of way.

Scale

Although the Comprehensive Plan does not specifically recommend densities for the various types of potential uses along the Fairfax Boulevard Corridor, it is generally anticipated that the highest intensity uses would occur within the three “Centers” and more moderate intensities would occur within the “Connectors”. The overall residential densities for other approved townhouse applications as compared to the subject application are provided below:

Project	Site Area	Number of Units	Residential Density/Acre
Pulte/Breezeway	4.63 acres	74	16.0
Mount Vineyard	6.10 acres	132 (38 TH + 94 MF)	21.6
Main Street Residences	4.32 acres	40	9.3
Madison Mews	1.76 acres	26	14.8

The townhouse unit dimensions proposed are generally similar to those in other townhouse projects in the City as shown below:

Project (year built)	Total # of TH units	Townhouse Unit Width					
		16'	17'	20'	22'	24'	30'+
Pulte/Breezeway	74			®	®	®	
Mount Vineyard (2018)	59	®			®		
Mayfair (2018)	25		®	®			
Canfield Village (2015)	14					®	
Cameron Glenn (2013)	48					®	
Main Street Residences (2009-2017)	40				®	®	®
Madison Mews (2012)	26					®	
Royal Legacy (2014)	26					®	®

Circulation

The applicant proposes three entrance/exit access points into the northern section of the site from Fairfax Boulevard, Walnut Street and Cedar Avenue and only one entrance/exit for the southern section onto Cedar Avenue. Staff questions the need for three access points for the northern section.

Inter-parcel connection: The Comprehensive Plan supports establishment of a connected street network and inter-parcel connectivity with new development. The Fairfax Boulevard Masterplan envisions potential “slow lanes” along undefined portions of Fairfax Boulevard to provide a more pedestrian scale frontage and to support this connectivity. In the absence of “slow lanes”, the applicant is proposing a reservation for potential inter-parcel connection with adjacent commercial properties to the east.

Parking: The applicant’s parking tabulations give the impression of an overabundance of parking compared to what is required; however, on street parking on a City road may not be included in parking calculations for the development.

“4.2.4 Location of parking

Except as specified herein, required parking spaces must be located off-street, on the same lot as the building or use they are required to serve”

The applicant’s parking tabulations use 1 space per 300 square feet for the commercial uses. Without knowing what uses are proposed in the live-work units at this time, the best course of action would be to use the 1 space per 200 square feet requirement which includes uses such as medical offices, general retail, general and personal services which are possible tenants of those spaces. Using the 1/200 calculation, the required parking for the commercial component is 29 spaces. The applicant’s parking table refers to the garage and driveway spaces for those units as the designated parking for the commercial uses. It is far more likely that the garage spaces would be utilized for the upper living quarters and the nearby surface parking be used by customers for the businesses.

There are 16 spaces in the driveways for the live-work units and 16 surface spaces immediately adjacent to those units for a total of 32 spaces which exceeds the 1/200 requirement of 29 spaces.

Use	Units Or sf	Requirement Calculation	Parking Spaces Required	Parking Spaces Provided
Residential	74 units	2 spaces/unit	148	148 garage 16 driveway 31 surface
Commercial	5,712 sf	1 space/200 sf	29	
<b>TOTAL</b>			<b>177 required</b>	<b>195 provided</b>

The residential units require 2 spaces per unit which is being met by the two garage spaces in each unit. Only the live-work units provide driveways with enough room for parking but that is dedicated to the commercial uses in the above scenario. The applicant is meeting the parking requirements for residential and commercial with an overflow of 18 spaces on site for visitors, not including on-street parking.

Bicycle Parking

Bicycle parking and storage facilities are required for all non-residential uses. This proposal would require 2 bicycle parking spaces. The plan does not show any proposed bicycle parking for the commercial uses at this time although there appears to be adequate space on site to incorporate it.

Pedestrian circulation:

The applicant is proposing a sidewalk network throughout the site that connects the surface parking to the units and existing sidewalks along the adjacent roadways. However, staff is concerned about the pedestrian circulation for the customers for the live-work units. There is no sidewalk along the access road from Fairfax Boulevard. With no break between the 8 units, it is unlikely that a visitor to the end units close to the access drive will choose the only safe option provided to walk to Walnut Street and around the corner to the fronts of those units on Fairfax Boulevard. A break between units 4 and 5 with a pedestrian walkway leading from Fairfax Boulevard to the rear parking or a walkway along the access drive would provide a safer and more convenient alternative than walking in the access drive.

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**WALSH COLUCCI  
 LUBELEY & WALSH PC**

May 16, 2018

**Via E-Mail and U.S. Mail**

Brooke Hardin, Director  
 Department of Community Development & Planning  
 City Hall Annex Room 207  
 10455 Armstrong Street  
 Fairfax, Virginia 22030

Re: Request for Work Sessions  
 Proposed Redevelopment of the Breezeway Motel Assemblage

Dear Mr. Hardin:

As you are aware, I represent Pulte Homes (“the Applicant”), the contract purchaser of an assemblage of property that includes the Breezeway Motel, the Fairfax Gardens apartments, and four single family homes on Oak Street and Walnut Street in the City of Fairfax (the “Subject Property”). Pursuant to our recent discussions, please accept this letter and the enclosed materials as a request for a work session with the City of Fairfax Planning Commission on Monday, June 11, 2018, and City Council on Tuesday, July 10, 2018, to discuss the Applicant’s proposed redevelopment of the Subject Property with a seventy four (74) townhouses.

The Subject Property consists of six (6) parcels and 4.73 acres of land that is split-zoned CR (Commercial Retail), RMF (Multifamily) and RH (Residential High). The CR zoned portion of the Subject Property is developed with the Breezeway Motel, constructed in the early 1950’s, which is located in the southeast quadrant of the intersection of Fairfax Boulevard and Walnut Street. The RMF portion is developed with the Fairfax Gardens apartments which are located on the north and south side of Cedar Avenue, a public street that traverses the Subject Property from east to west. The RH portion is developed with four single family homes on Oak Street and Walnut Street. The Subject Property is bordered by commercial uses to the west and north, single family homes, a day care center, and Chilcott Field to the east, and single family homes to the south.

The Applicant proposes to redevelop the Subject Property with a community consisting of 74 townhouses. The townhouses will include a mix of twenty four (24), twenty two (22) and twenty (20) foot wide homes that range in height between three and four stories. The twenty two (22) foot wide townhomes indicated in blue on the submitted illustrative layout will be three stories in height, in order to provide an appropriate transition between the proposed development and nearby single family homes. Eight of the proposed townhomes located along Fairfax Boulevard will include a ground floor commercial component. As shown on the submitted

ATTORNEYS AT LAW

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conceptual elevations, the northern façades of these “Live/Work” townhomes will be enhanced through the provision of awnings and large windows facing into the commercial space, giving the ground floor of these townhomes a storefront style appearance and contributing to the activation of the Fairfax Boulevard streetscape. Based on the Applicant’s experience developing similar Live/Work style townhomes, it is anticipated that the ground floor commercial space will be occupied by commercial uses such as small businesses and professional offices. The upper stories of these townhomes will be residential.

The proposed development is characterized by high quality site design that includes a significant amount of open space, provides pedestrian connectivity throughout the proposed community and creates appropriate transitions to existing uses in the surrounding area. The centralized open space area proposed on either side of Cedar Avenue, will provide future residents of homes throughout the community with convenient access to open space. The proposed townhouses will establish an aesthetically pleasing streetscape along Walnut Street, Cedar Avenue and Oak Street through the provision of high quality architecture and landscaping along these frontages. Appropriate transitions to the adjacent single family homes are maintained through the provision of a twenty five (25) foot setback that includes a fifteen (15) transitional yard, and by limiting the height of the townhouses adjacent to the abutting single family lots to three stories.

Ample parking is provided is provided throughout the community in the form of garage, surface and on-street parking spaces on Cedar Avenue, which will remain a public street in its current configuration. Each residential townhouse will include two (2) garage parking spaces, while the Live/Work townhouses will include two (2) garage and two (2) driveway parking spaces. Surface parking spaces for visitors are dispersed throughout the community.

Access to the proposed townhouses is provided via four access points on Fairfax Boulevard, Walnut Street and Cedar Avenue. The access on Fairfax Boulevard is intended to serve as the primary access to the proposed commercial space, thereby mitigating transportation impacts on Walnut Street and Oak Street. From a trip generation standpoint, based on the preliminary analysis conducted by the Applicant’s transportation consultant, the proposed redevelopment will not have a negative impact on traffic conditions in the area. Applying the Institute of Transportation Engineers’ (ITE) trip generation rates, the 74 proposed townhouses will generate fewer trips during the morning peak hour than the existing hotel, multifamily and single family development on the Subject Property. During the evening peak hour, the proposed development will generate the same number of trips. Accordingly, the proposed development will have minimal, if any, transportation impacts on the surrounding road network as compared to the existing uses.

As discussed above, the Subject Property is currently split-zoned to the CR, RMF and RH Districts. In conjunction with this proposal, the Applicant proposes to rezone the Subject Property to the PD-M (Planned Development Mixed Use) District, which is intended to provide for coordinated mixed use development which may include general residential and nonresidential uses within a planned development. The PD-M District is appropriate for the Subject Property, given its unique location in a transitional area between the commercial corridor along Fairfax Boulevard and the established single family homes to the south. The PD-M classification will

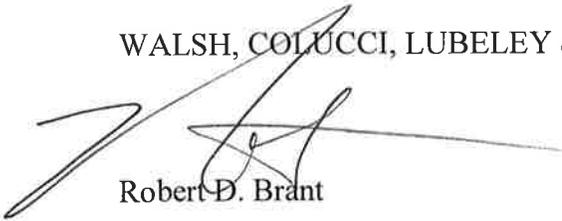
allow the Applicant to include the commercial space in the proposed Live/Work townhouses along Fairfax Boulevard in furtherance of the Comprehensive Plan's recommendations, while developing the remainder of the Subject Property with a residential community that is compatible with the character of the surrounding neighborhood.

The Applicant's proposal will transform the Subject Property, currently developed with a number of aging buildings and uses including the Breezeway Motel, into a vibrant, high quality community. The proposed Live/Work units along Fairfax Boulevard will incorporate a commercial component as recommended by the Comprehensive Plan, and the proposed townhomes will provide a transition from the commercial corridor to the adjacent residential neighborhoods. The high quality architecture, open space and streetscape will enhance the character of the community and the surrounding area.

I would appreciate the scheduling of a work session with the Planning Commission on June 11, 2018 and City Council on July 10, 2018. Should you have any questions regarding the submitted materials or should you require any additional information, please do not hesitate to contact me. As always, I appreciate your assistance.

Very truly yours,

WALSH, COLUCCI, LUBELEY & WALSH, P.C.

A handwritten signature in black ink, appearing to read 'Robert D. Brant', with a long horizontal flourish extending to the right.

Robert D. Brant

cc: Stephen Collins  
Rose Sumrall

# Proposed Redevelopment of Breezeway Motel

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City of Fairfax, VA Route 50





Aerial Exhibit

DEVELOPMENT MAP  
**RT. 50 FAIRFAX CITY**

LOCATED IN  
 FAIRFAX CITY, VIRGINIA

**ATCS, P.L.C.**

ENGINEERING • PLANNING • SURVEYING  
 2553 DULLES VIEW DR. Suite 300  
 HERNDON, VA 20171  
 (703) 430-7500 • Fax (703) 430-0889  
 Culpeper, Va. • Waldorf, Md. • Annapolis, Md.

CLIENT

L.D. CARUTHERS

GAB	GAB
GAB	L.D.C.
N/A	10/30/13
N/A	N/A



NO.	DATE	REVISION



View from Oak Street towards Panther Place



View from Walnut Street to Fairfax Boulevard



View turning onto Walnut Street



Breezeway Motel



View along Cedar Avenue



View turning onto Walnut Street



View from Panther Place of Cedar Avenue



View along Cedar Avenue



**Existing Site Photos**  
Redevelopment of Breezeway  
City of Fairfax, VA Route 50





**VEGETATION LEGEND:**

-  APPROXIMATE LOCATION OF EXISTING TREE
-  APPROXIMATE LOCATION OF PROPOSED TREE

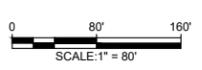
**SITE TABULATION:**

-  22 X 40 FT  
FRONT LOAD TOWNHOME - 20 UNITS
-  22 X 40 FT  
REAR LOAD TOWNHOME - 21 UNITS
-  20 X 40 FT  
REAR LOAD TOWNHOME - 25 UNITS
-  24 X 50 FT  
REAR LOAD TOWNHOME - 8 UNITS  
(GROUND FLOOR COMMERCIAL)

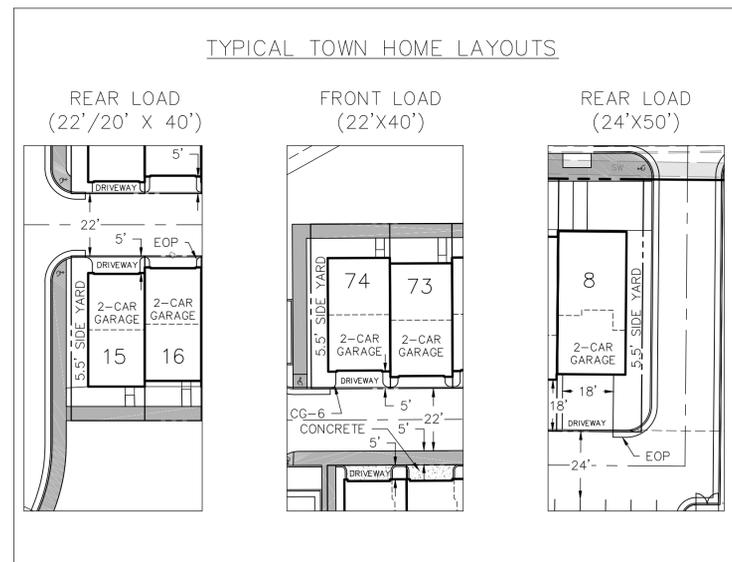


ROUTE 50 FAIRFAX CITY BY PULTE GROUP - ILLUSTRATIVE LAYOUT  
FAIRFAX CITY, VIRGINIA

ATCS®  
Note: For illustrative purposes only.



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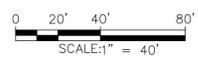


**ZONING TABULATIONS**  
(PER FAIRFAX CITY ZONING ORDINANCE 7/12/16)

SITE AREA:		4.73 ACRES			
ZONE:		PD-M			
PARKING:	PARKING TYPE	UNIT/SF	REQUIREMENT	REQUIRED	PROVIDED
	RESIDENTIAL	74 UNITS	2 SPACE/UNIT	148	TOTAL 177 31 SURFACE, 14 CEDAR, 132 GARAGE
	COMMERCIAL	5,712 SF (8 UNITS x 714 SF)	1 SPACE/300 SF	20	TOTAL 32 16 GARAGE 16 DRIVEWAY
				TOTAL	168
				REQUIRED	PROVIDED
TOTAL OPEN SPACE				-	38%
OPEN SPACE >50 FEET				20%	15%
CONTIGUOUS OPEN SPACE				60%	85% (OF THE 15%)

**LOT TABULATION**

LOT TYPE	QUANTITY
TOWN HOME - GROUND FLR. COMMERCIAL (24')	8
TOWN HOME - REAR LOAD (20')	25
TOWN HOME - REAR LOAD (22')	21
TOWN HOME - FRONT LOAD (22')	20
TOTAL	74



SUBMISSION NO.		DATE		REVISION DESCRIPTION	
CLIENT					
PULTE GROUP, INC. 1000 9300 WOODBURN ROAD FAIRFAX, VA 22031					
2553 DULLES VIEW DRIVE, SUITE 300 HERNDON, VIRGINIA 20171 (703) 430-7800 FAX: (703) 430-8889 14500 WOODBRIDGE BLVD CULPEPER - NEWPORT NEWS - RALEIGH WALDORF - RICHMOND - WASHINGTON, DC WWW.ATCSPLC.COM					
SITE LAYOUT <b>RT. 50 BREEZEWAY PROPERTY</b> LOCATION: FAIRFAX CITY, VIRGINIA					
AUTHOR: A.A.H. CHECK: G.A.B. PROJ#: 001271 DATE: 02/27/2018 SCALE: 1" = 40'					
SHEET <b>CS-101</b> SHEET: 1 OF 1					



SIDE ELEVATION



FRONT ELEVATIONS

FAIRFAX BOULEVARD  
CONCEPTUAL STREETSCAPE

BREEZEWAY LIVE/WORK UNITS

FAIRFAX COUNTY, VA

PULTE Homes

11/28/17

SCALE: 1/8" = 1'

### Conceptual Elevations – Walnut Street



Exterior Elevation - Units 9-14  
PULTE - BREEZWAY (22' - TYPE A)  
18.020

1/16"=1'-0"

RUST | ORLING  
ARCHITECTURE



Exterior Elevation - Units 33-37  
PULTE - BREEZWAY (22' - TYPE C)  
18.020

1/16"=1'-0"

RUST | ORLING  
ARCHITECTURE

# Conceptual Elevations – Cedar Avenue



Exterior Elevation - Units 66-74  
PULTE - BREEZWAY (22' - TYPE A)  
18.020

1/16"=1'-0"



Exterior Elevation - Units 15-19  
PULTE - BREEZWAY (20' - TYPE B)  
18.020

1/16"=1'-0"

# Conceptual Elevations – Oak Street

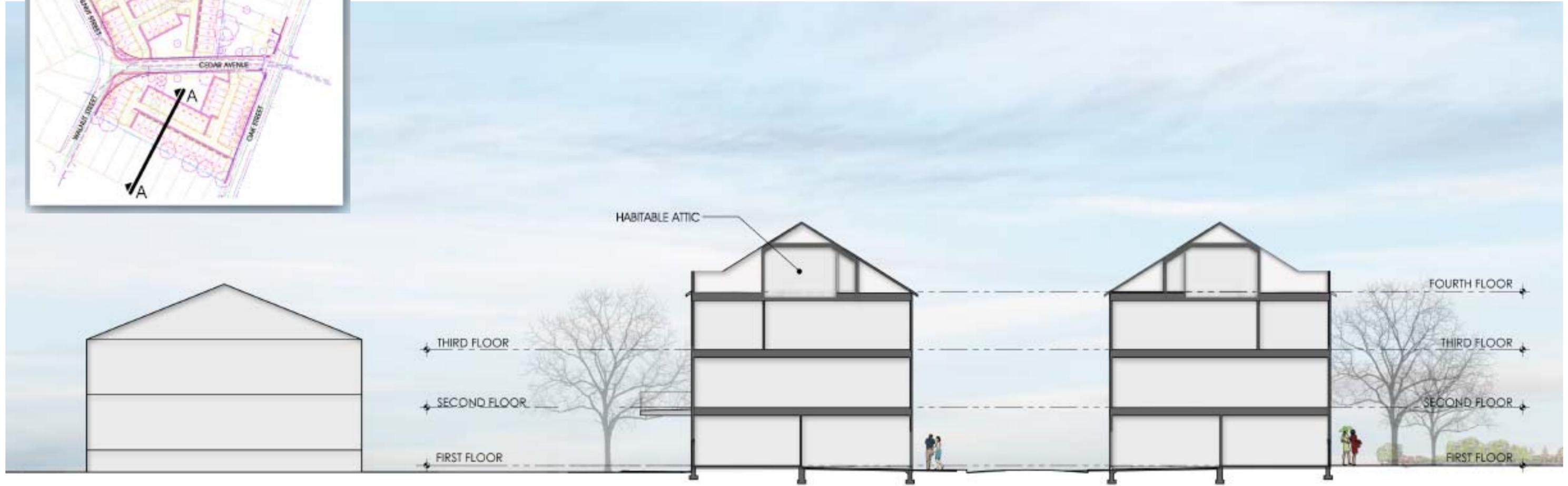


Exterior Elevation - Units 51-60  
PULTE - BREEZWAY (20', 22' - TYPE B)  
18.020

1/16"=1'-0"

RUST | ORLING  
ARCHITECTURE

# Height Comparison to Adjacent Homes



SECTION A - A

PULTE - BREEZEWAY  
18.020