



# City of Fairfax, Virginia

## City Council Regular Meeting

Agenda Item # 8a

City Council Meeting 12/11/2018

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TO: Honorable Mayor and Members of City Council

FROM: David Hodgkins, Acting City Manager

SUBJECT: Public hearing and Council action on a request from Capstone Collegiate Communities, LLC., applicant, by Robert D. Brant, Attorney-in-fact, for consideration of a Zoning Map Amendment (Rezoning) from CR – Commercial Retail and Architectural Control Overlay District to PD-R – Planned Development Residential and Old Town Fairfax Transitional Overlay District, pursuant to City Code Section 110-6.4, and City Code Section 110-6.6 to allow development of multi-family housing, a Comprehensive Plan Amendment from Business-Commercial to Residential-High, a Certificate of Appropriateness for architecture and landscaping pursuant to City Code Section 110-6.5 and a Special Exception to allow a modification of the forty eight (48) foot maximum building height within the Old Town Fairfax Transitional Overlay District pursuant to City Code Section 110-6.17 on the premises known as 3807 University Drive, 10366, 10368, 10370, 10372, 10374, 10378, 10380, 10382, 10386, 10388, 10390, 10392, 10394, 10396, 10398 Democracy Lane and more particularly described as Tax Map Parcel 57-2-20-006A.

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ISSUE(S): City Council public hearing regarding the requested Comprehensive Plan Amendment from Business-Commercial to Residential-High, a Zoning Map Amendment (Rezoning) from CR – Commercial Retail and Architectural Control Overlay District to PD-R – Planned Development Residential and Old Town Fairfax Transition Overlay District, a Special Exception to allow a modification of the forty eight (48) foot maximum building height within the Old Town Fairfax Transitional Overlay District, and a Certificate of Appropriateness for architecture and landscaping.

SUMMARY: The applicant proposes to replace the existing 82,818 sf of low-rise office buildings and all associated structures currently located on the site with four and five-story multifamily buildings with 275 units.

FISCAL IMPACT: Staff anticipates an annual net positive fiscal impact of \$387,000 to \$655,000 as a result of the proposed redevelopment.

RECOMMENDATION: Staff recommends approval of the Comprehensive Plan Amendment and Zoning Map Amendment. Staff recommends approval of the Special Exception and Certificate of Appropriateness.

### ALTERNATIVE

COURSE OF ACTION: City Council may approve or deny all of the subject applications, or defer the decision on all of the subject applications to a later date.

### RESPONSIBLE STAFF/

POC:

Supriya Chewle, Planner II  
Jason Sutphin, Community Development Division Chief  
Brooke Hardin, Director, Community Development & Planning

**COORDINATION:**

Community Development and Planning	Building and Fire Code	Human Services
Public Works	Fairfax Water	Police
City Attorney	Historic Resources	Real Estate
Commissioner of Revenue	Treasurer	

**ATTACHMENTS:**

Staff Report



# CITY OF FAIRFAX

## Department of Community Development & Planning

Comprehensive Plan Amendment, Zoning Map Amendment (Z-18-00114),  
Special Exception (SE-18-00115), Certificate of Appropriateness (BAR-18-00746)

### PUBLIC HEARING DATE

December 11, 2018

### APPLICANT/ OWNER

Capstone Collegiate Communities, LLC

### AGENT

Robert D. Brant  
Attorney/Agent

### PARCEL DATA

#### Tax Map ID

◇ 57-2-20-006A

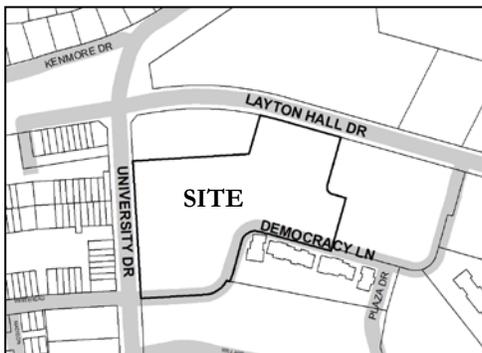
#### Street Address

◇ 3807 University Drive,  
10366, 10368, 10370, 10372, 10374, 10378,  
10380, 10382, 10386, 10388, 10390, 10392,  
10394, 10396, 10398 Democracy Lane

#### Zoning District

- ◇ CR – Commercial Retail,
- ◇ Architectural Control Overlay District

#### Location Map



### APPLICATION SUMMARY

The applicant requests the following land use actions:

1. A Comprehensive Plan Amendment to modify the future land use map designation from Business-Commercial to Residential-High;
2. Rezoning of the subject site from CR – Commercial Retail and Architectural Control Overlay District to PD-R – Planned Development Residential and Old Town Fairfax Transition Overlay District, to allow development of multi-family housing on 6.15 acres;
3. Special Exception to allow a modification of the forty eight (48) foot maximum building height within the Old Town Fairfax Transition Overlay District;
4. Support for Modifications to the Zoning Ordinance as listed in the Master Development Plan; and
5. Certificate of Appropriateness for architecture and landscaping.

### STAFF RECOMMENDATION

Staff recommends the City Council approve the requests for a Comprehensive Plan Amendment from Business-Commercial to Residential-High, a Zoning Map Amendment (Rezoning) from CR – Commercial Retail and Architectural Control Overlay District to PD-R – Planned Development Residential and Old Town Fairfax Transition Overlay District, and a Special Exception to allow a modification of the forty eight (48) foot maximum building height within the Old Town Fairfax Transition Overlay District. Staff also recommends the City Council approve a Certificate of Appropriateness for architecture and landscaping with the conditions listed on page 8 of this report.

**BACKGROUND INFORMATION**

The subject property is 6.15 acres located within the block bounded by University Drive, Layton Hall Drive, and Democracy Lane. The existing uses on the site include low-rise, one- and two- story office buildings and surface parking. There are two standalone buildings, and three sticks of office condominiums designed in a residential townhouse style. The surrounding uses include a medical office building to the north and Layton Hall garden apartments across Layton Hall Drive, additional townhouse-style office condominiums and Courthouse Plaza Shopping Center to the south, office uses and surface parking along Democracy Lane to the east, and the Olde Fairfax Mews townhouses to the west across University Drive. Table 1 provides a summary of adjacent uses.

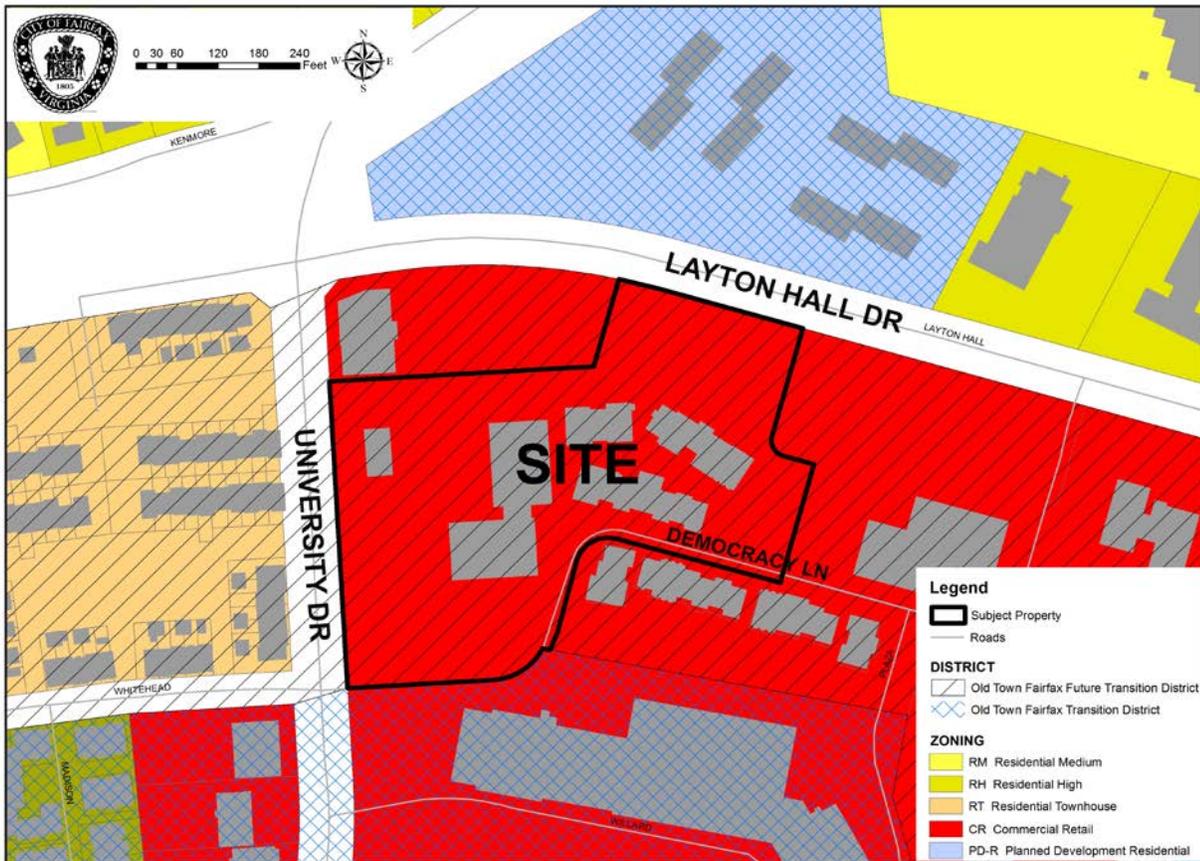


Figure 1: Existing Zoning

	Existing Zoning	Existing Land Use	Future Land Use
Site	CR Commercial Retail	Commercial - Office	Business – Commercial
North	CR Commercial Retail, PDR-Residential, TOD	Commercial – Office, Residential – High	Business – Commercial, Residential – High
South	CR Commercial Retail, TOD	Commercial - Retail	Business – Commercial
East	CR Commercial Retail	Commercial - Office	Business – Commercial
West	RT Residential Townhouse	Residential - Single Attached	Residential – Medium

Table 1: Adjacent Property Descriptions

The applicant, Capstone Collegiate Communities, L.L.C. proposes to replace the existing low-rise office buildings and all associated structures currently located on the site with four and five-story multifamily buildings. The applicant proposes to market the dwelling units to college students for off-campus housing, and the site would remain privately owned and managed. This use would be defined as residential multifamily, and it is staff's understanding that the Fair Housing Act would prohibit the applicant from accepting only students as renters, thus this would be a market rental complex. The Narrative and Summary of Commitments has details regarding individual lease agreements, length of lease agreements and rent installments. In accordance with Zoning Ordinance requirements, no more than four (4) unrelated individuals will be permitted to occupy a single unit.

**Land Use**

The subject property is designated as Business Commercial on the Comprehensive Plan Future Land Use Map as indicated in Figure 2.

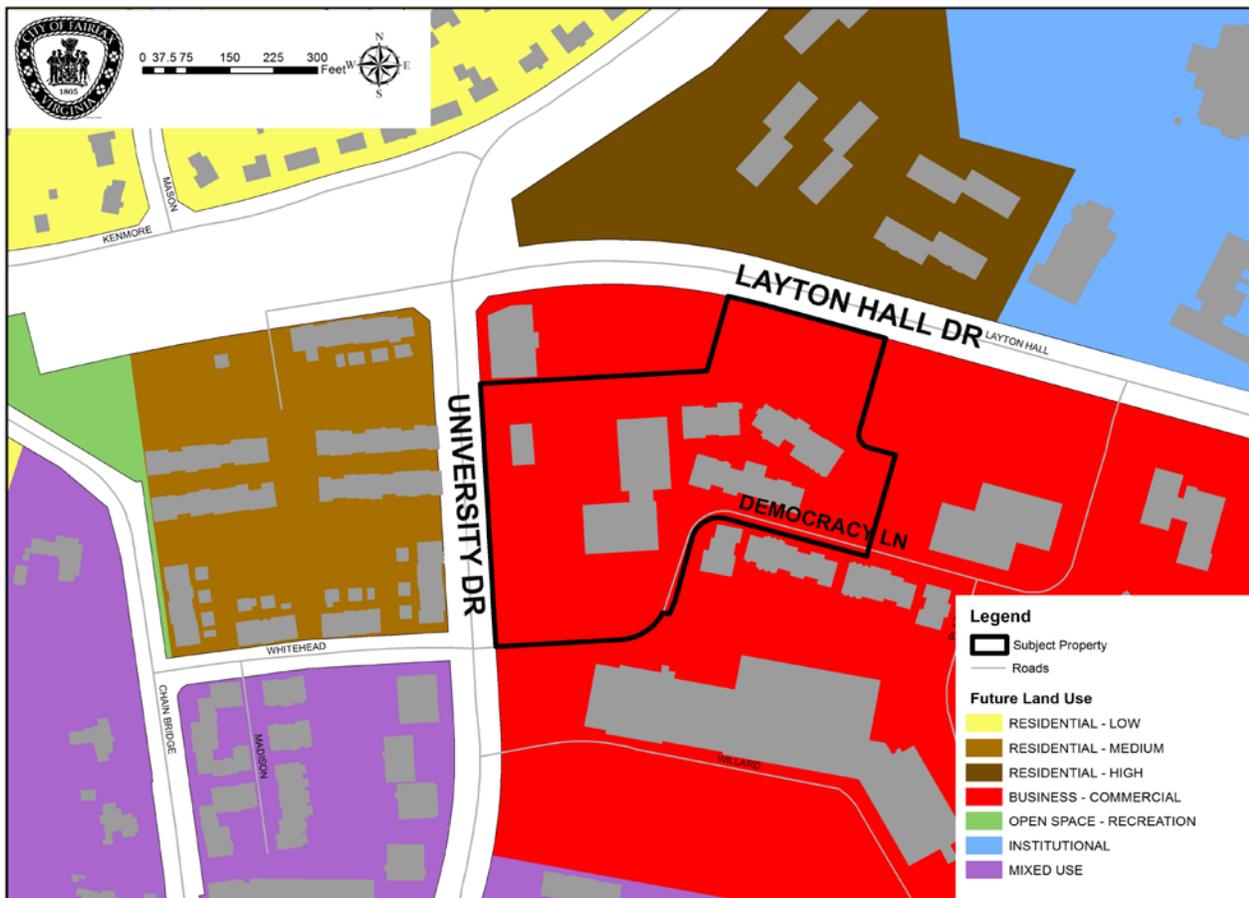


Figure 2: Future Land Use

The applicant is also requesting an amendment to the Comprehensive Plan Future Land Use Map from the existing Business-Commercial designation, which does not support housing, to Residential – High, which accommodates more than 12 dwelling units per acre. The applicant is proposing a density of approximately 45 dwelling units per acre.

The applicant is requesting a rezoning from the underlying zoning of CR Commercial Retail to PD-R Planned Development Residential. The Comprehensive Plan also envisions that the Old Town Fairfax

Transition Overlay District would be extended to Layton Hall Drive, which is an area that includes this site. The applicant proposes to also extend the Old Town Fairfax Transition Overlay District to this site through a rezoning action.

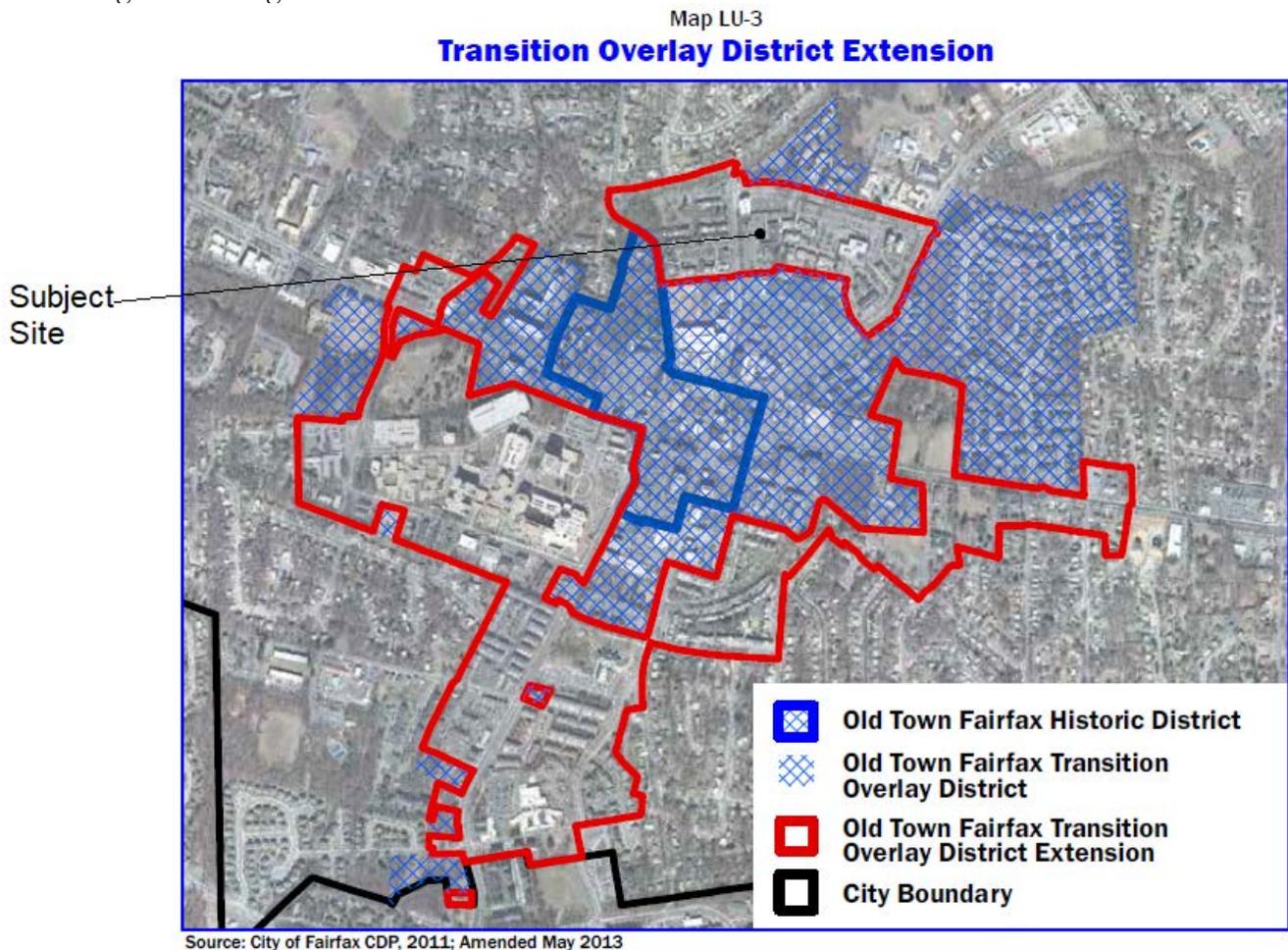


Figure 3: Map LU-3

### Proposal History

- Planning Commission conducted a work session on December 18, 2017.
- City Council conducted a work session on December 19, 2017.
- Land Use Application was submitted on February 16, 2018.
- Board of Architectural Review (BAR) conducted a work session on July 18, 2018.
- Board of Architectural Review (BAR) on November 7, 2018 conducted a public hearing for the Certificate of Appropriateness for architecture and landscaping. The BAR recommended approval of the application subject to conditions, including condition that the exposed corridor wall at the garage of Building C, which is set back from University Drive, shall be clad in brick. Since the public hearing, the applicant has submitted building sections demonstrating that the exposed corridor wall isn't visible from the street or any adjoining buildings. Therefore, the applicant does not believe that the exposed corridor needs to be clad in brick, and has not modified the architecture.

- Planning Commission on November 19, 2018 conducted a public hearing for recommendations to City Council on the proposed Comprehensive Plan Amendment and Rezoning. The Planning Commission provided a recommendation of approval subject to conditions. Since then the applicant has provided an exact unit count and mix and has amended all the studies and has also accommodated the other conditions in the Master Development Plan and/or the Narrative and Summary of Commitments.

**PROJECT PROPOSAL**

The Applicant’s proposed development is a purpose built student housing community that will be designed to accommodate and marketed to undergraduate and graduate university students. As detailed on the submitted Master Development Plan (MDP), the Applicant’s proposal consists of two (2) connected multifamily residential buildings that will vary in height between four (4) and five (5) stories. Building height shall be predominantly four (4) stories along University Drive and along a majority of the shared property line with the adjacent office building to the north to provide a transition to the proximate townhouses in Olde Fairfax Mews and residential uses to the north. Building height would be limited to five (5) stories on all other areas of the Subject Property, with the highest point of the building located on the eastern portion of the subject property to minimize impacts on proximate single family attached residential communities. Access would be provided from University Drive and Layton Hall Drive, along with interparcel access.

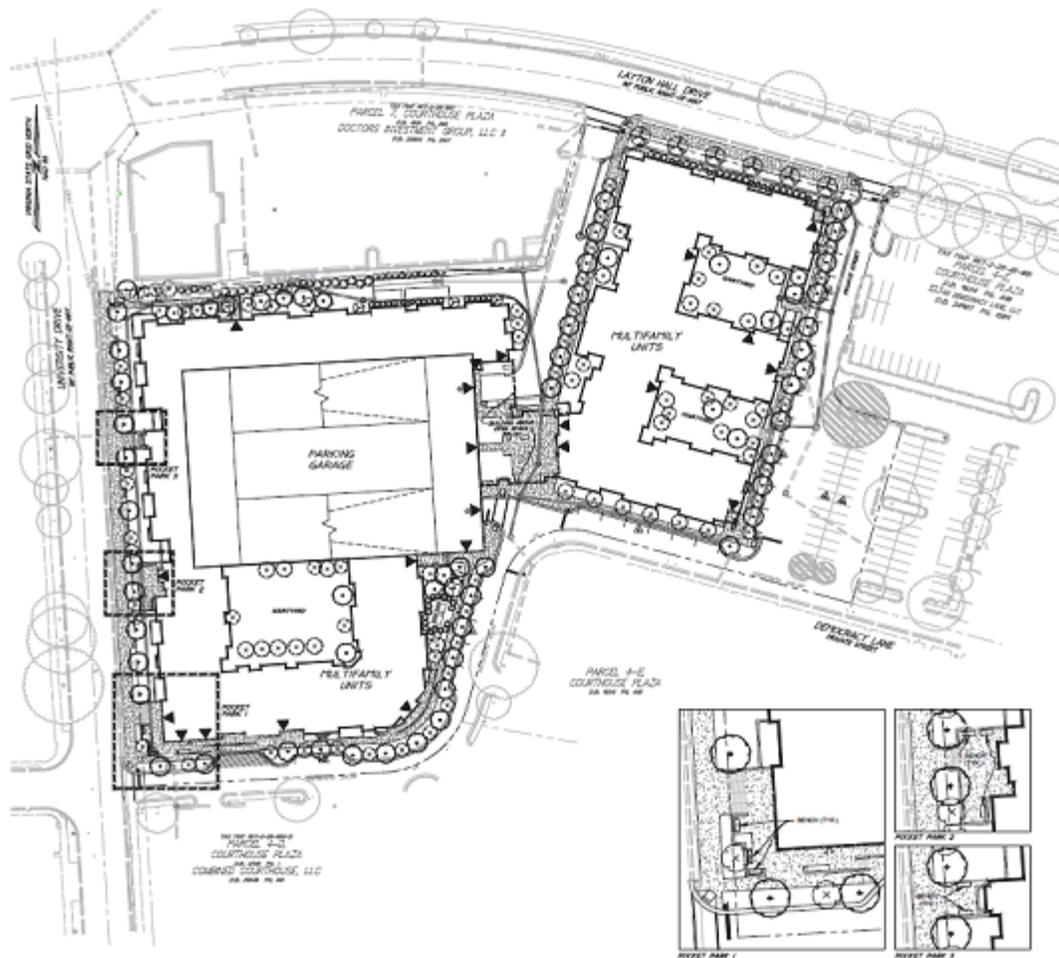


Figure 4: Master Development Plan

A total of 275 dwelling units are proposed, composed of a mix of studios, one bedroom, two bedroom, three bedroom and four bedroom units. Double occupancy bedrooms are considered as an option for some of the one bedroom and two bedroom units, provided that the maximum number of residents in the building does not exceed 825. Each unit would include one bathroom per bedroom, a common living area with complete kitchen facilities, and a washer/dryer. All units would be fully furnished by the Applicant. In accordance with its established business model, the Applicant would enter into a separate lease agreement by bedroom with each individual resident. In accordance with Zoning Ordinance requirements, no more than four (4) unrelated individuals would be permitted to occupy a single unit.

### **REQUESTS**

In order to fully execute the aforementioned improvements, the applicant proposes the following land use requests for City Council action:

- **Comprehensive Plan Amendment** to change the Future Land Use Map from Business-Commercial to Residential-High
- **Rezoning** from CR – Commercial Retail and Architectural Control Overlay District to PD-R – Planned Development Residential and Old Town Fairfax Transition Overlay District
- **Special Exception** to allow a modification of the forty eight (48) foot maximum building height within the Old Town Fairfax Transition Overlay District;
- **Modifications** to the Zoning Ordinance as listed in the Master Development Plan;
- **Certificate of Appropriateness** for architecture and landscaping.

The application is required to receive a recommendation from the Planning Commission on the requests for a Comprehensive Plan Amendment and the Rezoning. The requested modifications to the Zoning Ordinance are listed within the Master Development Plan and are assumed to be supported by the City Council if the Rezoning is granted. A recommendation is required from the Board of Architectural Review for the requested Certificate of Appropriateness for Architecture and Landscaping. A recommendation is required from the Board of Architectural Review for the requested Special Exception to allow a modification of the 48 foot maximum building height requirement within the Old Town Fairfax Transition Overlay District. The recommendations from the Planning Commission have been addressed by the applicant. The recommendations from the Board of Architectural Review to the City Council are attached to this application as conditions for approval with the exception of Recommendations 1, 2, and 8, as the applicant has modified the plans and these recommendations have been satisfied.

### **RECOMMENDATIONS**

#### **Comprehensive Plan Amendment:**

At a public hearing on November 19, 2018, the Planning Commission provided a recommendation for approval of the request for a Comprehensive Plan Amendment to change the Future Land Use Map designation for the site from Business-Commercial to Residential-High.

Staff further recommends the City Council **approve** the request for a Comprehensive Plan Amendment to change the Future Land Use Map designation for the site.

Zoning Map Amendment:

At a public hearing on November 19, 2018, the Planning Commission provided a recommendation for approval of the request for a Zoning Map Amendment (rezoning) with conditions as listed in the motion. Since the Planning Commission public hearing, the applicants has revised the MDP in response to the recommendations from the Commission. The recommended revisions are listed below along with a description of how they have been incorporated into the MDP by the applicant.

- **Recommendation 1:** The applicant shall provide the exact unit count and mix and amend all studies to reflect such.  
*Revision: An exact unit count and mix has been provided on the MDP and the Narrative and all studies reflect the change.*
- **Recommendation 2:** All common areas within the units shall remain available to all occupants and shall not be used as sleeping areas.  
*Revision: This statement has been added to the MDP Narrative and Summary of Commitments.*
- **Recommendation 3:** Indicate on the MDP or Narrative and Summary of Commitments whether accessible units or universal design strategies will be provided.  
*Revision: This statement has been added to the MDP Narrative and Summary of Commitments.*
- **Recommendation 4:** The Special Exception Exhibit shall be a part of the Master Development Plan.  
*Revision: The Special Exception Exhibit is now a part of the MDP.*

Based on the above revisions, staff recommends the City Council approve the request for a Zoning Map Amendment.

Special Exception:

At a public hearing on November 7, 2018, the Board of Architectural Review provided a recommendation approval of the request for a Special Exception to allow a modification of the fourth (48)-foot maximum building height within the Old Town Fairfax Transition Overlay District;

Staff further recommends the City Council approve the request for the Special Exception for the site.

Certificate of Appropriateness:

At a public hearing on November 7, 2018, the Board of Architectural Review provided a recommendation for approval of the request for a Certificate of Appropriateness for architecture and landscaping with recommendations as listed in Attachment 10D. Since the Board of Architectural Review public hearing, the applicant has revised the MDP in response to the recommendations from the Board of Architectural Review. The recommendations are listed below along with a description of how they have been incorporated into the MDP by the applicant:

- **Recommendation 1** – Prior to the City Council hearing, the landscape plan shall be completed to include shrubs and groundcover throughout the site, and consistent with provisions of the City of Fairfax Design Guidelines for landscaping in the TOD.

*Revision: A landscape plan consistent with the provisions of the City of Fairfax Design Guidelines has been added to the MDP.*

- **Recommendation 2** – Understory trees and additional shrubs and groundcover shall be planted between the property line along Layton Hall Drive and the depicted foundation plantings where practicable.

*Revision: This condition has been addressed in the revised landscape plan, which is part of the MDP.*

- **Recommendation 8** – The exposed corridor wall at the garage of Building C, which is set back from University Drive, shall be clad in brick.

*Revision: The applicant has submitted sections to demonstrate that the wall in question will not be visible from the street or from any adjoining building. Provided as Attachment 10D.*

Below are recommendations that would be addressed as part of the administrative site plan and building permit process for the proposal. Staff recommends that the City Council **approve** the request for a Certificate of Appropriateness for architecture and landscaping subject to the following conditions:

- 1) Additional wall sconces shall be installed across the northern elevation of the western portion of the building.
- 2) All light fixtures shall have an LED lighting source and emit light with a soft white color temperature.
- 3) All exterior vents, pipes, downspouts, and similar features shall be painted to match the surrounding wall surface.
- 4) Consideration should be given to installation of public art in the seating areas along University Drive and the plaza outside of the leasing office and amenity space at the corner of University Drive and Democracy lane, to be reviewed by staff for a Minor Certificate of Appropriateness for size and placement, and by the Commission on the Arts for content.
- 5) The applicant shall secure a Minor Certificate of Appropriateness for signage on the subject property that is visible from the public rights-of-way, consistent with the provisions of the City of Fairfax Design Guidelines for signs in the TOD.
- 6) Metal elements, i.e. railings and balconies, shall be black.
- 7) The proposed construction, materials, and landscaping shall be in substantial conformance with the review materials received by staff and modified through the date of this meeting, except as further modified by the Board of Architectural Review, the Director of Community Development and Planning, the Building Official, or Zoning as necessary.

## **ANALYSIS**

Staff analysis of the compliance of this proposal and associated land use requests with the Comprehensive Plan, Zoning Ordinance and other City goals and policy is provided in Attachment 1.

**ATTACHMENTS**

1. Analysis
2. Summary of Zoning Districts
3. Planned Development Application
4. Master Development Plan – Narrative and Summary of Commitments
5. Master Development Plan – Plan Set
6. Master Development Plan – Special Exception Exhibit
7. Traffic Impact Study
8. Traffic Impact Study-Addendum
9. Fiscal Impact Analysis
10. Board of Architectural Review Staff Report and Recommendations
  - a. Staff report
  - b. Illustrative Package
  - c. Certificate of Appropriateness recommendation
  - d. Parking Sections
11. Postings and Notices
12. Comprehensive Plan Amendment Resolution
13. Rezoning Ordinance
14. Special Exception Resolution
15. Sample Motions

**PREPARED BY:**



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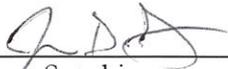
Supriya Chewle, AICP  
Planner II, Community Development & Planning

12/5/2018

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DATE

**REVIEWED AND APPROVED:**



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Jason Sutphin  
Community Development Division Chief

12-5-18

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DATE



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Brooke Hardin, AICP  
Director, Community Development and Planning

12/5/18

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DATE

## ATTACHMENT 1 ANALYSIS

This attachment contains staff analysis on the submitted proposal for the redevelopment of the Capstone Collegiate Communities, LLC site. It is divided into three primary sections:

- A. Comprehensive Plan Amendment: Analysis of the applicants request for an amendment to the Comprehensive Plan Future Land Use Map.
- B. City Policy: Analysis of the conformance of the application with the Comprehensive Plan, general requirements of the Zoning Ordinance and other City goals and policy.
- C. Procedural Requirements and Review Criteria: Analysis of conformance of the plan with specific citations from the Zoning Ordinance.

### PART A: COMPREHENSIVE PLAN AMENDMENT

The subject property is designated as Business - Commercial on the Comprehensive Plan Future Land Use as indicated in Figure 1-1A. The applicant requests a Comprehensive Plan Amendment to change the designation of the site on the future land use map from Business - Commercial to Residential - High in order to allow the proposed development.

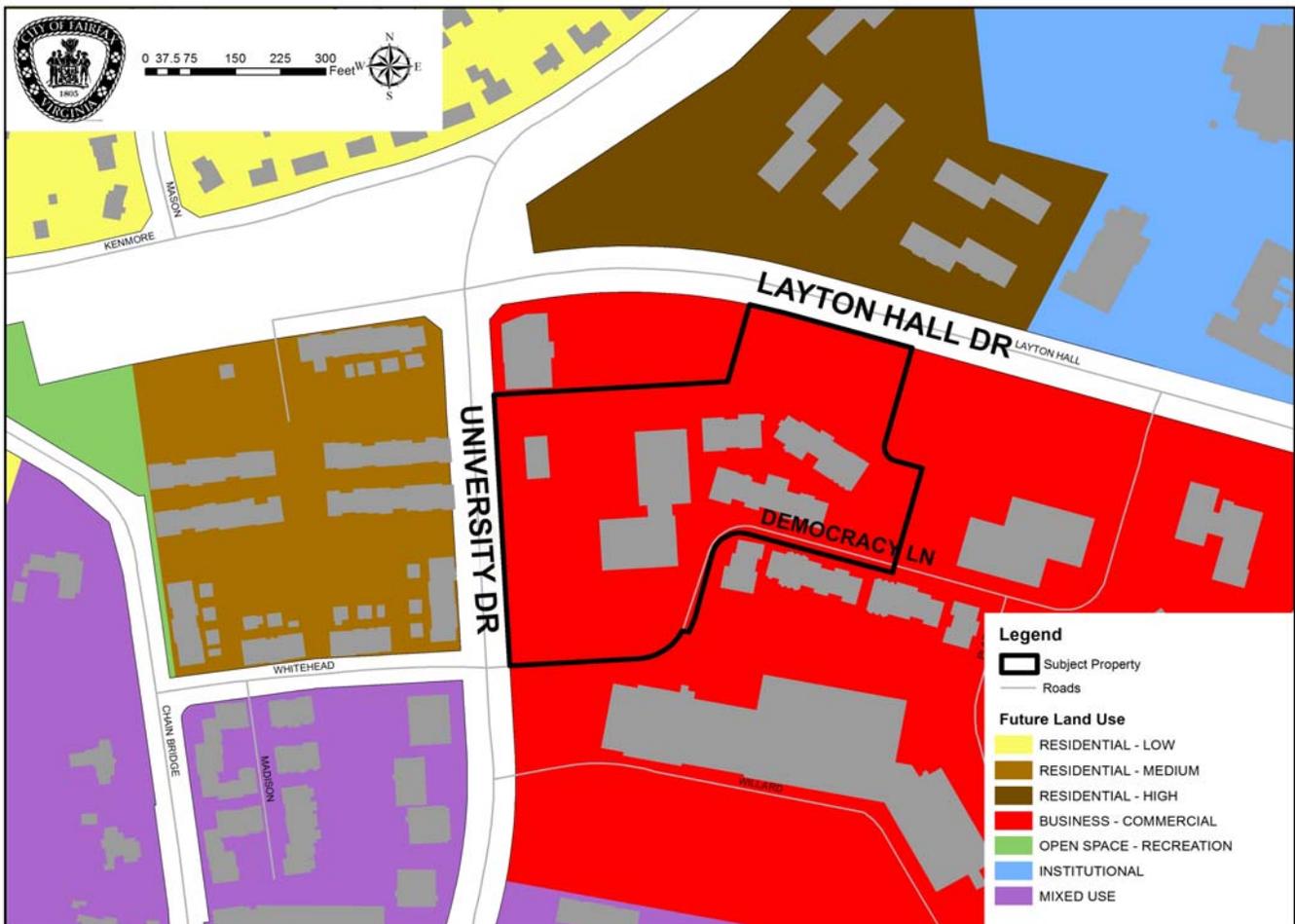


Figure 1-1A: Future Land Use

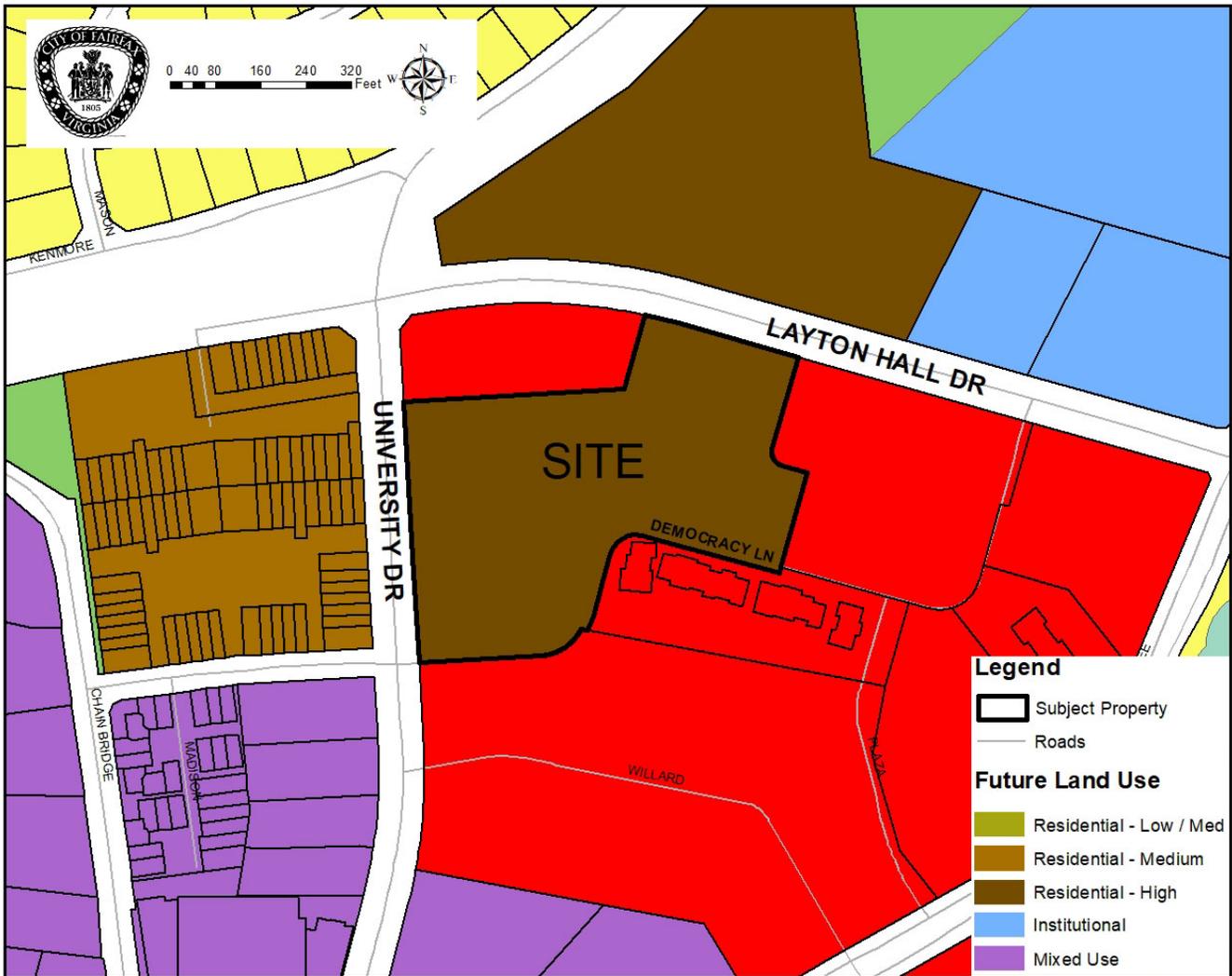


Figure 1-1B - Applicant's Proposed Future Land Use

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

Per the above guidance, the proposed Comprehensive Plan Future Land Use Map amendment is reviewed based on its consistency with the Comprehensive Plan as a whole. Descriptions of specific Comprehensive Plan strategies and other language that influence the staff recommendations on the requested Comprehensive Plan Amendment are provided in part B.

With a proposed zoning to the Old Town Fairfax Transition Overlay District (TOD) additional guidance on physical attributes of the development are provided in the City of Fairfax Design Guidelines and separate requirements are provided in the Zoning Ordinance. With a proposed zoning designation of PD-R, the application is subject to a Planned Development Review and the requirements for planned development in the Zoning Ordinance. Review criteria for planned developments are provided in this analysis. It should be noted that while the planned development districts typically allow greater flexibility than standard districts, this application is still subject to the requirements of the TOD.

The site is currently zoned Commercial-Retail which allows for Retail, Restaurants, Offices amongst other uses and multifamily development through the approval of a Special Use Permit. More details about the quality of development under by-right zoning and Planned Development zoning are discussed in Part C of the Analysis.

## **PART B: CITY POLICY**

This analysis is broken into the following categories:

1. Land Use
2. Scale
3. Height
4. Circulation
5. Architecture and Landscaping
6. Stormwater Management
7. Dry Utilities
8. Park and Open Space
9. Tree Coverage
10. Fiscal Impact

Specific citations from the above referenced documents that are applicable to the subject proposal are included under each category.

### **Land Use:**

Guidance on appropriate land use for the site is provided through the existing site designation as “Business-Commercial” and the proposed “Residential-High” on the Comprehensive Plan Future Land Use Map, the site location within the TOD and the proposed PD-R zoning designation. The following description of “Residential-High” is provided from the Land Use Chapter of the Comprehensive Plan.

#### **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 161-162)

### Commercial

Retail, office and hotel uses are appropriate in this category. The broad nature of this category allows for a mixture of nonresidential uses in addition to the typical single-use shopping center or office park developments commonly found along a commercial strip. (Comprehensive Plan, page 162)

Following are descriptions of preferred development forms and uses within the TOD as provided in the Land Use Chapter of the Comprehensive Plan.

Old Town Fairfax is a very special combined neighborhood, business center and preservation area. In response to this special nature, the Land Use Plan designates most of the properties located in the historic downtown as Mixed Use to reflect not only the existing land use but also the preferred diversity in land uses. Properties comprising the Transition District are designated the various land uses indicated on the Future Land Use Map and elsewhere in this text. The designation of these areas in the Historic District and the Transition Overlay District allows the City to review each project with respect to its compatibility with the Historic Downtown and its contribution to the overall “old town” concept. Old Town Fairfax should contain a variety of land uses, including retail shops, restaurants, offices, residential uses, shared or public parking facilities, and open spaces. (Comprehensive Plan, page 165)

The preferred mix of uses would include restaurants, retail, and personal services on the ground floor of buildings that are intermixed along street frontages with residential or office uses above. (Comprehensive Plan, page 165)

The extension of the Transition Overlay District to include all of Farrcroft brought its northern boundary in line with the northern end of the Transition District along Chain Bridge Road. This action left the properties along Layton Hall Drive, Whitehead Street, Plaza Drive and Democracy Lane as missing links along an otherwise logical boundary of Old Town Fairfax. Properties along these streets are therefore recommended for future inclusion into the Transition Overlay District. Changes in grade between the office development in Courthouse Plaza, Old Lee Plaza, and Providence Hill and the sidewalk areas of University Drive, Layton Hall Drive and Old Lee Highway tend to separate this portion of the extension area from the primary streets. However, the borders of these properties are particularly important to the entrances to the Old Town Fairfax Historic District. (Comprehensive Plan, pages 168-169)

The Comprehensive Plan supports residential uses in the TOD subject to certain conditions as described below:

Residential development in the Transition Area is essential to the success of Old Town Fairfax and should be guided by the site-specific descriptions of the Land Use Plan. Upper floor-residences should be encouraged in the Historic Downtown, and additional residential units sited nearby to encourage evening and weekend activities to assure a viable setting for commercial uses. (Comprehensive Plan, page 167)

The applicant proposes to construct 2 attached buildings with a total of up to 275 dwelling units designed to accommodate undergraduate and graduate university students with no retail or commercial component.

Staff Analysis:

Staff believes the uses shown on the MDP are generally in conformance with the land use categories proposed through the Comprehensive Plan Amendment and preferred developments within the Old Town Fairfax Transition Overlay District. The proposed Comprehensive Plan amendment would accommodate a residential use component that is currently limited in the TOD.

**Scale**

Density: The Comprehensive Plan recommends a residential density greater than 12 Units per acre in the Residential-High category which is typically applied to apartment or condominium developments. For the purpose of comparison, the overall residential densities for all recently approved multifamily residential development applications as compared to the subject proposal are provided in Table 1-1. Note that this table includes developments within the TOD and outside the TOD, for which separate guidance on appropriate development is provided in the Comprehensive Plan.

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 161-162)

Project	Site Area	Number of Units	Residential Density/Acre	Non-Residential Area	Comprehensive Plan Area Designation
Fairfax Circle Plaza	9.18 acres	400	43.57	88,000	Fairfax Boulevard Center
Novus Fairfax Gateway	8.32 acres	403	48.44	29,000	Fairfax Boulevard Center
Layton Hall	7.81 acres	360	46.09	0	Transition District

Table 1-1: Comparison with approved developments

The applicant is proposing 275 dwelling units on 6.15 acres, a density of 45 dwelling units per acre.

Staff Analysis:

Staff believes the proposed use is in keeping with the desire for a mix of complementary uses within the TOD. Staff further believes that the proposed residential density is in keeping with the general guidance for new development in the TOD from the Comprehensive Plan, is within the requirements of the PD-R district and is consistent with that of recent peer developments.

Height: The following citation from the City of Fairfax Design Guidelines provide guidance on appropriate building heights for new development within the TOD.

The maximum height of new buildings in the TOD can allow for a height of four stories. In some instances, four stories may be inappropriately tall. (TOD-3.7)

In addition to the guidance on building height within the TOD as provided in the City of Fairfax Design Guidelines, the Zoning Ordinance prescribes a maximum permitted height for any building within the TOD at 48 feet.

Pursuant to §6.17.1.B.3 of the Zoning Ordinance, the applicant is requesting one Special Exception from the provisions of §3.7.3 for the Transition Overlay District (TOD), to exceed the maximum 48-foot height limit. The height exhibit included in Attachment 6 shows a breakdown of the building based on where fire walls are located, into Buildings A, B, C, D.1, D.2, and E. The maximum height from average grade for each portion of the building is indicated and also included in the elevations of Attachment 5B. The maximum heights range from 47.7 feet to 64.0 feet, the tallest portion being at the entrance to the parking structure off of Layton Hall Drive, and the shortest being the exposed portion of the garage along Democracy Lane. The building would be primarily four stories facing toward University Drive (Buildings C and D.1), would be 55.5 feet tall on the northern half and 50.7 feet on the southern half. The building would be five stories along the eastern portion of Layton Hall Drive and would be approximately 56 feet in height (Building A). The maximum building height for this portion of the building is 61.1 feet, but this maximum comes from a portion of the façade around the corner facing the eastern private drive.

The building would be primarily four stories or 48 feet in height along the western portion of Layton Hall drive, most of which would be located at the top of the retaining wall of the neighboring medical office building. The maximum height for this portion of the building, 64 feet, is again derived from another part of the building over the breezeway. This entire elevation was originally proposed to be five stories, but staff recommended that the applicant redistribute the units from the top level to a less conspicuous location in the project, which they did, settling on the eastern half of the first Democracy Lane elevation and wrapping the corner to the parking structure (Building D.2). See the Special Exception exhibit- Attachment 5B to better understand the various height maximums for the different portions of the building.

The subject site is currently zoned Commercial-Retail and is not within the TOD, and the maximum permitted height in the district is 60’.

Staff Analysis:

*Staff believes that building heights of 4 and 5 stories are appropriate at the specific locations shown in the Master Development Plan with lower buildings contributing toward logical transitions to adjacent lower density neighborhoods.*

**Circulation**

**Vehicular Network:** Vehicular access is provided to the site through two access points from Layton Hall one of which is existing and one access point from Democracy Lane off of University Dr. Several pedestrian connections are provided along Layton Hall Dr. and University Dr.

A Traffic Impact Study (TIS) submitted by the applicant and reviewed by City staff, as provided in Attachments 7 and 8 and summarized in Table 1-2, indicates the net vehicle trips to be generated by the proposed redevelopment. Upon completion and full occupancy (800 Beds) the site would generate, 128 AM peak hour and 246 PM peak hour net vehicle trips. The TIS does not account for other transit modes such as Cue bus, shuttle service, walk, bike share, bicycle, and Zip cars in this analysis that have been proposed for this development. At the request of City staff, the primary public transportation service to the site would be the Cue Bus system either along existing routes or through

a re-routing of the routes in adjacent areas. Transportation Demand Management (TDM) strategies elaborated in the Narrative and Summary of Commitments include:

- A contribution in the amount of thirty thousand dollars (\$30,000.00) to be utilized for the installation of two (2) standard City bus shelters at the new bus stops;
- An easement and contribution in the amount of twenty thousand dollars (\$20,000.00) to be utilized for the installation of a bikeshare station at the determined location on University Drive;
- Utilizing CUE as the prime mode of transport for the residents. In case a supplemental service is needed the applicant intends to provide a shuttle service;
- To reduce the vehicle trips and for public safety the applicant shall implement a Transportation Demand Management plan. As this development is market towards university students it is likely to have no impact on the schools;
- For public safety the applicant intends to have 2 off-duty police officers or other emergency services personnel who serve as resident “courtesy managers” within the community;
- A Maintenance of Traffic Plan (“MOT Plan”) prepared by the Applicant shall be submitted to the City prior to commencement of each academic year.

A net increase of 2,056 trips per day as compared to the existing office use is forecasted. These trips would be distributed with different peak periods from existing conditions. Table 1-2 from the study shows a decrease of 37 trips during the morning peak hour and an increase of 75 trips during the afternoon peak hour.

An addendum to the TIS was submitted as shown in Table 1-3 as the number of beds was amended to maximum 825, which increases the average daily trips by 102 to a total of 3295.

Capstone - Democracy Lane  
Site Trip Generation<sup>(1)</sup>

Scenario	Land Use Code	Setting/Location	Amount	Units	AM Peak Hour of the Adjacent			PM Peak Hour of the Adjacent			Weekday Average Daily Trips
					In	Out	Total	In	Out	Total	
Observed Driveway Counts	n/a				37	15	52	31	51	82	n/a
<b>Existing Development Trip Potential</b>											
General Office	710		82,800	GSF	145	20	165	29	142	171	1,137
<b>Proposed Development</b>											
Off-Campus Student Apartment	225	Over 1/2 mile from Campus	800	Beds	36	92	128	128	118	246	3,193

Note(s):

(1) Trip generation based on the Institute of Transportation Engineers' Trip Generation, 10th Edition equations and/or rates.

**Table1-2 Net Vehicle Trips**

Table 1  
Capstone-Democracy Lane  
Trip Generation Comparison<sup>(1)</sup>

Scenario	Land Use Code	Amount	Units	AM Peak Hour			PM Peak Hour			Average Daily Trips
				In	Out	Total	In	Out	Total	
<b>TIA Assumed Development</b>										
Off Campus Student Apartments	225	800	Beds	36	92	128	128	118	246	3,193
<b>Development at Maximum Occupancy</b>										
Off Campus Student Apartments	225	825	Beds	37	95	132	132	122	254	3,295
<b>Net Trip Increase</b>				<b>1</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>102</b>

Note(s):

(1) Trip generation based on the Institute of Transportation Engineers' Trip Generation Manual, 10th Edition.

**Table 1-3 Net Vehicle Trips-Addendum**

Staff Analysis:

Staff believes the internal vehicular circulation network is generally in conformance with the Comprehensive Plan for development, and allows studied intersections to operate at levels of service that are generally consistent with existing conditions. The TIS does not account for other transit modes that have been proposed by the applicant. The Transportation and Transportation Demand Management section in the Narrative and Summary of Commitments explains the measures that would be implemented to support the residents of the proposed development.

Pedestrian Network: With internal streets designed with on street parking, landscaping and other pedestrian amenities, the overall vehicular network in the proposed plan generally accommodates pedestrians as well. In addition, internal open spaces and sidewalk along all the building facades provides good pedestrian network. Pursuant to Section 4.4.3.A a five feet width sidewalk is required along all frontages, since the property is also being rezoned into Old Town Fairfax TOD a 10 foot sidewalk is required along all frontages. Applicant has provided 10 feet sidewalks along University Dr. and Layton Hall Dr. and 6 feet sidewalk along Democracy Ln., public easement access shall be required for all sidewalks. The applicant meets the sidewalk requirements.

Staff Analysis:

Staff believes the pedestrian network provided in the submitted plan is appropriate.

Parking: Parking is provided through a combination of a parking structure, private on-street parallel spaces, and a shared surface lot. The applicant is proposing up to 275 units, composed of a mix of studios, one bedroom, two bedroom, three bedroom and four bedroom units. Double occupancy bedrooms are considered as an option for some of the one bedroom and two bedroom units, provided that the maximum number of residents in the building does not exceed 825. The Zoning Ordinance requires multifamily units to provide 1.5 spaces per one or less bedroom unit; 2 spaces per 2 or more bedroom unit.

Use Type	# of Units	# of Bedrooms	Parking Required
Studio	22	22	33
1BR/1BA	24	24	36
2BR/2BA	71	142	142
3BR/3BA	23	69	46
4BR/4BA	135	540	270
<b>Total</b>	<b>275**</b>	<b>797*</b>	<b>527</b>

\* Double occupancy bedrooms may be considered for the one-bedroom and two-bedroom provided that the total number of residents does not exceed 825.

\*\* Unit mix above is based on 275 units, however, the applicant reserves the right to adjust the unit mix and/or construct fewer than 275 units provided that the maximum number of units does not exceed 275 and the total number of residents does not exceed 825.

**Table 1-4: Proposed Parking Ratios**

Based on the above table, 527 parking spaces are required for the proposed use based on 275 units. Pursuant to Section 3.7.3.E, the minimum required parking shall be reduced by 50% for all uses, provided that each dwelling unit shall have no less than 1.5 spaces, unless otherwise specified in Section 4.2.3.E. Based on the above section, the applicant would need to provide 413 parking spaces for 275 units. A total of 737 parking spaces are proposed, including 680 garage spaces and 57 on-street and surface spaces, which is in excess of Zoning Ordinance requirements. Twenty Five (25) on-street parallel parking spaces on Democracy Lane and the future private street shown on the MDP shall be time restricted and the applicant shall be responsible for posting appropriate signs informing

drivers of time restrictions. Two (2) parking spaces on the site shall be designated for use by a car sharing service.

Staff Analysis:

*No modifications to the requirements of the Zoning Ordinance are required and staff supports the parking quantities proposed in excess of the Zoning Ordinance requirement.*

**Architecture and Landscaping:**

As discussed, the building would be four and five stories, with the four story portions concentrated along University Drive and the western portion of the Layton Hall Drive. The façades are proposed to be broken up approximately every 20 to 40 feet using a combination of material changes, roofline variation, height differences, façade jogs, stoops, and foundation planting beds. The façade along University Drive has an appearance of three buildings. The building has two distinct architectural styles, which staff has referred to as “residential” and “commercial”. The residential style imitates the appearance of townhouses, with traditionally proportioned openings, materials such as lap siding, side-facing gable roofs, and dormers. The commercial style includes brick and flat panel, and flat rooflines. These two styles are grouped together per staff’s recommendation to the applicant so that residential style portions of the building are grouped more centrally along the façades, with the commercial style sections on the ends.

The MDP shows street trees along University Dr., Layton Hall Dr., and Democracy Ln. spaced at 50 feet intervals with two exceptions (a modification has been requested). Understory trees and shrubs are provided between the property line along Layton Hall Dr. and the depicted foundation plantings where practical. There is also a 10 feet wide landscape strip provided along University Dr. and Layton Hall Dr. The applicant has applied for a modification to this requirement along Democracy Ln., due to site constraints as parallel parking spaces are provided along the street.

The applicant is also requesting a modification to Section 4.5.7.D.1 of the Zoning Ordinance pertaining to interior landscaping island in the surface parking lot. Due to a shared parking agreement with the adjoining property the applicant is unable to make changes to the surface parking lot. Further details are discussed under Parks and Open Space.

The applicant is also requesting a modification to Section 4.5.6.B.1, requirement to plant street trees within fifteen (15) feet from the back of curb along University Drive and Layton Hall Drive. The proposed street trees along University Drive are located approximately 19.5 from the back of curb. If the applicant were to plant the trees within 15’ from the back of the curb it would conflict with the existing overhead utilities. Also City of Fairfax Public Facilities Manual suggests that a tree should be planted 2 feet from any concrete structure along a collector street. Along Layton Hall Drive street trees are planted further than 15 feet due to public easement location. The proposed streetscape continues to meet the intent of Section 4.5.6.B.

Staff Analysis:

*Staff supports the BAR recommendation for approval of the Certificate of Appropriateness subject to the conditions provided by the BAR with the exception of Condition 1, a revised landscape plan consistent with the provisions of the City of Fairfax Design Guidelines has been submitted; Condition 2, this has been addressed in the revised landscape plan; and Condition 8, applicant has submitted sections to demonstrate that the wall in question would not be visible from the street or from any adjoining building.*

**Stormwater Management:**

*The Stormwater drainage is addressed through onsite treatment. The proposal is in conformance with local regulations and demonstrates preliminary compliance with Virginia Stormwater Management Regulations. Final compliance must be demonstrated during the administrative site plan review period.*

**Dry Utilities:**

The Community Appearance chapter of the Comprehensive Plan recommends the placement of utilities underground, a major capital improvement, to provide greater visual clarity to the downtown, (Comprehensive Plan, page 98). The City has studied this section of University Dr. and concluded that undergrounding utilities just along the applicant's University Dr. frontage would result in more poles. A larger consolidated effort would be required to eliminate the overhead lines on University Dr. The applicant is committing to providing funding for such an effort.

**Staff Analysis:**

*Staff does not recommend that the applicant underground along their frontage for the reasons stated above. Staff supports the applicant's resolution to contribute 25% of estimated costs of undergrounding the existing overhead utilities along the University Drive frontage of the subject property up to a maximum of \$328,750.*

**Parks and Open Space:**

As a Planned Development, this application is required to meet the recreation and open space coverage requirement of the Planned Development as provided in Section 3.8.2.G of the Zoning Ordinance and stated below:

§3.8.2.G. Recreation and open space

The master development plan shall provide recreation and open space in accordance with the requirements of §3.8.7. At least 20 percent of each planned development site shall be designated as recreation and open space for use and enjoyment of the residents and occupants of the Planned Development.

An open space plan is provided in Sheet 7 of the MDP identifying those areas of the site considered by the applicant to qualify as recreation and open space per the requirements of the Zoning Ordinance. The plan shows 11.6% recreation and open space provided, per Section 3.8.7.B.3 minimum width for open space shall be 50 feet. The MDP submitted shows 11.6% recreation and open space which is 50 feet or more and an additional 16.6% open space that is less than 50 feet in width. The applicant is asking for a modification to this requirement. In total 28.2% recreation and open space is provided.

Specific requirements for an area to qualify as recreation and open space are provided in Section 3.8.7 of the Zoning Ordinance. These requirements, along with staff analysis of the open space plan in the MDP are provided below.

§3.8.7. Recreation and Open Space

A. General

1. Recreation and open space is an integral part of planned developments (residential, commercial, industrial and mixed use).
2. Where recreation and open space is included in a planned development in addition to the individual lots, such lands must be in one or more parcels

dedicated to or otherwise protected as permanent (active or passive) recreation and open space.

3. Any city-accepted parks, schools and other public land dedication made as part of a planned development would be counted towards complying with the requirements of §3.8.7.

The applicant does not propose to dedicate any open space to be owned and managed by the City, nor has the City indicated that such dedications would be desired. All open space is permanently protected through the adoption of an MDP.

#### B. Configuration and use

1. The location, size, character and shape of required recreation and open space in a planned development district must be appropriate for its intended use. Recreation and open space land must be useable for recreational purposes.

The MDP indicates that private recreation space, publicly accessible recreation space, cultural amenities and programmable gathering spaces would be included in the required recreation and open space areas. The location, size, character and shape of the applicable open spaces are appropriate for each of their intended uses.

2. No more than 50 percent of any area otherwise containing development challenges, such as the presence of the 100-year floodplain, open water, jurisdictional wetlands, a slope greater than or equal to 25 percent grade or geological hazards, may be considered to comply with the recreation and open space requirement.

The subject property does not have any constraints.

3. The minimum width for any required recreation and open space shall be 50 feet. The zoning administrator may grant exceptions for items such as trail easements and mid-block crossings, when their purpose meets the intent of §3.8.7.

The applicant has provided open space and recreation areas on the MDP sheet 7 with minimum width of 50 feet and areas less than 50 feet width.

4. At least 60 percent of the required recreation and open space shall be contiguous. For the purposes of §3.8.7, the term contiguous shall include any recreation and open space bisected by a local street, provided that:
  - (a) A pedestrian crosswalk or underpass is constructed to provide safe and adequate access to the recreation and open space from both sides of the street;
  - (b) The right-of-way area is not included in the minimum recreation and open space calculation;
  - (c) The recreation and open space shall adjoin any neighboring recreation and open spaces, protected lands, and non-protected natural lands that would be candidates for inclusion as part of future recreation and open spaces or protected lands;
  - (d) Adopted city plans shall be taken into consideration when evaluating land use and development applications;

- (e) Where appropriate, the required recreation and open space shall be directly accessible to the largest practicable number of lots within the planned development. Non-adjoining lots shall be provided with safe, convenient access to the recreation and open space (i.e. mid-block connections in logical locations);
- (f) Access to the recreation and open space shall be provided either by an abutting street or easement. Any such easement shall be at least 30 feet wide for its entire length;
- (g) Trails may be developed in recreation and open space; and
- (h) At least 20 percent of the recreation and open space shall be improved in accordance with the options set forth below. The shape, topography and subsoil shall be appropriate to the improvements proposed. (see Zoning Ordinance for specific options)

Open space area considered by staff to be contiguous per the requirements of the Zoning Ordinance are provided in Figure 1-5. This includes approximately 55 percent of the total open space area and is inclusive of trail areas/sidewalks where public access easements would be provided as clarified in the MDP Narrative.

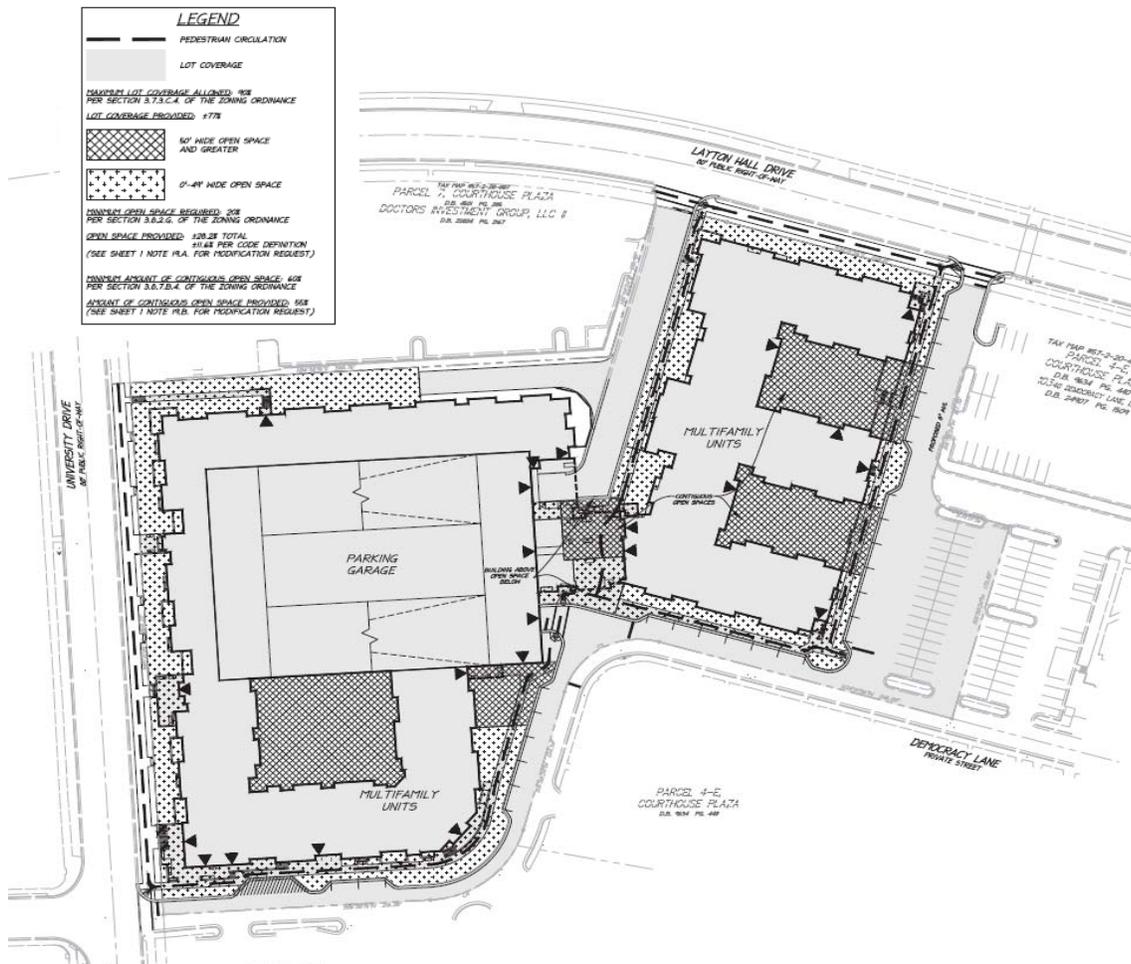


Figure 1-5: Open space areas considered to be contiguous

A summary of the staff calculation of open space is provided in Table 1-5.

Total Site Area	268,123 sf
20% Open Space Requirement (50' Wide)	53,624 sf
Rec. & Open Space Area Provided	31,102 sf
Percent Provided	11.6%
Continuous Area - required	32,174 sf
Continuous Area – provided	17,106 sf
Percentage of Contiguous area provided	55%

**Table 1-5: Open Space Calculations**

The submitted plan provides a mixture of publicly accessible open spaces, private open spaces and linear open spaces along accessways and rights of way.

Staff Analysis:

*Staff supports the general concept of a network of open spaces, including larger open space, linear open space and pocket parks, as included in the submitted plans. Staff believes the open space network as provided in the MDP is in conformance with the recreation and open space requirements for planned development in the Zoning Ordinance.*

**Tree Coverage:**

The proposed landscape plan results in an ultimate tree coverage of 13.6% where 20% is required in the Planned Development Residential district. The applicant is requesting a modification to Section 4.5.6.A. Tree Canopy requirement. The applicant also requests a modification to Section 4.5.6.B of the Zoning Ordinance which requires street trees along all streets, including private internal streets. Street trees, as indicated on the MDP are generally in conformance with the requirements of the Zoning Ordinance except two locations along Democracy Lane. This modification is requested for the areas adjacent to the proposed loading space and the parking garage entrance. The street trees along Layton Hall Dr. would be planted on the right-of-way due to a public easement on the subject site. These trees cannot be counted towards onsite tree coverage. Although, the Applicant shall provide trees to be planted in the general vicinity of the Subject Property with an aggregate canopy coverage equal to approximately 6.4% of the site area of the Subject Property. The applicant is committing to providing funding for such an effort incase location for the off-site trees has not been identified by the time of application for a zoning permit for use and occupancy.

Staff Analysis:

*Staff believes the submitted MDP is generally in conformance with the environmental strategies of the Comprehensive Plan. Staff supports the applicant's request for modifications to the Zoning Ordinance pertaining to street tree requirements and transitional yard requirements.*

**Fiscal Impact**

An estimate of fiscal impacts to the City based on revenue generated and expenses required to serve the proposed development is provided in Table 1-6.

	Potential Redevelopment LOW	Potential Redevelopment HIGH
<b>REVENUES</b>		
Real Estate Tax	\$1,073,000	\$1,183,000
BPOL (Rental Tax)	\$49,000	\$54,000
Personal Property Tax	\$21,000	\$25,000
Retail Sales Tax (1%)	\$13,000	\$15,000
Restaurant Tax (1% + 4%)	\$16,000	\$20,000
<b>TOTAL</b>	<b>\$1,172,000</b>	<b>\$1,297,000</b>
<b>EXPENSES</b>		
Education	\$0	\$0
Police/Fire	\$251,000	\$307,000
Misc. Gov't	\$391,000	\$478,000
<b>TOTAL</b>	<b>\$642,000</b>	<b>\$785,000</b>
<b>BALANCE</b>	<b>\$387,000</b>	<b>\$655,000</b>

Table 1-6: Fiscal Impact Summary

*Staff Analysis*

*The proposed development is anticipated to result in an annual increase in net revenue of \$387,000 to \$655,000 based on the City's standard fiscal impact analysis. The vast majority of fiscal benefit would be derived from real estate taxes from the building that would likely be valued between \$101 - \$111 million. It should be noted that this fiscal impact estimate assumes that the project would be built and maintained as a residential complex focused on provided housing for college students. Should the building transition to a more general residential use (i.e., not limited to students), the project's fiscal impact to the City could change significantly. Specifically, the current fiscal estimate assumes no educational costs due to public school enrollment; a significant cost area to most residential developments.*

## **PART C: PROCEDURAL REQUIREMENTS AND REVIEW CRITERIA**

Following is an analysis of citations from the Zoning Ordinance related to procedural requirements and review criteria derived from the proposed PD-R Planned Development Residential zoning designation, for which a Planned Development Review is required.

### §3.2. Districts Established/Purpose Statements

#### §3.2.3. Planned development districts

B. PD-R, Planned Development Residential The PD-R, Planned Development Residential District is intended to provide for planned residential communities containing a mix of housing types, including associated amenities, with appropriate boundary transitional yards (§4.5.5), and recreation and open space (§3.8.7). This district is intended for planned residential projects that require additional flexibility not available in the residential districts.

#### Staff Analysis

*The proposed development meets the purpose statement for Planned Development Residential districts by providing continuous, shared, usable open space and amenities given the context of the site within the Old Town Fairfax TOD. Deviations from standard zoning districts are required in order to allow for such improvements to occur. Specific discussion of boundary transitional yards and recreation and open space is provided below.*

### §3.8 Planned Development Districts

#### §3.8.1. General purposes

The planned development districts of this article are intended to allow the city, at the request of an applicant, to set aside rigid zoning rules in order to allow applicants to create special and unique developments by mixing and clustering, where appropriate, land uses and/or dwelling types and providing more usable recreation and open space in a master development plan proposed by the applicant and approved by the city council. Planned developments should create a more livable, affordable and sustainable community. Starting from the baseline, which is current zoning, applicants may be given increased development rights, such as increased density and height, as well as increased flexibility, in return for providing benefits that make the project “superior” and the community better in accordance with the goals and objectives of the city, including, but not limited to, those set forth in the comprehensive plan.

#### Staff Analysis

*The general standards for planned developments are utilized in this proposal to achieve lesser lot coverage with more Recreation and Open Space, and more Tree Canopy Coverage. The proposed planned development would also provide an architecturally superior development. The proposal also creates a more livable community by providing Recreation and Open Space elements along University Dr. in effort to make it an active street in support of the Comprehensive Plan and City of Fairfax Design Guidelines recommendations for the TOD.*

#### §3.8.2. General provisions

##### A. Review process

All planned developments shall be reviewed and approved in accordance with the procedures of §6.6. A planned development can only be applied for by an applicant; the city cannot and would not unilaterally rezone any property to a

planned development district without the submission of an application by an applicant, including the applicant's proposed master development plan. No proffers would be allowed in a planned development, as the master development plan and the applicable provisions of the zoning ordinance would control what may be created in an approved planned development.

B. Minimum requirements

1. In approving a rezoning for a planned development, the city council shall find the proposed district designation and master development plan comply with the general provisions for all planned development in §3.8.2 and the specific standards for the planned development listed in §3.8.3 through §3.8.6, below, respectively.
2. Planned development district rezonings 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 a development under general zoning district regulations.

Staff Analysis

*Discussion of the procedures of Section 6.6 and provisions of Section 3.8.3 pertaining to Planned Development Residential districts, is provided below. As required by the Zoning Ordinance, no proffers are submitted with this application. The applicant has submitted a Master Development Plan (MDP) inclusive of all necessary components, including a plan set and Narrative and Summary of Commitments. The applicant has provided discussion of how the proposed planned development project would result in greater benefit to the city than would development under general district regulations within the submitted MDP Narrative.*

C. Master development plan

The development proposed in the master development plan shall be in substantial conformance with the comprehensive plan. A master development plan shall be filed by the applicant and approved by the city council as part of the approval of each planned development rezoning. After a master development plan has been submitted by an applicant and approved by the city council, development of the property that is the subject of that plan shall be in substantial conformance with the approved master development plan. In the event the owner of a property that has been approved for a planned development wishes to make any changes to the master development plan for that property, said owner may request that the city council approve an amendment to the master development plan. In the event the owner of a property that has been approved for a planned development wishes to abandon that planned development, said owner may apply for a rezoning to the same or a different zoning district. At a minimum, such required plan shall set forth the following:

1. A narrative addressing the proposed development that includes, but is not limited to, the following:
  - (a) A statement of how the proposed development is in substantial conformance with the comprehensive plan;
  - (b) A description of how the proposed development provides greater benefits to the city than would a development carried out in accordance with general zoning district regulations;

- (c) An identification of site planning features designed to ensure compatibility between on-site residential and nonresidential uses, and with the surrounding neighborhood and land uses; and
  - (d) An explanation of the relationship of the proposed development to existing development in the area.
2. A plan depicting the proposed development that includes, but is not limited to, the following:
    - (a) An existing conditions plan, proposed layout plan with applicable dimensions, grading plan, conceptual utilities plan, tree survey, landscaping plan with tree coverage and impervious coverage, architectural elevations showing exterior building materials, site sections showing building heights, and recreation and open space plan;
    - (b) A tabulation of land uses by acreage, total number and square footage of dwelling units by housing type, residential density and/or square footage of nonresidential uses per acre, and recreation and open space acreage; and
    - (c) General zoning district uses and standards to be applicable within the planned development, including requests for modifications under §3.8.2.D, §3.8.2.E, and/or §3.8.2.F.
  3. Other relevant information as may be deemed necessary by the city council to demonstrate conformance with the goals and policies of the city, including the comprehensive plan.

Staff Analysis

*All of the above information has been provided by the applicant through one of the components of the submitted Master Development Plan, including the plan set and narrative.*

D. Specific use standards

At the request of an applicant requesting approval of a planned development, the specific use standards of §3.5 may be modified by city council in the approval of a master development plan. Any such modifications of the specific use standards of §3.5 requested by the applicant shall be clearly noted on the master development plan. Unless specifically modified by the city council as requested by an applicant in the approval of a master development plan, all specific use standards specified in §3.5 shall apply.

Staff Analysis

*The applicant does not propose any modifications from the use standards of Section 3.5 of the Zoning Ordinance.*

E. Site development standards

3. At the request of an applicant requesting approval of a planned development, the site development standards of Article 4 and the streets, pedestrian facilities, and lots and blocks design and improvement standards (See Subdivision Ordinance, Sections 2.2, 2.3 and 2.4) may be modified by the city council in the approval of a master development plan. Any such modifications requested by the applicant shall be clearly stated on the

master development plan. Unless specifically modified by the city council in the approval of a master development plan, all site development standards specified in Article 4 shall apply.

Staff Analysis

*The applicant proposes to modify the following site development standards of Article 4 of the Zoning Ordinance as part of this planned development review:*

1. *Section 4.5.6.A pertaining to Tree Canopy requirement.*
2. *Section 4.5.6.B pertaining to Street trees, width of landscape strip along Democracy Lane and the requirement to plant street trees within fifteen (15) feet from the back of curb.*
3. *Section 4.5.7.D.1 pertaining to parking lot interior island landscaping requirements.*

*The applicant proposes to modify the following recreation and open space requirements of Section 3.8 of the Zoning Ordinance by the alternative compliance provision:*

1. *Section 3.8.2.G pertaining to Recreation and Open Space requirement.*
2. *Section 3.8.7.B.4 pertaining to contiguous Open Space requirement.*

*Discussion of each of the above modification requests is provided in the appropriate sections of Part B of this analysis.*

F. Design guidelines and dimensional standards

1. Each planned development shall provide a comprehensive set of design guidelines as part of the master development plan that demonstrate the project would be in substantial conformance with the comprehensive plan. All dimensional standards shall be established in the master development plan when it is approved by the city council.
2. All master development plans shall include design guidelines and all modifications to the dimensional standards of §3.6 requested by the applicant. Once a master development plan is approved by the city council, all design guidelines and all modifications stated in the master development plan would be binding on the applicant.

Staff Analysis:

*Design guidelines and Dimensional standards are provided on Sheet 4A of the submitted MDP and in Attachment 4 Narrative and Summary of Commitments. Approval of the Planned Development by City Council would incorporate these standards which then become binding on the applicant. Design guidelines are accomplished through the application for a Certificate of Appropriateness and through the verbal description of site plan features provided in the MDP Narrative. Analysis of specific dimensional standards and design features are discussed in Part B of this Analysis.*

G. Recreation and open space

The master development plan shall provide recreation and open space in accordance with the requirements of §3.8.7. At least 20 percent of each planned development site shall be designated and provided as recreation and open space.

Staff Analysis:

*Discussion of the conformance of this application with the Recreation and Open Space requirements of Section 3.8.7 of the Zoning Ordinance are provided Part B of this Analysis.*

#### H. Phasing

If development is proposed to occur in phases, the master development plan shall include a phasing plan for the development, and if appropriate, shall include specific build-out dates. Guarantees shall be provided by the applicant in the master development plan that project improvements and amenities that are necessary and desirable for residents and occupants of the project or that are of benefit to the city, shall be constructed and provided as part of the first phase of the project, or, if this is not possible, specific deadlines as early in the project as may be feasible shall be provided by the applicant.

#### Staff Analysis

*In the MDP Narrative, the applicant states that the project is intended to be constructed in one continuous phase, subject to market conditions.*

#### §3.8.3. PD-R, Planned Development Residential District

The purpose of the district shall be consistent with the provisions set forth in §3.2.3.A and §3.8.1.

- A. Minimum Requirements: The PD-R district is permissible only on sites of at least two contiguous acres unless the city council waives this requirement in the approval of a master development plan.
- B. Permitted uses: All uses permitted or listed as special uses in the R districts may be permitted in a PD-R district (see §3.3.1), subject to approval by the city council when it approves a master development plan.
- C. Signs: Signs allowed in the PD-R district shall be the same as signs allowed in the general residential districts in accordance with §4.6.8.

#### Staff Analysis

*The site is greater than two contiguous acres as required. The use proposed in this application is permitted in the R district in Section 3.3.1 of the Zoning Ordinance and are thus permitted in the PD-R district. The applicant has not requested any modification from the sign requirements of the Zoning Ordinance.*

#### §6.6.8. Planned Development Review approval considerations

In determining whether to approve, approve with modifications or conditions, or disapprove a planned development, planning commission and city council shall consider the following:

- A. Substantial conformance with the comprehensive plan;

#### Staff Analysis:

*Staff believes the MDP is in substantial conformance with the Comprehensive Plan, subject to approval of an amendment to the Comprehensive Plan Future Land Use Map as requested by the applicant. Discussion of this amendment and general conformance of the proposal with the Comprehensive Plan are discussed in Parts A and B of this Analysis.*

- B. Any greater benefits the proposed planned development provides to the city than would a development carried out in accordance with the general zoning district regulations;

Staff Analysis:

The proposed development provides greater benefits to the city than would a development carried out in accordance with the current zoning district such as less lot coverage, more Recreation and Open Space, and more Tree Canopy Coverage. The proposed planned development would provide an architecturally superior development. Community benefits have been listed in Attachment 4.

	Commercial Retail (TOD)	PD-R (TOD)
Lot Coverage	90%	77%
Recreation Open Space	10%	20%
Tree Canopy	10%	20%

- C. Suitability of the subject property for the development and uses permitted by the general zoning district regulations versus the proposed district;

Staff Analysis:

The site is currently zoned Commercial-Retail and uses to the east and south are retail or office. The general zoning district would allow multifamily development through the approval of a Special Use; however, the provisions of the Planned Development District provide for enhancements to the proposal.

- D. Adequacy of existing or proposed public facilities such as public transportation facilities, public safety facilities, public school facilities, and public parks;

Staff Analysis:

Analysis of proposed public facilities and mitigations are discussed in Part B under the Vehicular Network Analysis.

- E. Adequacy of existing and proposed public utility infrastructure;

Staff Analysis:

This application has been reviewed by the appropriate departments within the City for impacts to public utility infrastructure. Any areas of concern have been addressed through plan modifications or are discussed in the appropriate section of this Analysis.

- F. Consistency with the applicable requirements of this chapter, including the general provisions of §3.8.2;

Staff Analysis:

The proposal is consistent with the applicable requirements of the Zoning Ordinance chapter of the City Code, including the General Provisions for Planned Development Districts. Further discussion of consistency of the plan with Section 3.8.2, pertaining to Planned Development requirements, is discussed above. Where code requirements are not met, the applicant has requested a Special Exception and/or modification.

- G. Compatibility of the proposed development with the adjacent community;

Staff Analysis:

As discussed above, the proposed use is complimentary to other uses within the block. The proposed use is also consistent with existing uses to the east and west of the site, outside of the block.

- H. Consistency with the stated purpose of the respective planned development district in §3.8.1 and the general purposes of §3.2.3;

Staff Analysis:

*Consistency with the stated purpose of the Planned Development Residential district and Planned Development districts in general is provided under the discussion of Section 3.2.3 and 3.8.1 above.*

- I. Compatibility of each component of the overall development with all other components of the proposed planned development;

Staff Analysis:

*Consistency with the stated purpose of the Planned Development Residential district and Planned Development districts in general is provided under the discussion of Section 3.2.3 and 3.8.1.*

- J. The quality of design intended for each component of the project and the ability of the overall master development plan to ensure a unified, cohesive environment at full build-out;

Staff Analysis:

*Staff believes adequate quality of design and unified cohesive environment are provided as further discussed in the attached Certificate of Appropriateness staff report.*

- K. Self-sufficiency requirements for each phase of the overall project of §3.8.2.H;

Staff Analysis:

*There are no phases proposed with this development.*

- L. The effectiveness with which the proposal protects and preserves the ecologically sensitive areas within the development;

Staff Analysis:

*There are no identified ecologically sensitive areas on the subject site.*

- M. The extent to which the residential component of the proposed planned development promotes the creation and preservation of affordable housing suitable for supporting the current and future needs of the city.

Staff Analysis:

*Although the proposal provides a range of units types and anticipated price points, staff recommends consideration be given to City goals and objectives pertaining to affordable housing as specified in the Comprehensive Plan.*



## SUMMARY OF ZONING DISTRICTS AND OVERLAYS

**GENERAL ZONING DISTRICTS:** Unless within a planned development district, each property in the City belongs to one of the following zoning districts, which spells out permitted uses and types of development for all parcels within each district, as summarized below:

**RL, RM & RH RESIDENTIAL DISTRICTS:** Permits single-family detached housing and select types of supportive, complementary uses that create quiet and comfortable neighborhoods. Development must be consistent with the character of a residential neighborhood and fit within certain parameters, including:

- **RL RESIDENTIAL LOW:** 20,000 minimum lot size and 40' front setback from the street;
- **RM RESIDENTIAL MEDIUM:** 7,500 minimum lot size and 25' front setback from the street;
- **RH RESIDENTIAL HIGH:** 6,000 minimum lot size and 20' front setback from the street.

**RT & RT-6 TOWNHOUSE DISTRICTS:** Provides townhouses in both districts, as well as duplexes, single-family attached, and single-family detached housing in the RT district.

- **RT-6:** Limited to 6 units per acre;
- **RT:** Limited to 12 units per acre.

**RMF MULTIFAMILY DISTRICT:** Provides for multifamily housing as well as townhouses, duplexes, single-family attached, and single-family detached housing. Buildings may be no taller than 3 stories and 35' or 4 stories and 45' (where not adjacent to a single-family detached district) with a density limited to 20 units per acre. Permitted uses also include nursing homes, assisted living facilities, congregate living facilities and select directly related, complementary uses.

**CL COMMERCIAL LIMITED DISTRICT:** Provides for limited, low intensity office development as a transitional use between residential and commercial areas with buildings limited to 3 stories and 35' in height that may not exceed 17,500 sq. ft. in floor area.

**CO COMMERCIAL OFFICE DISTRICT:** Provides for offices for business, governmental and professional uses, and uses accessory or complementary thereto. Buildings may be up to 5 stories and 60'.

**CR COMMERCIAL RETAIL DISTRICT:** Provides for office and general business and retail establishments, and uses accessory or complementary thereto. Buildings may be up to 5 stories and 60'.

**CU COMMERCIAL URBAN DISTRICT:** Provides an urban, mixed use development option for appropriate parts of the downtown area and sites in the general vicinity of the three key Fairfax Boulevard intersections: Main Street, Chain Bridge Road, and Old Lee Highway, or as may be more precisely specified by a current or future adopted plan. Buildings may be up to 5 stories and 60'.

**CG COMMERCIAL GENERAL DISTRICT:** Provides areas for office, general retail, automobile-related uses, and uses accessory or complementary thereto. Buildings may be up to 5 stories and 60'.

**IL INDUSTRIAL LIGHT DISTRICT:** Provides areas for light industrial uses. Buildings may be up to 3 stories and 35'.

**IH INDUSTRIAL HEAVY DISTRICT:** Provides areas for general industrial uses. Building may be up to 6 stories and 60'.

**PLANNED DEVELOPMENT DISTRICTS AND ZONING OVERLAYS:** Some properties are included in planned development districts and/or are governed by regulations that exceed that of the underlying general zoning district through overlays and other development standards. These are summarized below:

**PD-R, PD-M, PD-C & PD-I PLANNED DEVELOPMENT DISTRICTS:** Provides for coordinated developments and communities with appropriate boundary transitional yards and recreation and open space. The districts provide additional flexibility not available in general zoning districts and allows for innovations and special features in site development that make the community better.

- **PD-R PLANNED DEVELOPMENT RESIDENTIAL:** Allows for permitted/special uses in the R districts;
- **PD-M PLANNED DEVELOPMENT MIXED USE:** Allows for permitted/special uses in the R and C districts;
- **PD-C PLANNED DEVELOPMENT COMMERCIAL:** Allows for permitted/special uses in the C districts;
- **PD-I PLANNED DEVELOPMENT INDUSTRIAL:** Allows for permitted/special uses in the CG, IL, and IH districts.

**HISTORIC OVERLAY DISTRICTS:** Provide additional protection to areas of historic interest in the City in order to ensure that development or building modifications do not alter or diminish the historic quality of the district:

- **OLD TOWN FAIRFAX HISTORIC DISTRICT:** Encourages a compatible mixture of residential, retail and office uses within the district.
- **FAIRFAX PUBLIC SCHOOL HISTORIC DISTRICT:** Includes the property containing the Fairfax Museum & Visitor Center; the district controls uses and structures built on the property.
- **BLenheim HISTORIC DISTRICT:** Includes the property at Historic Blenheim; the district preserves Blenheim mansion and controls uses and structures built on the property.
- **JOHN C. WOOD HOUSE HISTORIC DISTRICT:** Includes the former residence of John C. Wood, the first Mayor of the City of Fairfax; the district prohibits certain uses and structures on the property.

**OLD TOWN FAIRFAX TRANSITION OVERLAY DISTRICT:** Established to encourage a compatible mixture of residential, retail and office uses in areas close to the Old Town Fairfax Historic District. New development must complement the scale, siting and design of the Historic District.

**ARCHITECTURAL CONTROL OVERLAY DISTRICT:** Includes all land in the city which is located outside of an historic district and zoned and used for anything other than a single-family detached residence. This district seeks to encourage the construction of attractive buildings, to protect and promote the general welfare and to prevent deterioration of the appearance of the city, to make the city more attractive for the development of business and industry, and to protect land values.

**RESOURCE PROTECTION AREA (RPA):** Includes land within 100 feet of water bodies that have perennial flow, as well as other natural features such as wetlands and intermittent streams. The RPA seeks to protect these waters from significant degradation due to land disturbances.

**RESOURCE MANAGEMENT AREA (RMA):** Includes all land in the City that is not part of an RPA. Land disturbances in the RMA can have cause water quality degradation and diminish the functionality of RPA lands. Together, the RMA and RPA form the Chesapeake Bay Preservation Area, which encompasses all of the City.

**100-YEAR FLOODPLAIN:** Includes land subject to inundation by the “100-year flood” as on FEMA flood maps (a flood that has a 1% chance of occurring each year).

Application No. 2-18-00114

CITY OF FAIRFAX  
PLANNED DEVELOPMENT APPLICATION

RECEIVED

FEB 16 2018

I/We Capstone Collegiate Communities, LLC by Lynne J. Strobel, Attorney-in-Fact/Agent **Community Dev & Planning**  
(Name of applicant) (Authorized agent's name and relationship to applicant)

corporation ~~general partnership / limited partnership / sole proprietorship/individual~~ (circle one) which is the

property owner / contract purchaser ~~lessee~~ (circle one)

of Lots 57-2 ((20)) 6A, Block \_\_\_\_\_, Section \_\_\_\_\_ of the

Courthouse Plaza Subdivision containing Approx. 268,123 (Sq. Ft.) on the premises known as 10366 through 10398 Democracy Lane requests that the property currently zoned CR be

rezoned to PD-R and Old Town\*. This property is recorded in the land records of Fairfax County in the name of Courthouse Plaza One, LLC in Deed Book 8930, Page 1586.

(Name and address of subject property)

\*Fairfax Transition Overlay District

I certify that I have read and understand my application to comply with Zoning Ordinance Section 6.2.3.C Application Requirements, which states:

1. An application shall be sufficient for processing when it contains all of the information necessary to decide whether or not the development as proposed will comply with the applicable requirements of this chapter.
2. The burden of demonstrating that an application complies with applicable review and approval criteria is on the applicant. The burden is not on the city or other parties to show that the standards or criteria have not been met.
3. Each application is unique and, therefore, more or less information may be required according to the needs of the particular case. Information needs tend to vary substantially from application to application and to change over time as result of code amendments and review procedure changes. Staff has the flexibility to specify submission requirements for each application and to waive requirements that are irrelevant to specific situations. The applicant shall rely on the review official as to whether more or less information should be submitted."

Lynne J. Strobel  
(Signature of applicant or authorized agent)

Attorney-in-Fact/Agent  
(Title or relationship)

Address Walsh Colucci Lubeley & Walsh, PC 2200 Clarendon Blvd. Suite 1300, Arlington, VA 22201 Phone (703) 528-4700

Email lstrobel@thelandlawyers.com

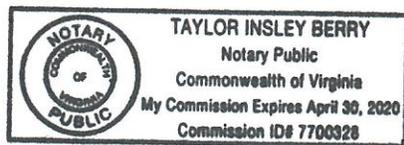
STATE OF VIRGINIA to-wit:

I, the undersigned, a Notary Public in and for the State aforesaid, whose commission as such will expire on the 30 day of April, 2020, do hereby certify that this day personally appeared before me in the State aforesaid Lynne J. Strobel Attorney-in-Fact/Agent  
(Name) (Title)

whose name(s) is (are) signed to the foregoing and hereunto annexed agreement bearing date of the 16 day of February, 2018, and acknowledged the same before me.

GIVEN under my hand and seal this 16 day of February, 2018.

Taylor Insley Berry # 7700328  
Notary Public Registration #



EQUITABLE OWNERSHIP DISCLOSURE STATEMENT

I. GENERAL DISCLOSURE REQUIREMENTS

In accordance with § 6.2.3.B of the Zoning Ordinance, any application for a change in zoning shall include as part of the application a statement on a form provided by the zoning administrator providing complete disclosure of the legal and equitable ownership in any real estate to be affected by the requested change in zoning.

In the case of corporate ownership of real estate, the disclosure shall include the names of stockholders, officers and directors and in any case the names and addresses of all the real parties in interest; provided, however, that the requirement of listing the names of stockholders, officers and directors shall not apply to a corporation whose stock is traded on a national or local stock exchange and having more than 500 shareholders. Such disclosure shall be sworn to under oath before a notary public or other official before whom oaths may be taken.

II. IDENTIFICATION OF REAL PROPERTY AFFECTED

<u>Map Number</u>	<u>Parcel Number</u>	<u>Street Address</u>	<u>Current Owner of Record</u>
57-2 ((20)) 6A	10366 through 10398	Democracy Lane	Couthouse Plaza One, L.L.C.

III. DESCRIPTION OF CHANGE IN ZONING REQUESTED

Completely describe the action being requested, attach narrative if desired.  
Proposed rezoning from CR to the PD-R and Old Town Fairfax Transitional Overlay Districts, with a concurrent Comprehensive Plan amendment, to allow the development of 268 multifamily dwelling units.

IV. SPECIFIC EQUITABLE OWNERSHIP DISCLOSURE

The following individuals have legal and equitable ownership in the real estate to be affected by the requested change in zoning. (Include name, address and telephone number)  
Courthouse Plaza One, L.L.C. 7811 Montrose Road, #200, Potomac, MD 20854 (703) 389-2156

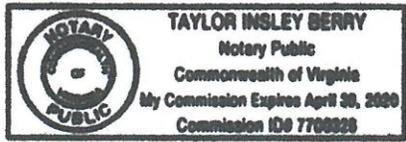
THE DISCLOSURE MADE ON THIS FORM IS IN ACCORDANCE WITH § 110-5 (D) OF THE CODE OF THE CITY OF FAIRFAX MUST BE SWORN UNDER OATH BEFORE A NOTARY PUBLIC OR OTHER OFFICER BEFORE WHOM OATHS MAY BE TAKEN. ALL APPLICANTS MUST SIGN AND HAVE THEIR SIGNATURE NOTARIZED. ATTACH A SEPARATE SHEET IF NECESSARY.

I hereby swear to the best of my knowledge that the information provided in this statement is true and complete.

[Signature]  
Signature Robert D. Brant, Attorney-in-Fact/Agent

Subscribed and sworn before me this 16 day of February, 2018.  
My commission expires: April 30, 2020

[Signature] # 7700328  
Notary Public Registration #



**AFFIDAVIT  
CITY OF FAIRFAX**

I, Capstone Collegiate Communities, LLC, by Robert D. Brant, attorney-in-fact do hereby make oath or affirmation that  
(name of applicant or agent)

I am an applicant in Application Number \_\_\_\_\_ and that to the best of my knowledge and belief, the following information is true:

1. (a) That the following is a list of names and addresses of all applicants, title owners, contract purchasers, and lessees of the property described in the application, and if any of the foregoing is a trustee, each beneficiary having an interest in such land, and all attorneys, real estate brokers, architects, engineers, planners, surveyors, and all other agents who have acted on behalf of any of the foregoing with respect to the application (attach additional pages if necessary):

See Attachment A

Name	Address	Relationship
_____	_____	_____
_____	_____	_____
_____	_____	_____

(b) That the following is a list of the stockholders of all corporations of the foregoing who own ten (10) percent or more of any class of stock issued by said corporation, and where such corporation has ten (10) or less stockholders, a listing of all the stockholders (attach additional pages if necessary):

See Attachment B

Corporation Name: \_\_\_\_\_

Name	Address	Relationship
_____	_____	_____
_____	_____	_____
_____	_____	_____

(c) That the following is a list of all partners, both general and limited, in any partnership of the foregoing (attach additional pages if necessary):

N/A

Partnership Name: \_\_\_\_\_

Name	Address	Relationship
_____	_____	_____
_____	_____	_____
_____	_____	_____

2. That no member of the City Council, Planning Commission, BZA, or BAR has any interest in the outcome of the decision. EXCEPT AS FOLLOWS: (If none, so state.)

None

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

3. That within five (5) years prior to the filing of this application, no member of the City Council, Planning Commission, BZA, or BAR or any member of his or her immediate household and family, either directly or by way of a corporation or a partnership in which anyone of them is an officer, director, employee, agent, attorney, or investor has received any gift or political contribution in excess of \$100 from any person or entity listed in paragraph one. EXCEPT AS FOLLOWS: (If none, so state.)

None

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Capstone Collegiate Communities, LLC by Robert D. Brant

WITNESS the following signature: \_\_\_\_\_

*[Handwritten Signature]*

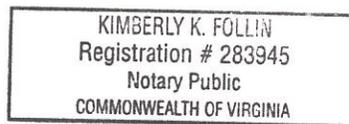
Applicant or Agent

ALL APPLICANTS MUST SIGN AND HAVE THEIR SIGNATURES NOTARIZED.

The above affidavit was subscribed and confirmed by oath or affirmation before me on this 6 day of February, 2018, in the State of Virginia, County of Arlington

My commission expires: 11/30/2019

*[Handwritten Signature]*  
\_\_\_\_\_  
Notary Public/ Registration #



## ATTACHMENT A

Capstone Collegiate Communities, LLC      Applicant/Contract Purchaser  
431 Office Park Drive  
Birmingham, AL 35223  
Agents: Amanda L. Wallis  
          Angela Rawie

Courthouse Plaza One, L.L.C.                      Title Owner of Tax Map  
7811 Montrose Road, #200                      57-2 ((20)) 6A  
Potomac, MD 20854  
Agent: Grace Gorlitz

Christopher Consultants, Ltd.                      Engineer/Agent  
9900 Main Street, Suite 400  
Fairfax, Virginia 22031  
Agents: Giovanni (John) B. Rinaldi  
          William R. Zink

Niles Bolton Associates, Inc.                      Architect/Agent  
300 N. Lee Street, Suite 502  
Alexandria, Virginia 22314  
Agent: Mohamed Mohsen

M.J. Wells & Associates, Inc.                      Transportation Consultant/Agent  
1420 Spring Hill Road, Suite 610  
Tysons, VA 22102  
Agent: William F. Johnson

ECS Mid-Atlantic, LLC                              Geotechnical Consultant/Agent  
14026 Thunderbolt Place, Suite 100  
Chantilly, Virginia 20151  
Agent: John T. Odorisio

Robert Charles Lesser & Co., LLC                      Economic Consultant/Agent  
7200 Wisconsin Avenue, Suite 1110  
Bethesda, MD 20816  
Agent: Leonard Bogorad

Iron Ox Real Estate, LLC                              Broker/Agent  
4084 University Drive  
Fairfax, VA 22030  
Agent: Robert B. Rust

Walsh, Colucci, Lubeley & Walsh, P.C.                      Attorneys/Planners/Agent for Applicant  
2200 Clarendon Boulevard, Suite 1300  
Arlington, Virginia 22201  
Agents: Martin D. Walsh                      Lynne J. Strobel  
          M. Catharine PuskarSara V. Mariska  
          Robert D. Brant                      Nicholas V. Cumings  
          Elizabeth D. Baker                      Steven M. Mikulic

## ATTACHMENT B

### **Capstone Collegiate Communities, LLC**

Members: Robert L. Howland, Benjamin Walker, John E. Vawter

### **Courthouse Plaza One, L.L.C.**

Members: Grace Gorlitz, Paula Gorlitz, Estate of Gail W. Gorlitz

### **Christopher Consultants, Ltd.**

Shareholders: Louis Canonico (nmi), William R. Zink, William R. Goldsmith, Jr., Michael S. Kitchen, Jeffrey S. Smith, Ruth R. Fields, Kevin M. Washington, Brent E. Evans, Christopher C. Filmore, Giovanni (John) B. Rinaldi

### **Niles Bolton Associates, Inc.**

Sole Member: G. Niles Bolton

### **M. J. Wells & Associates, Inc.**

M. J. Wells & Associates, Inc. is an Employee Stock Ownership Plan (ESOP). All employees are eligible Plan participants; however, no one employee owns 10% or more of any class of stock.

### **ECS Mid-Atlantic, LLC**

Engineering Consulting Services, Ltd., Managing Member

#### **Engineering Consulting Services, Ltd.**

Henry L. Lucas

Engineering Consulting Services Ltd. Employee Stock Ownership Plan. All employees are eligible plan participants in accordance with the plan documents and eligibility requirements and there are in excess of hundreds of members in this pension fund, none of whom own 10% or more of any class of stock except for Henry Lucas.

### **Robert Charles Lesser & Co., LLC**

Members: Gadi Kaufmann, Charles Hewlett, Adam Ducker, Todd LaRue, Gregg Logan, Robert Gardner, Taylor Mammen

### **Iron Ox Real Estate, LLC**

Managing Member: Robert B. Rust

### **Walsh, Colucci, Lubeley & Walsh, P.C.**

Shareholders:

Wendy A. Alexander	Jay du Von	Sara V. Mariska	Kathleen H. Smith
David J. Bomgardner	William A. Fogarty	Charles E. McWilliams	Lynne J. Strobel
E. Andrew Burcher	John H. Foote	J. Randall Minchew	Garth M. Wainman
Thomas J. Colucci	H. Mark Goetzman	Andrew A. Painter	Nan E. Walsh
Michael J. Coughlin	Bryan H. Guidash	M. Catharine Puskar	
Peter M. Dolan, Jr.	Michael J. Kalish	John E. Rinaldi	
	Michael R. Kieffer		



RECEIVED

FEB 16 2018

Community Dev & Planning

City of Fairfax - Community Development and Planning
10455 Armstrong Street #207A Fairfax, VA 22030
Phone: 703-385-7820

Application #: SE-18-00115
Receipt #: 2235

LAND USE APPLICATION

- NON REFUNDABLE FEE -

Special Use [X] Special Exception [ ] Variance [ ] Amendment [ ] Renewal [ ]

1. PROPERTY LOCATION INFORMATION

Property Address 10366 through 10398 Democracy Lane Tax Map # 57-2 ((20)) 6A

Project Name Capstone Collegiate Communities Project Description See attached Statement of Justification.

The Applicant is requesting special exceptions to allow: (1) a modification of the maximum building height in the Old Town Fairfax Transition Overlay (TO) District; (2) a modification of the mandatory build-to line requirement in the TO District; and (3) a modification of the minimum tree canopy requirement in the Planned Development Residential District.

2. APPLICANT or AUTHORIZED AGENT INFORMATION (check as appropriate)

Applicant Name Capstone Collegiate Communities, LLC (circle one): Corporation / Gen Partnership / Ltd Partnership / Sole Proprietorship / Individual

Applicant Address Lynne J. Strobel, Attorney-In-Fact/Agent Walsh Colucci Lubeley & Walsh, PC 2200 Clarendon Blvd., Suite 1300, Arlington, VA 22201

Phone (o) (703) 528-4700 (c) Email lstrobel@thelandlawyers.com

Applicant or Authorized Agent Signature Lynne J. Strobel By: Robert D. Brant

Relationship to project (circle one): Property owner / Contract purchaser / Lessee Agent

3. APPLICANT CERTIFICATION STATEMENT Section 110-6.2.3

I certify that I have read and understand my application to comply with Zoning Ordinance Section 6.2.3 which states that an application shall be sufficient for processing when it contains all of the information necessary to decide whether or not the development as proposed will comply with the applicable requirements of this chapter; that the burden of demonstrating that an application complies with applicable review and approval criteria is on the applicant; that each application is unique and, therefore, more or less information may be required according to the needs of the particular case; that staff has the flexibility to specify submission requirements for each application and to waive requirements as appropriate; and that the applicant shall rely on the review official as to whether more or less information should be submitted.

Applicant or Authorized Agent Signature (REQUIRED) Lynne J. Strobel Date 2/16/18

4. ENGINEER, ARCHITECT, SURVEYOR or LANDSCAPE ARCHITECT (Same as Applicant [ ])

Licensed Professional's Name John Rinaldi, Christopher Consultants

Licensed Professional's Address 9900 Main Street, Fourth Floor, Fairfax, Virginia 22031

Phone (o) (703) 273-6820 (c) Email johnrinaldi@ccl-eng.com

\*\*\*OFFICE USE ONLY\*\*\*

Current status of business license and fees Treasurer: Capstone Collegiate does not exist in our system. One tenant BWR Investments

Commissioner of Revenue: Capstone Collegiate Communities must meet the filing requirements prior to beginning business.

Leadlight 2-22-18 rev. 01132017 is in arrears for Personal Property Rebecca McLaughlin 2-26-18

**AFFIDAVIT  
CITY OF FAIRFAX**

I, Capstone Collegiate Communities, LLC, by Robert D. Brant, attorney-in-fact do hereby make oath or affirmation that  
(name of applicant or agent)

I am an applicant in Application Number \_\_\_\_\_ and that to the best of my knowledge and belief, the following information is true:

1. (a) That the following is a list of names and addresses of all applicants, title owners, contract purchasers, and lessees of the property described in the application, and if any of the foregoing is a trustee, each beneficiary having an interest in such land, and all attorneys, real estate brokers, architects, engineers, planners, surveyors, and all other agents who have acted on behalf of any of the foregoing with respect to the application (attach additional pages if necessary):

See Attachment A

Name	Address	Relationship
_____	_____	_____
_____	_____	_____
_____	_____	_____

(b) That the following is a list of the stockholders of all corporations of the foregoing who own ten (10) percent or more of any class of stock issued by said corporation, and where such corporation has ten (10) or less stockholders, a listing of all the stockholders (attach additional pages if necessary):

See Attachment B

Corporation Name: \_\_\_\_\_

Name	Address	Relationship
_____	_____	_____
_____	_____	_____
_____	_____	_____

(c) That the following is a list of all partners, both general and limited, in any partnership of the foregoing (attach additional pages if necessary):

N/A

Partnership Name: \_\_\_\_\_

Name	Address	Relationship
_____	_____	_____
_____	_____	_____
_____	_____	_____

2. That no member of the City Council, Planning Commission, BZA, or BAR has any interest in the outcome of the decision. EXCEPT AS FOLLOWS: (If none, so state.)

None

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

3. That within five (5) years prior to the filing of this application, no member of the City Council, Planning Commission, BZA, or BAR or any member of his or her immediate household and family, either directly or by way of a corporation or a partnership in which anyone of them is an officer, director, employee, agent, attorney, or investor has received any gift or political contribution in excess of \$100 from any person or entity listed in paragraph one. EXCEPT AS FOLLOWS: (If none, so state.)

None

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Capstone Collegiate Communities, LLC by Robert D. Brant

WITNESS the following signature:

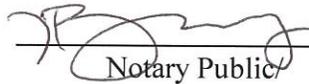


Applicant or Agent

ALL APPLICANTS MUST SIGN AND HAVE THEIR SIGNATURES NOTARIZED.

The above affidavit was subscribed and confirmed by oath or affirmation before me on this 10 day of February, 2018, in the State of Virginia, County of Arlington

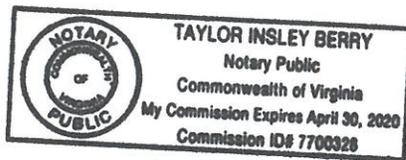
My commission expires: April 30, 2020



Notary Public

# 7700328

Registration #



## ATTACHMENT A

Capstone Collegiate Communities, LLC      Applicant/Contract Purchaser  
431 Office Park Drive  
Birmingham, AL 35223  
Agents: Amanda L. Wallis  
          Angela Rawie

Courthouse Plaza One, L.L.C.                      Title Owner of Tax Map  
7811 Montrose Road, #200                      57-2 ((20)) 6A  
Potomac, MD 20854  
Agent: Grace Gorlitz

Christopher Consultants, Ltd.                      Engineer/Agent  
9900 Main Street, Suite 400  
Fairfax, Virginia 22031  
Agents: Giovanni (John) B. Rinaldi  
          William R. Zink

Niles Bolton Associates, Inc.                      Architect/Agent  
300 N. Lee Street, Suite 502  
Alexandria, Virginia 22314  
Agent: Mohamed Mohsen

M.J. Wells & Associates, Inc.                      Transportation Consultant/Agent  
1420 Spring Hill Road, Suite 610  
Tysons, VA 22102  
Agent: William F. Johnson

ECS Mid-Atlantic, LLC                              Geotechnical Consultant/Agent  
14026 Thunderbolt Place, Suite 100  
Chantilly, Virginia 20151  
Agent: John T. Odorisio

Robert Charles Lesser & Co., LLC                      Economic Consultant/Agent  
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Bethesda, MD 20816  
Agent: Leonard Bogorad

Iron Ox Real Estate, LLC                              Broker/Agent  
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Fairfax, VA 22030  
Agent: Robert B. Rust

Walsh, Colucci, Lubeley & Walsh, P.C.                      Attorneys/Planners/Agent for Applicant  
2200 Clarendon Boulevard, Suite 1300  
Arlington, Virginia 22201  
Agents: Martin D. Walsh                      Lynne J. Strobel  
          M. Catharine Puskar                      Sara V. Mariska  
          Robert D. Brant                          Nicholas V. Cumings  
          Elizabeth D. Baker                      Steven M. Mikulic

## ATTACHMENT B

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Members: Robert L. Howland, Benjamin Walker, John E. Vawter

### **Courthouse Plaza One, L.L.C.**

Members: Grace Gorlitz, Paula Gorlitz, Estate of Gail W. Gorlitz

### **Christopher Consultants, Ltd.**

Shareholders: Louis Canonico (nmi), William R. Zink, William R. Goldsmith, Jr., Michael S. Kitchen, Jeffrey S. Smith, Ruth R. Fields, Kevin M. Washington, Brent E. Evans, Christopher C. Filmore, Giovanni (John) B. Rinaldi

### **Niles Bolton Associates, Inc.**

Sole Member: G. Niles Bolton

### **M. J. Wells & Associates, Inc.**

M. J. Wells & Associates, Inc. is an Employee Stock Ownership Plan (ESOP). All employees are eligible Plan participants; however, no one employee owns 10% or more of any class of stock.

### **ECS Mid-Atlantic, LLC**

Engineering Consulting Services, Ltd., Managing Member

#### **Engineering Consulting Services, Ltd.**

Henry L. Lucas

Engineering Consulting Services Ltd. Employee Stock Ownership Plan. All employees are eligible plan participants in accordance with the plan documents and eligibility requirements and there are in excess of hundreds of members in this pension fund, none of whom own 10% or more of any class of stock except for Henry Lucas.

### **Robert Charles Lesser & Co., LLC**

Members: Gadi Kaufmann, Charles Hewlett, Adam Ducker, Todd LaRue, Gregg Logan, Robert Gardner, Taylor Mammen

### **Iron Ox Real Estate, LLC**

Managing Member: Robert B. Rust

### **Walsh, Colucci, Lubeley & Walsh, P.C.**

Shareholders:

Wendy A. Alexander	Jay du Von	Sara V. Mariska	Kathleen H. Smith
David J. Bomgardner	William A. Fogarty	Charles E.	Lynne J. Strobel
E. Andrew Burcher	John H. Foote	McWilliams	Garth M. Wainman
Thomas J. Colucci	H. Mark Goetzman	J. Randall Minchew	Nan E. Walsh
Michael J. Coughlin	Bryan H. Guidash	Andrew A. Painter	
Peter M. Dolan, Jr.	Michael J. Kalish	M. Catharine Puskar	
	Michael R. Kieffer	John E. Rinaldi	

RECEIVED

FEB 16 2018

SPECIAL LIMITED POWER OF ATTORNEY

Community Dev & Planning

Know All Men By These Presents:

Courthouse Plaza One, L.L.C. does hereby make, constitute and appoint Martin D. Walsh, Lynne J. Strobel, M. Catharine Puskar, Sara V. Mariska, Robert D. Brant, Nicholas V. Cumings, Steven M. Mikulic and Elizabeth D. Baker, (Telephone 703-528-4700) of 2200 Clarendon Boulevard, Suite 1300, Arlington, Virginia 22201, to act as the agents in connection with the filing and processing of zoning map amendments, comprehensive plan amendments, special exceptions, variances and special use permits, BAR applications, and any related applications, associated with the property identified as 054-2-20-006-A.

COURTHOUSE PLAZA ONE, L.L.C.

Grace K Gorlitz  
By: GRACE K GORLITZ  
Its: managing Member

STATE OF Virginia :  
COUNTY OF Fairfax : to-wit

The foregoing instrument was acknowledged before this 7th day of February, 2018 by Grace K. Gorlitz, Managing Member of Courthouse Plaza One, L.L.C.

Elyse Ann Poling  
Notary Public

My Commission Expires: Sep 30, 2018  
Registration #: 7016522



RECEIVED

FEB 16 2018

Community Dev & Planning

SPECIAL LIMITED POWER OF ATTORNEY

Know All Men By These Presents:

Capstone Collegiate Communities, LLC does hereby make, constitute and appoint Martin D. Walsh, Lynne J. Strobel, M. Catharine Puskar, Sara V. Mariska, Robert D. Brant, Nicholas V. Cumings, Steven M. Mikulic and Elizabeth D. Baker, (Telephone 703-528-4700) of 2200 Clarendon Boulevard, Suite 1300, Arlington, Virginia 22201, to act as the agents in connection with the filing and processing of zoning map amendments, comprehensive plan amendments, special exceptions, variances and special use permits, BAR applications, and any related applications, associated with the property identified as 054-2-20-006-A.

CAPSTONE COLLEGIATE COMMUNITIES, LLC

By: JOHN E. VAWTER  
Its: MEMBER

STATE OF Alabama :  
COUNTY OF Jefferson : to-wit

The foregoing instrument was acknowledged before this 19 day of February, 2018 by John Vawter, Member of Capstone Collegiate Communities, LLC.

Melanie Suzanne Robinson  
Notary Public

My Commission Expires: 07/25/2020  
Registration #: \_\_\_\_\_



## **CAPSTONE COLLEGIATE COMMUNITIES, LLC**

### **Narrative and Summary of Commitments November 20, 2018**

This Narrative and Summary of Commitments are included as part of the Master Development Plan prepared by Christopher Consultants dated November 20, 2018, consisting of fifteen (15) sheets (the "MDP"), and should be read in conjunction with the MDP as if fully set forth therein. The contents of this Narrative and Summary of Commitments address the requirements set forth in Section 3.8.2.C.1 of the City of Fairfax Zoning Ordinance, as amended by City Council on March 27, 2018.

Capstone Collegiate Communities, LLC (the "Applicant") is the contract purchaser of approximately 6.15 acres located in the City of Fairfax. The property is identified as tax parcel 57-2-20-006A (the "Subject Property") and is located in the northeast quadrant of University Drive and Democracy Lane. Currently zoned to the CR Commercial Retail District, the Subject Property is developed with low-rise office buildings and associated surface parking. The aging office buildings, constructed in approximately 1978, are approximately 50% vacant. Given the age of the office buildings and condition of the current office market, the Subject Property's use as commercial office is no longer economically viable. The Applicant is proposing to rezone the Subject Property to the Planned Development Residential (PD-R) and Old Town Fairfax Transition Overlay (TO) Districts to permit the redevelopment of the Subject Property with a multifamily residential community that will be marketed to graduate and undergraduate university students.

#### **APPLICANT OVERVIEW**

The Applicant specializes in the development, construction, and management of high-quality off-campus student housing in proximity to major colleges and universities across the country. Formed in January 2012 as part of the restructuring of Capstone Development, which had over 23 years of student housing experience, the Applicant is a market leader in the student housing industry. At the time of restructuring, the Applicant had a portfolio of 131 student housing communities in 33 states throughout the country. The Applicant's communities are professionally managed by a staff that maintains a 24/7 presence on-site. Through its years of experience in the student housing industry, the Applicant has developed a business model and management practices that create quality, successful, and secure communities.

While its communities are privately owned and managed, the Applicant works closely with the proximate university and the local jurisdiction. The proposed development in the City would be marketed to graduate and undergraduate students of George Mason University ("GMU"), located approximately one mile south of the Subject Property. As GMU continues to grow, so does the need for additional off-campus student housing. The Applicant's proposal meets the growing need for student housing by providing GMU students with a secure, professionally managed housing option that is proximate to campus. The proposal will benefit the City in the form of commercial tax revenue, the generation of additional activity in the City's business district,

and the addition of residential use in downtown Fairfax. The Applicant will not seek tax-exempt status for the proposed development, and the Subject Property will remain privately-owned following construction.

## PROPOSED DEVELOPMENT

The Applicant's proposed development is a purpose built student housing community that will be designed to accommodate and marketed to undergraduate and graduate university students. As detailed on the submitted MDP, the Applicant's proposal consists of two (2) connected multifamily residential buildings that will vary in height between four (4) and five (5) stories. Building height shall be limited to four (4) stories along University Drive and along a majority of the shared property line with the adjacent office building to the north to provide a transition to the proximate townhouses in Olde Fairfax Mews and residential uses to the north. Building height shall be limited to five (5) stories on all other areas of the Subject Property, with the highest point of the building located on the eastern portion of the Subject Property to minimize impacts on proximate residential communities. A total of up to 275 dwelling units are proposed, comprised of a mix of studios, one bedroom, two bedroom, three bedroom and four bedroom units. As noted on Sheet 4A of the MDP, double occupancy bedrooms may be considered for some of the one bedroom and two bedroom units, provided that the maximum number of residents in the building does not exceed 825. Each unit will include one bathroom per bedroom, a common living area with complete kitchen facilities, and a washer/dryer. Use of the common living area as a bedroom will not be permitted. All units will be fully furnished by the Applicant. In accordance with its established business model, the Applicant will enter into a separate lease agreement by bedroom with each individual resident. All leases shall be a minimum of twelve (12) months, inclusive of an approximately two (2) week period at the end of the lease term in which the unit must be vacant to allow the Applicant to perform necessary maintenance in anticipation of the subsequent tenant. Rent shall be payable in twelve (12) monthly installments. In accordance with Zoning Ordinance requirements, no more than four (4) unrelated individuals will be permitted to occupy a single unit. The proposed community will not exceed 825 residents.

The Applicant has designed the proposed community to ensure that it is compatible with the surrounding area, transitions appropriately to existing and planned residential uses, and facilitates future development in this area of the City by initiating a framework for a future street grid.

The proposed development is characterized by exceptional site design that activates the currently underutilized parcel with a high quality, vibrant residential community. The proposed buildings are primarily oriented to University Drive and Democracy Lane, with a portion of the western building oriented to Layton Hall Drive. This orientation creates an activated streetscape along the property's frontages that is characterized by landscaping, courtyards, pocket parks and sidewalks that will enhance the pedestrian experience and provide connectivity to downtown Fairfax. The proposed buildings are designed with traditional features that will be compatible with downtown Fairfax. Building materials may include, but are not limited to, brick, asphalt shingle and standing seam roofs, lap siding and other quality materials. The building is stepped along University Drive, and the façade is broken up through the use of articulation, a variety of building materials, and insets, thereby reducing the size and scale of the proposed building. A combination

of flat and pitched roofs will be provided, creating additional articulation and visual interest in the façade. This portion of the building has been designed to a maximum height of four (4) stories to establish a transition to the existing townhomes across University Drive. A twenty (20) foot setback is proposed between the building and the property line along University Drive, with an additional landscape strip and ten foot (10') sidewalk within the right of way. This setback will further enhance the buffer between the building and these townhomes, however, the building will engage the street level through the provision of stoops and walkways connecting the building with University Drive. The building's façade resembles townhouses in appearance, which will be compatible with the proximate community. The ground floor of the proposed building at the intersection of University Drive and Democracy Lane is activated with the placement of amenity space and a leasing/management office at this prominent corner.

The Applicant is committed to minimizing impacts on adjacent and nearby residential communities by providing an adequate number of parking spaces on-site to accommodate the future residents and their visitors. Pursuant to Section 3.7.3.E of the Zoning Ordinance, a minimum of 1.5 parking spaces per dwelling unit are required in the TO District. A total of 737 parking spaces are proposed, including 680 garage spaces and 57 on-street and surface spaces, which is in excess of Zoning Ordinance requirements. The number of garage spaces may be increased pending final design. The above grade parking structure will be accessible from Democracy Lane and Layton Hall Drive. The on-street parking, including a dedicated loading space, will be provided along Democracy Lane and the future connector street. An existing surface parking lot on the eastern portion of the Subject Property will remain. The parking garage will be wrapped on all four sides by residential units, thereby shielding the garage from the view of adjacent properties. The building will include an indoor secured storage area for a minimum of seventy five (75) resident bicycles. The approximate location of the secured storage area is identified on the MDP. Outdoor bicycle parking spaces will be provided for guests, and the Applicant has identified a potential location for a future Bikeshare station proximate to the intersection of University Drive and Democracy Lane.

The proposed community will include a variety of high quality amenities, such as game rooms, fitness facilities, common gathering spaces and group study rooms. An outdoor courtyard area is located in the interior of the buildings to mitigate any noise impacts on nearby residential communities. This courtyard will include features such as a pool, an outdoor kitchen area and outdoor seating. Two additional courtyards will be provided on the eastern portion of the Subject Property. The proposed lot coverage is within the maximum 90% permitted within the TO District. Approximately 28% of the total site area will be provided as open space in the form of courtyards, pocket parks, a landscaped perimeter, and plaza amenities.

The proposed development will include on-site underground stormwater management and best management practices (BMP) facilities that will comply with all applicable stormwater regulations.

## COMPREHENSIVE PLAN AMENDMENT

The Future Land Use Map for the City of Fairfax indicates that the Subject Property is planned for Business – Commercial use. Although not currently located within the boundaries of

the TO District, the Comprehensive Plan (the “Plan”) recommends that the Subject Property be included in the TO District, either upon application from the property owner in conjunction with a rezoning or as part of a larger City-initiated rezoning. The proposed multifamily development will require a Plan amendment consistent with the recommendation to include the Subject Property in the TO District. The Applicant proposes that the Plan be amended to re-classify the Subject Property as Residential – High, concurrent with a rezoning to the PD-R and TO Districts.

As evidenced by the high vacancy rates, the existing office use on the Subject Property is no longer economically viable, and the Business – Commercial Future Land Use designation is no longer appropriate. Due to the age of the buildings and existing office market conditions, the current owner has had difficulty leasing the buildings to prospective office tenants. Although the Application Property could be redeveloped with other commercial uses consistent with its existing Business – Commercial designation, such redevelopment would require a significant investment. Given the City’s recent difficulties retaining commercial tenants, it is unlikely that a large scale commercial redevelopment project in this location would be economically viable. The difficulties in retaining commercial tenants is in part due to the lack of residential density in the City’s downtown. The Applicant’s proposal for additional residential density will promote future commercial development of adjacent and nearby properties. In conjunction with this application, the Applicant conducted a fiscal and economic impact analysis to quantify the economic benefits this proposal will have on the City. The analysis demonstrated that the proposed development will generate a positive fiscal impact of up to \$823,000.00 on an annual basis. The analysis also demonstrates that future residents of the proposed development could spend up to \$2.9 million per year on restaurants, retail establishments and other businesses within the City. The proposed Plan amendment will allow the Applicant to redevelop the Application Property with a vibrant residential community that will attract residents to the City’s downtown core, incentivize future economic development and result in a clear fiscal and economic benefit to the City and its business community.

The Applicant’s proposal is consistent with the Plan’s overall strategies and objectives, which support an amendment. Strategy LU2.1 in the Land Use section of the Plan provides that proposed development in the City should be evaluated based on its consistency with the guidance provided in the Plan as a whole. Objective LU-4 of the Land Use section sets forth strategies intended to promote Old Town Fairfax as the City’s historic core and downtown cultural activity center. These strategies include: 1) emphasizing the pedestrian access and usability in old town; 2) encouraging a mix of uses, including residential, in Old Town Fairfax; and 3) attracting cultural activities and facilities to Old Town, particularly during the evening hours, by supporting and encouraging restaurants and retail establishments. Objective HOU-5 of the Housing section of the Plan provides strategies for managing the existing and anticipated housing needs generated by GMU. Strategy HOU-5.1 encourages collaboration on finding solutions to GMU’s housing problems including potential shortages, overcrowding, excessive parking demand, traffic and noise in residential neighborhoods.

The proposed development fulfills the stated Plan objectives listed above. The development will create a pedestrian friendly streetscape with ten foot (10’) sidewalks along University Drive and Layton Hall Drive that will provide convenient, walkable access to downtown Fairfax. The proposed multifamily residential use will contribute to the diversity of

uses in the City while attracting several hundred year-round residents to the downtown. These residents will shop, eat and work at many of the existing local businesses, and their presence will incentivize future economic development and investment. In addition to bolstering the economic health of the City's downtown, the proposed student housing community will address each of the problems identified by HOU-5.1. The proposed development will provide housing for GMU students in a professionally managed and secure setting, thereby alleviating impacts on residential communities. The Applicant is committed to working with the City and GMU to provide a reliable transportation option for the residents to commute to GMU, and to ensure that the parking needs of the residents are met on-site. Finally, the proposed Residential – High classification is consistent with the planning of the Layton Hall multifamily community to the north. Because the proposed development advances the foregoing objectives as stated in the Plan, and given that the proposed Residential – High classification is compatible with adjacent properties, the requested Plan amendment is warranted.

## REZONING APPLICATION

In addition to a Plan amendment, the Applicant is requesting a concurrent rezoning of the Subject Property from the CR District to the PD-R and TO Districts. 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:

As discussed above, the Applicant's proposal is consistent with the stated objectives of the Plan. The proposal advances one of the City's primary objectives by introducing residential density to downtown Fairfax that will support existing businesses, and incentivize future investment and redevelopment in the City's economic core. The requested PD-R zoning classification will provide greater benefits to the City than a development consistent with the current CR District. The stated purpose of the CR District is to provide areas for office and general business and retail establishments, and uses accessory or complementary thereto. Given the existing condition of the office market in the City and throughout the region, and considering the current vacancy rates within the existing office buildings, the continued use of the Subject Property for office purposes is no longer viable. In addition, redevelopment of the Subject Property with retail uses that would compete with existing businesses in downtown Fairfax is not a desirable outcome.

The requested rezoning to the PD-R District will allow the Applicant to redevelop the Subject Property with a multifamily residential community that will create a critical mass of residential activity near the City's economic core, and result in numerous benefits to the City as a whole. In addition to attracting residents that will support existing and future commercial uses downtown, the proposed development will provide a street connection between Layton Hall Drive and Democracy Lane that will improve traffic circulation and initiate a future street grid in this area. Pedestrian connectivity will be enhanced through the provision of ten foot (10') wide sidewalks along University Drive and Layton Hall Drive, and six foot (6') wide sidewalks along Democracy Lane and the connector street. While unable to bear the sole cost of undergrounding the existing overhead utilities along University Drive, the Applicant is committed to partnering with the City by contributing twenty five percent (25%) of the estimated costs of the undergrounding, up to a maximum contribution of \$328,750.00. Further, the proposed community

will meet the growing demand for student housing within the City by providing a quality, affordable housing option that is proximate to GMU. The secure and professionally managed community will offer students a quality alternative to renting homes in established single family neighborhoods as has become common practice in the City. The proposed student housing community will increase the vibrancy of the downtown area and strengthen the relationship between the City and GMU.

The Subject Property is highly suitable for a multifamily residential community given its location in a highly walkable area of the City and proximity to shops, restaurants and community amenities. The Applicant will utilize the PD-R and TO District regulations to create a development that better engages the street level, thereby activating the frontages along University Drive, Democracy Lane and Layton Hall Drive. The existing infrastructure is adequate to support the proposed use. The proposed street connection between Layton Hall Drive and Democracy Lane will improve traffic circulation and initiate a future street grid in this area. The Applicant is committed to mitigating transportation impacts by partnering with the City's CUE bus service to ensure the community is adequately served by existing or future bus routes and, if necessary, providing a private shuttle service to and from GMU. Given that the community will be marketed to graduate and undergraduate university students, the Applicant does not anticipate any impacts on public schools. While the future residents will have access to the City's parks, ample on-site recreational amenities are proposed including fitness facilities, an interior courtyard with a pool, and game rooms. The existing public utility infrastructure is adequate to serve the proposed development.

The Applicant has designed the proposed buildings to ensure compatibility with the adjacent and surrounding community. The height of the buildings along University Drive will be limited to four stories in height, and the building will be stepped to reduce the apparent height and scale. The architectural treatment of this façade will include a variety of building materials, articulation, and a combination of flat and pitched roofs. The building will be stepped along University Drive to reduce building height. The same techniques and palette of materials will be utilized on each of the facades, thereby establishing a unified appearance for the entire development. The development will be constructed in a single phase. Given that the Subject Property is currently developed and consists of predominantly impervious surface, there are no ecologically sensitive areas that will be disturbed in conjunction with the proposed development. The proposed stormwater management facilities will result in an improvement to the existing condition.

Finally, the proposed multifamily community is unique given that it will be designed and marketed to university students. Inherent in the Applicant's business model is the need to ensure that this community is affordable to its target demographic. To that end, rents will be priced to accommodate university students. In addition, a small percentage of the one and two bedroom units may be provided as double occupancy bedrooms to be affordable.

For these reasons, the proposed rezoning to the PD-R and TO Districts is justified.

In conjunction with the proposed rezoning application, the Applicant requests approval of the following special exception applications and modifications:

1. Pursuant to Section 6.17.1(B)(3) of the Zoning Ordinance, a special exception is hereby requested to allow a modification of the forty eight (48) foot maximum building height in the TO District.

In accordance with the approval criteria for special exceptions set forth in Section 6.17.7 of the Zoning Ordinance, the requested modification of maximum building height will not materially or adversely impact adjacent land uses or the physical character of uses in the immediate vicinity of the Subject Property. As shown on the MDP, the height of the proposed development ranges from four (4) to five (5) stories, which is consistent with the maximum number of stories permitted under the current CR zoning classification. As discussed above, the tallest point of the building is centrally located on the Subject Property and further from existing residential communities thereby avoiding any adverse impacts. The Applicant has designed the portion of the building located along University Drive at a height of four (4) stories to maintain an appropriate transition to the proximate townhouses to the west. The existing grade along this portion of the property will be lowered and the building will be stepped to reduce the apparent height of the building and to create a more desirable streetscape. Similarly, the height of the building along a majority of the northern property line adjacent to the existing medical office building is limited to four (4) stories in consideration of residential uses to the north. The additional building height will allow the Applicant to screen the proposed parking garage, thereby mitigating impacts on nearby residential uses and not adversely impacting the character of the area.

2. Pursuant to Section 3.8.2.E of the Zoning Ordinance, a modification is hereby requested of the twenty percent (20%) tree canopy requirement set forth in Section 4.5.6(A) of the Zoning Ordinance.

The Applicant's proposal results in the provision of a 13.6% tree canopy. A variety of deciduous trees are proposed, and all trees will be 3.5 inch caliper at the time of planting. While less than the 20% requirement in the PD-R District, the tree canopy exceeds the amount required in various other zoning districts including the Residential Multifamily District (10%), the Planned Development Mixed Use, Commercial and Industrial Districts (10%), and the Subject Property's existing Commercial Retail District (10%). The Applicant's ability to provide additional tree coverage is limited by the mandatory build-to line requirement of the TO District, the need to provide adequate parking facilities on-site to meet the demands of future residents thereby minimizing impacts on nearby residential streets, and the presence of underground utilities and required stormwater management facilities. The proposed development will include the addition of street trees, landscaping and streetscape improvements along the University Drive, Democracy Lane and Layton Hall Drive frontages of the Subject Property, creating a more welcoming gateway into downtown Fairfax and resulting in an overall enhanced experience for pedestrians and bicyclists. In addition, the proposed layout is

consistent with the permissible lot coverage permitted in the TO District. Finally, as discussed in the submitted Summary of Commitments, the Applicant will provide the balance of the required canopy in the form of off-site trees to be planted in the vicinity of the Subject Property on City-owned property or within public rights-of-way, or an equivalent monetary contribution.

3. Pursuant to Section 3.8.2.E of the Zoning Ordinance, a modification is hereby requested of the street tree requirements set forth in Section 4.5.6.B of the Zoning Ordinance. Specifically, the Applicant is requesting a modification of the requirement to plant street trees within fifteen (15) feet from the back of curb along University Drive and Layton Hall Drive, a modification of the requirement to provide a ten foot (10') landscape strip along Democracy Lane and the future connector street, and a modification of the tree spacing requirements for a portion of the Democracy Lane frontage.

The proposed street trees along University Drive are located approximately 19.5 feet from the back of curb, and are closer to the street than the existing trees along this frontage. The proposed location will maximize the survivability and long term health of these trees by avoiding conflicts with the existing overhead utilities, the proposed 10 foot sidewalk and providing sufficient room for root growth. The requested modification will not result in a streetscape that is visually different than a streetscape with the 15 foot planting requirement, and the proposed streetscape continues to meet the intent of Section 4.5.6.B. Regarding the modification of the ten foot planting requirement, due to site constraints, it is not possible to provide the full ten feet along portions of Democracy Lane due to the presence of on-street parallel spaces and the proposed loading space. The Applicant has maximized plantings along Democracy Lane to the extent possible and provided street trees along this entire frontage to meet the intent of the landscape strip requirement. Finally, the Applicant is requesting a modification of the fifty (50) foot street tree spacing requirement for two locations along Democracy Lane. This modification is requested for the areas adjacent to the proposed loading space and the parking garage entrance. This requirement has been met for the remainder of the Subject Property's street frontage.

4. Pursuant to Section 3.8.2.E of the Zoning Ordinance, a modification is hereby requested of the twenty percent (20%) open space requirement set forth in Section 3.8.2.G of the Zoning Ordinance.

Pursuant to Section 3.8.7.B of the Zoning Ordinance, the minimum required width for recreational open space is fifty (50) feet. As indicated on Sheet 7 of the MDP, a total of 11.6% of the site is provided as open space that meets this dimensional requirement. However, additional open space is provided that does not necessarily meet the technical requirements of the Zoning Ordinance. Sheet 7 of the MDP demonstrates that this effective open space will amount to 28.2% of the site area. This additional open space includes the public realm space along the University Drive frontage, a triangular shaped open space area along Democracy Lane, and

additional open space along the private streets. In addition, the proposed development will include recreational areas within the building, including fitness facilities, game rooms and common gathering areas. Accordingly, because future residents of the community will have access to ample interior and exterior open space, the requested modification is appropriate.

5. Pursuant to Section 3.8.2.E of the Zoning Ordinance, a modification is hereby requested of the requirement that sixty percent (60%) of the provided open space be contiguous.

As demonstrated on Sheet 7 of the MDP, fifty five percent (55%) of the provided open space that meets the dimensional requirements of Section 3.8.2.G is contiguous. This space includes the courtyards on the eastern portion of the Subject Property that are connected by the sidewalk and landscape strip along the proposed private street. Given that the proposed open space is dispersed throughout the Subject Property, and connected by a network of landscaped sidewalks, a modification of the 60% contiguity requirement is appropriate.

6. Pursuant to Section 3.8.2.E of the Zoning Ordinance, a modification is hereby requested of the requirement to provide a landscape island in the existing surface parking lot on the eastern portion of the Subject Property.

Due to a reciprocal parking agreement with the owner of the adjacent office property to the east, the Applicant is required to maintain the existing surface parking spaces on the eastern portion of the Subject Property. These spaces are located outside the proposed limits of disturbance, and the Applicant is not proposing to expand this existing parking area. In lieu of providing the required landscape island, the Applicant has enhanced the streetscape on the eastern portion of the Subject Property by adding additional trees along the private street and Layton Hall Drive.

The Applicant's proposal presents an opportunity to redevelop an aging office development with a vibrant use that will activate an underutilized parcel, attract much needed residential density to the City's downtown, and generate additional activity in an area that is critical to the City's continued economic success. The proposed community will provide downtown Fairfax with an infusion of residents who will live, eat, shop and work downtown. The proposal also represents a unique opportunity to strengthen the relationship between the City and the GMU student body. 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.

[SUMMARY OF COMMITMENTS BEGINS ON FOLLOWING PAGE]

## Summary of Commitments

The following commitments are included as part of the Master Development Plan prepared by Christopher Consultants dated November 20, 2018, consisting of fifteen (15) sheets (the “MDP”), and should be read in conjunction with the MDP as if fully set forth therein.

1. Purpose Built Student Housing –The proposed development shall be comprised of up to 275 units and have features including, but not limited to, group study rooms, fitness facilities, common indoor and outdoor gathering areas, and other amenities designed and intended to attract university student residents. The Applicant shall employ student leasing assistants to aid in the recruitment of future residents and day-to-day operations of the community. While the Applicant and the proposed community will have no direct affiliation with GMU, the Applicant shall engage in direct marketing efforts to GMU students. Unlike conventional multifamily rental developments which are leased on a per unit basis, the Applicant shall enter into separate lease agreements on a per-bedroom basis with each individual resident. Each unit shall be fully furnished by the Applicant. All leases shall be a minimum of twelve (12) months, inclusive of an approximately two (2) week period at the end of the lease term in which the unit must be vacant to allow the Applicant to perform necessary maintenance in anticipation of the subsequent tenant. Rent shall be payable in twelve (12) monthly installments. Residents may sublease their bedrooms, subject to compliance with all terms and conditions of the existing lease and subject to prior approval by the Applicant. All subtenants shall comply with all applicable lease conditions, rules and other regulations established by the Applicant and property management. Double occupancy bedrooms may be permitted for some of the one-bedroom and two-bedroom units, however, the total number of residents in the community shall be limited to 825. In accordance with Zoning Ordinance requirements, no individual unit shall be occupied by more than four (4) unrelated individuals. All common areas within the units shall remain available to all occupants and shall not be used as sleeping areas. Notwithstanding the foregoing commitments, the proposed development is subject to and the Applicant shall comply with all applicable state and federal fair housing laws.
  
2. Security and Operations – The proposed development shall be professionally managed by a staff that maintains a 24/7 presence on site. Staff shall include full-time and/or part-time professional management personnel, maintenance personnel, student leasing assistants who reside on site, and a minimum of two (2) off-duty or retired police officers, emergency services personnel or retired military who serve as resident “courtesy managers” within the community. The Applicant shall provide on-site housing to such courtesy managers rent-free in exchange for their security services and presence within the community. Courtesy managers at their convenience in consideration of their work schedules shall conduct periodic walk-throughs of the common areas and hallways, provide assistance to residents upon request, and receive and respond to noise complaints. Staff will be present in an on-site management office during business hours. During nights, weekends and non-business hours, the Applicant shall maintain a phone service to allow residents of the community and of the surrounding neighborhoods to call and report noise-related and other complaints on a 24-hour basis. Upon receipt of a complaint, the Applicant shall dispatch appropriate staff to investigate and respond to the

complaint, as necessary. The Applicant shall provide the phone number to the City of Fairfax, and to designated representatives of nearby communities including the Olde Fairfax Mews Community Council, the Madison Mews Homeowners Association and any other community association, civic association or individual(s) upon request.

3. Move-In Procedures – All resident move-ins shall occur in accordance with a Maintenance of Traffic Plan (“MOT Plan”) prepared by the Applicant and submitted to the City prior to commencement of each academic year. The MOT Plan for each academic year shall specify a date and timeframe for move-in day. In the event that the building is not fully leased by the specified move-in day, additional residents may move in to the building after the specified date on an as-needed basis. If the number of residents moving into the building on any given date exceeds ten (10) residents, the Applicant shall notify the City in advance. The Applicant shall develop written move-in procedures that shall be distributed to future residents in advance of the designated move-in date each year. Residents shall be provided with a designated time frame, not to exceed two (2) hours in duration, in which to move into their units. Move-in times shall be staggered throughout the day to minimize impacts on the surrounding street network. All unloading activities on move-in day shall occur within the above-grade parking garage. Staff shall be present throughout move-in day to direct vehicles, maintain the efficient flow of traffic to and from the Subject Property, and assist residents with move-in procedures. The Applicant shall also notify City police in advance of the move-in day each year and hire off-duty personnel as needed to direct traffic. Any use and/or closure of public streets or rights-of-way for move-in activities shall be presented to appropriate City officials for approval. Each year, the Applicant shall provide notice of the specified move-in day and a copy of the MOT Plan to surrounding property owners and designated representatives of the Olde Fairfax Mews Community Council, the Madison Mews Homeowners Association, and any other community association, civic association or individual(s) upon request.
4. Parking – The Applicant may, in its sole discretion, establish rules, regulations and procedures for the structured parking garage shown on the MDP. The parking garage shall be wrapped by residential units to screen it from proximate residential uses. The parking garage shall include a minimum of 680 parking spaces, which shall be available to future residents of the proposed community. The final number of garage parking spaces shall be determined at final site plan based on final design. The twenty five (25) on-street parallel parking spaces on Democracy Lane and the future private street shown on the MDP shall be time restricted as determined by the City in coordination with the Applicant. The Applicant shall be responsible for posting appropriate signs informing drivers of time restrictions. Two (2) parking spaces on the Subject Property shall be designated for use by a car sharing service to be determined by the Applicant. The specific location of the car sharing service spaces shall be determined by the Applicant at the time of site plan.
5. Transportation –
  - a. Bus and Shuttle Service -The Applicant shall encourage CUE bus ridership by its residents, and shall coordinate with the City’s CUE bus service to reroute existing CUE bus routes to establish bus stops in proximity to the Subject Property on Layton Hall Drive and University Drive. If the CUE bus is rerouted, the Applicant shall, prior to

the issuance of the first Residential Use Permit provide the City with a contribution in the amount of thirty thousand dollars (\$30,000.00) to be utilized for the installation of two (2) standard City bus shelters at the new bus stops. At the time of site plan the Applicant shall coordinate with the City to determine appropriate locations for the bus shelters. If the necessary City approvals required to reroute the CUE bus have not been issued prior to the issuance of a Residential Use Permit, the Applicant shall be relieved of its obligation to provide this contribution. In either event, the existing or future CUE bus service in the vicinity of the Subject Property may be supplemented with a private shuttle only upon a demonstration that the CUE bus service is inadequate to meet the transportation needs of its residents to and from GMU. The Applicant shall demonstrate the need for a supplemental shuttle service in the form of resident surveys or other data accumulated in conjunction with the Transportation Demand Management strategies set forth below in Paragraph 6. The Applicant shall wait a minimum of two (2) years before establishing a private shuttle service. Nothing in this Paragraph 5.a. shall preclude the Applicant from coordinating with or encouraging its residents to utilize the GMU shuttle service.

- b. Bikeshare – The Applicant shall provide an easement along the University Drive frontage of the Subject Property to accommodate the future installation of a bikeshare station by others. The future bikeshare station may be located in the area identified on Sheet 4 of the MDP, or such other location as determined by the Applicant in coordination with the City, with consideration to operational needs of the bikeshare station, minimizing impacts on street trees, landscaping and sidewalk access, and maintaining pedestrian connections between the sidewalk and building entrances. In addition, the Applicant shall, prior to the issuance of a Residential Use Permit, provide the City with a contribution in the amount of twenty thousand dollars (\$20,000.00) to be utilized for the installation of a bikeshare station at the determined location on University Drive. The future bikeshare station is to be constructed by others. In the first year that the City’s bikeshare program is in operation, the Applicant shall encourage its use by providing each resident with a one-time voucher, gift card, or bikeshare membership in the amount of twenty dollars (\$20.00) per resident. In the event that bikeshare is not implemented by the City, the Applicant shall be relieved of its obligations in this Paragraph 5.b.
6. Transportation Demand Management – In an effort to reduce the number of vehicle trips generated by the proposed development, the Applicant shall implement Transportation Demand Management (“TDM”) strategies. These strategies may include, but shall not be limited to, the following:
    - a. Designation of a Transportation Management Coordinator (“TMC”), which may be one of the duties assigned to the Applicant’s property manager. The TMC will actively promote the use of public transit and alternative transportation options.
    - b. The installation of a transit information center in the leasing office and/or lobby area of the building that includes information regarding CUE bus routes and time tables,

other local transit services, carpool programs and ridesharing programs. The TMC will ensure that the information displayed in the kiosk is current.

- c. The installation of an electronic display in the leasing office and/or lobby area of the building that provides information regarding the anticipated arrival times of CUE buses or other shuttle services to stops in the vicinity of the Subject Property.
  - d. The designation of car sharing parking spaces on the Subject Property.
  - e. Upon the establishment of a bikeshare program in the City, the Applicant shall encourage the use of bikeshare by offering bikeshare membership discounts to its residents.
  - f. On an annual basis, the Applicant shall conduct resident surveys to determine the use of public transportation, carpooling, bicycles and any other transportation options. The Applicant shall provide the City with the results of resident surveys each year.
7. Deliveries – The Applicant shall inform the United States Postal Service and other package delivery services to utilize the loading space on Democracy Lane as shown on the MDP. Management staff shall be present to accept deliveries.
  8. Trash Collection – Trash and recycling receptacles shall be located within the building and not visible from the public right of way.
  9. Construction Management Plan – Prior to site plan approval, the Applicant shall submit a construction management plan for approval by the City Manager, or designee, to be implemented during construction, and to ensure safe and efficient pedestrian and vehicle circulation at all times on the Subject Property and on the public roadways adjoining the Subject Property. The construction management plan shall provide information regarding the following:
    - a) Hours of construction;
    - b) Anticipated construction entrances, vehicle routes and staging areas;
    - c) Traffic control measures;
    - d) Location of parking areas for construction employees; and
    - e) Fencing details, including specifications for an opaque screening fence around the construction site.

Prior to commencement of construction, the Applicant shall identify a community liaison that shall be available throughout the duration of construction on the Subject Property. The name and telephone number of the community liaison shall be provided to the Department of Community Development & Planning, the Olde Fairfax Mews Community Council, the Madison Mews Homeowners Association, and to any other community or civic association upon request.

10. Contribution Toward Undergrounding of Utilities – The Applicant shall not be responsible for the undergrounding of existing overhead utilities along the University Drive frontage of the Subject Property. However, prior to the issuance of the first Residential Use Permit, the Applicant shall make a monetary contribution equal to twenty five percent (25%) of the estimated costs of undergrounding as determined in coordination with the City, up to a maximum of \$328,750.00. If the balance of the funding is not immediately available to perform the undergrounding at the time of construction, the Applicant shall place its contribution into escrow with the City for future use in undergrounding these specific utilities. The work associated with the undergrounding shall be performed by others.
11. Public Access Easements – Prior to site plan approval, the Applicant shall record a public access easement for the benefit of the City of Fairfax in a form acceptable to the City Attorney over private streets and sidewalks shown on the MDP not otherwise located within public right-of-way.
12. Off-Site Tree Plantings - The Applicant shall provide trees to be planted in the general vicinity of the Subject Property with an aggregate canopy coverage equal to approximately 6.4% of the site area of the Subject Property. These trees shall meet the definition of Tree set forth in the Zoning Ordinance, and shall be planted on City-owned property and/or within public rights-of-way, subject to compliance with all applicable regulations. The specific number, species and location of the trees shall be determined by the Applicant in coordination with the City to the satisfaction of the Director of Community Development and Planning. The off-site trees shall be provided by the Applicant prior to the issuance of the final Residential Use Permit for the Subject Property. In the event a location for all or a portion of the off-site trees has not been identified by the City at the time of application for the final Residential Use Permit through no fault of the Applicant, the Applicant may make a monetary contribution equal to the estimated cost of the trees and the issuance of said Residential Use Permit shall not be unreasonably withheld. The Applicant shall not be responsible for ongoing maintenance of any off-site trees planted in accordance with this Paragraph.
13. Street Lighting- Street lights shall be provided at a minimum spacing of sixty (60) feet along University Drive, Layton Hall Drive, Democracy Lane and the future private street identified on the MDP. Street lights shall be provided in accordance with the requirements of the Public Facilities Manual. The location of street lights shall be provided at the time of site plan.
14. Architecture – The proposed construction, materials, and landscaping shall be in general conformance with the “Elevations and Height Special Exception Exhibit” dated October 30, 2018 prepared by Niles Bolton Associates (the “Special Exception Exhibit”) and the exhibit entitled “Certificate of Appropriateness – Democracy Lane City of Fairfax, Virginia” dated October 31, 2018 prepared by Christopher Consultants (the “Certificate of Appropriateness Exhibit”). The Special Exception Exhibit and Certificate of Appropriateness Exhibit shall be part of and incorporated by reference into the MDP as if fully set forth therein.
15. Accessibility – The building shall comply with applicable Fair Housing accessibility requirements and 2009 American National Standards Institute (ANSI) standards. Two percent (2%) of the total number of units actually constructed shall be designed as Type-A units, and

the remaining units shall be designed as Type-B units. Publicly accessible amenities including the public plazas, exterior courtyards and pocket parks identified on the MDP, shall be designed in accordance with ADA standards. Private residential amenities within the building and not open to members of the public shall be designed in accordance with Fair Housing requirements and 2009 ANSI standards.

16. Exterior Building Features – All exterior vents, pipes, downspouts and similar façade features shall be painted to match the surrounding wall surface. All exterior metal building elements, including metal hand rails, balconies and other similar features, shall be painted black.
17. Signs – The Applicant shall obtain a Minor Certificate of Appropriateness for signs on the Subject Property that are visible from the public right-of-way.
18. Vehicle Registration – The Applicant shall inform all residents of the City’s vehicle registration requirements. The Applicant shall provide the Commissioner of the Revenue and Treasurer, or their designee(s), with periodic access to the parking garage for the purpose of enforcing compliance with the City’s vehicle registration requirements.

# CAPSTONE COLLEGIATE COMMUNITIES, LLC DEMOCRACY LANE PROPOSAL

## Traffic Impact Study City of Fairfax, Virginia

February 16, 2018

Revised June 19, 2018

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## Section 1 INTRODUCTION

This report presents the results of a traffic impact study conducted in support of a proposed residential redevelopment in the City of Fairfax, Virginia. The subject property, identified as tax parcel 57-2 ((20)) 6A (the “Subject Property”) is located on the south side of Layton Hall Drive, east of University Drive, and west of Old Lee Highway, as shown on Figure 1-1.

The Subject Property is currently zoned CR (“Commercial Retail”). The property is currently developed with office uses, including three office buildings and townhouse-style office units, totaling approximately 82,800 gross square feet (GSF).

The Applicant, Capstone Collegiate Communities, proposes to rezone the Subject Properties to the Planned Development Residential (PD-R) and Old Town Fairfax Transitional Overlay (TO) Districts in order to permit redevelopment with multifamily dwelling units. The Applicant proposes to remove the existing office buildings and subsequently redevelop the property with up to 270 apartment units, representing up to 800 beds. The units will be marketed primarily to students of George Mason University (GMU) as off-campus student housing. A reduction of the Applicant’s development plan is shown on Figure 1-2.

According to the City’s Comprehensive Plan, the subject site is designated for future development as “Business-Commercial”. Therefore, a change in the Comprehensive Plan Future Land Use designation will be necessary. In conjunction with the rezoning application, the Applicant proposes a Comprehensive Plan amendment to reclassify the Subject Property as Residential – High. A copy of the Applicant’s Statement of Justification is included in Appendix A.

According to the 24VAC30-155 (“Chapter 870”) regulations, all development proposals which meet certain specific trip generation thresholds are subject to the regulations as outlined in VDOT’s Traffic Impact Analysis Regulations Administrative Guidelines (“Administrative Guidelines”). In January 2012, an amendment to the Administrative Guidelines took effect that determined a development proposal is considered to substantially impact the transportation network if it generates 5,000 or more net new daily vehicle trips located on, or within 3,000 feet of, a VDOT maintained roadway. Based on the trips anticipated to be generated by the subject development, the subject development would not require a Chapter 870 compliant traffic study.

Although a traffic impact analysis is not required per 24VAC30-155, the City of Fairfax requires the submission of a traffic study in conjunction with any development application. The basis of this traffic impact assessment includes a field reconnaissance of the area to determine access opportunities and constraints, traffic counts conducted at key intersections in the site vicinity, a review of the City’s Comprehensive Plan, conversations with City staff to ascertain planned transportation improvements/enhancements, and information from the Applicant including preliminary site concepts.



Figure 1-1  
Site Location



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This traffic assessment was completed in accordance with the City of Fairfax policies and guidelines and is intended to address the following issues:

1. Estimation of the total vehicle trips ends generated by the planned land use during the AM and PM peak hours.
2. Determination of the effects of the development proposal on the surrounding local roadway network.
3. Identification of potential road and/or operational improvements necessary to mitigate the impacts of the developer's proposal.

A scoping meeting was held with City staff to determine specific study parameters. The resulting traffic study scoping form is provided in Appendix B. Tasks undertaken in the course of this study included the following:

1. A review of the Applicant's conceptual plans for the subject site.
2. A field reconnaissance of the subject site in order to determine existing roadway and intersection geometrics and traffic controls, access opportunities and/or constraints, and general traffic conditions.
3. Peak hour turning movement, pedestrian, and bicycle counts were obtained at the following study intersections:
  - a. University Drive/Layton Hall Drive
  - b. Layton Hall Drive/Democracy Lane
  - c. Old Lee Highway/Layton Hall Drive/Farrcroft Drive
  - d. University Drive/Kenmore Drive
  - e. University Drive/Democracy Lane/Whitehead Street
  - f. Chain Bridge Road/Kenmore Drive
  - g. Chain Bridge Road/Whitehead Street
  - h. All existing site entrances
4. Calculation of existing AM and PM peak hour intersection levels of service at the study intersections.
5. Identification of the number of peak hour trips that would be generated by the proposed mixed-use development based on standard Institute of Transportation Engineers (ITE) 10th edition Trip Generation rates/equations.
6. Determination of future background traffic forecasts based on estimates of traffic that would be generated by other approved/planned developments in the site vicinity.

7. Calculation of future levels of service both with and without the proposed development at the key study intersections for a proposed build-out year of 2021.

Sources of data for this analysis included traffic counts conducted by Wells + Associates Inc., information obtained from the City of Fairfax, the Institute of Transportation Engineers (ITE), the Highway Capacity Manual 2000 (Synchro software, version 9), Capstone Collegiate Communities, and the files and library of Wells + Associates.

## CONCLUSIONS

Based on the results of this traffic impact study, the following may be concluded:

1. The redevelopment plan proposed by the Applicant is complementary to the City's and community's long-term vision for the area adjacent to the Old Town district.
2. All signalized intersections within the study area currently operate at overall adequate levels of service (LOS "D" or better).
3. Under future 2021 traffic conditions, without the development of the subject site, delays would increase at study intersections due to regional traffic growth and trips generated by other approved/pending development within the City. However, overall levels of service would remain generally consistent with existing conditions.
4. The Layton Hall Apartments redevelopment project is forecasted to generate 128 AM peak hour and 246 PM peak hour net vehicle trips upon completion and full occupancy by 2021, and without accounting for any trip reductions resulting from non-auto modes of travel.
5. Under future 2021 traffic conditions, with the development of the Subject Property, intersection levels of service would remain consistent with background conditions. Additional mitigation measures, as outlined below, would serve to further improve the transportation network.

## RECOMMENDATIONS

Based on the above conclusions and in order to mitigate the impacts of the subject development and improve the overall transportation network, the following recommendations should be considered:

1. As part of the redevelopment plan and to encourage walking trips, the Applicant should provide and enhance the pedestrian facilities within the site's block. The Applicant should further ensure connections between the site's internal network and the surrounding pedestrian system, as envisioned in the Comprehensive Plan.

2. The Applicant should encourage bicycling as a mode of travel. Bicycle racks for site visitors as well as bicycle storage lockers or a secure bike room for residents should be provided. The Applicant should consider bikesharing facility locations, subject to further evaluation and coordination with City staff.
3. The Applicant should implement Transportation Demand Management (TDM) strategies to encourage the use of alternate modes of transportation. The application of TDM strategies is particularly beneficial for the site since the units will be marketed primarily to a student population who will likely be more inclined to select non-auto modes of travel to/from the GMU campus and other destinations within the City. As a result, there are opportunities to reduce vehicle trips to and from the Subject Property.
4. To encourage and promote street connectivity consistent with the City's *Multimodal Transportation Plan* recommendations, a new north-south street should be constructed within the eastern confines of the site between Democracy Lane and Layton Hall Drive.
5. In order to facilitate site access and to establish defined intersections consistent with the City's *Multimodal Transportation Plan* objectives, a portion of Democracy Lane should be realigned as shown in the Applicant's development plan and the site entrance should be designed as a three-leg, All-Way STOP intersection with crosswalks and necessary pedestrian features.

## Section 2 BACKGROUND INFORMATION

### LOCATION AND SURROUNDING USES

The site is located within the City of Fairfax and is currently developed with approximately 82,800 GSF of office uses housed in three low rise office buildings and townhouse-style office units. Low to medium density residential dwelling units generally surround the property to the north and west. Retail commercial and office uses are found to the east and south.

### COMPREHENSIVE PLAN LAND USE RECOMMENDATIONS

The City's Comprehensive Plan shows the subject parcel as "Business-Commercial" on the Future Land Use Map. The redevelopment of the subject site, as proposed, requires an amendment to the Comprehensive Plan.

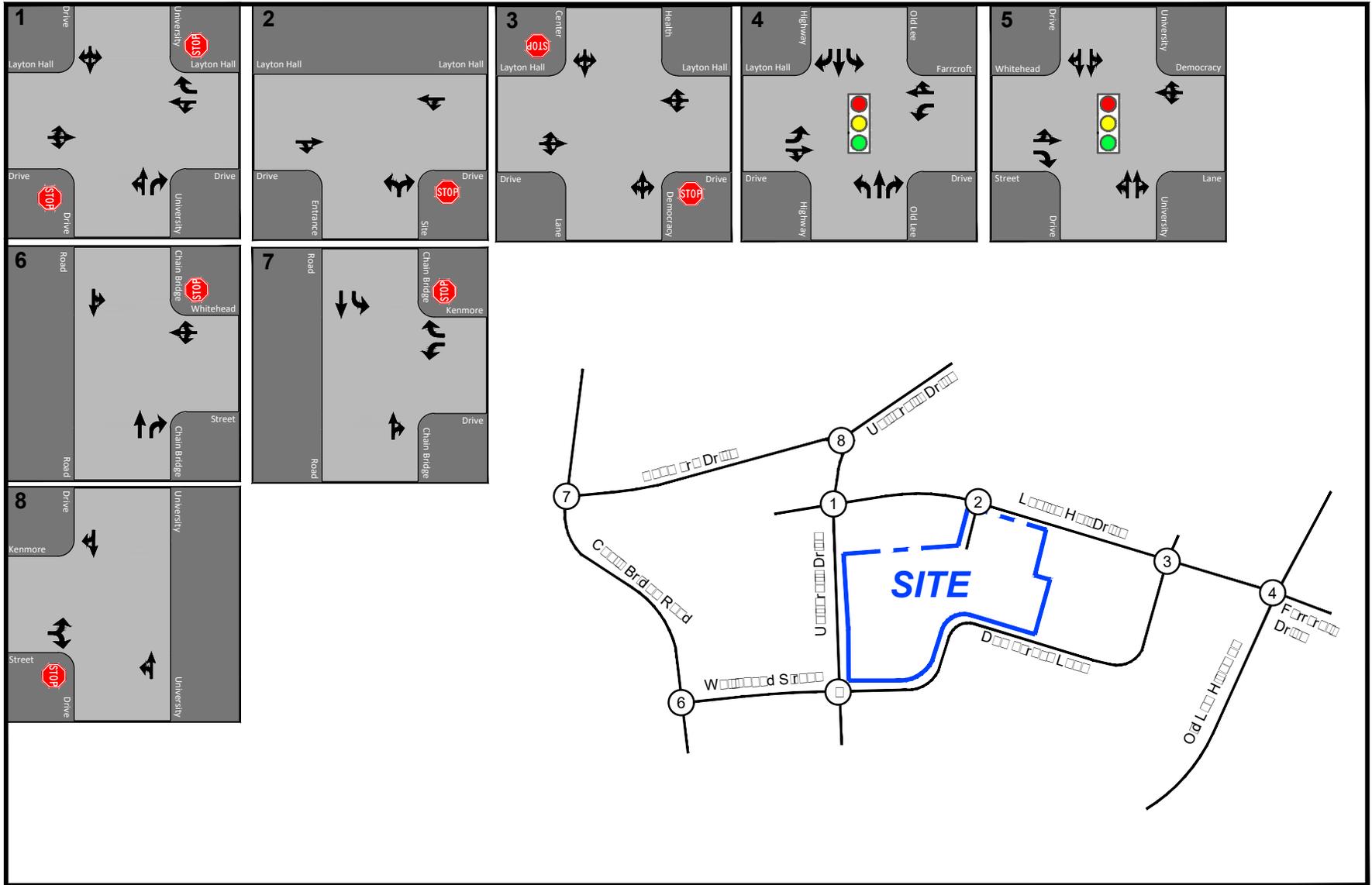
### EXISTING TRANSPORTATION NETWORK

**Existing Road Network.** The following is a description of the roadways surrounding the proposed residential redevelopment. Figure 2-1 depicts existing lane use and traffic controls in the vicinity of the subject site:

**Layton Hall Drive.** Layton Hall Drive is a two-lane, undivided roadway that runs along the southern property boundary of the subject site. Layton Hall Drive is classified by the City as an "active street". According to the City's *Multimodal Transportation Plan*, active streets are roads that "connect multiple destinations within a neighborhood and are more mixed-use or commercial in nature than residential street typologies." Layton Hall Drive operates with a posted speed limit of 25 miles per hour (mph). On-street parking is currently permitted along Layton Hall Drive on both sides of the street. Furthermore, a designated bike lane is provided in the westbound direction. The intersection of Layton Hall Drive with Old Lee Highway operates under signal control. The VDOT 2016 Average Daily Traffic (ADT) report indicates Layton Hall Drive carries 4,600 vehicles per day (vpd).

**Old Lee Highway.** Old Lee Highway intersects Layton Hall Drive to the east of the subject site. Old Lee Highway is constructed as a two-lane, undivided highway to the north of Layton Hall Drive and as a four-lane, undivided highway to the south of Layton Hall Drive with a posted speed limit of 30 mph. According to the Plan, Old Lee Highway is classified as an active street in the vicinity of the subject site. The VDOT 2016 ADT report indicates Old Lee Highway carries 16,000 vpd.

**University Drive.** University Drive is constructed as a two-lane, undivided roadway to the north of Layton Hall Drive and as a four-lane, undivided roadway to the south of Layton Hall Drive. The



**Figure 2-1**  
Existing Lane Use and Traffic Controls

- ← Represents One Travel Lane
- 🚦 Signalized Intersection
- 🛑 Stop Sign



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roadway carries a posted speed limit of 25 mph. According to the Plan, University Drive is classified as an active street. The VDOT 2016 ADT report indicates University Drive carries 10,000 vpd.

Kenmore Drive. Kenmore Drive is constructed as a two-lane, undivided roadway to the west of the subject site. Kenmore Drive is classified by the City as a “neighborhood circulator” and carries a posted speed limit of 25 mph. According to the Plan, neighborhood circulators are “residential streets that contribute to community connectivity...” The VDOT 2016 ADT report indicates Kenmore Drive carries 3,300 vpd.

Democracy Lane. Democracy Lane is a private local street that runs from University Drive to Layton Hall Drive and provides direct vehicular access to the subject site and adjoining properties.

Public Transit Service. The subject site is most directly served by the City of Fairfax’s City-University Energysaver (CUE) Bus “Gold Route” which provides service between George Mason University, Old Town Fairfax, and the Vienna/Fairfax-GMU Metrorail station. The route travels north and south along Old Lee Highway and includes two stops (one in each direction) at two bus shelters adjacent to the Old Lee Highway/Layton Hall Drive intersection. Figure 2-2 depicts the existing transit routes and bus stops located proximate to the subject application site.

Pedestrian Facilities. Concrete sidewalks are generally provided along the roadways in the immediate area of the subject site. As shown on Figure 2-3, sidewalks are located on both sides of Layton Hall Drive and a trail runs parallel to University Drive to the north of Layton Hall Drive. There are marked crosswalks at the study intersections on University Drive and Old Lee Highway as well as a crosswalk which crosses Layton Hall Drive from a pedestrian connection to the Layton Hall Apartments development from the northeast corner of the subject site.

## **FUTURE TRANSPORTATION NETWORK RECOMMENDATIONS**

The City of Fairfax has developed the *Multimodal Transportation Plan (2017)* which provides recommended strategies for the improvement of the City’s transportation network. While the *Plan* has not been officially adopted by City Council, the document was reviewed in order to obtain guidance in the planning of the subject site and incorporate appropriate Citywide transportation strategies.

The Plan acknowledges that the City’s roadway network is largely built out and that “few opportunities remain to add substantially more vehicle capacity on city streets. As such, the City will need to focus on ways to efficiently move more people within the existing street network.” Therefore, no specific capacity improvements (i.e., roadway widening) are recommended for the active streets that immediately surround the subject site. According to the Plan’s Multimodal Goal 3, streets should be designed to accommodate context and function. The subject site is described in the Plan as being located in a “local activity center”. As such, any improvements to the active street network should focus on enhancing safety and the mobility of pedestrians, bicycles, and in some cases transit vehicles.

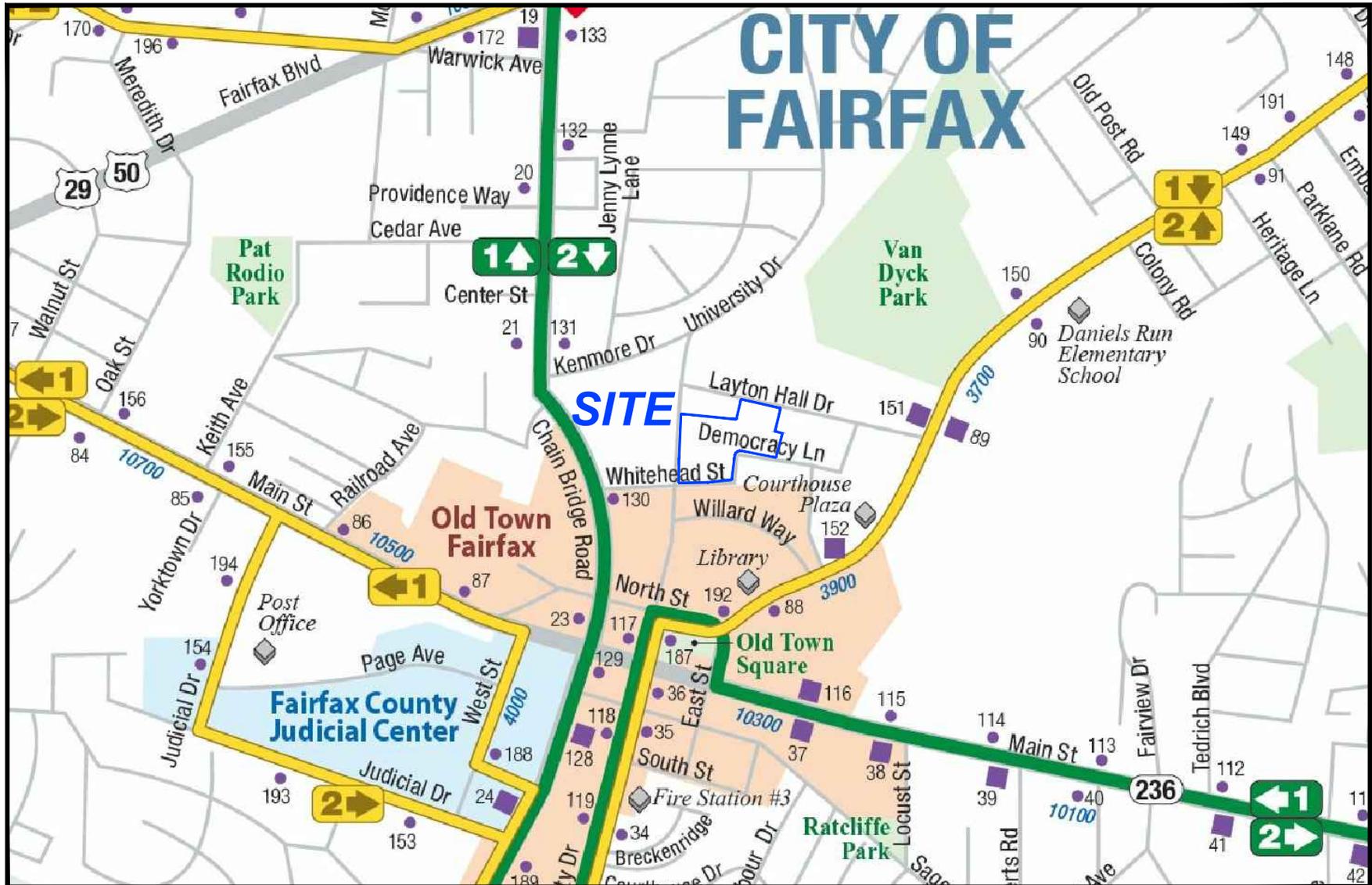


Figure 2-2  
CUE Transit Service



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Fairfax City, Virginia





Figure 2-3  
Existing Pedestrian Facilities

- A□□□□Tr□□
- S□□□□□
- Cr□□□□□



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Fairfax City, Virginia



One of the Plan’s recommendations for integrating transportation with land use states that “with development projects, break up large blocks to a more walkable scale. Pursue additional secondary and tertiary street network opportunities. Streets should be well designed as complete streets and align at regular intersections for a continuous street grid” (MM Action 3.2.2).

**Proposed Enhancements by the Applicant.** In harmony with the recommendations of the City’s *Multimodal Transportation Plan*, the Applicant proposes to enhance the transportation network by providing the following improvements:

1. The Applicant proposes enhanced pedestrian facilities along the site’s frontages of University Drive, Layton Hall Drive, and Democracy Lane in order to promote pedestrian connectivity to the surrounding area, including Old Town Fairfax. As shown on the Applicant’s development plan, the community will have multiple points of pedestrian access to the surrounding network and the streetscape and building facades will be designed to feature more urban characteristics, including widened sidewalks and street trees. Such features will promote and encourage the use of the pedestrian network as an alternative mode choice to driving, consistent with the objectives set forth in the Plan.
2. The Applicant proposes to realign a portion of existing Democracy Lane in order to establish a regular intersection at one of the proposed vehicular entrances to the site. This standard intersection configuration will improve vehicle and pedestrian safety by establishing All-way STOP control and providing crosswalks.
3. The Applicant proposes to provide on-street parking along a portion of the site’s frontage on Democracy Lane. In addition to providing additional parking opportunities for site visitors, the presence of on-street parking will promote Democracy Lane as an active street.
4. The Applicant has proposed a new north-south street connection from Democracy Lane to Layton Hall Drive on the eastern end of the site, thereby supporting the City’s vision for a more robust street grid in order to improve connectivity. This street connection will feature on-street parking and enhanced pedestrian features, consistent with the other street frontages.
5. The Applicant has proposed to incorporate other transportation elements in the development project to promote multimodalism, as recommended by the City, including the provision of bicycle racks, resident bicycle storage, potential bikeshare locations, active building facades, and other Transportation Demand Management (TDM) strategies as described later in this report.

## Section 3 STUDY SCOPE AND ANALYSIS PARAMETERS

### OVERVIEW

The primary objective of this study is to assess the impacts associated with the proposed development plan on the surrounding street system. This traffic study was conducted in accordance with meetings/discussions with Wells + Associates, City staff, and the Applicant. The traffic study scoping meeting with City staff was held on December 6, 2017. Subsequent discussions further refined the desired study parameters and established an acceptable timeframe for collecting existing traffic counts. As discussed with City staff, collecting traffic count data at a time when local public schools and George Mason University were in session and operating normally was considered critical in ensuring that the study reflected typical peak traffic conditions. The scoping document is provided for reference as Appendix B.

### STUDY AREA

The study area was determined based on the intersections and roadways that potentially would be affected by implementation of the proposed development plan. The following intersections were selected for analysis and evaluation:

- University Drive/Layton Hall Drive
- Layton Hall Drive/Democracy Lane
- Old Lee Highway/Layton Hall Drive/Farrcroft Drive
- University Drive/Kenmore Drive
- University Drive/Democracy Lane/Whitehead Street
- Chain Bridge Road/Kenmore Drive
- Chain Bridge Road/Whitehead Street
- All Site Entrances

### METHODOLOGY

Traffic (or site) impact studies are generally required by jurisdictions to assess the level of impact proposed changes in land use or development could have on a community's transportation system. Traffic impact studies focus on access to/from a property and those off-site local intersections that would potentially be impacted by traffic from the proposed development or land use change. Utilizing a four-step process, intersections are evaluated in terms of levels of service and then appropriate mitigation measures are identified to remediate sub-standard levels of service. The four-step planning process consists of trip generation, trip distribution, a determination of mode split, and traffic assignment.

As recommended by the City, trip generation estimates were developed based on standard Institute of Transportation Engineers (ITE), 10th edition, Trip Generation rates/equations for all land uses. Directional distributions and traffic assignments were developed based on a review of existing travel patterns, data from other traffic studies, local knowledge and experience, and engineering judgment.

Levels of service and vehicle queues were estimated using established Highway Capacity Manual 2000 methodologies as reported by Synchro software, version 9. Synchro is a macroscopic analysis tool and has the advantage of analyzing not only individual intersection performance but also how the performance measures of the intersection relate to other intersections in the same network. Important roadway network parameters, such as signal coordination/offsets and vehicle progression, are included in the Synchro analysis.

### **SITE DEVELOPMENT PROGRAM**

For purposes of this analysis, the proposed development was evaluated as an off-campus student housing project consisting of up to 800 beds. For purposes of this assessment, build-out of the project is anticipated to occur in a single phase by the year 2021.

### **ANALYSIS STUDY PERIODS**

As requested by City staff, the intersections within the study area were analyzed under weekday AM and PM peak hour conditions.

### **REGIONAL GROWTH**

Based on conversations/discussions with City staff, a 1% per year compounded growth rate was applied to existing traffic to account for background traffic growth. The growth rate was only applied to through streets in the study network, including Old Lee Highway, University Drive, and Chain Bridge Road.

### **OTHER APPROVED/PLANNED DEVELOPMENTS**

Background developments to be included in this analysis were discussed with City staff and include the following planned (i.e. “pipeline”) developments:

- George Mason University Expansion
- Layton Hall Apartments Redevelopment

## EXISTING TRAFFIC VOLUMES

Existing AM and PM peak hour turning movement, pedestrian, and bicycle counts were conducted on Wednesday, December 6, 2017 at the following intersections from 6:00 AM to 10:00 AM and from 3:00 PM to 7:00 PM:

- University Drive/Layton Hall Drive
- University Drive/Kenmore Drive
- University Drive/Whitehead Street/Democracy Lane
- Layton Hall Drive/Democracy Lane
- Old Lee Highway/Layton Hall Drive/Farrcroft Drive
- Chain Bridge Road/Kenmore Drive
- All Existing Site Entrances

Additionally, a traffic count was conducted at the following intersection on Tuesday, January 23, 2018:

- Chain Bridge Road/Whitehead Street

The existing vehicle traffic volumes used in the analysis are provided on Figure 3-1. Existing pedestrian counts are provided on Figure 3-2. The data showed few bicyclists within the study network. All counts data are included in Appendix C.

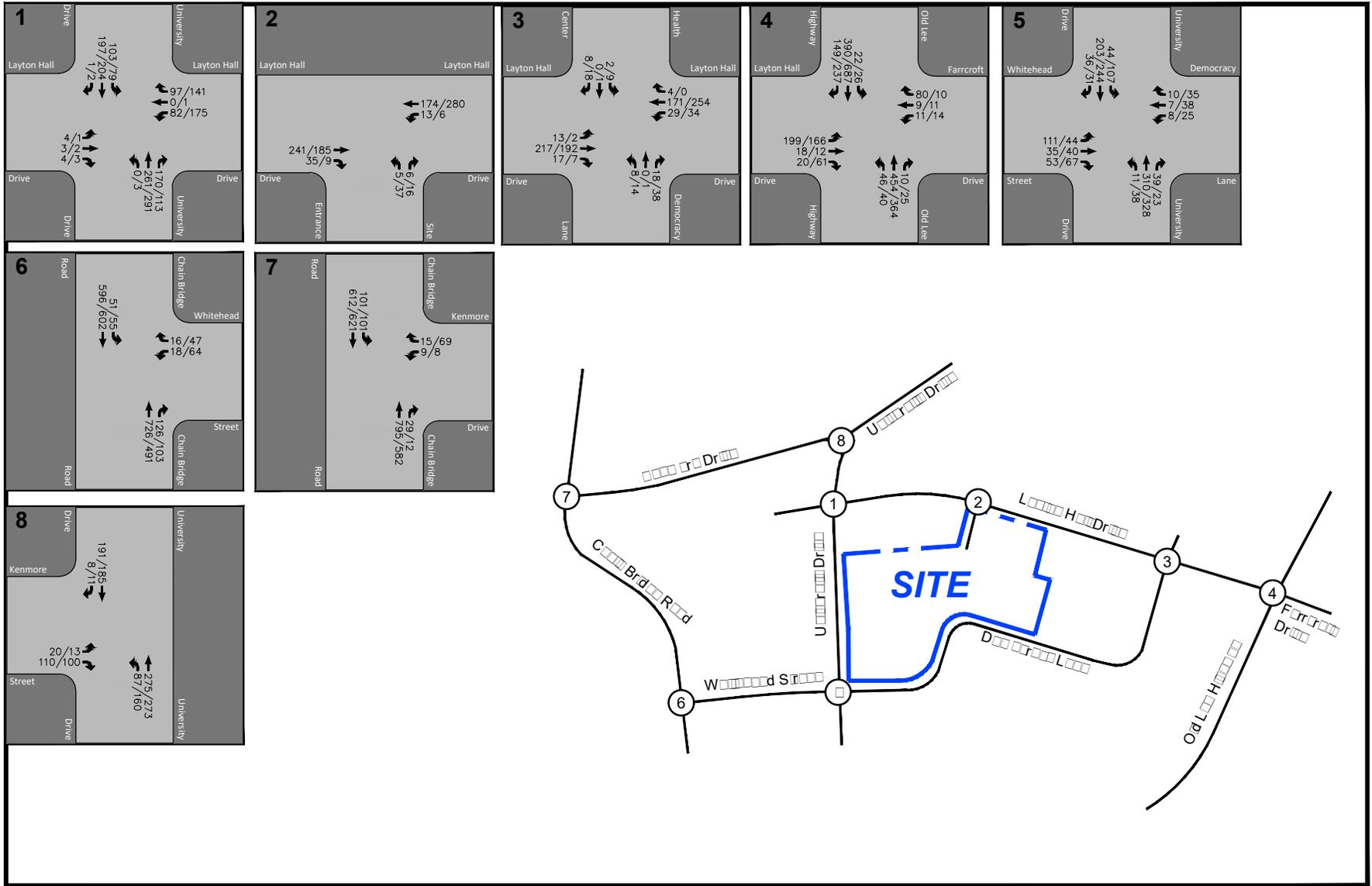


Figure 3-1  
Existing Traffic Volumes

AM PEA HOUR  
PM PEA HOUR  
000 / 000



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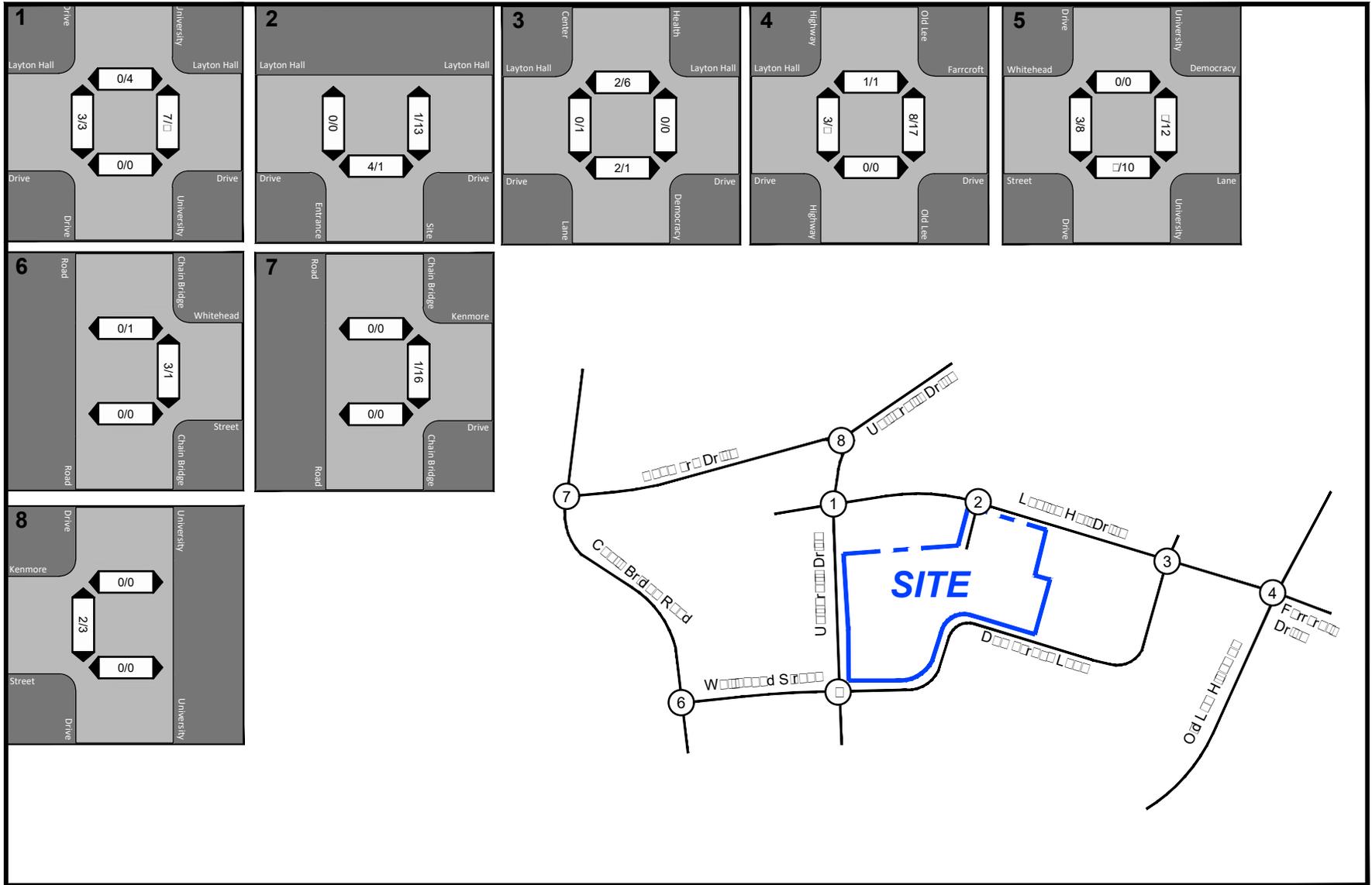


Figure 3-2  
Existing Pedestrian Volumes

AM PEA □ HOUR  
PM PEA □ HOUR  
000 / 000



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## Section 4 EXISTING CONDITIONS ANALYSIS

### EXISTING INTERSECTION LEVELS OF SERVICE

Peak hour levels of service were calculated for the study intersections based on the existing lane use and traffic controls shown on Figure 2-1, the existing traffic volumes shown on Figures 3-1, signal timings/phasings obtained from the City of Fairfax as included in the base Synchro files, and the 2000 Highway Capacity Manual (HCM) analysis procedures for signalized and unsignalized intersections. The results are presented in Appendix D and summarized on Table 4-1 and Figure 4-1. Descriptions of levels of service are provided as Appendix E.

As reflected in Table 4-1, the unsignalized intersections are currently operating at acceptable levels of service (LOS "D" or better) during peak hours. The signalized intersections currently operate at overall adequate levels of service (LOS "D" or better) based on the analysis results.

### EXISTING INTERSECTION QUEUES

As requested by staff, an analysis of intersection 95<sup>th</sup>-percentile queues was performed at key locations. The results of the queuing analysis, as reported by Synchro, are summarized in Table 4-2. As shown in the table, all intersection turn bays within the study area are currently of adequate length to accommodate existing vehicle queues during peak periods.

Table 4-1  
 Capstone - Democracy Lane  
 Existing Levels of Service (1) (2) (3)

Intersection	Operating Condition	Street Name	Approach/Movement	Existing (2017)			
				AM	PM		
1 Layton Hall Drive/ <b>University Drive</b>	STOP	Layton Hall Drive	EBLTR	C [18.0]	B [13.9]		
		Layton Hall Drive	WBLT	C [17.7]	D [26.9]		
		Layton Hall Drive	WBR	A [0.0]	A [0.0]		
		<b>University Drive</b>	NBLT	A [0.0]	A [0.1]		
		<b>University Drive</b>	NBR	A [0.0]	A [0.0]		
2 Layton Hall Drive/ <b>Driveway</b>	STOP	Layton Hall Drive	EBTR	A [0.0]	A [0.0]		
		Layton Hall Drive	WBLT	A [0.6]	A [0.2]		
		<b>Driveway</b>	NBLR	B [11.1]	B [12.4]		
		3 Layton Hall Drive/ <b>Democracy Lane/Health Center</b>	STOP	Layton Hall Drive	EBTLR	A [0.5]	A [0.1]
				Layton Hall Drive	WBTLR	A [1.3]	A [1.2]
Layton Hall Drive	NBTLR			B [11.2]	B [11.6]		
4 Layton Hall Drive/Farrcroft Drive/ <b>Old Lee Highway</b>	Signal	Layton Hall Drive	EBL	D (38.0)	D (55.0)		
		Layton Hall Drive	EBTR	C (29.7)	D (41.2)		
		Farrcroft Drive	WBL	D (41.2)	D (54.4)		
		Farrcroft Drive	WBTR	D (41.7)	D (53.9)		
		<b>Old Lee Highway</b>	NBL	B (15.4)	B (16.0)		
		<b>Old Lee Highway</b>	NBT	C (26.5)	B (15.9)		
		<b>Old Lee Highway</b>	NBR	B (16.6)	B (12.2)		
		<b>Old Lee Highway</b>	SBL	B (17.1)	B (11.8)		
		<b>Old Lee Highway</b>	SBT	C (25.4)	C (26.7)		
		<b>Old Lee Highway</b>	<u>SBR</u>	<u>B (18.4)</u>	<u>B (14.8)</u>		
	<b>Overall</b>		<b>C (27.6)</b>	<b>C (26.0)</b>			
5 Whitehead Street/Democracy Lane/ <b>University Drive</b>	Signal	Whitehead Street	EBLT	A (8.2)	A (8.1)		
		Whitehead Street	EBR	A (6.7)	A (7.3)		
		Democracy Lane	WBLTR	A (6.8)	A (7.9)		
		<b>University Drive</b>	NBLTR	A (7.7)	A (7.3)		
		<b>University Drive</b>	<u>SBLTR</u>	<u>A (7.7)</u>	<u>A (7.6)</u>		
	<b>Overall</b>		<b>A (7.7)</b>	<b>A (7.5)</b>			
6 Whitehead Street/ <b>Chain Bridge Road</b>	STOP	Whitehead Street	WBLR	E [38.4]	E [40.3]		
		<b>Chain Bridge Road</b>	NBT	A [0.0]	A [0.0]		
		<b>Chain Bridge Road</b>	NBR	A [0.0]	A [0.0]		
		<b>Chain Bridge Road</b>	SBLT	A [2.3]	A [1.7]		
7 Kenmore Drive/ <b>Chain Bridge Road</b>	STOP	Kenmore Street	WBL	E [37.9]	C [18.3]		
		Kenmore Street	WBR	A [0.0]	A [0.0]		
		<b>Chain Bridge Road</b>	NBTR	A [0.0]	A [0.0]		
		<b>Chain Bridge Road</b>	SBL	B [11.1]	A [9.7]		
		<b>Chain Bridge Road</b>	SBT	A [0.0]	A [0.0]		
8 Kenmore Drive/ <b>University Drive</b>	STOP	Kenmore Street	EBLR	B [11.9]	B [11.6]		
		<b>University Drive</b>	NBLT	A [2.5]	A [3.8]		
		<b>University Drive</b>	SBTR	A [0.0]	A [0.0]		

Notes : (1) Numbers in parentheses ( ) represent delay at signalized intersections in seconds per vehicle.  
 (2) Numbers in brackets [ ] represent delay at unsignalized intersections in seconds per vehicle.  
 (3) Roadway names in bold are considered north/south for purposes of this analysis

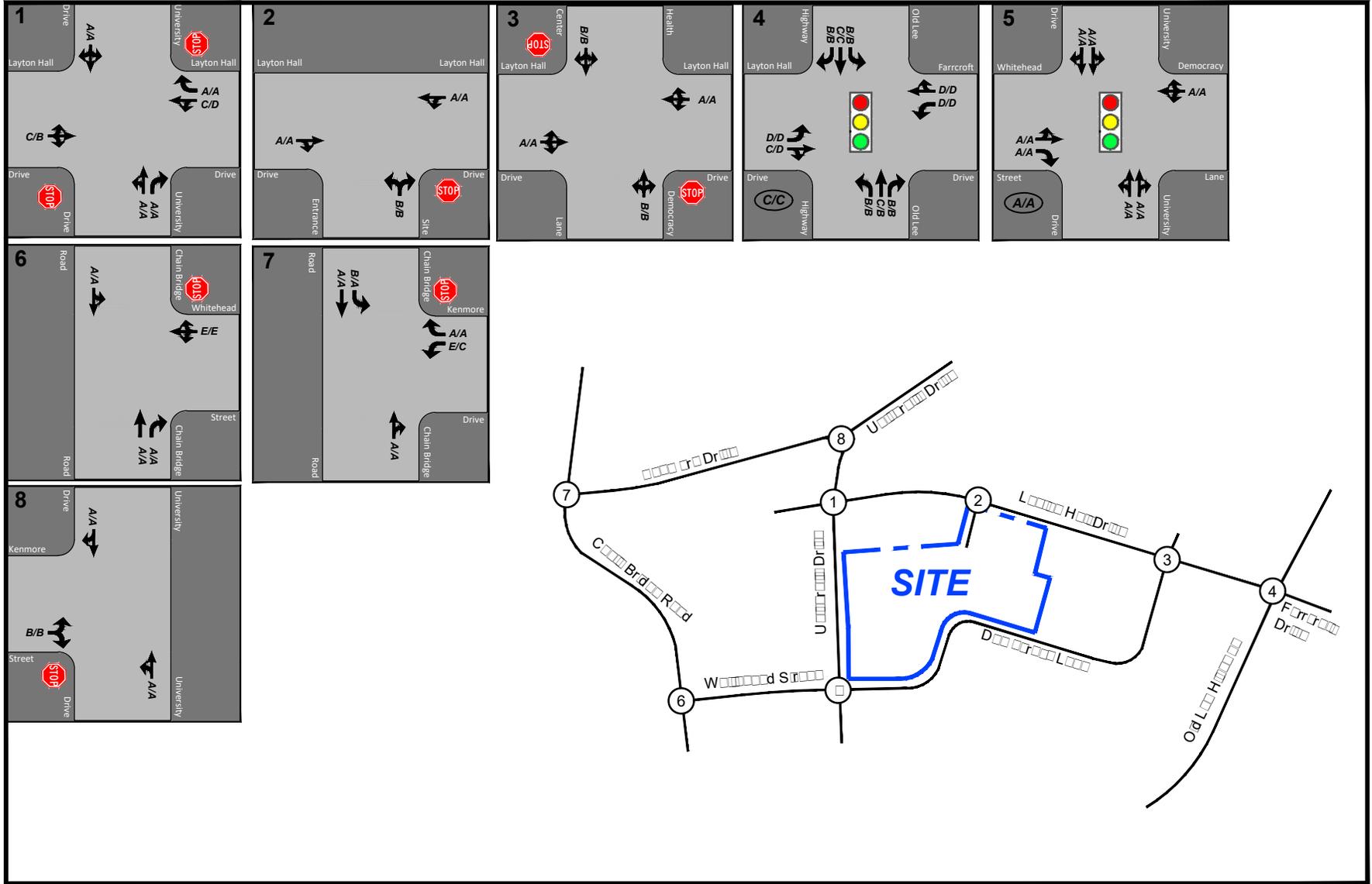


Figure 4-1  
Existing Levels of Service

- ← Represents One Travel Lane
- 🚦 Signalized Intersection
- 🛑 Stop Sign
- AM/PM
- XX Lane Group Level of Service
- (XX) Overall Level of Service



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Table 4-2  
 Capstone - Democracy Lane  
 Existing Queues (1) (2) (3) (4) (5)

Intersection	Operating Condition	Street Name	Approach/ Movement	Available Storage (ft)	Existing (2017)	
					AM	PM
1 Layton Hall Drive/ <b>University Drive</b>	STOP	Layton Hall Drive	EBLTR	N/A	4	1
		Layton Hall Drive	WBLT	N/A	40	136
		Layton Hall Drive	WBR	50	0	0
		<b>University Drive</b>	NBLT	N/A	0	0
		<b>University Drive</b>	NBR	N/A	0	0
		<b>University Drive</b>	SBLTR	N/A	10	6
2 Layton Hall Drive/ <b>Driveway</b>	STOP	Layton Hall Drive	EBTR	N/A	0	0
		Layton Hall Drive	WBLT	N/A	1	0
		<b>Driveway</b>	NBLR	N/A	2	10
3 Layton Hall Drive/ <b>Democracy Lane/Health Center</b>	STOP	Layton Hall Drive	EBTLR	N/A	1	0
		Layton Hall Drive	WBTLR	N/A	2	2
		Layton Hall Drive	NBTLR	N/A	4	8
		<b>University Drive</b>	SBTLR	N/A	1	5
4 Layton Hall Drive/ <b>Farrcroft Drive/Old Lee Highway</b>	Signal	Layton Hall Drive	EBL	N/A	243	206
		Layton Hall Drive	EBTR	250	43	49
		Farrcroft Drive	WBL	N/A	28	33
		Farrcroft Drive	WBTR	140	55	36
		<b>Old Lee Highway</b>	NBL	N/A	38	32
		<b>Old Lee Highway</b>	NBT	N/A	428	308
		<b>Old Lee Highway</b>	NBR	200	0	0
		<b>Old Lee Highway</b>	SBL	130	22	23
		<b>Old Lee Highway</b>	SBT	N/A	355	814
		<b>Old Lee Highway</b>	SBR	300	36	86
5 Whitehead Street/ <b>Democracy Lane/University Drive</b>	Signal	Whitehead Street	EBLT	N/A	63	38
		Whitehead Street	EBR	80	15	17
		Democracy Lane	WBLTR	N/A	13	34
		<b>University Drive</b>	NBLTR	N/A	60	68
		<b>University Drive</b>	SBLTR	N/A	48	70
6 Whitehead Street/ <b>Chain Bridge Road</b>	STOP	Whitehead Street	WBLR	N/A	26	80
		<b>Chain Bridge Road</b>	NBT	N/A	0	0
		<b>Chain Bridge Road</b>	NBR	N/A	0	0
		<b>Chain Bridge Road</b>	SBLT	N/A	7	5
7 Kenmore Drive/ <b>Chain Bridge Road</b>	STOP	Kenmore Street	WBL	N/A	15	17
		Kenmore Street	WBR	50	0	0
		<b>Chain Bridge Road</b>	NBTR	N/A	0	0
		<b>Chain Bridge Road</b>	SBL	100	15	11
		<b>Chain Bridge Road</b>	SBT	N/A	0	0
8 Kenmore Drive/ <b>University Drive</b>	STOP	Kenmore Street	EBLR	N/A	21	18
		<b>University Drive</b>	NBLT	N/A	6	11
		<b>University Drive</b>	SBTR	N/A	0	0

Notes : (1) Queue length is based on the 95th percentile queue in feet as reported by Synchro, Version 9.  
 (2) Queue lengths at All-way STOP controlled intersections are based on the 95th percentile queue in feet as reported by SimTraffic 9.  
 (3) Roadway names in bold are considered north/south for purposes of this analysis  
 (4) For available storage, "N/A" at the left and right-turn lanes indicate the turn-lane would extend back to the immediate upstream intersection.  
 (5) For available storage, "N/A" at the through movements indicate storage available up to the immediate upstream intersection.

## Section 5

# ANALYSIS OF FUTURE CONDITIONS WITHOUT SITE DEVELOPMENT

## OVERVIEW

Forecasts for traffic conditions without the proposed Capstone development were estimated at key study intersections based on a composite of existing traffic, regional traffic growth, and pipeline development trips as described in Section 3 of this report. Future levels of service and queues under these forecasted conditions were evaluated at the key study intersections.

## REGIONAL TRAFFIC GROWTH

For purposes of this traffic assessment, a study horizon year of 2021 was assumed for the anticipated build-out of the subject development. In order to develop future traffic forecasts, the existing traffic volumes shown on Figure 3-1 were adjusted to account for increases associated with regional traffic growth.

In order to account for a continued pattern of growth, a rate of one (1) percent per year compounded was applied to existing through volumes along key roadways within the study area, specifically Old Lee Highway, University Drive, and Chain Bridge Road. This rate is compatible with other area studies. The resulting increases in traffic volumes due to regional growth are depicted on Figure 5-1.

## TRAFFIC FROM OTHER APPROVED/PENDING DEVELOPMENTS

At the request of staff, the following approved or pending (i.e., “pipeline”) developments were included in the forecasting of future traffic conditions:

- GMU Expansion
- Layton Hall Apartments Redevelopment

The land use assumptions for each of these pipeline developments is summarized as follows and, as much as possible, are based on the most current development plans for each respective site and/or application.

### GMU Expansion

- Assumed an increase in enrollment of 5,000 students between the present and 2021

### Layton Hall Apartments Redevelopment

- Redevelopment of 110 existing multifamily units to 360 total future multifamily units

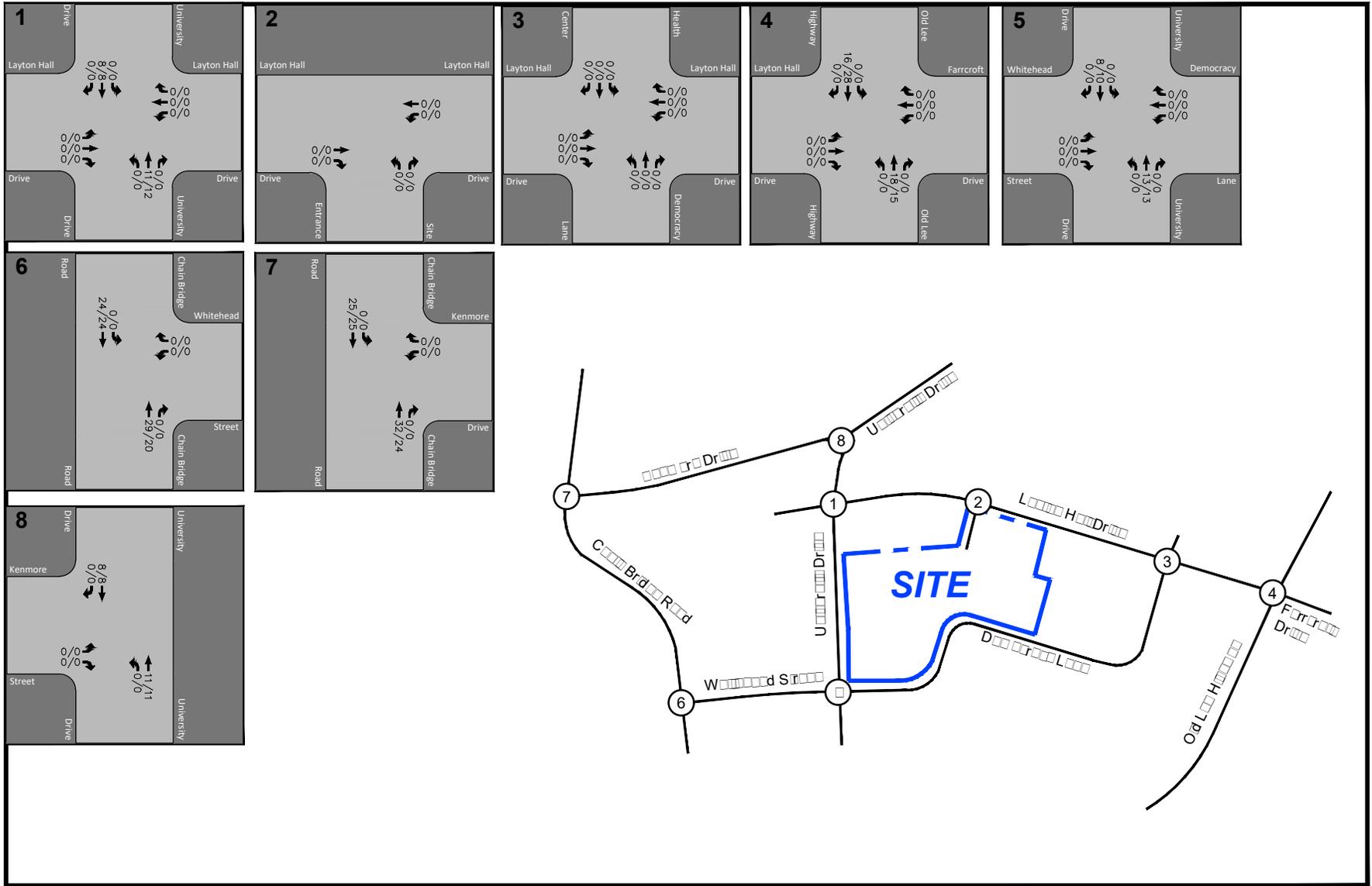


Figure 5-1  
Regional Growth

AM PEA HOUR  
PM PEA HOUR  
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Trips generated by these pipeline developments were estimated using ITE Trip Generation rates/equations and are consistent with the trip estimates documented in the *Layton Hall Apartments Traffic Impact Study* prepared by Wells + Associates and dated November 26, 2012. The trips are summarized in Table 5-1. It should be noted that the trip generation estimates associated with these pipeline developments are not based on economic prediction models.

The pipeline development trips summarized in Table 5-1 were assigned to the public street network consistent with the Layton Hall Apartments TIS. Trip assignments related to each individual pipeline development are provided in Appendix F. The sum total of all pipeline development related trips through each study intersection is summarized in Figure 5-2. Due to the locations of several of these pipeline developments, not all pipeline trips will impact the study intersections.

### **BACKGROUND TRAFFIC FORECASTS**

The existing traffic forecasts depicted on Figures 3-1, the regional growth shown on Figures 5-1, and the pipeline trip assignments shown on Figures 5-2 were added together to yield the background future traffic forecasts shown on Figure 5-3 for the study intersections.

### **BACKGROUND FUTURE LEVELS OF SERVICE**

Capacity analyses of 2021 future traffic conditions without the proposed redevelopment are provided in Appendix G and summarized in Table 5-2. The forecasted levels of service are also depicted graphically on Figure 5-4.

As shown on Table 5-2, the individual turning movements at the unsignalized intersections are forecasted to operate at acceptable levels of service (LOS “D” or better) during the AM peak hour. During the PM peak hour the westbound left-through movement at the University Drive/Layton Hall Drive intersection is forecasted to operate at LOS “E” under background conditions. Additionally, the westbound approach at the Chain Bridge Road/Whitehead Street intersection is forecasted to operate at LOS “E” under background conditions.

The signalized intersection of Old Lee Highway/Layton Hall Drive will continue to operate at overall adequate levels of service (LOS “D”). However, the eastbound left turn movement will begin to operate at LOS “E” during the AM and PM peak hours, without development of the site.

### **BACKGROUND FUTURE QUEUING**

As requested by staff, an analysis of intersection queues was performed at key locations under background future traffic conditions. The results of the queuing analysis are summarized in Table 5-3.

Table 5-1  
 Capstone - Democracy Lane  
 Pipeline Development Trip Generation <sup>(1)</sup>

Land Use	Land Use			AM Peak Hour of the Adjacent			PM Peak Hour of the Adjacent		
	Code	Amount	Units	In	Out	Total	In	Out	Total
<u>GMU Expansion</u>									
Projected Enrollment Increase	550	5,000	Students	840	210	1,050	285	665	950
<u>Layton Hall Apartments</u>									
Approved Development	220	360	DU	36	144	180	140	76	216
Existing Development				<u>(18)</u>	<u>(32)</u>	<u>(50)</u>	<u>(50)</u>	<u>(32)</u>	<u>(82)</u>
Net New Trips				18	112	130	90	44	134

Note(s):

(1) Trip generation based on Layton Hall Apartments Traffic Impact Study, prepared by Wells + Associates.

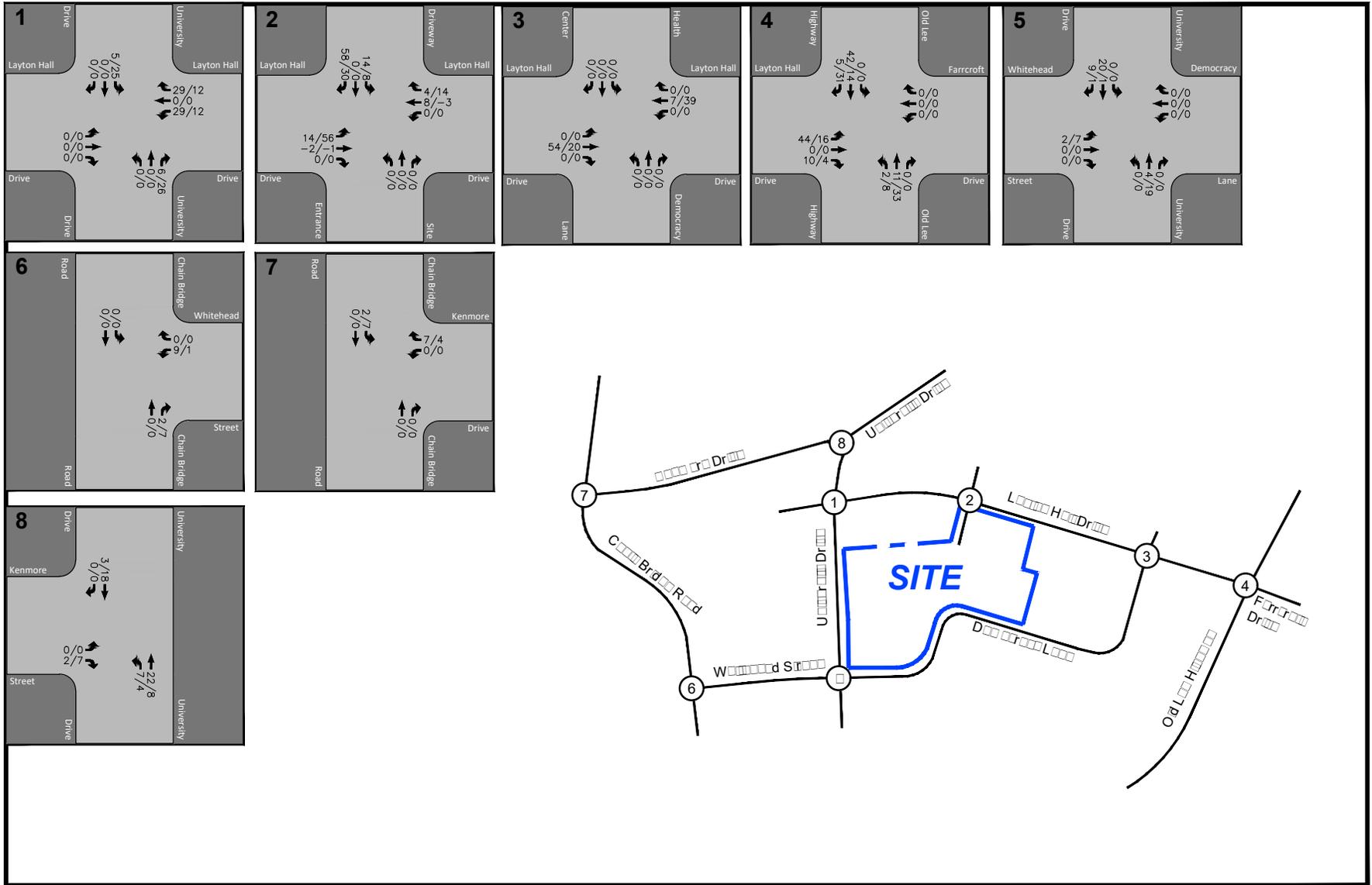


Figure 5-2  
Combined Pipeline Trip Assignments

AM PEA HOUR  
PM PEA HOUR  
000 / 000



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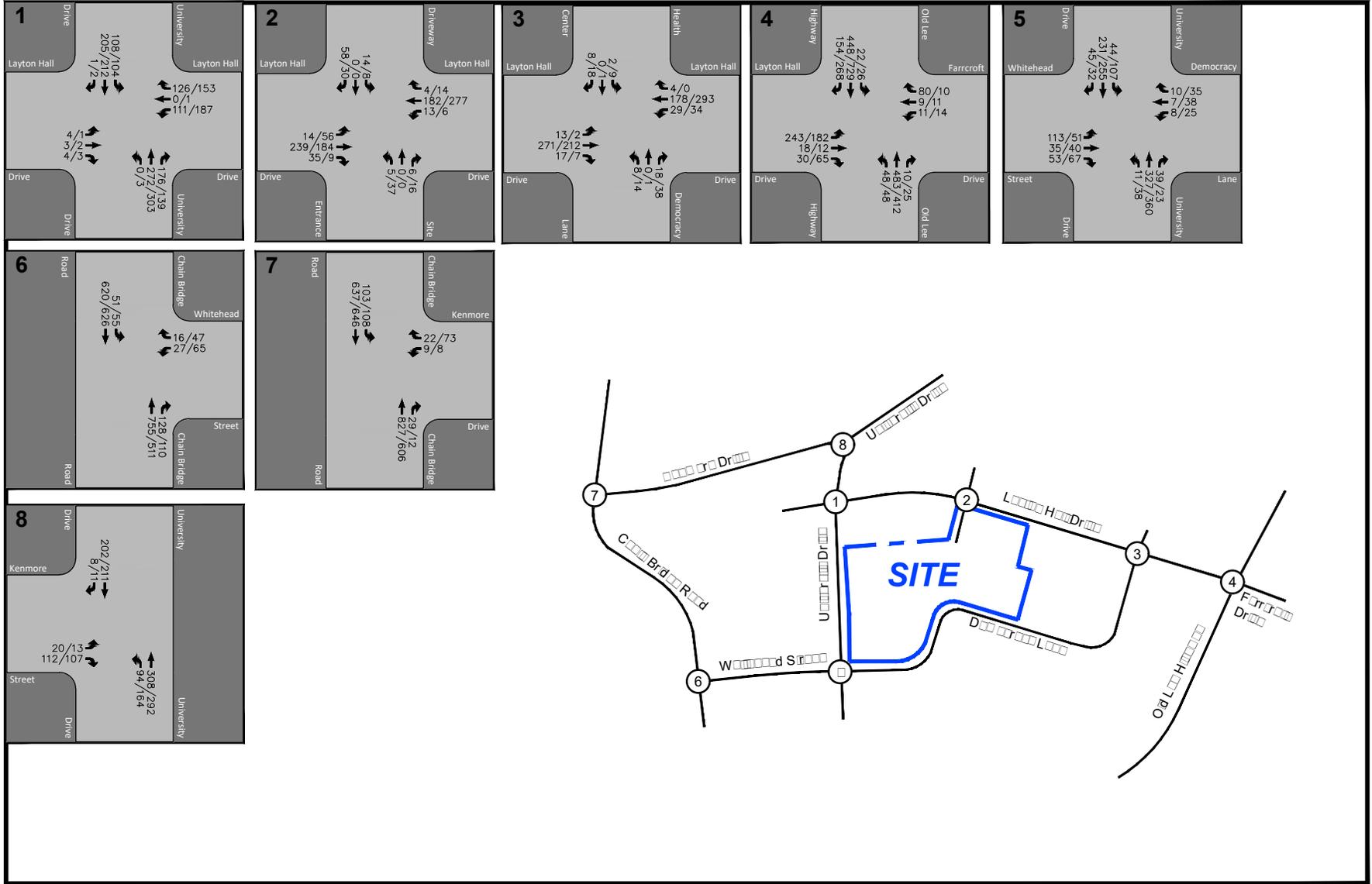


Figure 5-3  
Background Future Traffic Forecasts

AM PEA HOUR  
PM PEA HOUR  
000 / 000



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Table 5-2  
 Capstone - Democracy Lane  
 Background Future Levels of Service (1) (2) (3)

Intersection	Operating Condition	Street Name	Approach/Movement	Existing (2017)		Background (2021)	
				AM	PM	AM	PM
1 Layton Hall Drive/ <b>University Drive</b>	STOP	Layton Hall Drive	EBLTR	C [18.0]	B [13.9]	C [17.5]	C [15.9]
		Layton Hall Drive	WBLT	C [17.7]	D [26.9]	C [18.4]	E [45.5]
		Layton Hall Drive	WBR	A [0.0]	A [0.0]	A [0.0]	A [0.0]
		<b>University Drive</b>	NBLT	A [0.0]	A [0.1]	A [0.0]	A [0.1]
		<b>University Drive</b>	NBR	A [0.0]	A [0.0]	A [0.0]	A [0.0]
		<b>University Drive</b>	SBLTR	A [3.8]	A [2.9]	A [3.8]	A [3.6]
2 Layton Hall Drive/ <b>Driveway</b>	STOP	Layton Hall Drive	EBTR	A [0.0]	A [0.0]	N/A	N/A
		Layton Hall Drive	WBLT	A [0.6]	A [0.2]	N/A	N/A
		<b>Driveway</b>	NBLR	B [11.1]	B [12.4]	N/A	N/A
<i>New Layton Hall Apartments Driveway</i>	STOP	<i>Layton Hall Drive</i>	<i>EBLTR</i>	<i>N/A</i>	<i>N/A</i>	<i>A [0.5]</i>	<i>A [2.2]</i>
		<i>Layton Hall Drive</i>	<i>WBLTR</i>	<i>N/A</i>	<i>N/A</i>	<i>A [0.6]</i>	<i>A [0.2]</i>
		<i>Driveway</i>	<i>NBLR</i>	<i>N/A</i>	<i>N/A</i>	<i>B [12.0]</i>	<i>C [15.4]</i>
		<i>Driveway</i>	<i>SBLR</i>	<i>N/A</i>	<i>N/A</i>	<i>B [10.7]</i>	<i>B [11.6]</i>
3 Layton Hall Drive/ <b>Democracy Lane/Health Center</b>	STOP	Layton Hall Drive	EBTLR	A [0.5]	A [0.1]	A [0.4]	A [0.1]
		Layton Hall Drive	WBTLR	A [1.3]	A [1.2]	A [1.3]	A [1.1]
		Layton Hall Drive	NBTLR	B [11.2]	B [11.6]	B [11.6]	B [11.7]
		<b>University Drive</b>	SBTLR	B [10.3]	B [12.4]	B [10.3]	B [12.5]
4 Layton Hall Drive/Farrcroft Drive/ <b>Old Lee Highway</b>	Signal	Layton Hall Drive	EBL	D (38.0)	D (55.0)	D (38.7)	E (56.1)
		Layton Hall Drive	EBTR	C (29.7)	D (41.2)	C (29.3)	D (41.1)
		Farrcroft Drive	WBL	D (41.2)	D (54.4)	D (42.6)	D (54.3)
		Farrcroft Drive	WBTR	D (41.7)	D (53.9)	D (43.0)	D (53.9)
		<b>Old Lee Highway</b>	NBL	B (15.4)	B (16.0)	B (16.1)	B (17.4)
		<b>Old Lee Highway</b>	NBT	C (26.5)	B (15.9)	C (25.8)	B (16.3)
		<b>Old Lee Highway</b>	NBR	B (16.6)	B (12.2)	B (16.6)	B (12.3)
		<b>Old Lee Highway</b>	SBL	B (17.1)	B (11.8)	B (18.3)	B (12.0)
		<b>Old Lee Highway</b>	SBT	C (25.4)	C (26.7)	C (27.9)	C (28.9)
		<b>Old Lee Highway</b>	<u>SBR</u>	<u>B (18.4)</u>	<u>B (14.8)</u>	<u>B (19.2)</u>	<u>B (15.2)</u>
			<b>Overall</b>	<b>C (27.6)</b>	<b>C (26.0)</b>	<b>C (28.5)</b>	<b>C (27.0)</b>
5 Whitehead Street/Democracy Lane/ <b>University Drive</b>	Signal	Whitehead Street	EBLT	A (8.2)	A (8.1)	A (8.2)	A (8.1)
		Whitehead Street	EBR	A (6.7)	A (7.3)	A (6.8)	A (7.3)
		Democracy Lane	WBLTR	A (6.8)	A (7.9)	A (7.3)	A (7.9)
		<b>University Drive</b>	NBLTR	A (7.7)	A (7.3)	A (7.7)	A (7.4)
		<b>University Drive</b>	<u>SBLTR</u>	<u>A (7.7)</u>	<u>A (7.6)</u>	<u>A (7.6)</u>	<u>A (7.6)</u>
	<b>Overall</b>	<b>A (7.7)</b>	<b>A (7.5)</b>	<b>A (7.7)</b>	<b>A (7.6)</b>		
6 Whitehead Street/ <b>Chain Bridge Road</b>	STOP	Whitehead Street	WBLR	E [38.4]	E [40.3]	E [40.8]	E [40.3]
		<b>Chain Bridge Road</b>	NBT	A [0.0]	A [0.0]	A [0.0]	A [0.0]
		<b>Chain Bridge Road</b>	NBR	A [0.0]	A [0.0]	A [0.0]	A [0.0]
		<b>Chain Bridge Road</b>	SBLT	A [2.3]	A [1.7]	A [2.0]	A [1.7]
7 Kenmore Drive/ <b>Chain Bridge Road</b>	STOP	Kenmore Street	WBL	E [37.9]	C [18.3]	D [30.6]	C [18.0]
		Kenmore Street	WBR	A [0.0]	A [0.0]	A [0.0]	A [0.0]
		<b>Chain Bridge Road</b>	NBTR	A [0.0]	A [0.0]	A [0.0]	A [0.0]
		<b>Chain Bridge Road</b>	SBL	B [11.1]	A [9.7]	B [10.8]	A [9.6]
		<b>Chain Bridge Road</b>	SBT	A [0.0]	A [0.0]	A [0.0]	A [0.0]
8 Kenmore Drive/ <b>University Drive</b>	STOP	Kenmore Street	EBLR	B [11.9]	B [11.6]	B [11.8]	B [11.9]
		<b>University Drive</b>	NBLT	A [2.5]	A [3.8]	A [2.4]	A [3.8]
		<b>University Drive</b>	SBTR	A [0.0]	A [0.0]	A [0.0]	A [0.0]

Notes : (1) Numbers in parentheses ( ) represent delay at signalized intersections in seconds per vehicle.  
 (2) Numbers in brackets [ ] represent delay at unsignalized intersections in seconds per vehicle.  
 (3) Roadway names in bold are considered north/south for purposes of this analysis

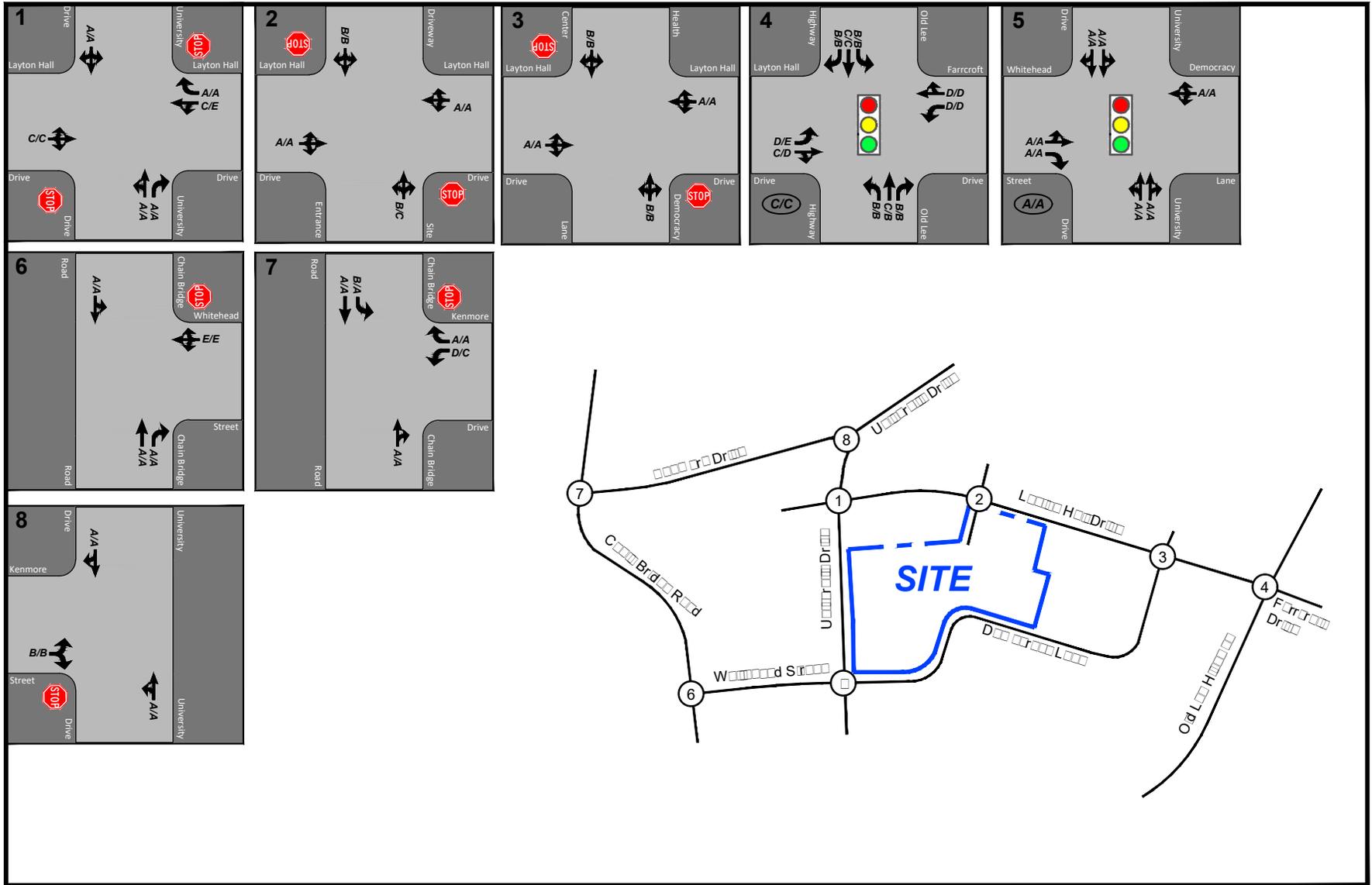


Figure 5-4  
Background Future Levels of Service

- ← Represents One Travel Lane
- 🚦 Signalized Intersection
- 🛑 Stop Sign
- AM/PM
- X/X Lane Group Level of Service
- (X/X) Overall Level of Service



Capstone - GMU Housing  
Fairfax City, Virginia



Table 5-3  
 Capstone - Democracy Lane  
 Background Future Queues (1) (2) (3) (4) (5)

Intersection	Operating Condition	Street Name	Approach/ Movement	Available Storage (ft)	Existing (2017)		Background (2021)	
					AM	PM	AM	PM
1 Layton Hall Drive/ <b>University Drive</b>	STOP	Layton Hall Drive	EBLTR	N/A	4	1	3	1
		Layton Hall Drive	WBLT	N/A	40	136	53	211
		Layton Hall Drive	WBR	50	0	0	0	0
		<b>University Drive</b>	NBLT	N/A	0	0	0	0
		<b>University Drive</b>	NBR	N/A	0	0	0	0
		<b>University Drive</b>	SBLTR	N/A	10	6	9	9
2 Layton Hall Drive/ <b>Driveway</b>	STOP	Layton Hall Drive	EBTR	N/A	0	0	N/A	N/A
		Layton Hall Drive	WBLT	N/A	1	0	N/A	N/A
		<b>Driveway</b>	NBLR	N/A	2	10	N/A	N/A
<i>New Layton Hall Apartments Driveway</i>	STOP	<i>Layton Hall Drive</i>	<i>EBLTR</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	1	4
		<i>Layton Hall Drive</i>	<i>WBLTR</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	1	0
		<i>Driveway</i>	<i>NBLR</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	2	12
		<i>Driveway</i>	<i>SBLR</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	9	6
3 Layton Hall Drive/ <b>Democracy Lane/Health Center</b>	STOP	Layton Hall Drive	EBTLR	N/A	1	0	1	0
		Layton Hall Drive	WBTLR	N/A	2	2	2	2
		Layton Hall Drive	NBTLR	N/A	4	8	4	8
		<b>University Drive</b>	SBTLR	N/A	1	5	1	5
4 Layton Hall Drive/Farrcroft Drive/ <b>Old Lee Highway</b>	Signal	Layton Hall Drive	EBL	N/A	243	206	311	222
		Layton Hall Drive	EBTR	250	43	49	48	52
		Farrcroft Drive	WBL	N/A	28	33	28	34
		Farrcroft Drive	WBTR	140	55	36	59	37
		<b>Old Lee Highway</b>	NBL	N/A	38	32	39	36
		<b>Old Lee Highway</b>	NBT	N/A	428	308	454	351
		<b>Old Lee Highway</b>	NBR	200	0	0	0	0
		<b>Old Lee Highway</b>	SBL	130	22	23	22	23
		<b>Old Lee Highway</b>	SBT	N/A	355	814	415	863
		<b>Old Lee Highway</b>	SBR	300	36	86	42	99
5 Whitehead Street/ <b>Democracy Lane/University Drive</b>	Signal	Whitehead Street	EBLT	N/A	63	38	63	41
		Whitehead Street	EBR	80	15	17	16	18
		Democracy Lane	WBLTR	N/A	13	34	15	35
		<b>University Drive</b>	NBLTR	N/A	60	68	63	73
		<b>University Drive</b>	SBLTR	N/A	48	70	53	71
6 Whitehead Street/ <b>Chain Bridge Road</b>	STOP	Whitehead Street	WBLR	N/A	26	80	32	76
		<b>Chain Bridge Road</b>	NBT	N/A	0	0	0	0
		<b>Chain Bridge Road</b>	NBR	N/A	0	0	0	0
		<b>Chain Bridge Road</b>	SBLT	N/A	7	5	6	5
7 Kenmore Drive/ <b>Chain Bridge Road</b>	STOP	Kenmore Street	WBL	N/A	15	17	12	16
		Kenmore Street	WBR	50	0	0	0	0
		<b>Chain Bridge Road</b>	NBTR	N/A	0	0	0	0
		<b>Chain Bridge Road</b>	SBL	100	15	11	13	11
		<b>Chain Bridge Road</b>	SBT	N/A	0	0	0	0
8 Kenmore Drive/ <b>University Drive</b>	STOP	Kenmore Street	EBLR	N/A	21	18	20	18
		<b>University Drive</b>	NBLT	N/A	6	11	6	12
		<b>University Drive</b>	SBTR	N/A	0	0	0	0

Notes : (1) Queue length is based on the 95th percentile queue in feet as reported by Synchro, Version 9.  
 (2) Queue lengths at All-way STOP controlled intersections are based on the 95th percentile queue in feet as reported by SimTraffic 9.  
 (3) Roadway names in bold are considered north/south for purposes of this analysis  
 (4) For available storage, "N/A" at the left and right-turn lanes indicate the turn-lane would extend back to the immediate upstream intersection.  
 (5) For available storage, "N/A" at the through movements indicate storage available up to the immediate upstream intersection.

As shown in the table, all intersection turn bays within the study area are currently of adequate length to accommodate forecasted vehicle queues during peak periods, with the exception of the eastbound left turn movement at the Layton Hall Drive/Old Lee Highway intersection, which would begin to exceed the available storage length during the AM peak hour at the 95<sup>th</sup>-percentile. However, the average queue will be accommodated.

## Section 6 SITE ANALYSIS

### OVERVIEW

As part of the four-step process described previously, trips anticipated to be generated by the proposed redevelopment plan were forecasted and then assigned to the surrounding roadway network based on a trip distribution. The generation, distribution, and assignment of site trips were based on the proposed development plan and program as well as the locations of future site entrances in relation to the surrounding roadway network.

### EXISTING SITE TRIPS

As stated previously, the site is currently developed with approximately 82,800 GSF of office uses. The Applicant proposes to remove the existing office buildings in order to redevelop the site. As a result, trips currently generated by these uses would no longer be experienced on the surrounding roadway network. Driveway counts were conducted at each of the existing site driveways in order to determine the number of existing trips that should be removed from the network. These driveway count data are provided in Appendix H and summarized in Table 6-1. As shown in Table 6-1, the current site uses generate 52 AM peak hour and 82 PM peak hour trips. For purposes of forecasting future traffic conditions with the proposed redevelopment plan, these trips were removed at key study intersections based on these driveway counts as shown on Figure 6-1.

### PROPOSED SITE ACCESS

A reduction of the proposed redevelopment plan is provided on Figure 1-2. As shown, the plan depicts locating vehicular access to two points: 1) access via Layton Hall Drive (shared with the adjacent medical office building, and 2) access via Democracy Lane. The analysis of these site access points is detailed in Section 7 of this report. The future lane use and intersection controls (with the proposed site entrances) are provided on Figure 6-2.

### TRIP GENERATION

**Overview.** Trip generation estimates for the weekday AM and PM peak hours, as well as the average weekday daily traffic (ADT), were derived from the standard Institute of Transportation Engineers (ITE) trip generation rates, as published in the 10<sup>th</sup> edition. The “Off-Campus Student Housing” (225) land use code was used for the analysis which is the appropriate land use category for the subject development. The trip generation analysis is presented in Table 6-1.

Table 6-1  
 Capstone - Democracy Lane  
 Site Trip Generation <sup>(1)</sup>

Scenario	Land Use Code	Setting/Location	Amount	Units	AM Peak Hour of the Adjacent			PM Peak Hour of the Adjacent			Weekday Average Daily Trips
					In	Out	Total	In	Out	Total	
<u>Observed Driveway Counts</u>	n/a				37	15	52	31	51	82	n/a
<u>Existing Development Trip Potential</u>											
General Office	710		82,800	GSF	145	20	165	29	142	171	1,137
<u>Proposed Development</u>											
Off-Campus Student Apartment	225	Over 1/2 mile from Campus	800	Beds	36	92	128	128	118	246	3,193

Note(s):

(1) Trip generation based on the Institute of Transportation Engineers' Trip Generation, 10th Edition equations and/or rates.

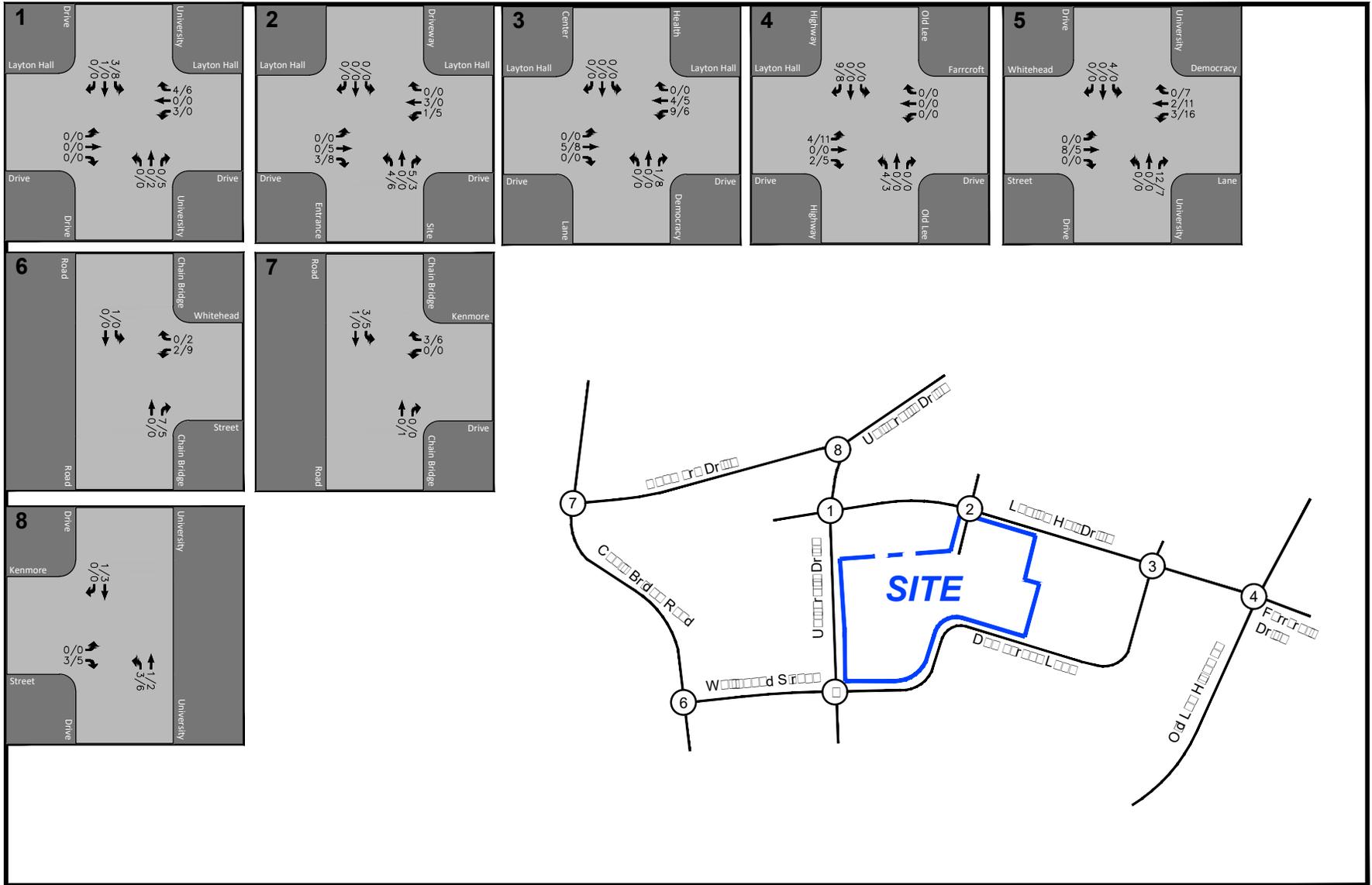


Figure 6-1  
Existing Site Trips Removed

AM PEA HOUR  
PM PEA HOUR  
000 / 000



NORTH

Capstone - GMU Housing  
Fairfax City, Virginia



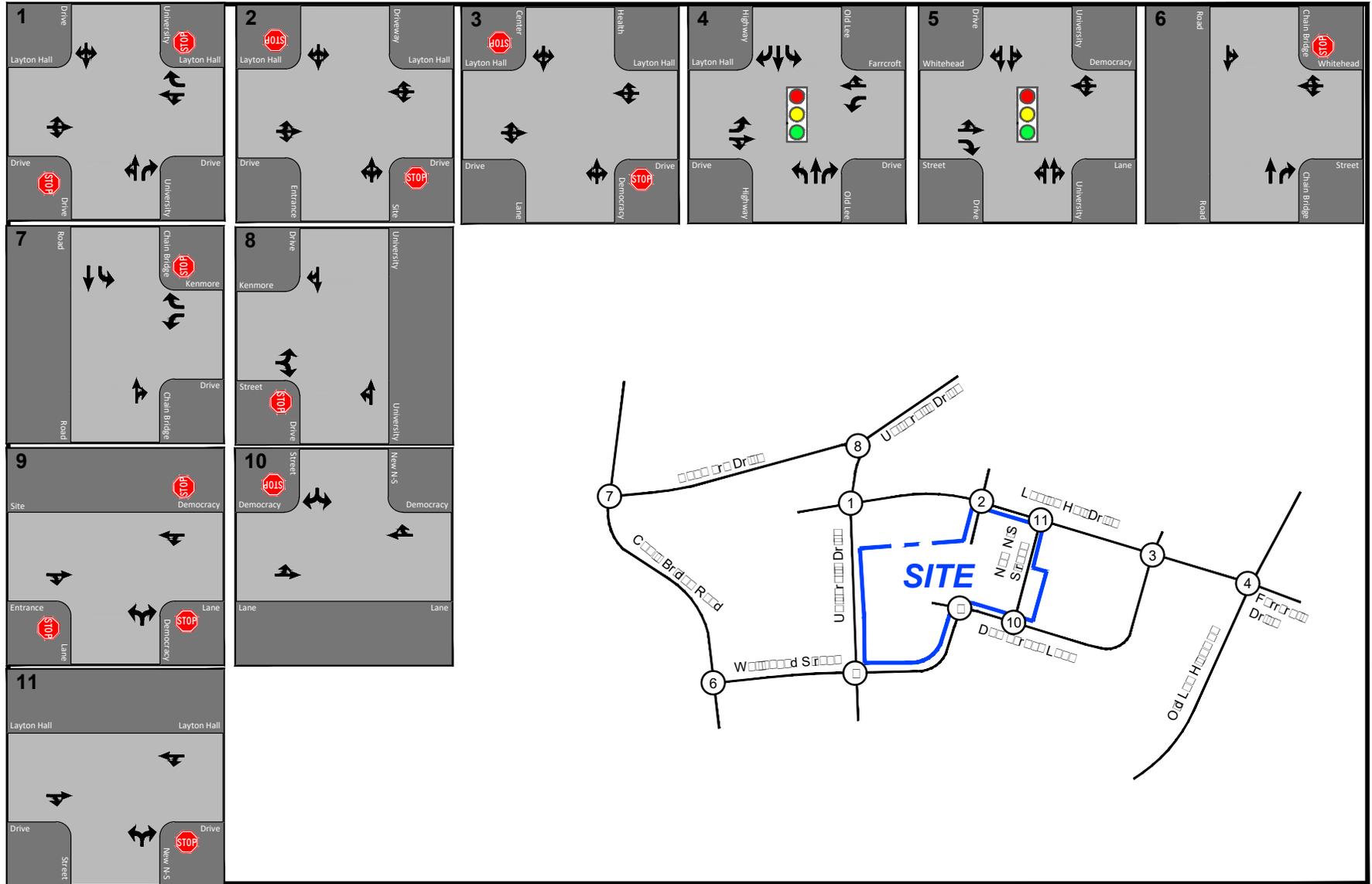


Figure 6-2  
Future Lane Use and Traffic Controls

- ← Represents One Travel Lane
- 🚦 Signalized Intersection
- 🛑 Stop Sign



NORTH

Capstone - GMU Housing  
Fairfax City, Virginia



**Net Site Trips.** The net vehicle trips that would be generated by the proposed redevelopment plan (after discounting the driveway trips generated by the existing office uses) are summarized in Table 6-1. As shown, the site would generate, upon completion and full occupancy, 128 AM peak hour and 246 PM peak hour net vehicle trips prior to any reductions due to non-auto modes of travel, such as transit, walk, and bicycle.

It should be noted that no reduction in site generated trips due to transit mode split was taken in this analysis. However, the Applicant intends to take advantage of public transit opportunities as well as pedestrian/bicycle opportunities available and will implement certain transportation demand management (TDM) strategies as elaborated in Section 8 of this report. With these measures in place, it is anticipated that a significant portion of site generated trips will use non-single auto (non-SOV) modes of travel.

**Existing Development Trip Generation.** Based on field observations, the existing office uses on the subject site are not utilized to their fullest extent. In order to understand how many trips the existing office development could generate if fully occupied, an analysis was conducted applying the ITE trip generation rates/equations for general office use to the existing office floor area. The analysis is provided in Table 6-1. As shown, the existing office development could generate 165 AM peak hour and 171 PM peak hour trips. As shown, the proposed residential use represents a reduction in AM peak hour generated trips and an increase of only 75 PM peak hour trips when compared to the existing office. Further reductions to the residential generated trips can be achieved upon the application of TDM strategies as outlined in Section 8 of this report.

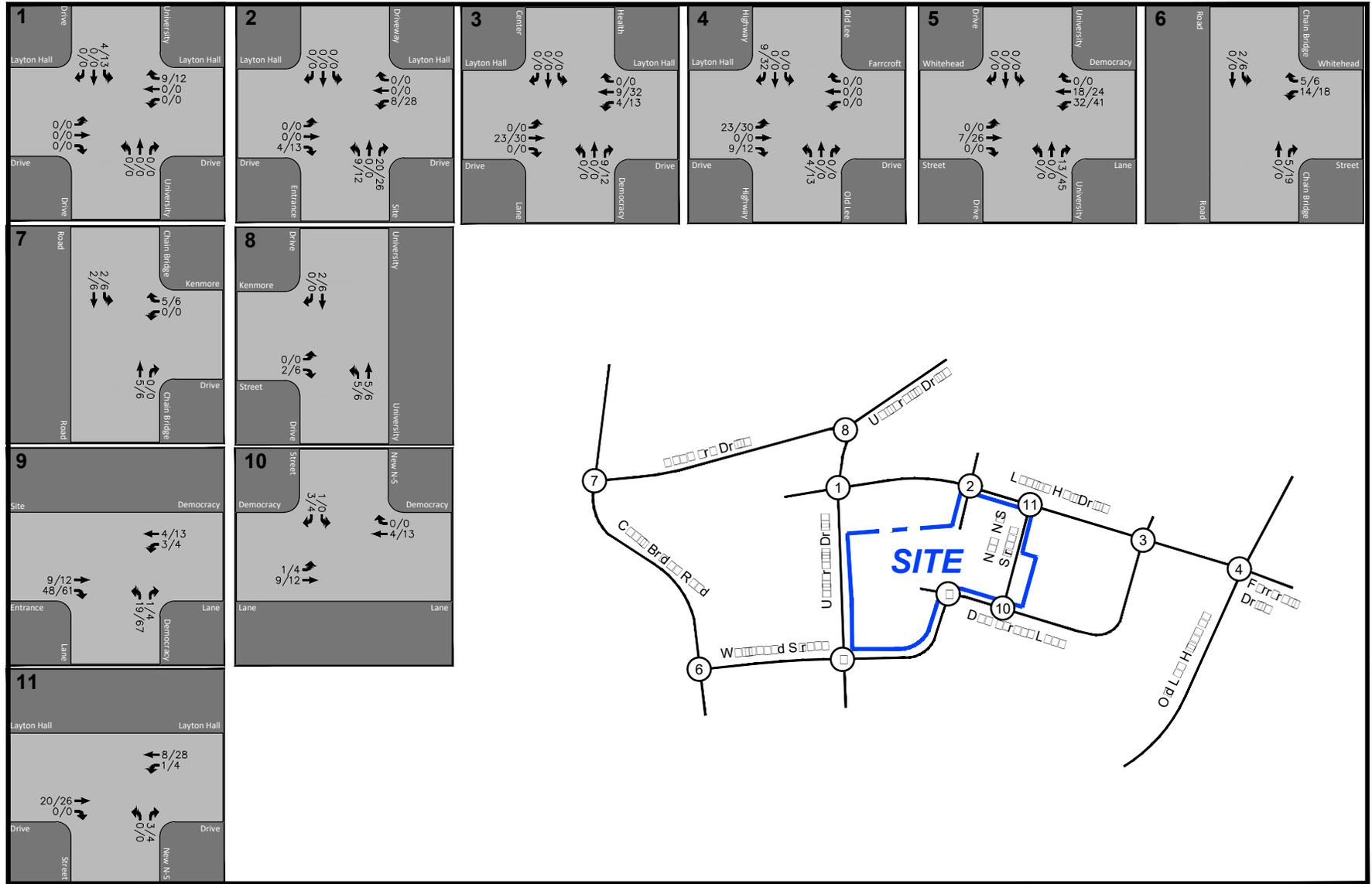
## **SITE TRIP DISTRIBUTION**

The distribution of the anticipated trips generated by the completion of the proposed redevelopment was based on an examination of existing traffic counts and local knowledge. As agreed to with City staff, the distribution used in the analysis was based on existing travel patterns and engineering judgment. For purposes of this analysis, the following distribution was used in the forecasting of future site traffic:

- To/from the south on University Drive: 35%
- To/from the north on University Drive: 5%
- To/from the north on Old Lee Highway: 25%
- To/from the south on Old Lee Highway: 10%
- To/from the north on Chain Bridge Road: 10%
- To/from the south on Chain Bridge Road: 15%

## **SITE TRIP ASSIGNMENTS**

The assignment of the net vehicle trips generated upon the future build-out of the Capstone redevelopment project was based on the above distribution. These trip assignments are depicted on Figure 6-3.



## Section 7 ANALYSIS OF FUTURE CONDITIONS WITH SITE DEVELOPMENT

### TOTAL FUTURE TRAFFIC FORECASTS

The 2021 total future traffic forecasts shown on Figure 7-1 were estimated by adding the site trip assignments (Figure 6-3) to the background future traffic forecasts (Figure 5-3) after discounting those trips generated by the existing site uses (Figure 6-1).

### TOTAL FUTURE LEVELS OF SERVICE

Future levels of service with the proposed redevelopment plan were estimated at key study intersections based on the future traffic volumes shown on Figure 7-1, the future lane use on Figure 6-2, the signal timings for the signalized intersections provided by the City of Fairfax and the 2000 HCM methodologies for signalized and unsignalized intersections. The results of these analyses are provided in Appendix I and presented in Table 7-1. Total future levels of service are also presented graphically on Figure 7-2.

Consistent with those results under background future conditions, the westbound left-through movement at the University Drive/Layton Hall Drive intersection would continue to operate at LOS "E". Additionally, the westbound approach of the Chain Bridge Road/Whitehead Street intersection would continue to operate at LOS "E", consistent with background conditions. All proposed site entrances, including the garage entrance along the proposed realignment of Democracy Lane would operate at acceptable levels of service. An All-Way STOP control is recommended at the realigned Democracy Lane at the proposed site entrance.

### TOTAL FUTURE QUEUING

Total future queues were forecasted using Synchro software. The results of the queuing analysis are summarized in Table 7-2. As shown, existing turn bays within the study network will continue to be of sufficient length to accommodate future queues, with the exception of the eastbound left turn movement at the Layton Hall Drive/Old Lee Highway signalized intersection, which would continue to exceed its turn bay length consistent with background traffic conditions without the development of the subject site.

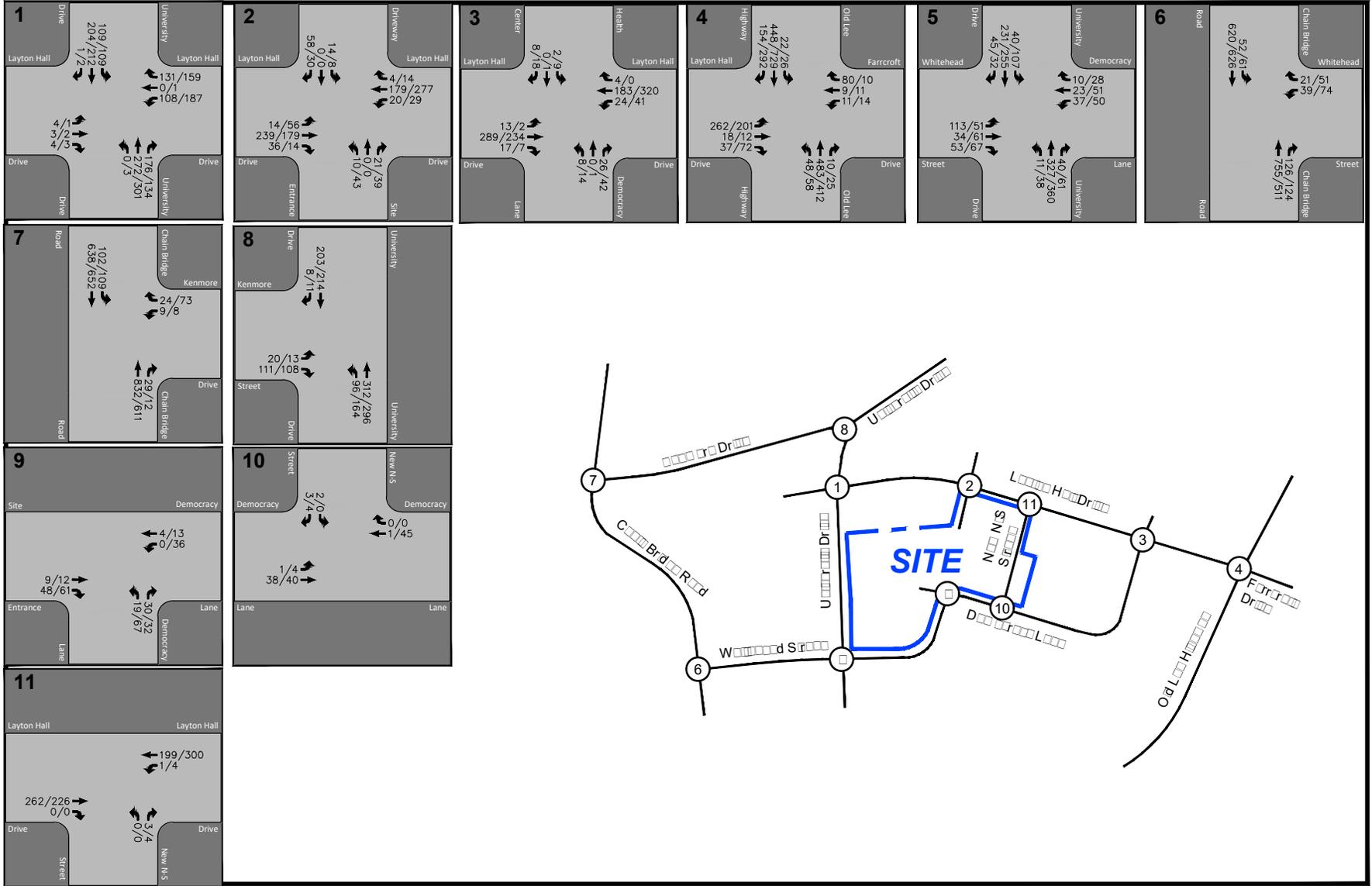


Figure 7-1  
Total Future Traffic Forecasts

AM PEA □ HOUR  
PM PEA □ HOUR  
000 / 000



NORTH

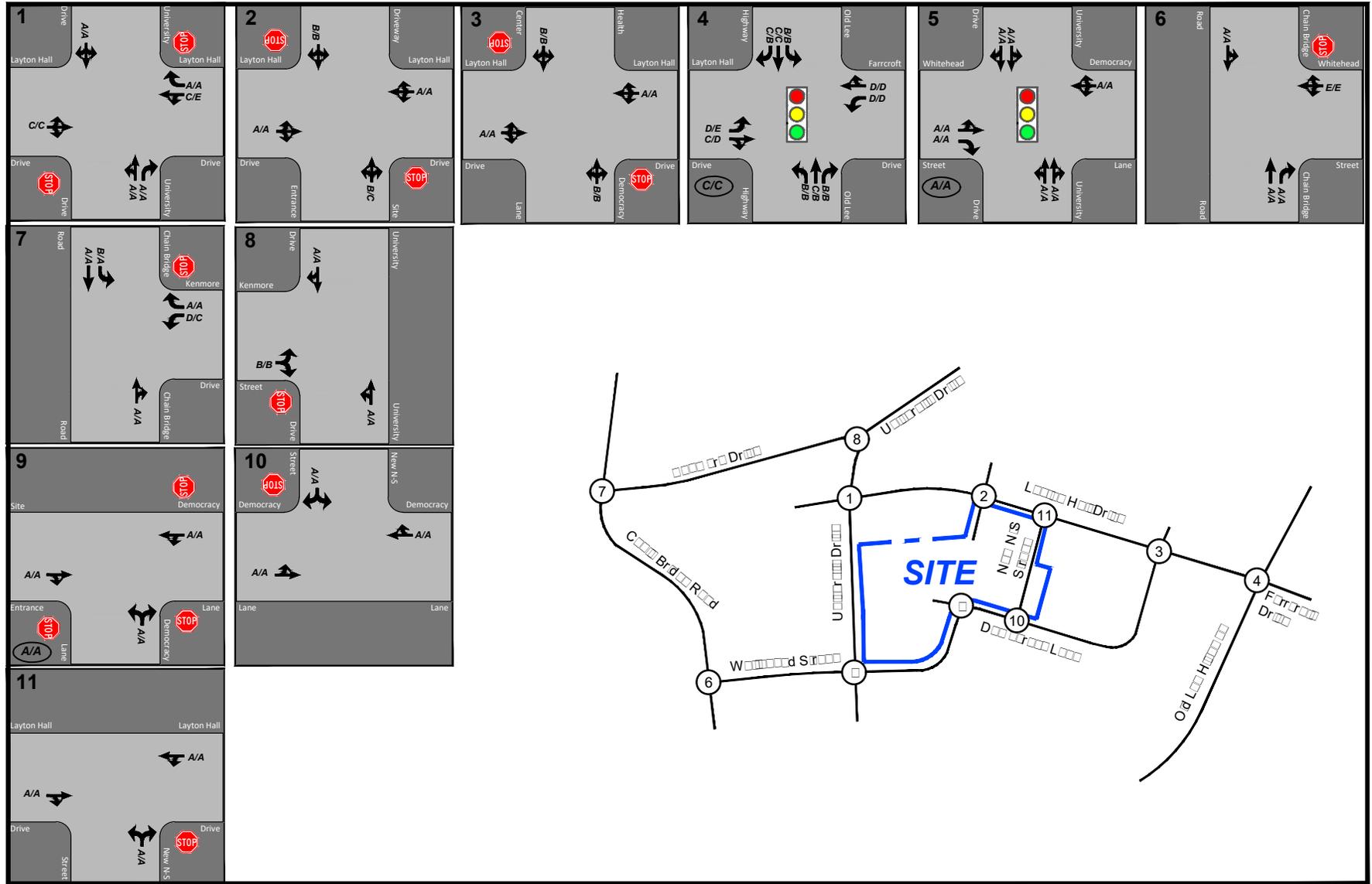
Capstone - GMU Housing  
Fairfax City, Virginia



Table 7-1  
 Capstone - Democracy Lane  
 Total Future Levels of Service (1) (2) (3)

Intersection	Operating Condition	Street Name	Approach/ Movement	Existing (2017)		Background (2021)		Total Future (2021)	
				AM	PM	AM	PM	AM	PM
1 Layton Hall Drive/ <b>University Drive</b>	STOP	Layton Hall Drive	EBLTR	C [18.0]	B [13.9]	C [17.5]	C [15.9]	C [17.6]	C [16.1]
		Layton Hall Drive	WBTL	C [17.7]	D [26.9]	C [18.4]	E [45.5]	C [18.0]	E [47.8]
		Layton Hall Drive	WBR	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.1]
		<b>University Drive</b>	NBLT	A [0.0]	A [0.1]	A [0.0]	A [0.1]	A [0.0]	A [0.0]
		<b>University Drive</b>	NBR	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]
		<b>University Drive</b>	SBLTR	A [3.8]	A [2.9]	A [3.8]	A [3.6]	A [3.8]	A [3.7]
2 Layton Hall Drive/ <b>Driveway</b>	STOP	Layton Hall Drive	EBTR	A [0.0]	A [0.0]	N/A	N/A	N/A	N/A
		Layton Hall Drive	WBTL	A [0.6]	A [0.2]	N/A	N/A	N/A	N/A
		<b>Driveway</b>	NBLR	B [11.1]	B [12.4]	N/A	N/A	N/A	N/A
<i>New Layton Hall Apartments Driveway</i>	STOP	<i>Layton Hall Drive</i>	<i>EBLTR</i>	<i>N/A</i>	<i>N/A</i>	<i>A [0.5]</i>	<i>A [2.2]</i>	<i>A [0.5]</i>	<i>A [2.2]</i>
		<i>Layton Hall Drive</i>	<i>WBLTR</i>	<i>N/A</i>	<i>N/A</i>	<i>A [0.6]</i>	<i>A [0.2]</i>	<i>A [0.9]</i>	<i>A [0.9]</i>
		<i>Driveway</i>	<i>NBLR</i>	<i>N/A</i>	<i>N/A</i>	<i>B [12.0]</i>	<i>C [15.4]</i>	<i>B [11.9]</i>	<i>C [15.5]</i>
		<i>Driveway</i>	<i>SBLR</i>	<i>N/A</i>	<i>N/A</i>	<i>B [10.7]</i>	<i>B [11.6]</i>	<i>B [10.8]</i>	<i>B [12.1]</i>
3 Layton Hall Drive/ <b>Democracy Lane/Health Center</b>	STOP	Layton Hall Drive	EBTLR	A [0.5]	A [0.1]	A [0.4]	A [0.1]	A [0.4]	A [0.1]
		Layton Hall Drive	WBTLR	A [1.3]	A [1.2]	A [1.3]	A [1.1]	A [1.1]	A [1.2]
		Layton Hall Drive	NBTLR	B [11.2]	B [11.6]	B [11.6]	B [11.7]	B [11.5]	B [12.1]
		<b>University Drive</b>	SBTLR	B [10.3]	B [12.4]	B [10.3]	B [12.5]	B [10.4]	B [13.3]
4 Layton Hall Drive/ <b>Farrcroft Drive/Old Lee Highway</b>	Signal	Layton Hall Drive	EBL	D (38.0)	D (55.0)	D (38.7)	E (56.1)	D (38.3)	E (57.9)
		Layton Hall Drive	EBTR	C (29.7)	D (41.2)	C (29.3)	D (41.1)	C (28.6)	D (40.5)
		Farrcroft Drive	WBL	D (41.2)	D (54.4)	D (42.6)	D (54.3)	D (43.2)	D (54.8)
		Farrcroft Drive	WBTR	D (41.7)	D (53.9)	D (43.0)	D (53.9)	D (43.6)	D (54.3)
		<b>Old Lee Highway</b>	NBL	B (15.4)	B (16.0)	B (16.1)	B (17.4)	B (14.1)	B (18.5)
		<b>Old Lee Highway</b>	NBT	C (26.5)	B (15.9)	C (25.8)	B (16.3)	C (27.6)	B (16.9)
		<b>Old Lee Highway</b>	NBR	B (16.6)	B (12.2)	B (16.6)	B (12.3)	B (17.5)	B (12.7)
		<b>Old Lee Highway</b>	SBL	B (17.1)	B (11.8)	B (18.3)	B (12.0)	B (19.3)	B (12.5)
		<b>Old Lee Highway</b>	SBT	C (25.4)	C (26.7)	C (27.9)	C (28.9)	C (29.7)	C (30.5)
		<b>Old Lee Highway</b>	SBR	<u>B (18.4)</u>	<u>B (14.8)</u>	<u>B (19.2)</u>	<u>B (15.2)</u>	<u>C (20.1)</u>	<u>B (16.0)</u>
			<b>Overall</b>	<b>C (27.6)</b>	<b>C (26.0)</b>	<b>C (28.5)</b>	<b>C (27.0)</b>	<b>C (29.8)</b>	<b>C (28.2)</b>
5 Whitehead Street/ <b>Democracy Lane/University Drive</b>	Signal	Whitehead Street	EBLT	A (8.2)	A (8.1)	A (8.2)	A (8.1)	A (8.3)	B (10.1)
		Whitehead Street	EBR	A (6.7)	A (7.3)	A (6.8)	A (7.3)	A (6.8)	A (8.9)
		Democracy Lane	WBLTR	A (6.8)	A (7.9)	A (7.3)	A (7.9)	A (7.2)	B (10.1)
		<b>University Drive</b>	NBLTR	A (7.7)	A (7.3)	A (7.7)	A (7.4)	A (7.7)	A (6.7)
		<b>University Drive</b>	SBLTR	<u>A (7.7)</u>	<u>A (7.6)</u>	<u>A (7.6)</u>	<u>A (7.6)</u>	<u>A (7.6)</u>	<u>A (6.8)</u>
			<b>Overall</b>	<b>A (7.7)</b>	<b>A (7.5)</b>	<b>A (7.7)</b>	<b>A (7.6)</b>	<b>A (7.7)</b>	<b>A (7.5)</b>
6 Whitehead Street/ <b>Chain Bridge Road</b>	STOP	Whitehead Street	WBTLR	E [38.4]	E [40.3]	E [40.8]	E [40.3]	E [50.0]	E [47.6]
		<b>Chain Bridge Road</b>	NBT	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]
		<b>Chain Bridge Road</b>	NBR	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]
		<b>Chain Bridge Road</b>	SBLT	A [2.3]	A [1.7]	A [2.0]	A [1.7]	A [2.1]	A [1.9]
7 Kenmore Drive/ <b>Chain Bridge Road</b>	STOP	Kenmore Street	WBL	E [37.9]	C [18.3]	D [30.6]	C [18.0]	D [30.1]	C [18.2]
		Kenmore Street	WBR	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]
		<b>Chain Bridge Road</b>	NBTR	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]
		<b>Chain Bridge Road</b>	SBL	B [11.1]	A [9.7]	B [10.8]	A [9.6]	B [10.8]	A [9.7]
		<b>Chain Bridge Road</b>	SBT	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]
8 Kenmore Drive/ <b>University Drive</b>	STOP	Kenmore Street	EBLR	B [11.9]	B [11.6]	B [11.8]	B [11.9]	B [11.9]	B [11.9]
		<b>University Drive</b>	NBLT	A [2.5]	A [3.8]	A [2.4]	A [3.8]	A [2.5]	A [3.8]
		<b>University Drive</b>	SBTR	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]
9 Site Entrance/ <b>Democracy Lane/Democracy Lane</b>	All-Way STOP	Site Entrance	EBTR	N/A	N/A	N/A	N/A	A [6.8]	A [7.1]
		Democracy Lane	WBTL	N/A	N/A	N/A	N/A	A [7.1]	A [7.7]
		<b>Democracy Lane</b>	NBLR	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>A [7.0]</u>	<u>A [7.7]</u>
			<b>Overall</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>A [6.9]</b>	<b>A [7.5]</b>
10 Democracy Lane/ <b>New N-S Street</b>	STOP	Democracy Lane	EBTL	N/A	N/A	N/A	N/A	A [0.2]	A [0.6]
		Democracy Lane	WBTR	N/A	N/A	N/A	N/A	A [0.0]	A [0.0]
		<b>New N-S Street</b>	SBLR	N/A	N/A	N/A	N/A	A [8.5]	A [8.5]
11 Layton Hall Drive/ <b>New N-S Street</b>	STOP	Layton Hall Drive	EBTR	N/A	N/A	N/A	N/A	A [0.0]	A [0.0]
		Layton Hall Drive	WBTL	N/A	N/A	N/A	N/A	A [0.0]	A [0.1]
		<b>New N-S Street</b>	NBLR	N/A	N/A	N/A	N/A	A [9.8]	A [9.6]

Notes : (1) Numbers in parentheses ( ) represent delay at signalized intersections in seconds per vehicle.  
 (2) Numbers in brackets [ ] represent delay at unsignalized intersections in seconds per vehicle.  
 (3) Roadway names in bold are considered north/south for purposes of this analysis



**Figure 7-2**  
Total Future Levels of Service

- ← Represents One Travel Lane
- 🚦 Signalized Intersection
- 🛑 Stop Sign
- AM/PM
- XX Lane Group Level of Service
- ⓧ Overall Level of Service



Capstone - GMU Housing  
Fairfax City, Virginia



Table 7-2  
 Capstone - Democracy Lane  
 Total Future Queues (1) (2) (3) (4) (5)

Intersection	Operating Condition	Street Name	Approach/ Movement	Available Storage (ft)	Existing (2017)		Background (2021)		Total Future (2021)	
					AM	PM	AM	PM	AM	PM
1 Layton Hall Drive/ <b>University Drive</b>	STOP	Layton Hall Drive	EBLTR	N/A	4	1	3	1	3	1
		Layton Hall Drive	WBLT	N/A	40	136	53	211	50	221
		Layton Hall Drive	WBR	50	0	0	0	0	0	0
		<b>University Drive</b>	NBLT	N/A	0	0	0	0	0	0
		<b>University Drive</b>	NBR	N/A	0	0	0	0	0	0
		<b>University Drive</b>	SBLTR	N/A	10	6	9	9	9	9
2 Layton Hall Drive/ <b>Driveway</b>	STOP	Layton Hall Drive	EBTR	N/A	0	0	N/A	N/A	N/A	N/A
		Layton Hall Drive	WBLT	N/A	1	0	N/A	N/A	N/A	N/A
		<b>Driveway</b>	NBLR	N/A	2	10	N/A	N/A	N/A	N/A
<i>New Layton Hall Apartments Driveway</i>	STOP	<i>Layton Hall Drive</i>	<i>EBLTR</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>1</i>	<i>4</i>	<i>1</i>	<i>4</i>
		<i>Layton Hall Drive</i>	<i>WBLTR</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>1</i>	<i>0</i>	<i>1</i>	<i>2</i>
		<i>Driveway</i>	<i>NBLR</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>2</i>	<i>12</i>	<i>5</i>	<i>19</i>
		<i>Driveway</i>	<i>SBLR</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>9</i>	<i>6</i>	<i>9</i>	<i>6</i>
3 Layton Hall Drive/ <b>Democracy Lane/Health Center</b>	STOP	Layton Hall Drive	EBTLR	N/A	1	0	1	0	1	0
		Layton Hall Drive	WBTLR	N/A	2	2	2	2	2	3
		Layton Hall Drive	NBTLR	N/A	4	8	4	8	5	9
		<b>University Drive</b>	SBTLR	N/A	1	5	1	5	1	5
4 Layton Hall Drive/ <b>Farrcroft Drive/Old Lee Highway</b>	Signal	Layton Hall Drive	EBL	N/A	243	206	311	222	350	244
		Layton Hall Drive	EBTR	250	43	49	48	52	50	54
		Farrcroft Drive	WBL	N/A	28	33	28	34	28	34
		Farrcroft Drive	WBTR	140	55	36	59	37	59	37
		<b>Old Lee Highway</b>	NBL	N/A	38	32	39	36	38	42
		<b>Old Lee Highway</b>	NBT	N/A	428	308	454	351	454	351
		<b>Old Lee Highway</b>	NBR	200	0	0	0	0	0	0
		<b>Old Lee Highway</b>	SBL	130	22	23	22	23	22	23
		<b>Old Lee Highway</b>	SBT	N/A	355	814	415	863	415	863
		<b>Old Lee Highway</b>	SBR	300	36	86	42	99	42	106
5 Whitehead Street/ <b>Democracy Lane/University Drive</b>	Signal	Whitehead Street	EBLT	N/A	63	38	63	41	64	48
		Whitehead Street	EBR	80	15	17	16	18	16	18
		Democracy Lane	WBLTR	N/A	13	34	15	35	31	49
		<b>University Drive</b>	NBLTR	N/A	60	68	63	73	63	77
		<b>University Drive</b>	SBLTR	N/A	48	70	53	71	52	71
6 Whitehead Street/ <b>Chain Bridge Road</b>	STOP	Whitehead Street	WBLR	N/A	26	80	32	76	52	94
		<b>Chain Bridge Road</b>	NBT	N/A	0	0	0	0	0	0
		<b>Chain Bridge Road</b>	NBR	N/A	0	0	0	0	0	0
		<b>Chain Bridge Road</b>	SBLT	N/A	7	5	6	5	6	6
7 Kenmore Drive/ <b>Chain Bridge Road</b>	STOP	Kenmore Street	WBL	N/A	15	17	12	16	12	16
		Kenmore Street	WBR	50	0	0	0	0	0	0
		<b>Chain Bridge Road</b>	NBTR	N/A	0	0	0	0	0	0
		<b>Chain Bridge Road</b>	SBL	100	15	11	13	11	13	11
		<b>Chain Bridge Road</b>	SBT	N/A	0	0	0	0	0	0
8 Kenmore Drive/ <b>University Drive</b>	STOP	Kenmore Street	EBLR	N/A	21	18	20	18	20	19
		<b>University Drive</b>	NBLT	N/A	6	11	6	12	6	12
		<b>University Drive</b>	SBTR	N/A	0	0	0	0	0	0
9 Site Entrance/ <b>Democracy Lane/Democracy Lane</b>	STOP	Site Entrance	EBTR	N/A	N/A	N/A	N/A	N/A	52	47
		Democracy Lane	WBTL	N/A	N/A	N/A	N/A	N/A	18	44
		<b>Democracy Lane</b>	NBLR	N/A	N/A	N/A	N/A	N/A	51	48
10 Democracy Lane/ <b>New N-S Street</b>	STOP	Democracy Lane	EBTL	N/A	N/A	N/A	N/A	N/A	0	0
		Democracy Lane	WBTR	N/A	N/A	N/A	N/A	N/A	0	0
		<b>New N-S Street</b>	SBLR	N/A	N/A	N/A	N/A	N/A	0	0
11 Layton Hall Drive/ <b>New N-S Street</b>	STOP	Layton Hall Drive	EBTR	N/A	N/A	N/A	N/A	N/A	0	0
		Layton Hall Drive	WBLT	N/A	N/A	N/A	N/A	N/A	0	0
		<b>New N-S Street</b>	NBLR	N/A	N/A	N/A	N/A	N/A	0	0

Notes : (1) Queue length is based on the 95th percentile queue in feet as reported by Synchro, Version 9.  
 (2) Queue lengths at All-way STOP controlled intersections are based on the 95th percentile queue in feet as reported by SimTraffic 9.  
 (3) Roadway names in bold are considered north/south for purposes of this analysis  
 (4) For available storage, "N/A" at the left and right-turn lanes indicate the turn-lane would extend back to the immediate upstream intersection.  
 (5) For available storage, "N/A" at the through movements indicate storage available up to the immediate upstream intersection.

## Section 8 TRANSPORTATION DEMAND MANAGEMENT

In order to mitigate the potential impacts of the development and take full advantage of the site's proximity to transit facilities/services and non-auto opportunities, a key component of the project will be the implementation of comprehensive transportation demand management (TDM) strategies. The subject development proposal is especially suited for trip reduction measures since the units will be marketed primarily to students of George Mason University (GMU) and, as a result, the majority of trips will be oriented to a specific origin/destination. According to data provided by GMU, approximately 26% of current GMU students use means other than driving alone to access the campus. Therefore, vehicle trips generated by the proposed development can be significantly reduced.

In an effort to decrease reliance on the personal automobile and encourage the use of transit, ridesharing, bicycling, and walking, the Applicant will implement a Transportation Demand Management (TDM) Program. "TDM is a general term for strategies that result in more efficient use of transportation resources. There are many different TDM strategies with a variety of impacts. Some improve the transportation options available to consumers, while others provide an incentive to choose more efficient travel patterns. Some reduce the need for physical travel through mobility substitutes or more efficient land use. TDM strategies can change travel timing, route, destination, or mode."

The following strategies should be considered:

- A. Designate a Transportation Management Coordinator (TMC) to implement the TDM program and advise residents, tenants, and employees of the availability and location of the TDM coordinator and program at least once a year. The position may be part of other duties assigned to the individual. Duties of the Transportation Management Coordinator would include the following:
  1. Assist residents and employees in making effective and efficient commuting choices.
  2. Disseminate Metrorail, CUE bus, ridesharing, and other relevant transit options to new residents and employees.
  3. Solicit support from the Metropolitan Washington Council of Governments (MWCOC) Commuter Connections program, the Washington Metropolitan Area Transit Authority (WMATA), the City of Fairfax government, and others.
  4. Provide on-site assistance to residents and employees in forming and maintaining carpools and vanpools.
  5. Register carpool/vanpool participants, transit users, bicyclists, and walkers in the Guaranteed Ride Home (GRH) program.
  6. Encourage residents and employees to ride bicycles or walk to the GMU campus and other destinations.

7. Provide on-site facilities for both short and long-term bicycle parking and/or storage, including bike racks for visitors and bike storage lockers or a secure bike room for residents.
  8. Locate and install bikesharing facilities (e.g., Capital Bikeshare) at convenient and visible location(s) within the site, subject to the City and/or GMU establishing such services.
  9. Market and promote the TDM Program among residents and employees through printed materials and web sites (if available).
- B. Commuter Center.
1. Designate a centralized space on-site as a “Commuter Center”. The TMC functions would take place in this space, as appropriate.
  2. Install display racks that would provide information on local transit options.
  3. Establish a location for displaying real-time transit information (e.g., TransitScreen).
  4. Sell transit fare media, such as SmarTrip cards, Metro fare cards, and Metrobus passes.
  5. Promote transit and multi-modal options provided by the City.
- C. Incentives to use transit, including:
1. Provide information on Metrorail, CUE Bus, Metrobus, and other public transportation facilities, services, routes, schedules, and fares.
  2. Disseminate information to transit users regarding free guaranteed rides home in cases of emergency.
  3. At the time of initial lease, provide SmarTrip cards to residents.
  4. Provide safe, convenient, and attractive pedestrian connections on and off-site.
- D. Carpool programs, including:
1. Disseminate information to carpoolers regarding free guaranteed rides home in cases of emergency.
  2. Reserve a number of conveniently-located, parking spaces for carpools only.
- E. Parking management, including:
1. Reserve a number of conveniently-located, parking spaces for carpools, and/or hybrid vehicles.
  2. Implement a parking pass system in order to manage the number of vehicular parking spaces allotted per resident or dwelling unit.
  3. Provide a parking space on site for a car sharing service (i.e., Zip or Flex Car).

## Section 9 CONCLUSIONS AND RECOMMENDATIONS

### CONCLUSIONS

Based on the results of this traffic impact study, the following may be concluded:

1. The redevelopment plan proposed by the Applicant is complementary to the City's and community's long-term vision for the area adjacent to the Old Town district.
2. All signalized intersections within the study area currently operate at overall adequate levels of service (LOS "D" or better).
3. Under future 2021 traffic conditions, without the development of the subject site, delays would slightly increase at study intersections due to regional traffic growth and trips generated by other approved/pending development within the City. The largest overall intersection delay increase over existing conditions would be 1.0 seconds from LOS "C" (26.0s) to LOS "C" (27.0s) in the PM at intersection 4 (Old Lee Highway/Layton Hall Drive/Farrcroft Drive). All intersections would continue operate at acceptable levels of service.
4. The Layton Hall Apartments redevelopment project is forecasted to generate 128 AM peak hour and 246 PM peak hour net vehicle trips upon completion and full occupancy by 2021, and without accounting for any trip reductions resulting from non-auto modes of travel.
5. Under future 2021 traffic conditions, with the development of the subject site, delays would slightly increase at study intersections. The largest overall intersection delay increase over future conditions without site development would be 1.3 seconds from LOS "C" (28.5s) to LOS "C" (29.8s) in the AM at intersection 4 (Old Lee Highway/Layton Hall Drive/Farrcroft Drive). All intersections would continue operate at acceptable levels of service.
6. Additional mitigation measures, as outlined below, would serve to further improve the transportation network.

### RECOMMENDATIONS

Based on the above conclusions and in order to mitigate the impacts of the subject development and improve the overall transportation network, the following recommendations should be considered:

1. As part of the redevelopment plan and to encourage walking trips, the Applicant should provide and enhance the pedestrian facilities within the site's block. The Applicant should further ensure connections between the site's internal network and the surrounding pedestrian system, as envisioned in the Comprehensive Plan.
2. The Applicant should encourage bicycling as a mode of travel. Bicycle racks for site visitors as well as bicycle storage lockers or a secure bike room for residents should be provided. The Applicant should consider bikesharing facility locations, subject to further evaluation and coordination with City staff.
3. The Applicant should implement Transportation Demand Management (TDM) strategies to encourage the use of alternate modes of transportation. The application of TDM strategies is particularly beneficial for the site since the units will be marketed to a student population who will likely be more inclined to select non-auto modes of travel to/from the GMU campus and other destinations within the City. As a result, vehicle trips to and from the subject development can be significantly reduced.
4. To encourage and promote street connectivity consistent with the City's *Multimodal Transportation Plan* recommendations, a new north-south street should be constructed on the eastern portion of the Subject Property between Democracy Lane and Layton Hall Drive.
5. In order to facilitate site access and to establish defined intersections consistent with the City's *Multimodal Transportation Plan* objectives, a portion of Democracy Lane should be realigned as shown in the Applicant's development plan and the site entrance should be designed as a three-leg, All-Way STOP intersection with crosswalks and necessary pedestrian features.

**APPENDIX A**  
**STATEMENT OF JUSTIFICATION**

**[REMOVED]**

The original Statement of Justification has been removed as an updated Statement of Justification will be filed under separate cover.

## **II. CITY OF FAIRFAX FISCAL IMPACT ESTIMATE TEMPLATE**

*Exhibit II-1*

**SUMMARY  
FISCAL IMPACT ESTIMATE TEMPLATE  
CITY OF FAIRFAX, VA**

	Potential Redevelopment LOW	Potential Redevelopment HIGH
<b><u>RESIDENTIAL REVENUES</u></b>		
Real Estate Tax	\$909,000	\$1,102,000
BPOL (Rental Tax)	\$46,000	\$56,000
Personal Property Tax	\$209,000	\$255,000
Retail Sales Tax (1%)	\$16,000	\$20,000
Restaurant Tax (1% + 4%)	\$30,000	\$36,000
<b>TOTAL</b>	<b>\$1,210,000</b>	<b>\$1,469,000</b>
<b><u>RESIDENTIAL EXPENSES</u></b>		
Education	\$4,000	\$5,000
Police/Fire	\$251,000	\$307,000
Misc. Gov't	\$391,000	\$478,000
<b>TOTAL</b>	<b>\$646,000</b>	<b>\$790,000</b>
<b>BALANCE</b>	<b>\$420,000</b>	<b>\$823,000</b>

RCLCO's Fiscal Impact Analysis report that accompanies this template includes the following categories of revenues that were not considered in the City of Fairfax's fiscal impact analysis template:

BPOL tax on resident spending in Fairfax City	\$5,675
Miscellaneous revenues (utility, tobacco, communication taxes; and parking and photo red light fines)	\$68,877

*Exhibit II-2*

**REAL ESTATE RELATED REVENUES (RESIDENTIAL)  
FISCAL IMPACT ESTIMATE TEMPLATE  
CITY OF FAIRFAX, VA**

**REAL ESTATE RELATED REVENUES (RESIDENTIAL)**

**Real Estate Tax**

Proposed Development	# of Units			Value/Unit LOW	Value/Unit HIGH	Total Value LOW	Total Value HIGH	Tax Rate	Tax Receipts LOW	Tax Receipts HIGH
Capstone Proposal	275			\$312,000	\$378,000	\$85,800,000	\$103,950,000	\$1.060	\$909,480	\$1,101,870
<b>TOTAL (rounded)</b>	<b>275</b>					<b>\$85,800,000</b>	<b>\$103,950,000</b>	<b>\$1.060</b>	<b>\$909,000</b>	<b>\$1,102,000</b>

**Business Privilege Tax (on Apartment Rental Income)**

Proposed Development	# of Units		Per Unit Mo. Rent LOW	Per Unit Mo. Rent HIGH	Total Ann. Rent LOW	Total Ann. Rent HIGH	Tax Rate	Tax Receipts LOW	Tax Receipts HIGH
Capstone Proposal	275		\$2,798	\$3,420	\$9,233,611	\$11,285,525	0.5%	\$46,168	\$56,428
<b>TOTAL (rounded)</b>	<b>275</b>				<b>\$9,233,611</b>	<b>\$11,285,525</b>	<b>0.5%</b>	<b>\$46,000</b>	<b>\$56,000</b>

Difference in calculation methodology between City of Fairfax Fiscal Impact Estimate Template and RCLCO Fiscal Impact Analysis:

- 1) RCLCO's Fiscal Impact Analysis report calculates BPOL tax on gross receipts from apartment rental income and other income. The City of Fairfax Fiscal Impact Estimate Template calculates BPOL tax only on rental income.

Basis for real estate assessment estimate:

- 1) RCLCO estimated the likely net operating income of the development based on anticipated rents and other income, and expenses, and applied a range of capitalization rates (after taxes) from 6.25% to 7.0%.

**Exhibit II-3**

**VEHICLE & RESTAURANT/RETAIL EXPENDITURE REVENUE (RESIDENTIAL)  
FISCAL IMPACT ESTIMATE TEMPLATE  
CITY OF FAIRFAX, VA**

**VEHICLE & RETAIL/RESTAURANT EXPENDITURE REVENUES (RESIDENTIAL)**

**Vehicle Property Tax & License Fee**

Development	FY14 Adopted Total	City HH's	Per Capita	New Units	Revenue
Capstone Proposal	\$7,599,000	9,000	\$844	275	\$232,000
<b>TOTAL (rounded)</b>				275	<b>\$232,000</b>

**Retail/Restaurant Taxes**

Development	Est. of Avg. Household (Unit) Income	% income on Retail	Per Cap Retail Expenditures	% spent in City	\$ spent in City	Total Retail Expenditures	Tax Rate	Tax Receipts
Capstone Proposal	\$96,000	20%	\$19,200	35%	\$6,720	\$1,848,000	1%	\$18,000
<b>TOTAL (rounded)</b>						<b>\$1,848,000</b>		<b>\$18,000</b>

Development	CDP Est. of Avg. HH (Unit) Income	% income on Restaurants	Per Cap Rest. Expenditures	% spent in City	\$ spent in City	Total Retail Expenditures	Tax Rate	Tax Receipts
Capstone Proposal	\$96,000	5%	\$4,800	50%	\$2,400	\$660,000	5%	\$33,000
<b>TOTAL (rounded)</b>						<b>\$660,000</b>		<b>\$33,000</b>

\$51,000

Difference in calculation methodology between City of Fairfax Fiscal Impact Estimate Template and RCLCO Fiscal Impact Analysis:

- 1) RCLCO's Fiscal Impact Analysis report calculates vehicle property tax and license fee on a per-vehicle basis, while the City of Fairfax Fiscal Impact Estimate template calculates vehicle property tax and license fee on a per-household basis. For student housing, with an average of 3.2 adults per unit, the number of vehicles per unit is likely to be higher than in an average household in the city.
- 2) RCLCO's Fiscal Impact Analysis report calculates sales and meals taxes on a per-resident basis that is informed by research on college student spending. The City of Fairfax Fiscal Impact Estimate template calculates sales and meals taxes on a per-household basis. The estimated average household income (for an average of 3.2 students per unit) is derived from the proposed property's average beds per unit and a combination of tuition costs and data on college student spending.

Modifications made to City of Fairfax Fiscal Impact Estimate Template:

- 1) Modified vehicle property tax and license fee per household formula to remove rounding and the original division by two; RCLCO judges these modifications to be reasonable given the likely average assessed value of student vehicles.
- 2) Increased restaurant percent spending in City of Fairfax to 50% from 35% based on the likely tendency of students to dine closer to home than average households; as shown in RCLCO's Fiscal Impact Analysis report, RCLCO believes that this percentage will actually be approximately 65%, but we have used 50% above to be conservative.

**Exhibit II-4**

**ESTIMATED EXPENSES (RESIDENTIAL)  
FISCAL IMPACT ESTIMATE TEMPLATE  
CITY OF FAIRFAX, VA**

**ESTIMATED EXPENSES (RESIDENTIAL)**

**City Government Expenses**

City Cost Center	FY 18 Net Cost to City	% Applic. to Residential	FY 18 Residential Expenditures	Per Capita for 9,000 Units	For 275 Units
General Government	\$13,184,938	30%	\$3,955,481.40	\$439	\$120,862
Police	\$11,427,922	40%	\$4,571,169	\$508	\$139,675
Fire	\$11,376,481	40%	\$4,550,592	\$506	\$139,046
Public Works (n/incl refuse)	\$4,093,231	30%	\$1,227,969	\$136	\$37,521
Social Services	\$5,564,184	80%	\$4,451,347	\$495	\$136,013
Culture and Recreation	\$4,733,095	90%	\$4,259,786	\$473	\$130,160
Planning and Development	\$2,204,657	15%	\$330,699	\$37	\$10,105
Education	\$45,358,560	100%			\$4,479
<b>TOTAL</b>	<b>\$97,943,068</b>				<b>\$717,861</b>

*Education worksheet*

Unit Type	HU's	Yield Ratio	Students	Cost per	Cost
Apartments	275	0.001098	0.30		
<b>ESTIMATED # OF STUDENTS</b>			<b>0.30</b>	<b>\$14,838</b>	<b>\$4,479</b>

Difference in calculation methodology between City of Fairfax Fiscal Impact Estimate Template and RCLCO Fiscal Impact Analysis:

- 1) RCLCO's Fiscal Impact Analysis report calculates city government expenses on a per-resident basis while the City of Fairfax Fiscal Impact Estimate template calculates city government expenses on a per-household basis.

Explanation of yield ratio:

- 1) RCLCO was provided with data for seven Capstone Collegiate Communities developments in various locations. All but six communities have no elementary/middle/high school students living in them, and the other has two elementary/middle/high school students (in families of on-site employees). The average ratio is .001098 elementary/middle/high school students per unit.



Agenda Item: 6  
BAR Meeting: 11/7/2018

## Board of Architectural Review

**DATE:** November 7, 2018  
**TO:** Board of Architectural Review Chair and Members  
**THROUGH:** Jason Sutphin, Community Development Division Chief  
**FROM:** Tommy Scibilia, BAR Liaison  
**SUBJECT:** **Capstone**

**ATTACHMENTS:** 1. Relevant regulations  
2. Meeting Minutes Excerpt, July 18, 2018  
3. Landscape Plans  
4. Renderings and Elevations

### **Nature of Request**

- 1. Case Number: BAR-18-00720
- 2. Address: 3807 University Drive, 10366, 10368, 10370, 10372, 10374, 10378, 10380, 10382, 10386, 10388, 10390, 10392, 10394, 10396, 10398 Democracy Lane
- 3. Request: Multifamily development
- 4. Applicant: Capstone Collegiate Communities, LLC
- 5. Applicant's Representative: Robert Brant
- 6. Status of Representative: Agent
- 7. Current Zoning: CR Commercial Retail
- 8. Proposed Zoning: PD-R Planned Development Residential, Old Town Fairfax Transition Overlay District

## **BACKGROUND**

The subject property is 6.15 acres located within the block bounded by University Drive, Layton Hall Drive, and Democracy Lane. The existing uses on the site include low-rise, one- and two- story office buildings and surface parking. There are two standalone buildings, and three sticks of office condominiums designed in a residential townhouse style. The surrounding uses include a medical office building to the north and Layton Hall garden apartments across Layton Hall Drive, additional townhouse-style office condominiums and Courthouse Plaza Shopping Center to the south, office uses

and surface parking along Democracy Lane to the east, and the Olde Fairfax Mews townhouses to the west across University Drive.

In a concurrent land use case, the applicant is requesting a Comprehensive Plan Future Land Use Map amendment as well as a Rezoning request from CR Commercial Retail to PD-R Planned Development Residential and the Old Town Fairfax Transition Overlay District (TOD). The applicant is requesting one Special Exception from the Zoning Ordinance standards of the TOD on which the BAR must make a recommendation to City Council in addition to the recommendation on the Major Certificate of Appropriateness. See more information on the Special Exception request in the Proposal and Analysis sections below.

The BAR held a work session with the applicant on July 18, 2018. Comments and questions by the BAR included:

- The landscaping looks good overall. The open space shown at the top of the retaining wall of the medical office building parking lot (north elevation) could be a good opportunity for tree plantings to help reduce the scale of this façade.
- The elevations visible from Layton Hall Drive need to employ more masonry into their design.
- The height of the building would not be an issue if properly screened. See example at 10201 Fairfax Boulevard, a five story office building at the top of a hill that is well screened with mature landscaping.
- Safety concern about the number of steps along University Drive for the anticipated young adult residents.
- The bridging of the two halves of the building with a plaza (central breezeway) is a good design element.
- A method of adding articulation could be introducing more brick colors to create a less repetitive material rhythm along University Drive.
- Look at Old Town Plaza, south on University from the site, as a design precedent. During the design review process, the building was broken up visually by creating two deep cuts in the building wall to make one large building appear to be three buildings.
- The City has generally in the past received negative feedback on large buildings in the City, however these projects can end up becoming very popular, e.g. Providence Square condominiums on Main Street, also located in the Transition Overlay District.
- This project would be a good precedent for redevelopment in this part of the City.
- Concern about privacy for first floor residents on the University Drive side of the building, with the inner sidewalk and seating areas proposed so close to the building face. Is the inner sidewalk necessary?

See Attachment 2 for an excerpt of the meeting minutes from the work session for more detail.

Since the work session, staff met internally with the applicant to review interim architectural submissions. Staff made a variety of recommendations to make the proposal more in line with the City of Fairfax Design Guidelines, and more appropriate for the TOD. Comments included:

- The elevation of the building along Layton Hall Drive at the top of the medical office building property retaining wall is very tall. Consider redistributing the units on the fifth floor to elsewhere in the development (see further explanation in the Proposal section of the report).
- Group together sections of building that have a residential style (imitate the appearance of townhouses, traditionally proportioned openings, materials such as lap siding, gable roofs, dormers) and those that have a commercial style (brick and panel, flat rooflines) rather than alternating them along a single façade (see further explanation in the Proposal section of the report).
- Eliminate or widen residential style sections of the building that are overly narrow and create an awkward proportion that is not reflective of an actual townhouse.
- Add articulation or ornamentation to the eastern legs of the building.
- Some metal canopies are suspended two stories above the pedestrian realm. Make sure canopies are not higher up than the first story.
- Do not use bright white for any of the building elements, as this color will readily show weathering and residue buildup.

The applicant further revised the design following this round of staff comments and submitted for final consideration by the BAR.

## **PROPOSAL**

The BAR will be reviewing the proposal for a recommendation to City Council on the Major Certificate of Appropriateness and the Special Exception discussed below. The Major Certificate of Appropriateness covers the portions of the site that would be visible from the right-of-way. Democracy Lane and the two proposed private streets are not public rights-of-way, although as part of the concurrent land use case, the applicant is proposing public access easements on these roads and associated sidewalks. Anything in the proposal that would be visible exclusively from these roads and not from University Drive or Layton Hall Drive should not be considered when reviewing the project for a recommendation to City Council.

The applicant and contract purchaser of the site, Capstone Collegiate Communities, LLC, proposes to replace the existing low-rise office buildings and all associated structures currently located on the 6.15-acre site with a four- and five-story multifamily building with up to 275 units, marketed primarily to college students for off-campus housing, but also available for rent by non-students. The development would include approximately 11,000 square feet of resident amenity space, and between 708 and 783 parking spaces, most of which would be located in a five-story parking structure, and the rest of which

would be on-street parking on the private streets and surface parking in an existing surface lot at the eastern edge of the site.

*Site and Special Exception:*

The building would have two main sections connected by a covered breezeway on the ground floor. The western portion, with frontage on University Drive and Democracy Lane, would be rectangular in form with residences surrounding the parking structure and an internal courtyard. The eastern portion, with frontage on Layton Hall Drive and Democracy Lane, would be shaped like an "E", with three legs that create two courtyard spaces. Access to the site would be located off of University Drive at Democracy Lane, and off of Layton Hall Drive from two proposed private streets, one that is an extension of the driveway into the medical office building parking lot that would provide access to the garage, and one new road proposed along the eastern edge of the property that would connect Layton Hall Drive to Democracy Lane. Democracy Lane would provide interparcel access to the neighboring properties. Sidewalks would run around the majority of the building perimeter. At the July 18 BAR work session, two parallel sidewalks were proposed along University Drive, one along the road and one closer to the building that contained stairs and seating areas. The sidewalk closer to the building has been eliminated from the design in response to privacy and safety concerns raised at the work session (see list above in Background). The main entrance to the building and the amenity space would be located at the corner of University Drive and Democracy Lane. Secondary entrances would be located throughout the building. A covered central breezeway at the bend in Democracy Lane would provide entrances and a covered outdoor space connecting the two halves of the building on the ground floor. It would also provide pedestrian access from Democracy to the private road from Layton Hall Drive that services the garage entrance.

Pursuant to §6.17.1.B.3 of the Zoning Ordinance, the applicant is requesting one Special Exception from the provisions of §3.7.3 for the Transition Overlay District (TOD), to exceed the maximum 48-foot height limit. The height exhibit included in Attachment 4 shows a breakdown of the building based on where fire walls are located, into Buildings A, B, C, D.1, D.2, and E. The maximum height from average grade for each portion of the building is indicated and also included in the elevations of Attachment 4. The maximum heights range from 47.7 feet to 64.0 feet, the tallest portion being at the entrance to the parking structure off of Layton Hall Drive, and the shortest being the exposed portion of the garage along Democracy Lane. The building would be primarily four stories facing toward University Drive (Buildings C and D.1) and would be 55.5 feet tall on the northern half and 50.7 feet on the southern half. The building would be five stories along the eastern portion of Layton Hall Drive and would be approximately 56 feet in height (Building A). The maximum building height for this portion of the building is 61.1 feet, but this maximum comes from a portion of the façade around the corner facing the eastern private drive. The building would be primarily four stories or 48 feet in height along the western portion of Layton Hall drive, most of which would be located at the top of the retaining wall of the neighboring medical office building. The maximum height for this portion of the building, 64 feet, is again derived from another part of the building over the breezeway. This entire elevation was originally proposed to be five stories, but staff recommended that the applicant redistribute the units

from the top level to a less conspicuous location in the project, which they did, settling on the eastern half of the first Democracy Lane elevation and wrapping the corner to the parking structure (Building D.2). See Attachment 1 for the provisions of the Zoning Ordinance dealing with building height and how it is measured. See the height exhibit and elevations of Attachment 4 to better understand the various height maximums for the different portions of the building.

*Architecture:*

As discussed, the building would be four and five stories, with the four story portions concentrated along University Drive and the western portion of the Layton Hall Drive. The façades are proposed to be broken up approximately every 20 to 40 feet using a combination of material changes, roofline variation, height differences, façade jogs, stoops, and foundation planting beds. The façade along University Drive contains two approximately 12-foot-deep recesses to visually break the building into three distinct pieces, so that when viewed at an angle, it appears as three buildings. See the renderings in Attachment 4. Other architectural features include projecting window bays, soldier coursing, decorative piers, Juliet balconies with black metal railings, metal canopies, and storefront windows at the amenity space and leasing office. The building has two distinct architectural styles, which staff has referred to as “residential” and “commercial”. The residential style imitates the appearance of townhouses, with traditionally proportioned openings, materials such as lap siding, side-facing gable roofs, and dormers. The commercial style includes brick and flat panel, and flat rooflines with 30- and 42-inch parapets and simple decorative cornices. These two styles are grouped together per staff’s recommendation to the applicant (see list above in Background) so that residential style portions of the building are grouped more centrally along the façades, with the commercial style sections on the ends.

Materials include red brick and white washed brick, fiber cement panel in “Worldly Gray” (beige) and “Cityscape” (gray), beige and gray fiber cement lap siding, black architectural shingles for the residential style roofs, and white metal suspended canopies above entrances to the building. Brick is the primary material for the first floor of the building. Some building sections are entirely brick on all levels, and others are brick up through the first few floors with fiber cement elements on the upper levels.

*Landscaping:*

Alternating category II and IV deciduous trees are proposed along the inside of the sidewalk along University Drive, between the road and the sidewalk on Democracy Lane, and along one side of the private streets connecting Layton Hall Drive to Democracy Lane and to the parking structure. Category IV trees are proposed in the right-of-way on Layton Hall Drive to continue the regularly spaced pattern of street trees along this street. Category II, III, and IV deciduous trees are proposed within the two courtyards of the eastern portion of the building. A combination of deciduous trees and evergreen shrubs are proposed to be clustered beside Democracy Lane against the building around the corner from the amenity space to screen the proposed transformer in this area, as well as at the building’s northwest corner. A hedge of evergreen shrubs is proposed along the property edge shared with the medical office building property to the north. Foundation plantings are shown along the base of the Layton Hall Drive elevations. Raised brick planters tied into the building façade would be located at the

bases of the building, most of which would be used to provide visual relief and contribute to the pedestrian scale along University Drive. Tree species include red maple, ginkgo, white oak, willow oak, American linden, American elm, river birch, honeylocust, black gum, paperbark maple, American hornbeam, eastern redbud, flowering dogwood, Sweetbay magnolia, eastern hophornbeam, flowering cherry, and crabapple. In the illustrative concept sketches of the open spaces (Attachment 3, sheets 5-7), various shrubs and ground plantings are shown in the courtyards and in the planters along the bases of the building, however this level of detail has not yet been applied to the overall technical landscape plan (sheets 16-17). Shrub species are not directly called out in the landscape plan, but the conceptual landscape notes sheet (sheet 18) lists a variety of species for deciduous and evergreen shrubs including pepperbush, dogwoods, hollies, laurels, and junipers.

*Hardscape:*

The perimeter sidewalks would be scored concrete. The sidewalks along University Drive and Layton Hall Drive would be located within the right-of-way and are not within BAR purview. Red brick pavers are proposed in certain locations, such as at the corner plaza outside the resident amenity space at the corner of University Drive and Democracy Lane, in two small gathering spaces in front of the building along University Drive, and within the central breezeway. See examples of the proposed pavers in Attachment 3, sheet 8.

*Lighting:*

The City standard acorn light would be used along University Drive, Layton Hall Drive, Democracy Lane, and the two private drives from Layton Hall drive. The lights proposed along University Drive and Layton Hall Drive would be located within the right-of-way and are not within BAR purview. A decorative black gooseneck pole fixture is proposed in the two eastern courtyards, although these spaces would not be within view of the right-of-way and should not be discussed in detail for this review. Decorative black cylindrical wall sconces are proposed at areas of pedestrian interest, including the various entrances to the building, along the entirety of the University Drive façade, and within the central breezeway. Landscape accent well and up-lights in a black finish would be located in the open spaces including the two eastern courtyards and central courtyard (not visible from the right-of-way), and the central breezeway. These would be directed upward toward tree canopies. See details on the proposed fixtures and a plans showing where these fixtures are proposed in Attachment 3 sheets 11-15. Note that the exhibit on sheet 11 does not show the extent of wall sconces on the University Drive façade.

*Amenities:*

Benches and trash receptacles, both of which would have a matching black finish (Attachment 3, sheet 9) would be located on inset areas of the perimeter sidewalks and at the various gathering spaces including the two seating areas along University Drive and the amenity area at the corner of University Drive and Democracy Lane. Other amenities include the central breezeway which would have at-grade and raised planters, built in seating around support piers, and a large wall-mounted lighted sculpture, the final design of which has not been selected and which would not be visible from the public right-of-

way. The north and south courtyards would have a variety of furniture and features for residents, but would not be visible from the right-of-way as evidenced in the rendering in the Layton Hall Drive rendering in Attachment 4, and so they are not within BAR purview. Bike parking would be located inside the garage and the amenity areas and would therefore also not be visible from the right-of-way.

*Appurtenances:*

The applicant has included the location of two transformers on the landscape plans, located in the landscaped area around the corner from the amenity space on Democracy Lane which would not be visible from the public right-of-way. HVAC units would be roof-mounted toward the inside of the building closest to the parking structure and would not be visible from the right-of-way, due to their placement, the height of the building, and the gable roofs and flat roof parapets. Trash collection would take place within the parking structure.

*Signage:*

Signage is shown illustratively on the elevations as a ground-mounted monument sign at the corner of University Drive and Democracy Lane, which is integrated into the retaining walls and planting bed walls at this location. Specifics on the signage material and mounting method have not been provided at this time.

## ANALYSIS

***City of Fairfax Design Guidelines:***

The land use request would place this development into the Old Town Fairfax Transition Overlay District (TOD), and so the following excerpts from the Design Guidelines pertaining to the TOD are relevant to this application.

*Transition Overlay District Overview, TOD-1*

*Transition Overlay District Goals, TOD-1.1*

- 1. Build on the existing character of the neighboring HOD without copying it when designing new buildings in the TOD.*
- 2. Maintain and strengthen the TOD street "wall" at properties adjacent to the HOD, and strengthen the street edge with buildings and landscape throughout the district.*
- 3. Respect the boundary between the commercial areas and surrounding neighborhoods.*
- 4. Undertake changes that will improve pedestrian routes between the TOD and surrounding neighborhoods.*

*5. Continue the emphasis on attractive and well maintained landscaping within the TOD.*

*6. Respect the existing physical street patterns and lot orientation of the HOD when redeveloping sections of the TOD.*

Staff believes that the proposal is generally in conformance with these goals for the TOD. The building is much larger than what is found in the Old Town Fairfax Historic Overlay District (HOD), however the proposal's scale is comparable to Old Town Plaza south of the subject property on University and immediately outside of the HOD boundary. Its built form is focused on engaging the street and pedestrian realm while the articulation in the building design helps to visually reduce the scale, and while the materials relate to both a contemporary aesthetic and a more traditional aesthetic that is respectful of the nearby HOD. Staff believes the landscaping along Layton Hall Drive could be enhanced to strengthen the street edge in this location (see discussion below in the landscape section).

*New Construction, TOD-3*

*Building Types, TOD-3.3*

*5. Residential: Depending on the zoning designation of the site or of an application for rezoning, there is an opportunity to construct townhouses or mixed-use apartment or condominium buildings on some sites in the TOD. These designs should take their cues from similar townhouse forms or from other more recent, larger mixed-use buildings that are located closer to the street and have scale-reducing techniques employed in their design to reduce the appearance of their larger size.*

The proposal, although larger in scale than the townhouses across University Drive, incorporates scale-reducing techniques and architectural features that relate to the proportion, form, and materiality of the Olde Fairfax Mews.

*Building Siting, Form, Size & Footprint, Height & Width, and Scale, TOD-3.4-3.7*

*Consider using outdoor seating, plazas, and open space to create small setback variations.*

*Draw design cues from forms found in the neighboring HOD.*

*Institutional and multi-lot buildings by their nature will have large footprints. Therefore, the massing of these large-scale structures should be reduced so they will not overpower the traditional scale of the neighboring HOD. Techniques could include varying the surface planes of the building, stepping back the building as the structure increases in height, and breaking up the roofline with different elements to create smaller compositions.*

*The maximum height of new buildings in the TOD can allow for a height of four stories. In some instances, four stories may be inappropriately tall.*

*Many commercial buildings in the neighboring downtown area average 30 feet in width. If new buildings are wider than this size, their primary facades should be divided into bays to reflect the predominant width of the existing buildings. Buildings that front on two or more sides should use this bay division technique on all appropriate facades. These bays also should have varied planes within the overall façade.*

*Reinforce the human scale of new design in the TOD by including different materials or colors, or elements such as entrance and window trim, cornices, string and belt courses to separate floor levels, pilaster-like elements to separate bays, and other decorative features.*

The proposal incorporates a variety of plazas, setbacks, material and color variation, and decorative architectural features that reduce the scale of the building. The height of the building is taller than what is typical for the TOD and what the Zoning Ordinance allows by-right, but there are other precedents in the TOD which are taller. Old Town Plaza commercial development just south of the subject property was approved for a maximum height of 48 feet when previously the Zoning Ordinance allowed for 43 feet in the TOD. The most visible portions of the Capstone proposal along University Drive and Layton Hall Drive would be limited to four stories, which staff finds to be consistent with the intent of the four story 48-foot height maximum for the TOD in the Zoning Ordinance.

#### *Roof Form & Materials, TOD-3.8*

*Neighborhood transitional buildings should use roof forms that relate to the nearby residential forms instead of the flat or sloping commercial form.*

*Multi-lot buildings or large-scaled buildings should have a varied roof line to break up the mass of the design using gable and/or hipped forms or different height of sloped bays.*

*For new construction in the TOD use traditional roofing materials such as metal or slate, artificial slate, or architectural shingles that may resemble slate.*

*If using composition asphalt shingles, do not use light colors. Consider using darker textured type shingles that resemble slate or wood shingles.*

*If roof-mounted mechanical or other equipment is used, it should be screened from public view on all sides. The design of the screen or mechanical penthouse should relate to the overall building form and design; avoid a roof box appearance. The screening material should be consistent with the textures, materials, and colors of the building. Another method is to place the equipment in a*

*nonvisible location behind a parapet wall or to setback the equipment enough from the edge of the roof so that it cannot be seen from public-right-of-way below.*

Staff believes that the proposal uses an appropriate combination of traditional residential roof forms and commercial style flat rooflines, both of which have many precedents in the TOD and relate to roof forms in the HOD, to add variation and help break up the building visually. Staff believes that the roof material and color are consistent with these guidelines, as is the placement of roof-mounted appurtenances.

*Window Types & Patterns, and Entry Features, TOD-3.9-3.10*

*The rhythm, patterns, and ratio of solids (walls) and voids (windows and doors) of new buildings should be somewhat compatible with more traditionally designed facades. Most existing buildings in Fairfax's HOD have a higher proportion of wall area than void area except at storefront level. New buildings in the TOD may have a larger proportion of window voids than examples in the HOD.*

*Traditionally designed openings generally are recessed on masonry buildings and have a raised surround on frame buildings. New construction should follow these methods in the TOD as opposed to designing openings that are flush with the rest of the wall.*

*Many entrances of Fairfax's historic buildings have special features such as transoms, sidelights, and articulated elements framing the openings. Consideration should be given to incorporating similar elements in new buildings in the TOD.*

*Darkly tinted glass is not an appropriate material for windows in new buildings within the TOD.*

*When designing new storefronts in the TOD, continue with the concept of display windows, but the design may have more glass and a wider range of materials than the traditional storefronts of the HOD.*

*Many of Fairfax's historic houses have some type of porch or portico. There is much variety in the size, location, and type; and this variety relates to the different residential architectural styles. Since this feature is such a prominent part of the residential areas of the HOD, strong consideration should be given to including a porch in the design of any new residence in the TOD.*

The proposal contains windows with more traditional proportions for the majority of the building, while the southwest corner of the building where the leasing office and amenity space is proposed has larger fenestration and a more contemporary transparent ground floor that intentionally draws attention to this active corner of the project. The project has a several simple stoops at building entrances as well as the more intricate plaza, breezeway, and courtyards that act as more formal entrances.

*Building Foundations, TOD-3.11*

*Consider distinguishing the foundation from the rest of the structure by using different materials, patterns, or textures.*

*Brick or stone veneer may be used over a block or concrete foundation if the applied veneer appears as a masonry foundation.*

The building uses brick veneer for all of the building foundations and for the raised planters that are tied into the building façades as well.

*Materials, Textures & Colors, TOD-3.11*

*The selection of materials and textures for a new building in the TOD should be compatible with, and complement, the neighboring historic buildings. Brick, stone, and wood siding or cementitious siding are the most appropriate materials for new buildings. Most new brick buildings currently use a brick facing over a frame instead of a solid brick wall.*

*Large scale multi-lot buildings whose primary facades have been divided into different bays and planes to relate to existing neighboring buildings may vary materials, shades, and textures.*

*While synthetic sidings are not historic cladding or trim materials, their use in new construction is becoming more common and is appropriate in the TOD. Cementitious siding and composite elements for trim may, depending on the style selected, have a similar appearance to authentic wood trim and siding, and may be appropriate for the TOD. Avoid the use of aluminum and vinyl siding in the TOD.*

*The selection and placement of colors for a new building in the TOD should reflect traditional shades and placement locations. Brighter colors are more appropriate as accents on signs and awnings. Placement of color is another important factor in defining a building's appearance.*

Staff believes that the proposed materials are consistent with these guidelines.

*Architectural Details & Decorative Features, TOD-3.12*

*Cornices are a common element on most of Fairfax's historic buildings from past eras. Their inclusion in some form in new construction will help relate the new design to existing structures. In commercial buildings, there may be some sort of cornice above the storefront as well.*

*Other details may highlight window and entrance surrounds, or divide building levels with different textured or colored masonry, to name just several of many possibilities. These and other decorative elements also may help to create a human scale to the exterior design.*

The proposal includes simple cornices at the commercial style flat rooflines and has elements such as soldier coursing, sills and lintels, decorative piers, window bays, Juliet balconies, and material variation that add quality to the design of the building and help it relate aesthetically to the architecture of the HOD.

*Building-Mounted Lighting, TOD-3.13*

*Lighting for new structures in the TOD should be designed to be an integral part of the overall design by relating to the style, material, and/or color of the building.*

*Fixtures should utilize an incandescent, LED, fluorescent, metal halide, or color corrected high-pressure sodium lighting sources.*

*Fixtures should be the full cutoff variety to limit the impact of lighting on neighboring properties and on the night sky.*

*A combination of free-standing and wall-mounted fixtures is recommended to yield varied levels of lighting and to meet the intent of the zoning regulations.*

*Building-mounted accent lighting should be shielded and directed toward the building.*

Staff finds the proposal to be generally consistent with these guidelines, however staff believes that wall sconces should be incorporated into the Layton Hall elevation of the western portion of the building. The absence of lighting here could create an unsafe condition, and the building could benefit from accent lighting along this façade. Staff believes that the sconces would not produce inappropriate light spill onto the medical office property. Staff also recommends that all light fixtures should have LED light sources and emit light with a soft white color temperature.

*Signs, TOD-5*

*Number & Size, TOD-5.4*

*The number of signs used should be limited to encourage compatibility with the building and to discourage visual clutter.*

*Design & Execution, TOD-5.4*

*Signs should be designed by a graphic or environmental designer or a sign company, and be executed by sign professionals. All signs should be compatible with and relate to the design elements of the building including proportions, scale, materials, color, and details. No single lettering style is preferred and changes to text is not subject to architectural review.*

*Shape, TOD-5.4*

*Shape of signs for commercial buildings can conform to the area where the sign is to be located.*

*Materials, TOD-5.4*

*Use traditional sign materials such as wood, glass, gold leaf, raised individual metal, or painted wood letters on wood, metal, or glass. More recent changes have created lettering and signs made of composite, acrylic and vinyl materials that may be appropriate as well. Wall signs should not be painted directly on the surface of the wall. Window signs should be painted or have flat decal letters and should not be three-dimensional.*

*Color, TOD-5.5*

*Use colors that complement the materials and color scheme of the building, including accent and trim colors. A limit of three colors is recommended for signs, although more colors may be appropriate in exceptional and tastefully executed designs.*

*Illumination, TOD-5.5*

*Signs can be indirectly lit with a shielded light source directed toward the building or internally illuminated. Internally illuminated signs should not be overly bright. Halo lighting is a type of lighting where a hidden light source behind the individual letters creates a lit glow around the letters; and this application should have a dimming capability. Halo lighting may be considered on a case-by-case basis by planning staff and the BAR in the TOD.*

Staff believes that the conceptual sign design on the elevations and renderings of Attachment 4 appears to be generally consistent with these guidelines, however the applicant does not have a final proposal in for review. At the time of permanent sign review, the applicant would be required to receive a Minor Certificate of Appropriateness for the sign as well, bearing in mind the above provisions of the Design Guidelines for signs in the TOD.

*Painting, TOD-6*

*Color & Placement, TOD-6.2*

*For most buildings, the numbers of colors should be limited to three: a wall or field color, a trim color, and an accent color for doors, sign backgrounds, and any shutters.*

*Treat similar building elements to achieve a unified, rather than overly busy and disjointed, appearance.*

*Paint unpainted aluminum-frame storm windows and doors to match surrounding trim.*

*Avoid bright and obtrusive colors.*

The proposal uses a neutral palette of natural red brick, grays, beiges, and off-whites which staff finds appropriate and in conformance with these guidelines.

#### *Awnings, TOD-7*

##### *Materials, Color, and Canopies & Marquees, TOD-7.2-7.3*

*Some contemporary designs executed in metal or a combination of metal, glass or fabrics can be successfully used on newer buildings.*

*Coordinate colors with the overall building color scheme.*

*Canopies and marquees may be appropriate on non-historic or new commercial buildings depending on their use. They should fit within the overall architectural design and not obscure important elements such as transoms or decorative glass.*

Staff believes that the proposed canopies are consistent with these guidelines

#### *Private Site Design & Elements, TOD-8*

##### *Parking and Paving, TOD-8.2*

*Hide or screen parking from view of the public right-of-way or public site by locating it within the building mass.*

*Off-street parking lots should be designed, located, and buffered in order to minimize their negative visual impacts on surrounding areas.*

*Above grade elements of parking garage or lot such as fences, walls, gates, lighting, signage, bollards, and chains should not detract from the architectural character of the surrounding buildings.*

*Use paving materials that are respectful of surrounding traditional building and paving materials, patterns and unit size.*

Staff believes that the parking structure, which is surrounded on all sides with residential uses and not visible from the right-of-way, is consistent with these guidelines. Staff believes that the use of scored concrete is acceptable in the TOD in combination with the use of brick pavers in areas of pedestrian interest, which are consistent with the paving materials found in the HOD and parts of the TOD.

*Landscaping and Fences & Walls, TOD-8.3-8.4*

*Use landscape edges such as a row of street trees or, where trees cannot be installed due to utility or other restrictions, use a shrub layer or herbaceous planting to create a unifying edge or seam between adjacent developments and their face on the public right-of-way.*

*Enhance the site's appearance by incorporating a layered landscape with a variety of plant materials. Consider color, texture, height, and mass of plant selections in a planting composition.*

*Create well-defined outdoor spaces, delineate pathways and entries, and create a sense of continuity from one site to another.*

*Use plant materials to soften large buildings, hard edges, and paved surfaces.*

*Screening/buffering should be used to create attractive views from streets and to minimize noise and visual impacts.*

*Fences, walls, and gates should be appropriate in materials, design, and scale to the period and character of adjacent structures.*

*Masonry, wood, and metal are traditional building materials for fences and walls.*

Staff believes that the landscaping proposed is generally consistent with these guidelines. The perimeter of the site and its pedestrian paths are well defined by street trees, while shrubs and raised planters are used at the foundation of the building throughout the site. The raised planters are proposed to be brick to match the façade materials, which is an appropriate treatment. Staff recommends that the applicant prepare a full detailed landscape plan that includes shrubs and groundcover prior to a City Council hearing, bearing in mind the above provisions of the Design Guidelines for signs in the TOD. Staff also believes that there is a good opportunity to create a more layered landscape arrangement along Layton Hall Drive, and recommends that where practicable, understory trees and additional shrubs and groundcover be planted between

the property line and the depicted foundation plantings. There is an easement located in this area and so certain plantings may not be advised.

*Lighting, TOD-8.4*

*Select light posts and fixtures that are sympathetic to the design and materials of the building and its neighbors.*

*As a way to enhance design coherency on a private site in the TOD, ensure that new exterior lighting elements- posts, fixtures, landscape, and other accent lights- share at least one common element, color, material, form, or style, creating a coherent suite or assemblage of exterior lighting elements.*

*Use exterior lighting to enliven and accentuate landscape and outdoor site features such as handrails, steps, and bollards.*

*When possible, consider the use of LED lights for outdoor lighting of all types. Choose LED lighting with the lowest emission of blue light possible. Shield all lighting to minimize glare and its effect on wildlife. Dim when possible; or shut-off completely when not needed.*

*Lighting should illuminate parking lots and pathways to provide safe vehicular and pedestrian circulation and to minimize pedestrian /vehicular conflicts. Incorporate lighting in pavement, railings, and steps to illuminate the pedestrian way and walking surfaces.*

Staff finds the proposal to be generally consistent with these guidelines, however staff believes that wall sconces should be incorporated into the Layton Hall elevation of the western portion of the building. The absence of lighting here could create an unsafe condition, and the building could benefit from accent lighting along this façade. Staff believes that the sconces would not produce inappropriate light spill onto the medical office property. Staff also recommends that all light fixtures should have LED light sources and emit light with a soft white color temperature.

*Furnishings, TOD-8.5*

*Site furnishings should be made of metal, wood, or concrete. Plastic or other synthetic materials are not acceptable.*

*All furnishings within a single private site or project area should form a coherent suite or family of furnishings with a consistent color, material, style, or form.*

*Benches and trashcans should be located where useful along pedestrian pathways and at building entries, gathering areas, and plazas.*

*Bike racks should be placed near building entries and included in parking lots, garages, and structures.*

*The use of café seating and movable furnishings is highly encouraged in gathering spaces and plazas.*

*Arbors and planters should be made from natural wood, metal, fiberglass, or concrete; and should be of a consistent vocabulary in color, material, and form to complement a suite of furnishings such as benches, tables and chairs, and trashcans.*

Staff believes that the proposed furnishings for the site are consistent with these guidelines.

*Appurtenances, TOD-8.6*

*Examples of architectural interventions that are appropriate for screening appurtenances include masonry walls, fences with gates, landscape, or wood screens.*

The roof-mounted appurtenances would be screened from view due to their height, setback and roofline/parapet screening, and although the transformers would be located on a portion of the site not visible from the right-of-way, the proposed landscaping here would screen them sufficiently from view on Democracy Lane.

*Gathering Spaces, TOD-8.7*

*Incorporate a variety of small public spaces, ranging in size from 100 to 2,000 square feet in size, to provide opportunities for informal interactions and public outdoor access.*

*At a minimum, a gathering space should accommodate six seated individuals and allow for a variety of seating options such as benches, seat walls, tables/chairs, or directly on lawn areas. Other amenities in these spaces may include outdoor dining, game tables, public art, or water features.*

*Orient buildings to form gathering spaces rather than isolating them in forgotten, unattractive portions of the site. Use trees, walls, topography, and other site features to define gathering spaces and to lend a human scale to the area. Shade is an important component and could be provided by a shade structure, trees, or overhang from an adjacent building.*

Staff believes that the gathering spaces proposed are generally consistent with these guidelines. Consideration should be given to installation of public art in these various areas (see further discussion below).

*Private Roads, TOD-8.8*

*Provide for a pedestrian scaled and shaded environment by planting street trees on both sides of private streets.*

*Use materials that are stable, attractive, and reflect the adjacent building vocabulary and streetscape materials.*

*Use sturdy benches, trashcans, and pedestrian amenities with materials, styles, and quality that is traditional in style.*

*Site furnishings provide the opportunity to 'brand' a development through the use of color, materials, and style of furnishings. All furnishings within a single project or site should be of a suite, with a consistent vocabulary in color, material, and form between various elements such as trash cans, benches, tables, chairs, bollards, etc. Site furnishings materials should be of natural wood, metal, or concrete. Plastic or other synthetic materials are not acceptable.*

Staff believes that the design of the private streets, which include Democracy Lane and the two private drives off of Layton Hall Drive, are consistent with these guidelines, bearing in mind that only half of Democracy Lane is located on the subject property and subject to review. Street trees are proposed along all pedestrian walkways on these streets, the asphalt material proposed is consistent with the existing street materials of University Drive and Layton Hall Drive, and the proposed site furniture is of high quality materials and a unique design that contributes to the branding of the development.

*Public Art, TOD-8.9*

*Public art installations should not damage or obscure important architectural features of a building.*

*Wall murals to be painted directly on unpainted brick or other masonry walls will be reviewed on a case-by-case basis.*

The applicant should consider the installation of public art to enhance the development and its pedestrian interest. Public art could be installed in areas visible from the right-of-way, including the seating areas along the University Drive and the plaza outside of the leasing office and amenity space at the corner of University Drive and Democracy Lane. If visible from a public place, these installations would need a Minor Certificate of Appropriateness for size and placement, and review by the Commission on the Arts for content. Due to the various wall planes, abundance of windows, and the presence of architectural features such as Juliet balconies and window bays, staff does not believe a mural would enhance the development.

***Comprehensive Plan:***

The following excerpts from the 2012 Comprehensive Plan are relevant to this application.

*Community Appearance strategy CA-1.4: Reduce the visual dominance of the automobile by emphasizing pedestrian accessibility and significant landscaping.*

The proposal contains many pedestrian amenities and has contained the majority of its parking in a structured garage that is completely hidden from view in the public right-of-way. The sidewalk network makes the site walkable and the various entrances are enhanced by gathering areas and stoops with furniture and decorative lighting that help make the spaces on all sides of the building welcoming. Staff believes that the conceptual landscaping proposed would create an attractive pedestrian realm, however there is room for improvement along Layton Hall Drive (see discussion above in the landscape section).

*Community Appearance objective CA-3: Encourage exemplary site and building design, construction, and maintenance (105).*

Staff finds the proposed architecture to be of high quality, using stable and attractive materials and decorative features that enhance the look of the building. Staff believes the standard of design used in this proposal will serve as a strong precedent for future development in the TOD and citywide.

## **RECOMMENDATIONS**

***Major Certificate of Appropriateness:***

Staff finds the design proposal to be in conformance with the relevant provisions of the Design Guidelines and the Comprehensive Plan, and therefore recommends that the BAR recommend to City Council approval of the Major Certificate of Appropriateness with the following conditions:

1. Prior to City Council hearing, the landscape plan shall be completed to include shrubs and groundcover throughout the site, and consistent with the provisions of the City of Fairfax Design Guidelines for landscaping in the TOD.
2. Understory trees and additional shrubs and groundcover shall be planted between the property line along Layton Hall Drive and the depicted foundation plantings where practicable.
3. Additional wall sconces shall be installed across the northern elevation of the western portion of the building.
4. All light fixtures shall have an LED lighting source and emit light with a soft white color temperature.
5. All exterior vents, pipes, downspouts, and similar features shall be painted to match the surrounding wall surface.

6. Consideration should be given to installation of public art in the seating areas along the University Drive and the plaza outside of the leasing office and amenity space at the corner of University Drive and Democracy Lane, to be reviewed by staff for a Minor Certificate of Appropriateness for size and placement, and by the Commission on the Arts for content.
7. The applicant shall secure a Minor Certificate of Appropriateness for signage on the subject property visible from the public right-of-way which is consistent with the provisions of the City of Fairfax Design Guidelines for signs in the TOD.
8. The proposed construction, materials, and landscaping shall be in general conformance with the review materials received by staff and modified through the date of this meeting, except as further modified by the Board of Architectural Review, the Director of Community Development and Planning, the Building Official, or Zoning as necessary.

***Special Exception:***

Staff finds the request of the applicant, pursuant to City Code Section 110-6.17.1.B.3, for a Special Exception from the provisions of City Code Section 110-3.7.3.C.2 to exceed the maximum allowable height of 48 feet in the Old Town Fairfax Transition Overlay District to be appropriate, and recommends that the BAR recommend to City Council approval of the request.

## RELEVANT REGULATIONS

- Attachment 1-

### §1.5.11. Height

#### A. Buildings and structures

##### 1. Measurement

Height is the vertical distance from grade plane, as defined in §9.3.1, to the highest point of the roof line of a flat roof, to the deck line of mansard roof, and to the mean height level (midpoint) between eaves and highest ridge point for gable, hip or gambrel roof; as specified in the Virginia Uniform Statewide Building Code (USBC).

##### 2. Exceptions

(c) Parapet walls may extend above the maximum height specified in the respective district by up to five feet.

### §3.7.3. Old Town Fairfax Transition Overlay District

#### A. Applicability

1. No structure or improvement in the Old Town Fairfax Transition Overlay District, including signs and significant landscape features associated with such structure or improvement, located on land within the district shall be erected, reconstructed, substantially altered or restored until the plans for architectural features, and landscaping have been approved in accordance with the provisions of this article and §6.5.

2. The provisions of §3.7.3 shall not apply to regular maintenance of a structure, improvement or site; however, changes to the exterior color of a structure, or substantial portion thereof, shall be deemed an alteration and not regular maintenance. Further, the provisions of this district shall not apply to single-family detached residences after such residences have been initially erected.

#### C. Dimensional standards

##### 2. Height, maximum: 48 feet

Decorative architectural elements not used for human habitation, such as towers and spires, may extend an additional eight feet above the maximum height specified above.

### §3.8.2. General provisions (Planned Development Districts)

#### F. Design guidelines and dimensional standards

1. Each planned development shall provide a comprehensive set of design guidelines that demonstrate the project will be consistent with the comprehensive plan. All dimensional standards shall be established by the city council at the time of approval.

2. Each applicant will be required to propose a master development plan to include design guidelines and all changes relative to the applicable, current general district. The city council can modify that plan in the review process; only city council can approve a planned development rezoning.

§5.4.5. Powers and duties

B. Final decisions

The board of architectural review shall be responsible for final decisions regarding the following:

1. Certificates of appropriateness, major (§6.5)

§6.5.1. Applicability

Certificates of appropriateness shall be reviewed in accordance with the provisions of §6.5.

A. A certificate of appropriateness shall be required:

1. To any material change in the appearance of a building, structure, or site visible from public places (rights-of-way, plazas, squares, parks, government sites, and similar) and located in a historic overlay district (§3.7.2), the Old Town Fairfax Transition Overlay District (§3.7.3), or in the Architectural Control Overlay District (§3.7.4). For purposes of §6.5, “material change in appearance” shall include construction; reconstruction; exterior alteration, including changing the color of a structure or substantial portion thereof; demolition or relocation that affects the appearance of a building, structure or site;
2. To install, relocate or modify any sign not expressly exempt in a historic overlay district or in the Old Town Fairfax Transition Overlay District.

§6.5.3. Certificate of appropriateness types

A. Major certificates of appropriateness

1. Approval authority

(a) General

Except as specified in §6.5.3.B.2(b), below, the board of architectural review shall have authority to approve major certificates of appropriateness.

(b) Alternative (in conjunction with other reviews)

Alternatively, and in conjunction with special use reviews, planned development reviews, special exceptions or map amendments (rezoning), the city council may approve major certificates of appropriateness.

§6.5.6. Action by decision-making body

A. General (involving other review by city council)

After receiving the director’s report on proposed certificates of appropriateness, which do not involve other reviews described below, the board of architectural review (BAR) shall review the proposed certificates of appropriateness in accordance with the approval criteria of §6.5.7. The BAR may request modifications of applications in order that the proposal may better comply with the approval criteria. Following such review, the BAR may approve, approve with modifications or conditions, or disapprove the certificate of appropriateness application, or it may table or defer the application.

B. Other reviews

1. Prior to taking action on special use reviews, planned development reviews, and map amendments (rezoning), the city council shall refer proposed certificates of appropriateness to the BAR for review in accordance with the approval criteria of §6.5.7.
2. In conjunction with special use reviews, planned development reviews, special exceptions and map amendments (rezoning), the city council may review the proposed certificate of appropriateness in accordance with the approval criteria of §6.5.7. The city council may request modifications of applications in order that the proposal may better comply with the approval criteria. Following such review, the city council may approve, approve with modifications or conditions, or disapprove the certificate of appropriateness application, or it may table or defer the application.

§6.5.7. Approval criteria

A. General

1. Certificate of appropriateness applications shall be reviewed for consistency with the applicable provisions of this chapter, any adopted design guidelines, and the community appearance plan.
2. Approved certificates of appropriateness shall exhibit a combination of architectural elements including design, line, mass, dimension, color, material, texture, lighting, landscaping, roof line and height conform to accepted architectural principles and exhibit external characteristics of demonstrated architectural and aesthetic durability.

§6.5.9. Action following approval

- A. Approval of any certificate of appropriateness shall be evidenced by issuance of a certificate of appropriateness, including any conditions, signed by the director or the chairman of the board of architectural review. The director shall keep a record of decisions rendered.
- B. The applicant shall be issued the original of the certificate, and a copy shall be maintained on file in the director's office.

§6.5.10. Period of validity

A certificate of appropriateness shall become null and void if no significant improvement or alteration is made in accordance with the approved application within 18 months from the date of approval. On written request from an applicant, the director may grant a single extension for a period of up to six months if, based upon submissions from the applicant, the director finds that conditions on the site and in the area of the proposed project are essentially the same as when approval originally was granted.

§6.5.11. Time lapse between similar applications

- A. The director will not accept, hear or consider substantially the same application for a proposed certificate of appropriateness within a period of 12 months from the date a similar application was denied, except as provided in §6.5.11.B, below.

B. Upon disapproval of an application, the director and/or board of architectural review may make recommendations pertaining to design, texture, material, color, line, mass, dimensions or lighting. The director and/or board of architectural review may again consider a disapproved application if within 90 days of the decision to disapprove the applicant has amended his application in substantial accordance with such recommendations.

§6.5.12. Transfer of certificates of appropriateness

Approved certificates of appropriateness, and any attached conditions, run with the land and are not affected by changes in tenancy or ownership.

§6.5.13. Appeals

A. Appeals to city council

Final decisions on certificates of appropriateness made may be appealed to city council within 30 days of the decision in accordance with §6.22.

B. Appeals to court

Final decisions of the city council on certificates of appropriateness may be appealed within 30 days of the decision in accordance with §6.23.

§6.17.1. Applicability

B. Special exceptions may be approved modifying:

3. All standards applicable to overlay districts (§3.7);

§6.17.5. Action by zoning administrator (Special Exceptions)

B. Applications on historic district and the transition overlay district properties will be submitted to the board of architectural review for recommendation prior to action by the decision-making body.

§9.3.1. General terms

**GRADE PLANE:** A reference plane representing the average of finished ground level adjoining the building at exterior walls. Where the finished ground level slopes away from the exterior walls, the reference plane shall be established by the lowest points within the area between the building and the lot line or, where the lot line is more than six feet from the building, between the building and a point six feet from the building.

**ROOF LINE:** The top edge of the roof, which forms the top line of the building silhouette, which includes the parapet, but not including equipment structures.

**CAPSTONE COLLEGIATE COMMUNITIES**

**CERTIFICATE OF APPROPRIATENESS**

**DEMOCRACY LANE  
CITY OF FAIRFAX, VIRGINIA**

DATE OF FIRST SUBMISSION: JUNE 22, 2018  
DATE OF SECOND SUBMISSION: OCTOBER 10, 2018  
DATE OF THIRD SUBMISSION: OCTOBER 31, 2018

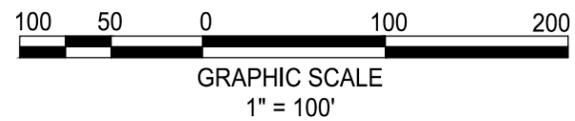
SHEET INDEX

- 1 - COVER SHEET
- 2 - EXISTING CONDITIONS AERIAL
- 3 - EXISTING CONDITIONS PHOTOS
- 4 - ILLUSTRATIVE
- 5 - CONCEPTUAL OPEN SPACE DESIGNS
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# EXISTING CONDITIONS AERIAL

DEMOCRACY LANE  
CITY OF FAIRFAX, VA



DATE: OCTOBER 31, 2018  
PROJECT #: 17081.002.00  
DRAWING #: 108624  
SCALE: 1" = 100'



**A** LOOKING NORTH ON DEMOCRACY LANE NEAR THE INTERSECTION WITH UNIVERSITY DRIVE



**B** LOOKING WEST ON DEMOCRACY NEAR THE INTERSECTION OF PRIVATE STREET

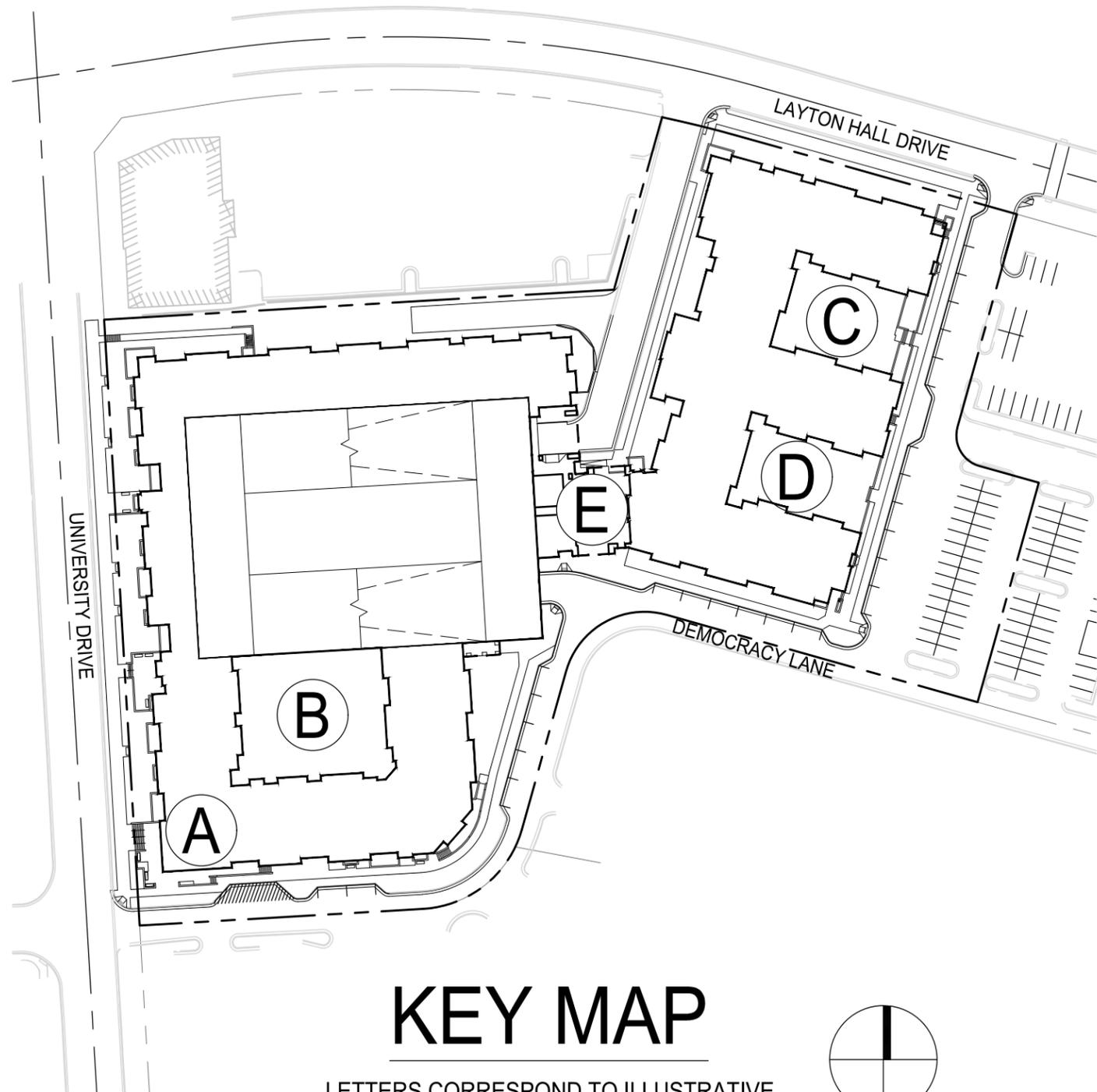


**C** LOOKING EAST FROM SITE INTERIOR TOWARDS ADJACENT PROPERTY



**D** LOOKING WEST FROM SITE INTERIOR

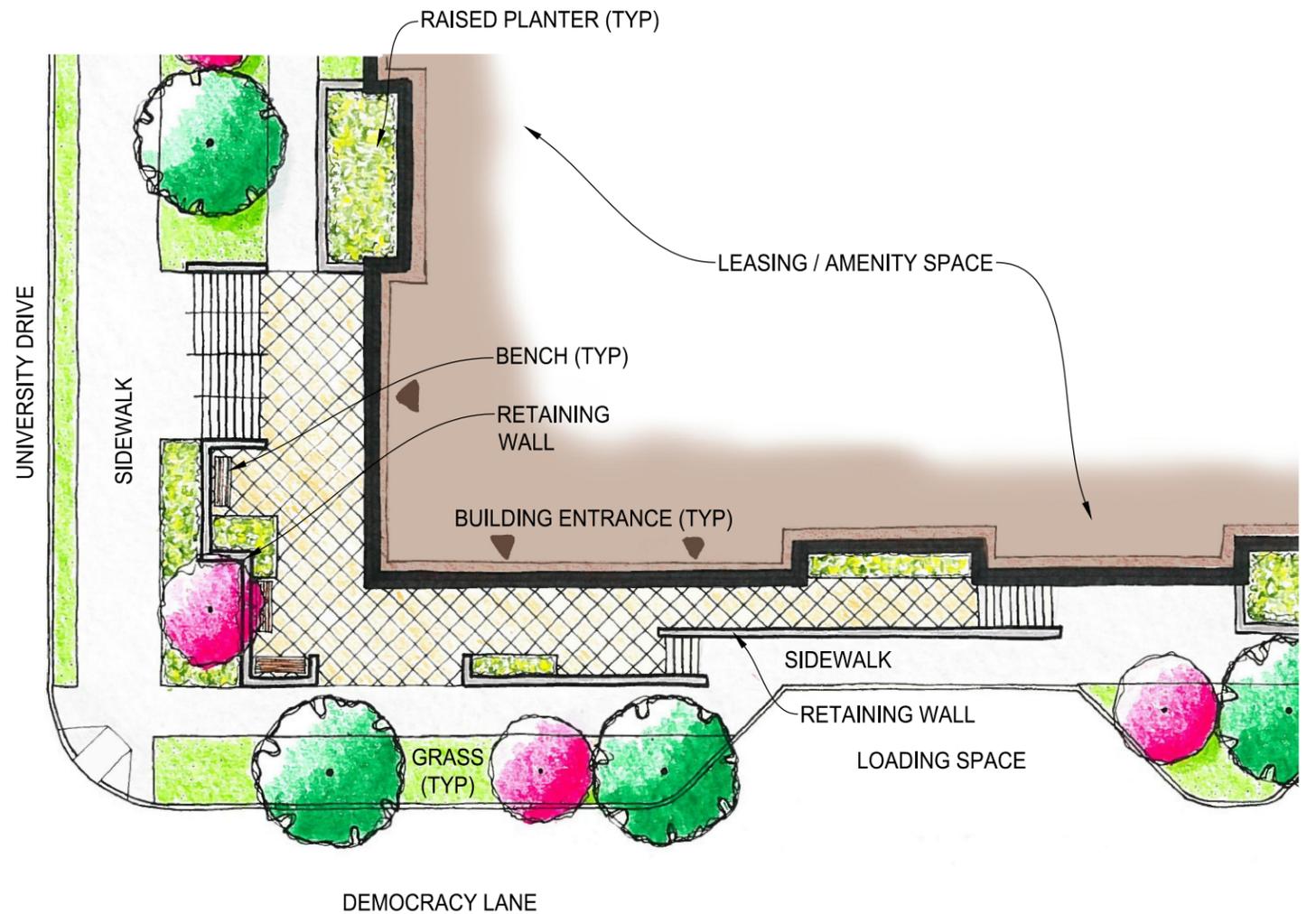




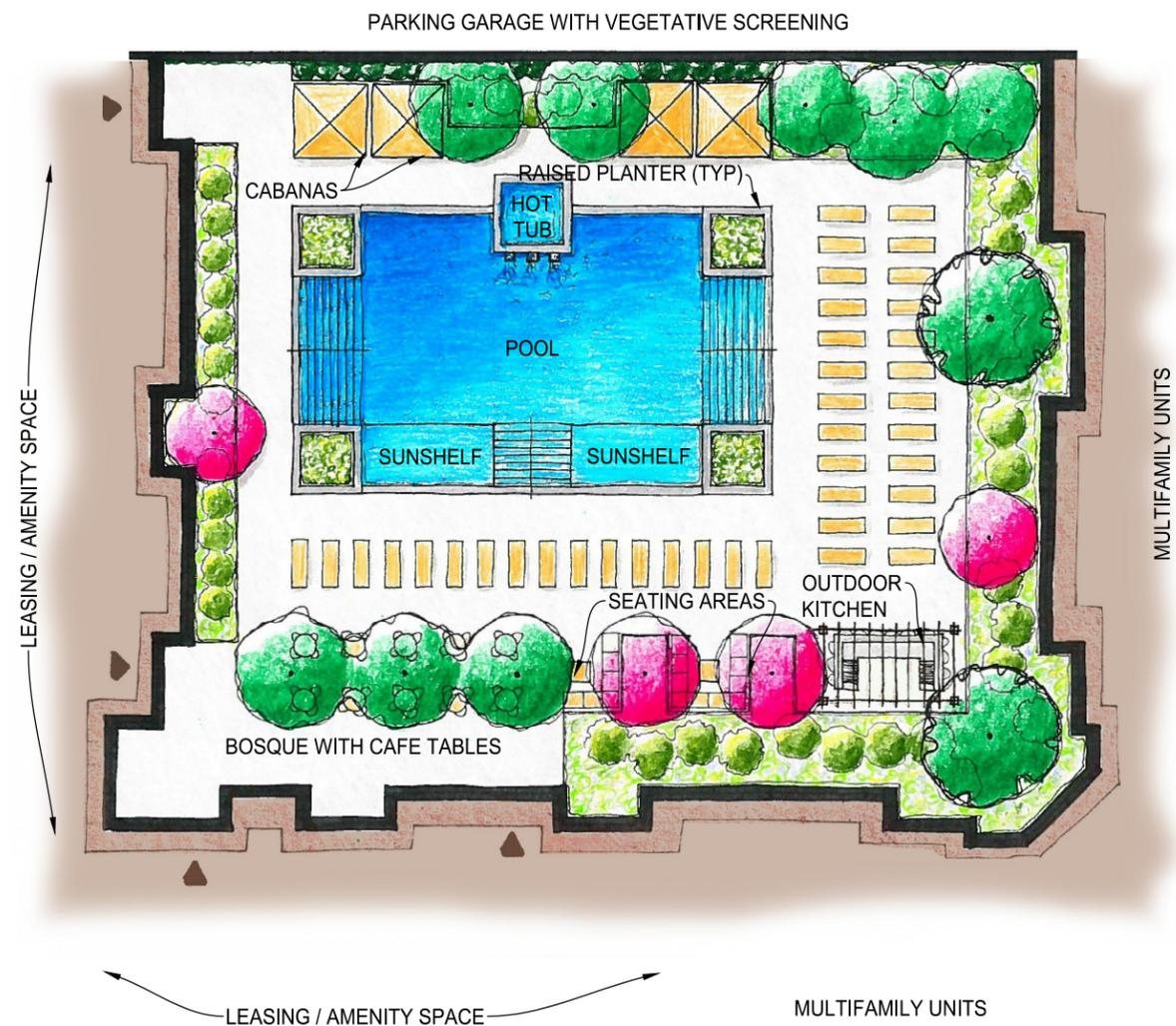
# KEY MAP

LETTERS CORRESPOND TO ILLUSTRATIVE  
CONCEPTS SHOWN ON THIS SHEET

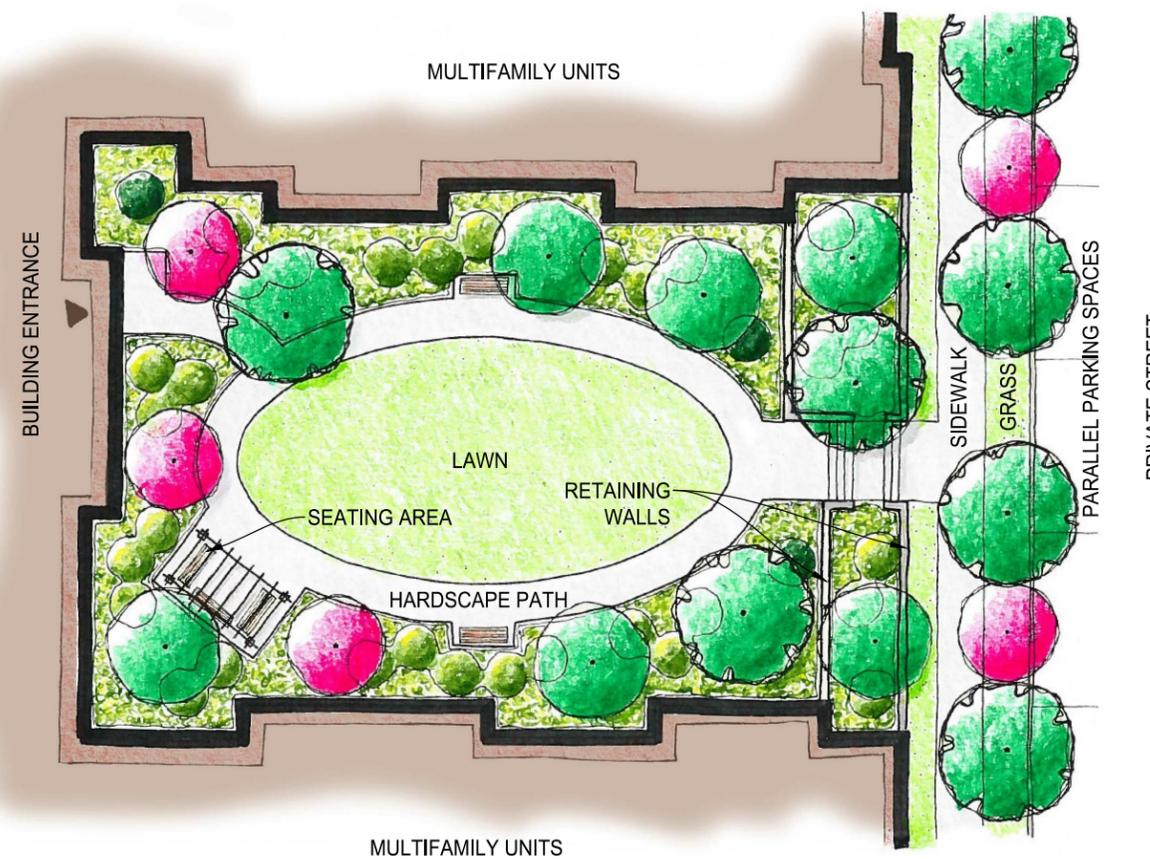
## A MAIN BUILDING ENTRANCE UNIVERSITY DRIVE & DEMOCRACY LANE



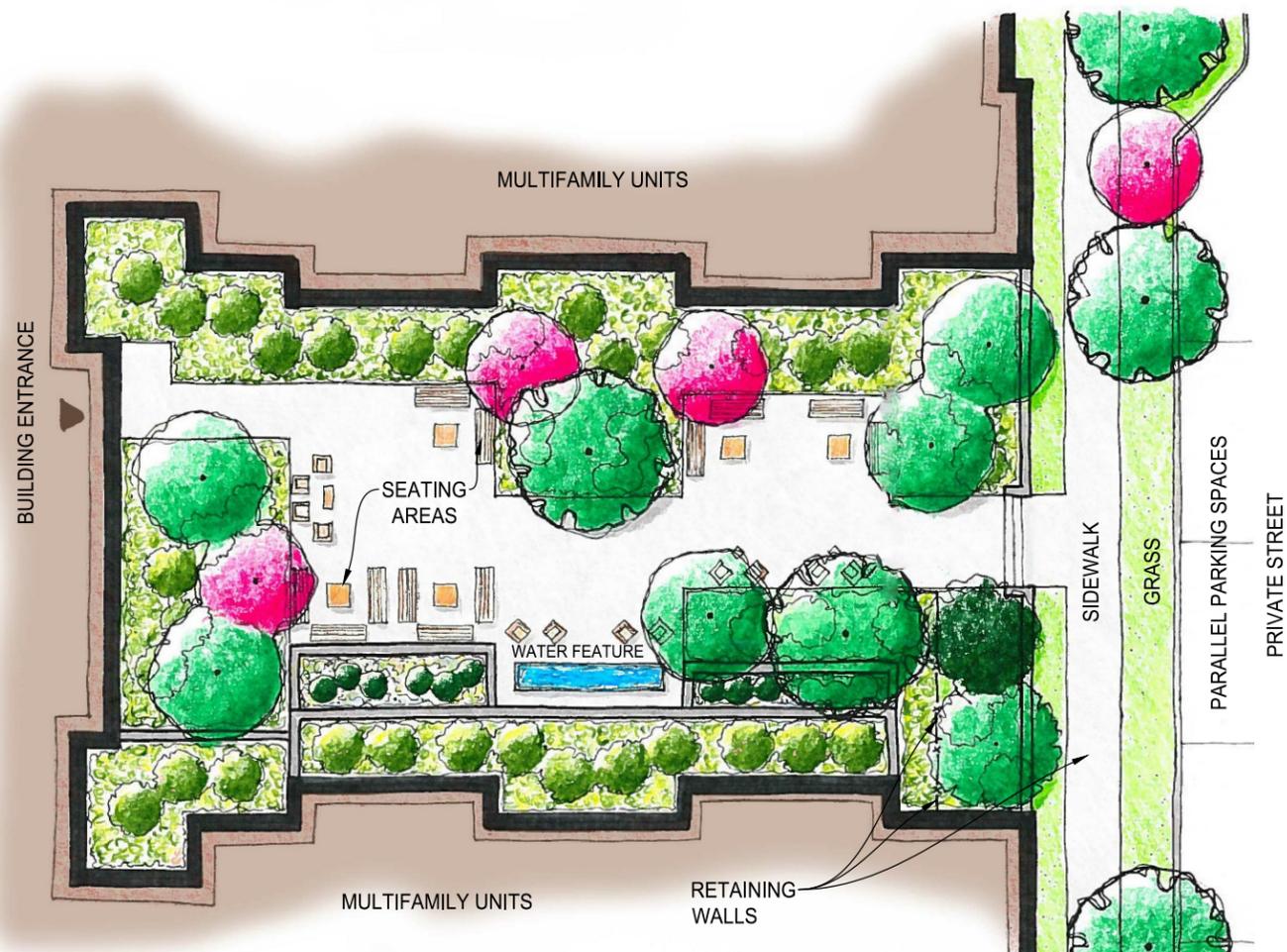
Ⓑ INTERNAL COURTYARD



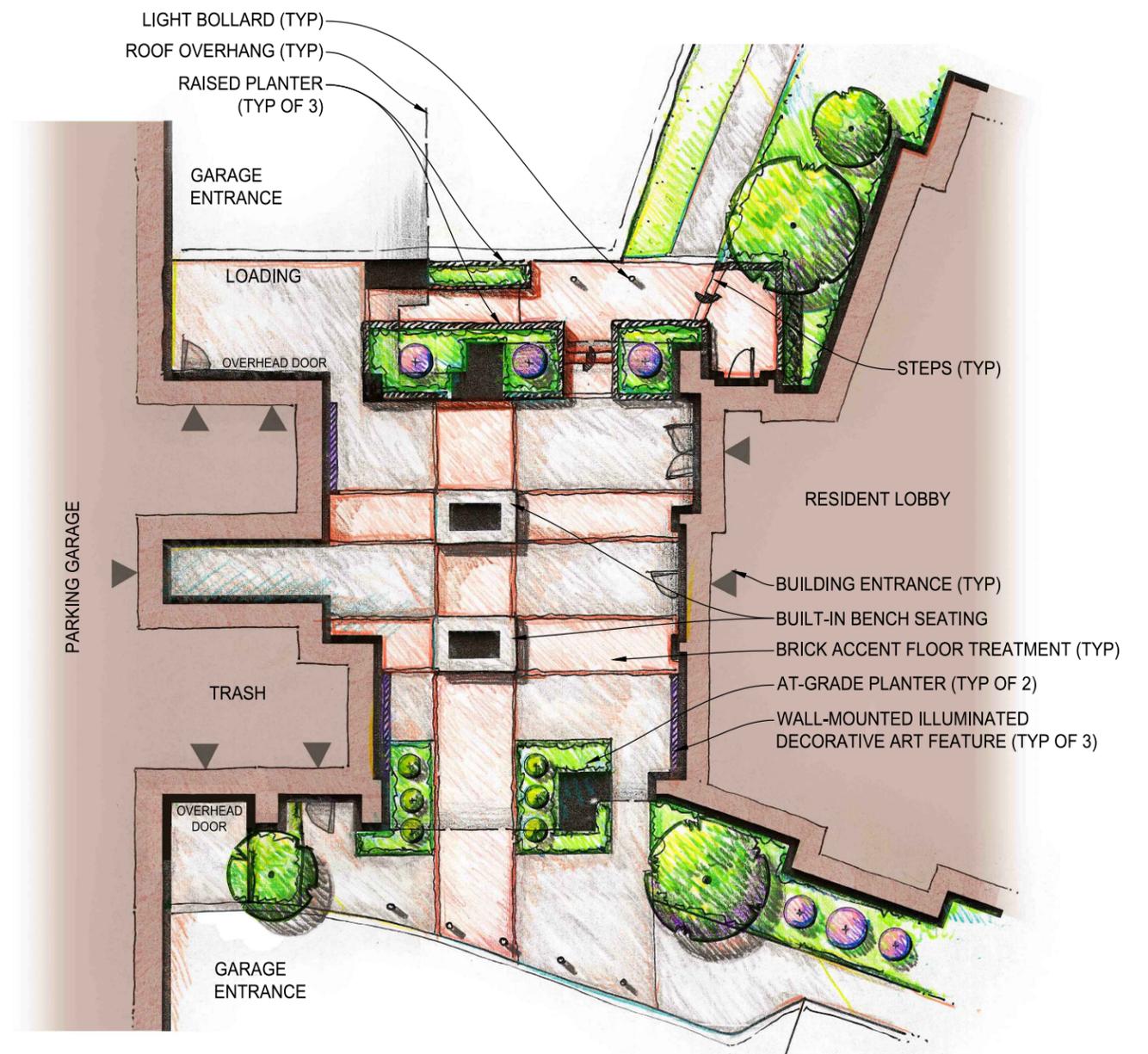
Ⓒ NORTH COURTYARD



④ SOUTH COURTYARD



⑤ CENTRAL BREEZEWAY



# DESIGN NARRATIVE

## OVERVIEW

THE CONCEPT FOR THE DEMOCRACY LANE LANDSCAPE BORROWS FROM THE FORMALITY OF THE FAIRFAX ARCHITECTURE, LENDING A SLIGHTLY MORE FORMAL DESIGN LAYOUT. MODERN TOUCHES SUCH AS OUTDOOR KITCHENS, POOL CABANAS, AND FURNITURE WITH CLEAN LINES HAVE BEEN ADDED TO ACCOMMODATE THE EXPECTATIONS OF THE ANTICIPATED STUDENT DEMOGRAPHIC, HOWEVER TIMELESS MATERIALS SUCH AS BRICK PAVING, STEEL PICKET FENCES, AND ARBORS WITH SWINGS REMIND THE RESIDENTS THAT THEY ARE STILL IN A HISTORICAL SOUTHERN TOWN.

## OPEN SPACE AMENITIES

THERE ARE FOUR OPEN SPACES LOCATED WITHIN THE SITE, ONE COURTYARD IN THE WEST BUILDING, TWO COURTYARDS IN THE EAST BUILDING, AND ONE COVERED OPEN SPACE THAT LINKS THE WEST AND EAST BUILDING. THE WEST BUILDING COURTYARD WILL ACCOMMODATE A POOL, SPA, LARGE TANNING DECK, AND OUTDOOR KITCHEN. IT WILL BE ACCESSED FROM TWO POINTS THROUGH THE LEASING/AMENITY SPACE. THE EAST BUILDING COURTYARDS WILL CONSIST OF ONE ACTIVE GATHERING SPACE WITH MULTIPLE SITTING AREAS AND DECORATIVE PAVING FOR ENTERTAINMENT ACTIVITIES SUCH AS BAG TOSS AND PING PONG. THE OTHER COURTYARD WILL BE A MORE PASSIVE SPACE WITH AN OPEN LAWN, BENCHES, AND A PERGOLA WITH SWINGS. BOTH OF THE EAST COURTYARD BUILDINGS WILL BE ACCESSED FROM THE PERIMETER SIDEWALK. THERE WILL ALSO BE ACCESS POINTS FROM THE BUILDING CORRIDORS. THE CENTRAL BREEZEWAY BETWEEN THE EAST AND WEST BUILDING WILL SERVE AS A PEDESTRIAN GATEWAY THAT PROVIDES ACCESS TO THE RESIDENCES, PARKING GARAGE AND TRASH ROOMS. IN ADDITION, THE AREA WILL SERVE AS A MEETING SPOT FOR QUICK PICK-UP AND DROP-OFF. BRICK PAVERS, PLANTER CUTOUTS, AND BENCHES WILL UNIFY THE SPACE WITH THE ADJACENT STREETSCAPES. LIGHTING WILL BE IN THE FORM OF RECESSED CEILING LIGHTS AND WALL-MOUNTED SCONCES.

## PEDESTRIAN CIRCULATION

PEDESTRIANS MAY ACCESS THE BUILDINGS VIA THE PERIMETER SIDEWALK OR SEVERAL PAVED PLAZAS CONNECTING THE BUILDINGS TO THE SIDEWALK. CURB CUTS FOR ADA ACCESSIBILITY ARE LOCATED AT CORNER OF UNIVERSITY AND DEMOCRACY, ENTERING THE PARKING LOT, AND DRIVEWAY CROSSINGS THAT BISECT THE SIDEWALK. CONNECTIVITY TO EXISTING SIDEWALKS IS MADE ALONG LAYTON HALL DRIVE. THE TWO COURTYARDS LOCATED IN THE EAST BUILDING WILL HAVE DIRECT CONNECTIONS TO THE PERIMETER WALK. THE COURTYARD IN THE WEST BUILDING WILL BE ACCESSED THROUGH THE BUILDING CORRIDORS.

## SITE FURNISHINGS

BENCHES AND TRASH RECEPTACLES WILL BE LOCATED ALONG THE PERIMETER WALK AT THE BUILDING CONNECTIONS AND PLAZAS. PEDESTRIAN SCALE LIGHTING WILL ALSO BE LOCATED ALONG UNIVERSITY AND DEMOCRACY. DEEP SEATING WILL BE PROVIDED IN THE POOL AND ACTIVE COURTYARDS WHILE ADIRONDACKS AND SWINGS WILL BE FOUND IN THE PASSIVE COURTYARD AREA. LIGHTING WILL BE LOCATED IN COURTYARDS AT KEY AREAS FOR SECURITY AS WELL AS AMBIENT LANDSCAPE LIGHTING IN THE SURROUNDING PLANT BEDS.

## SIGNAGE

THE MONUMENT SIGNAGE WILL BE LOCATED IN THE VICINITY OF THE LEASING OFFICE ENTRY AND PROVIDE A STRONG VISUAL IDENTITY FROM THE CORNER OF UNIVERSITY DRIVE AND DEMOCRACY LANE. SIGNAGE STYLE WILL BE CONSISTENT WITH THE SURROUNDING ARCHITECTURE AND CONFORM TO THE LOCAL SIGNAGE ORDINANCES.

## PLANTINGS

STREET TREES ARE ADDED ALONG UNIVERSITY AND DEMOCRACY IN ACCORDANCE WITH CITY REQUIREMENTS. ADDITIONAL PLANTINGS OF TREES AND EVERGREEN SHRUBS ALONG THE PERIMETER WILL SOFTEN THE BUILDING WALLS AT LAYTON HALL DRIVE AND PROVIDE A BUFFER FOR ADJACENT PROPERTIES. THE PLANTINGS FOR THE SITE ARE SELECTED FROM SPECIES PRIMARILY NATIVE TO THE FAIRFAX AREA AND WILL PROVIDE SEASONAL INTEREST WHILE ALSO PROVIDING SHADE FOR THE OUTDOOR AMENITY AREAS.

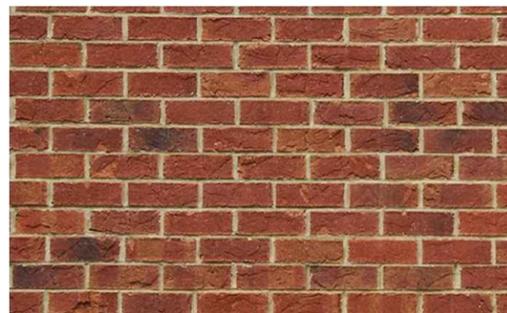
## PLANTERS AND RETAINING WALLS

THROUGHOUT THE SITE THERE ARE RETAINING WALLS AND PLANTERS TIED INTO THE BUILDING FACADE. THESE WILL BE FACED WITH A BRICK VENEER TO MATCH THE ARCHITECTURE (SEE EXAMPLE BELOW) AND CAST IN PLACE CONCRETE WALL CAPS TO MATCH THE WINDOW LINTELS.

# SPECIALITY PAVING PRECEDENTS



PLEASE NOTE: THIS IMAGERY IS PROVIDED FOR CONCEPTUAL AESTHETIC DIRECTION ONLY, ACTUAL PATTERNS AND MATERIALS WILL BE SPECIFIED IN SITE PLAN SUBMITTAL



TYPICAL BRICK FACADE SAMPLE



TYPICAL BRICK PAVER SAMPLE

# SITE FURNISHINGS PRECEDENTS



SITE BENCH SAMPLE



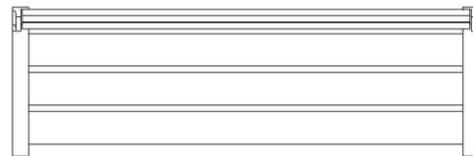
**EVERETT BENCH WITH BACK**  
Bench with back and flat bench are covered by patent no. des. D794,971. Litter receptacle is Exclusive By Design™.

**KEYSHIELD® METAL FINISH**  
The trademarked KEYSHIELD® finish protects each piece of furniture from chipping, cracking, and UVA damage while providing unparalleled corrosion resistance. Steel products are finished with a two-coat powder coating process applied to a 7-15 mil thickness. Substrate preparation includes sandblasting to a white finish to remove all surface contaminants. The raw product then receives a corrosion-inhibiting phosphate coating prior to the application of the powder coating. The first coat applied to the substrate is zinc rich epoxy powder primer used

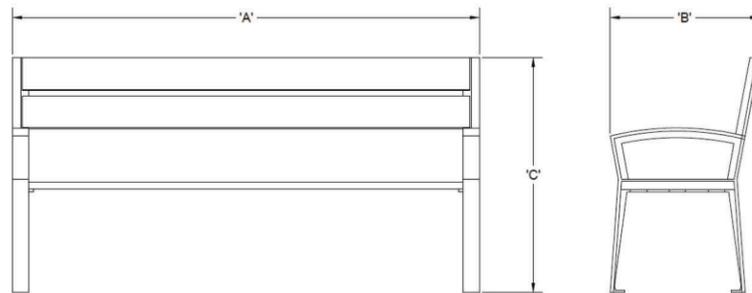
exclusively on sandblasted parts. The second coat is a colored polyester powder coating. Both coats are electrostatically applied and oven cured according to powder coating manufacturing specifications to create a smooth, satin-like finish and a low-emitting non-porous armor.

**FULLY ASSEMBLED UNIT**  
The Everett bench with back is manufactured in the USA as a fully assembled unit to provide ultimate stability and avoid damage during transit to the site, saving time and money.

**MATERIALS**  
Fully-welded commercial-grade aluminum construction.



	EV24	EV26	EV28
LENGTH (A)	4ft	6ft	8ft
WIDTH (B)	48"	72"	96"
HEIGHT (C)	23"	23"	23"
SEAT HEIGHT	36 1/16"	36 1/16"	36 1/16"
WEIGHT	17"	17"	17"
	90 lbs.	105 lbs.	120 lbs.



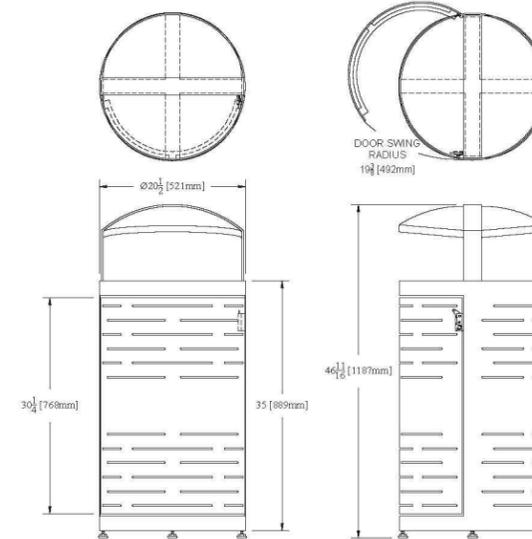
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applied to the substrate is zinc rich epoxy powder primer used exclusively on sandblasted parts. The second coat is a colored polyester powder coating. Both coats are electrostatically applied and oven cured according to powder coating manufacturing specifications to create a smooth, satin-like finish and a low-emitting non-porous armor.

**FULLY ASSEMBLED UNIT**  
The Everett litter receptacle is manufactured in the USA as a fully assembled unit to provide ultimate stability and avoid damage during transit to the site, saving time and money.

**MATERIALS**  
Fully-welded commercial-grade steel construction.



	EV3-24	EV3-32
WIDTH	24 gal.	32 gal.
ELEVATED LEG	20 1/2"	25"
ADJUSTABLE LEG	47 11/16"	45 11/16"
WEIGHT	46 11/16"	44 11/16"
	145 lbs.	170 lbs.



SITE RECEPTACLE SAMPLE

**PROPRIETARY STATEMENT**  
Keystone Ridge Designs, Inc.® is proud to offer the design community exceptional site amenities. Due to the time and resources invested in designing, manufacturing and marketing Keystone Ridge Designs' products and services,

we pursue design patents, copyrights, trademarks and service marks whenever possible. Any unlawful duplication or misrepresentation of Keystone Ridge Designs' products will be rigorously protected.



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Toll-free: 1-800-284-8208 | Phone: 724-284-1213 | Fax: 724-284-1253  
www.keystoneridgedesigns.com

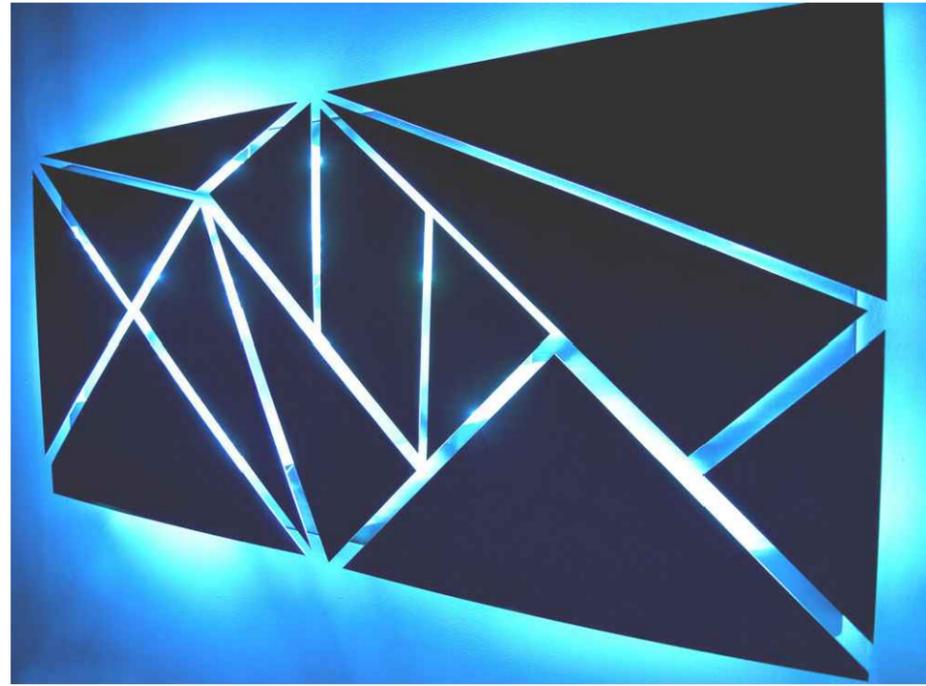
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www.keystoneridgedesigns.com

PLEASE NOTE: THIS IMAGERY IS PROVIDED FOR CONCEPTUAL AESTHETIC DIRECTION ONLY, ACTUAL PATTERNS AND MATERIALS WILL BE SPECIFIED IN SITE PLAN SUBMITTAL



EXAMPLE OF WALL-MOUNTED ILLUMINATED DECORATIVE ART FEATURES IN CENTRAL BREEZEWAY

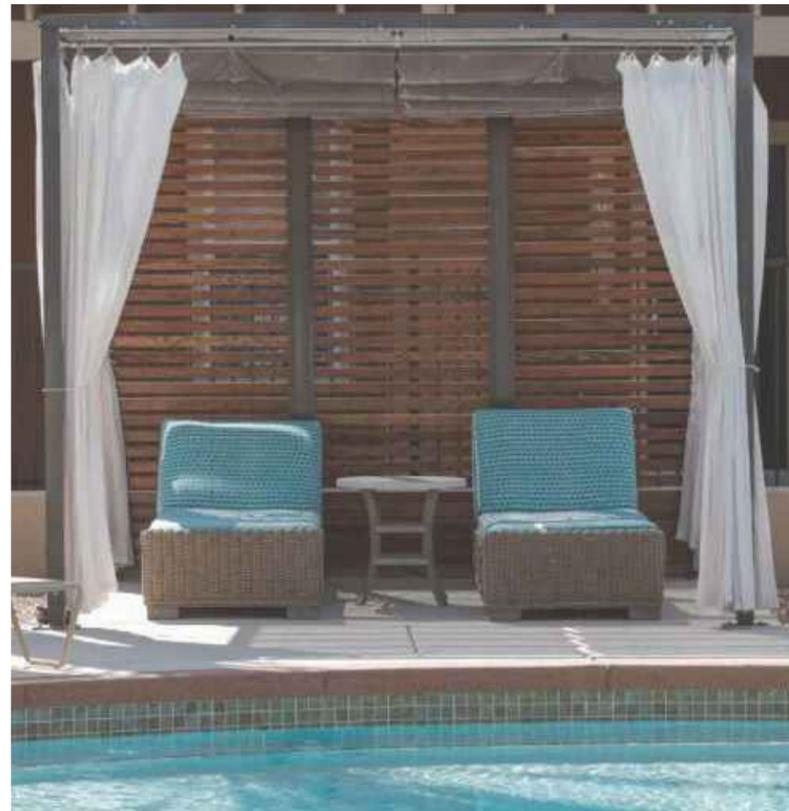


EXAMPLE OF SITE FURNISHINGS FOR SOUTH COURTYARD



SWING ARBOR AT LAWN EXAMPLE

PLEASE NOTE: THIS ITEM WILL BE IN THE NORTH COURTYARD AND NOT VISIBLE FROM THE PUBLIC R.O.W.



POOL CABANA EXAMPLE

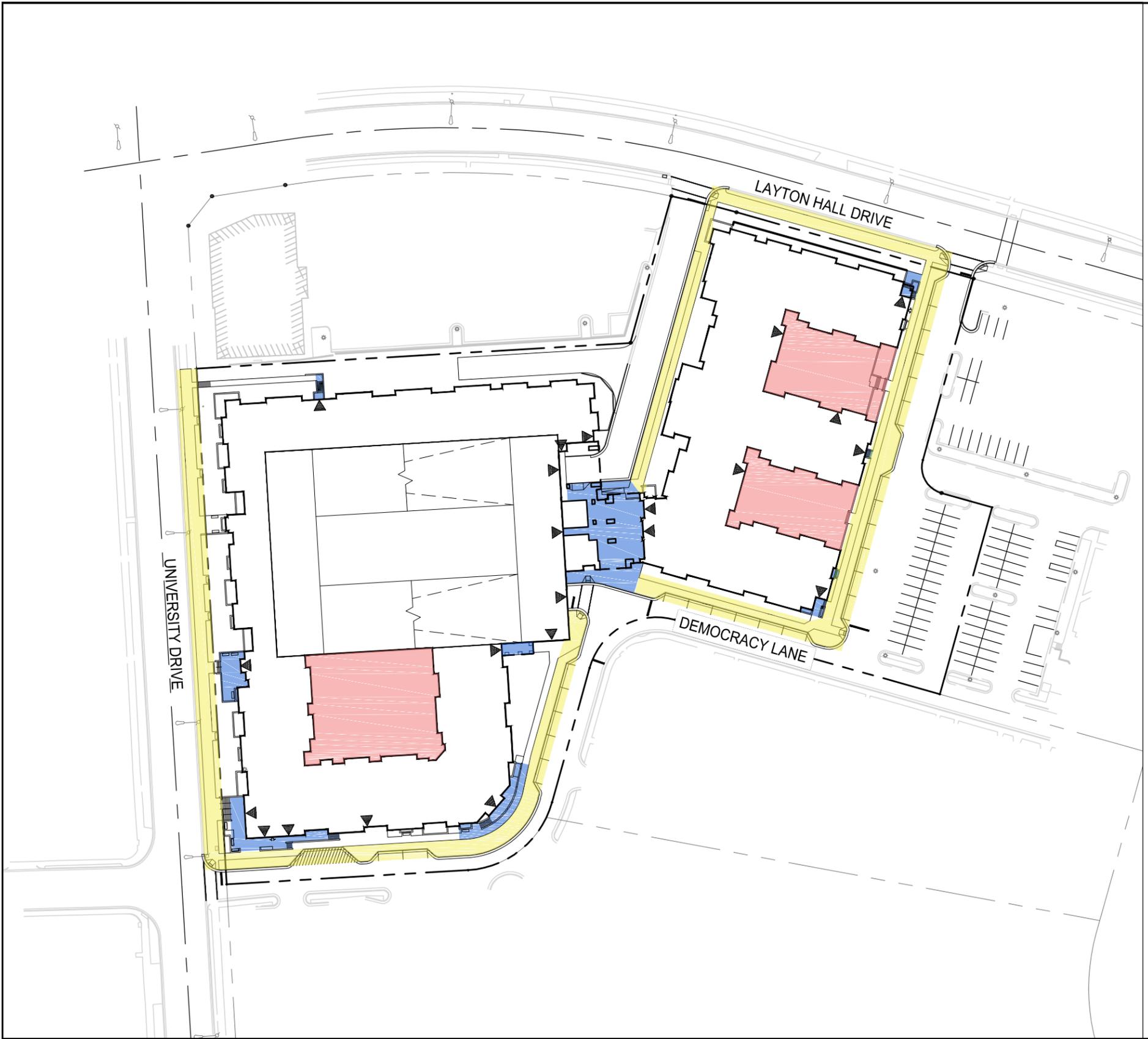
PLEASE NOTE: THIS ITEM WILL BE IN AN ENCLOSED PRIVATE COURTYARD AND NOT VISIBLE FROM THE PUBLIC R.O.W.



OUTDOOR KITCHEN EXAMPLE

PLEASE NOTE: THIS ITEM WILL BE IN AN ENCLOSED PRIVATE COURTYARD AND NOT VISIBLE FROM THE PUBLIC R.O.W.

PLEASE NOTE: THIS IMAGERY IS PROVIDED FOR CONCEPTUAL AESTHETIC DIRECTION ONLY, ACTUAL PATTERNS AND MATERIALS WILL BE SPECIFIED IN SITE PLAN SUBMITTAL



CITY OF FAIRFAX STANDARD ACORN STYLE FIXTURE ON PEDESTRIAN HEIGHT POLE LOCATED IN STREETSCAPE ALONG PROPERTY PERIMETER



WALL-MOUNTED ARCHITECTURAL UP/DOWN SCONCE LIGHT LOCATED AT BUILDING ENTRANCES



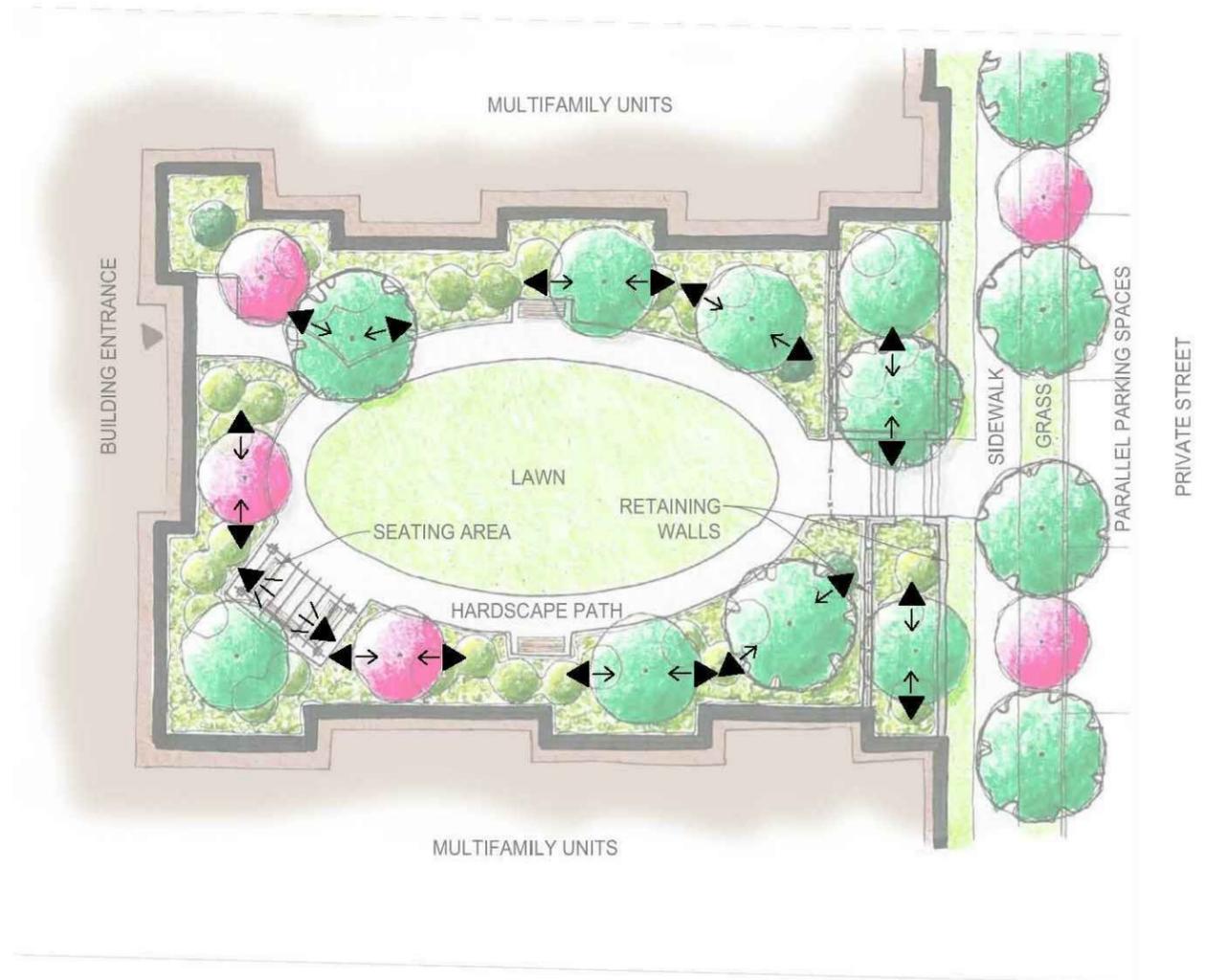
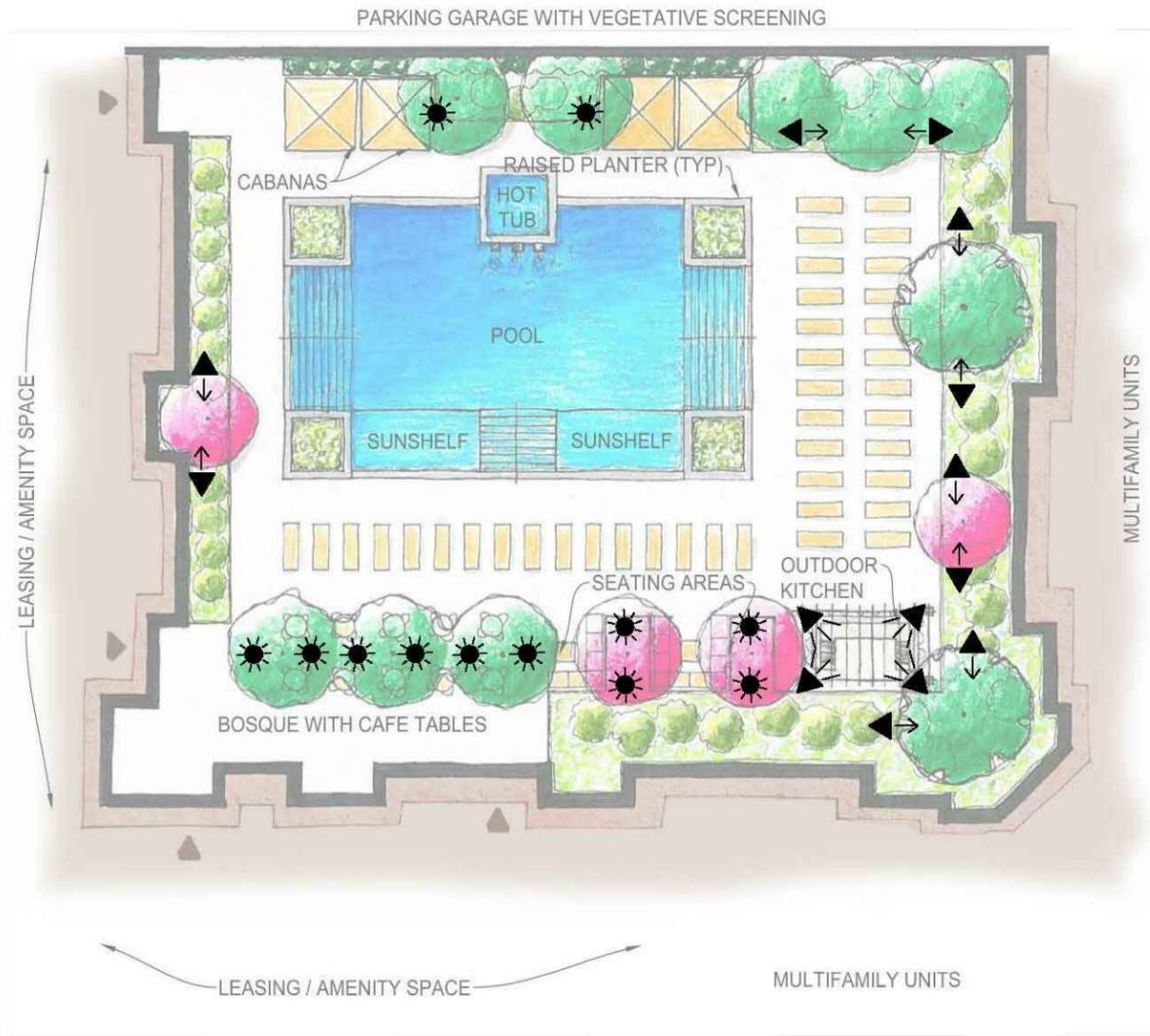
KIM CROOK NECK FIXTURE (SEE SPECS) LOCATED ON POOL DECK AND ALONG WALKWAYS. LANDSCAPE ACCENT LIGHTING LOCATED IN PLANT BEDS AND ALONG PERIMETER OF COURTYARD



**B** INTERNAL COURTYARD

**C** NORTH COURTYARD

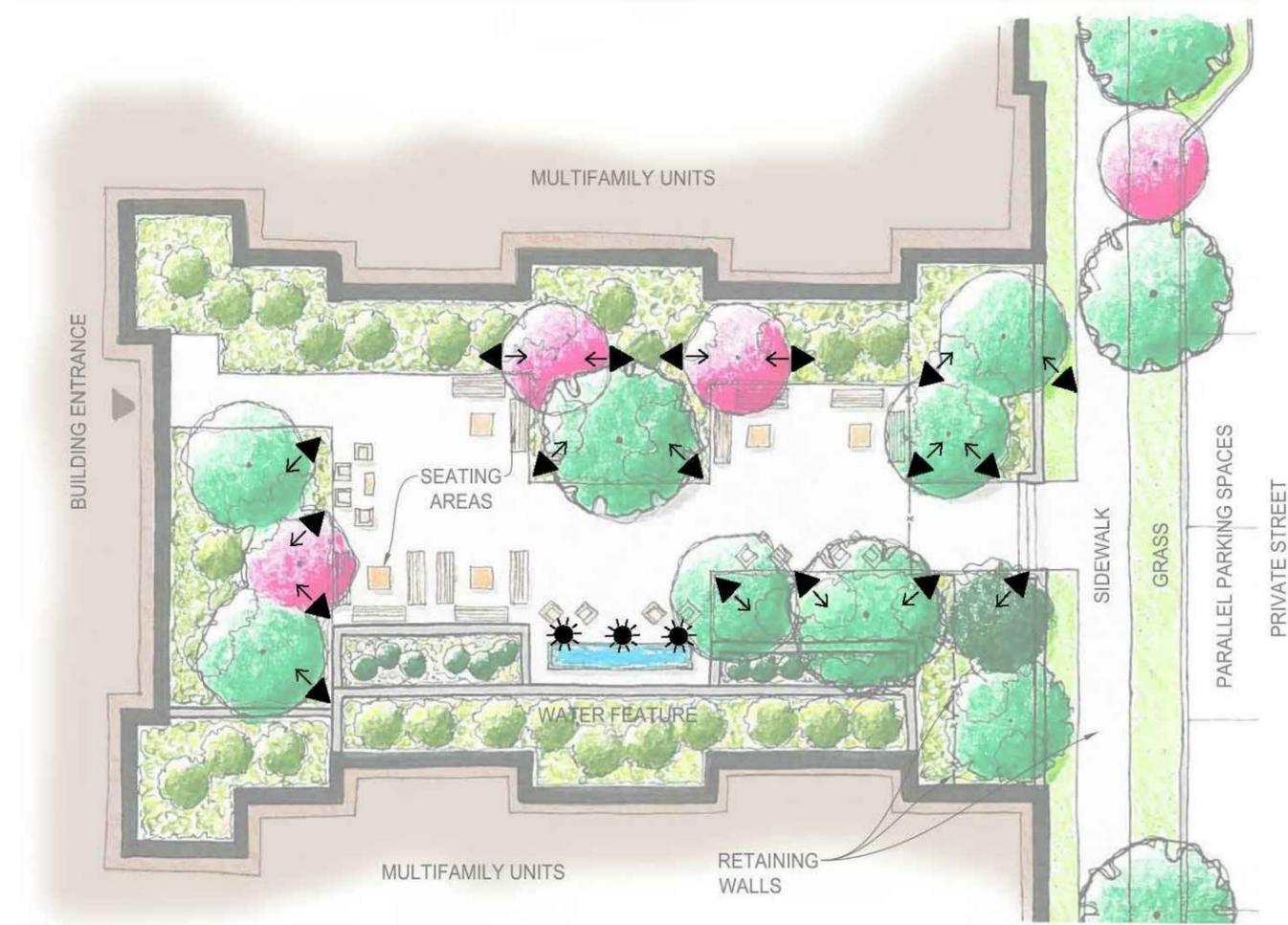
**NOTE: LIGHT LOCATIONS SHOWN MAY VARY IN FIELD DUE TO TREE LOCATIONS.**



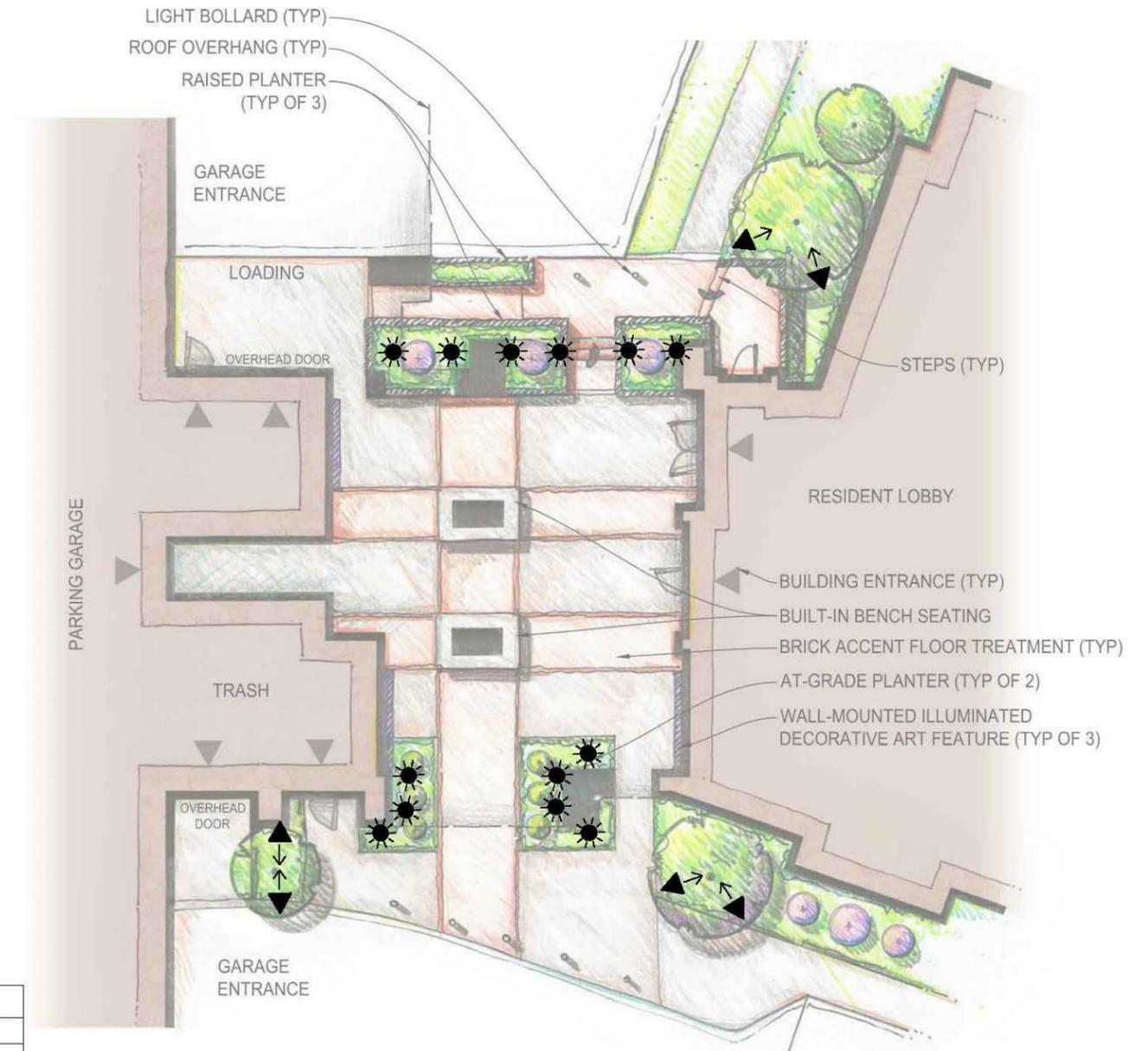
LIGHTING SCHEDULE									
SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	FINISH	LAMP	WATTS	COLOR TEMP	LENS	OPTICS/GLARE	MOUNTING
↔	FX LUMINAIRE JB UPLIGHT	28	BRONZE METALLIC	3LED	4W	2700K	CLEAR	WIDE FLOOD	SUPER SLOT SPIKE
↙	FX LUMINAIRE JB DOWNLIGHT	6	BRONZE METALLIC	3LED	4W	2700K	CLEAR	WIDE FLOOD	WALL MOUNT WITH MINI J-BOX
*	FX LUMINAIRE FC WELL LIGHT	12	BRONZE METALLIC	3LED	4.2W	2700K	(C) CLEAR TEMPERED	WIDE FLOOD	IN-GROUND

## D SOUTH COURTYARD

NOTE: LIGHT LOCATIONS SHOWN MAY VARY IN FIELD DUE TO TREE LOCATIONS.



## E CENTRAL BREEZEWAY



### LIGHTING SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	FINISH	LAMP	WATTS	COLOR TEMP	LENS	OPTICS/GLARE	MOUNTING
↔	FX LUMINAIRE JB UPLIGHT	24	BRONZE METALLIC	3LED	4W	2700K	CLEAR	WIDE FLOOD	SUPER SLOT SPIKE
★	FX LUMINAIRE FC WELL LIGHT	16	BRONZE METALLIC	3LED	4.2W	2700K	(C) CLEAR TEMPERED	WIDE FLOOD	IN-GROUND





SPECIFICATION SHEET

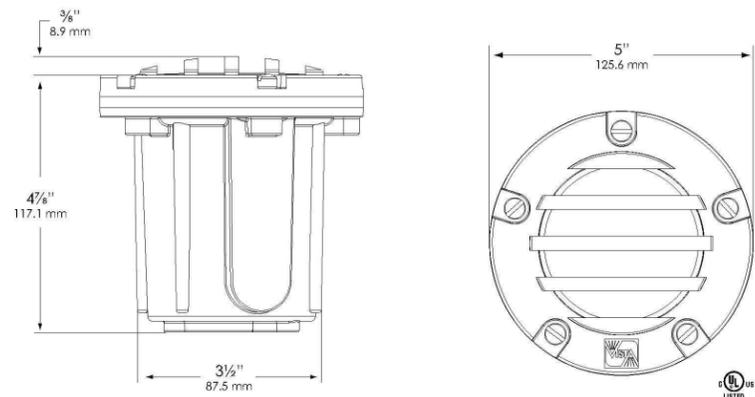
MODEL 5260-LED Landscape Series • In-Ground & Well Lights

FIXTURE SPECIFICATIONS:

HOUSING: Die-cast, copper-free aluminum with a silicone O-ring gasket... FINISH: Polyester powder-coat finish available in Black, Verde, Architectural Brick, Architectural Bronze, Light Bronze, Dark Bronze, Granite, Pewter, Terracotta, Rust, Hunter Green, Mocha, Weathered Bronze, Weathered Iron, and White. LENS: Clear, convex, tempered, shock & heat-resistant, soda-lime glass lens... OPTICS: Integral high-efficiency optics available in spot through flood beam spreads.

ELECTRICAL: Input voltage range 10.5-15V AC, regulated to achieve uniform illumination throughout the cable run of fixtures. INTEGRAL SURGE & REVERSE POLARITY PROTECTION. MOUNTING: In-grade. Mounting accessories not required. FASTENERS: All fasteners are stainless steel. WIRING: Prewired with a three-foot pigtail of 18-2 direct-burial cable and underground connectors for a secure connection to supply cable. All Vista luminaires are MADE IN U.S.A.

DIMENSIONS:



Vista Professional Outdoor Lighting reserves the right to modify the design and/or construction of the fixture shown without further notification.

1625 Sunnyslope Avenue • Simi Valley, CA 93063 • (805) 527-0987 • (800) 766-VISTA (8478) FAX: (888) 670-VISTA (8478) • email@vistapro.com • www.vistapro.com



SPECIFICATION SHEET

MODEL 5260-LED Landscape Series • In-Ground & Well Lights

FIXTURE ORDERING INFORMATION

TO ORDER FIXTURE: Select appropriate choice from each column as in the following example.

EXAMPLE: GW-5260-B-W-LF3SP-SL

Table with 5 columns: MOUNTING, MODEL, FINISH, COLOR TEMP, LAMP, ACCESSORIES. Includes options for GW in-grade, Model 5260, various finishes, color temperatures (Warm/Cool), lamp types (LF3SP, LF3MF, LF3WF, LF6SP, LF6MF, LF6WF, LF9SP, LF9MF, LF9WF), and accessories (BL, SL, FR, DBL, GL, RL, YL, HL).

Fixtures shipped with standard lamp, unless otherwise specified.



SPECIFICATION SHEET

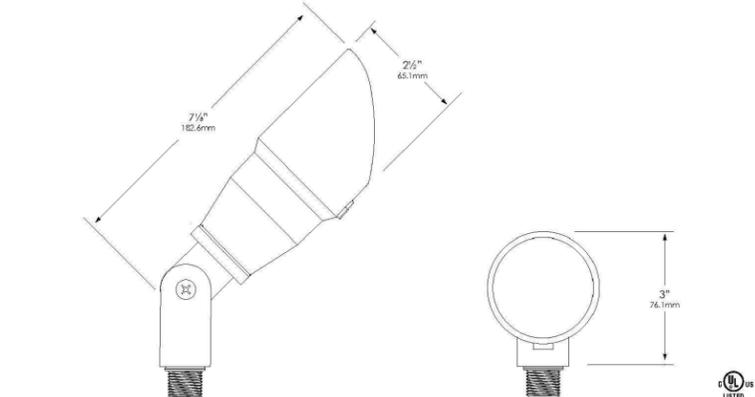
MODEL 2216 Landscape Series • Up & Accent Lights

FIXTURE SPECIFICATIONS:

HOUSING: Die-cast, copper-free aluminum. SHROUD: Die-cast, copper-free aluminum fitted to housing with dual silicone O-ring gaskets... FINISH: Polyester powder-coat finish available in Black, Verde, Architectural Brick, Architectural Bronze, Light Bronze, Dark Bronze, Granite, Pewter, Terracotta, Rust, Hunter Green, Mocha, Weathered Bronze, Weathered Iron, and White. SOCKET/LAMP HOLDER: Top grade ceramic socket with nickel contacts, stainless steel springs, and Teflon-jacketed wire leads. LENS: Clear or frosted convex glass lens. LAMP TYPE: MR-16 Halogen - 35W maximum, LN-20 BAB (20W) Standard. MR-16 LED Lamp - 36° Flood, 4.5W is standard.

MOUNTING: Injection-molded, Noryl GTX® adjustable knuckle with 1/2" NPS stem. FASTENERS: All fasteners are stainless steel. WIRING: Prewired with a three-foot pigtail of 18-2 direct-burial cable and underground connectors for a secure connection to supply cable. CERTIFICATION: UL Listed to U.S. and Canadian safety standards for low voltage landscape luminaires (UL 1838). All Vista luminaires are MADE IN U.S.A.

DIMENSIONS:



Vista Professional Outdoor Lighting reserves the right to modify the design and/or construction of the fixture shown without further notification.

1625 Sunnyslope Avenue • Simi Valley, CA 93063 • (805) 527-0987 • (800) 766-VISTA (8478) FAX: (888) 670-VISTA (8478) • email@vistapro.com • www.vistapro.com



SPECIFICATION SHEET

MODEL 2216 Landscape Series • Up & Accent Lights

FIXTURE ORDERING INFORMATION

TO ORDER FIXTURE: Select appropriate choice from each column as in the following example.

EXAMPLE: GR-2216-B-BAB-CFR

Table with 5 columns: MOUNTING, MODEL, FINISH, LAMP, ACCESSORIES. Includes options for GR ABS ground stake, Model 2216, finishes (B, G, BR, Z, LZ, DZ, SB, P, TC, R, HG, M, WB, WI, W), lamps (BAB, LED MR-16, LN16-4.5W-36-LED), and accessories (BL, SL, CFR, LSL, DBL, GL, RL, YL, HL).

Fixtures shipped with standard lamp, unless otherwise specified. Fixtures shipped with specified mounting hardware.

PLEASE NOTE: THIS IMAGERY IS PROVIDED FOR CONCEPTUAL AESTHETIC DIRECTION ONLY, ACTUAL PATTERNS AND MATERIALS WILL BE SPECIFIED IN SITE PLAN SUBMITTAL



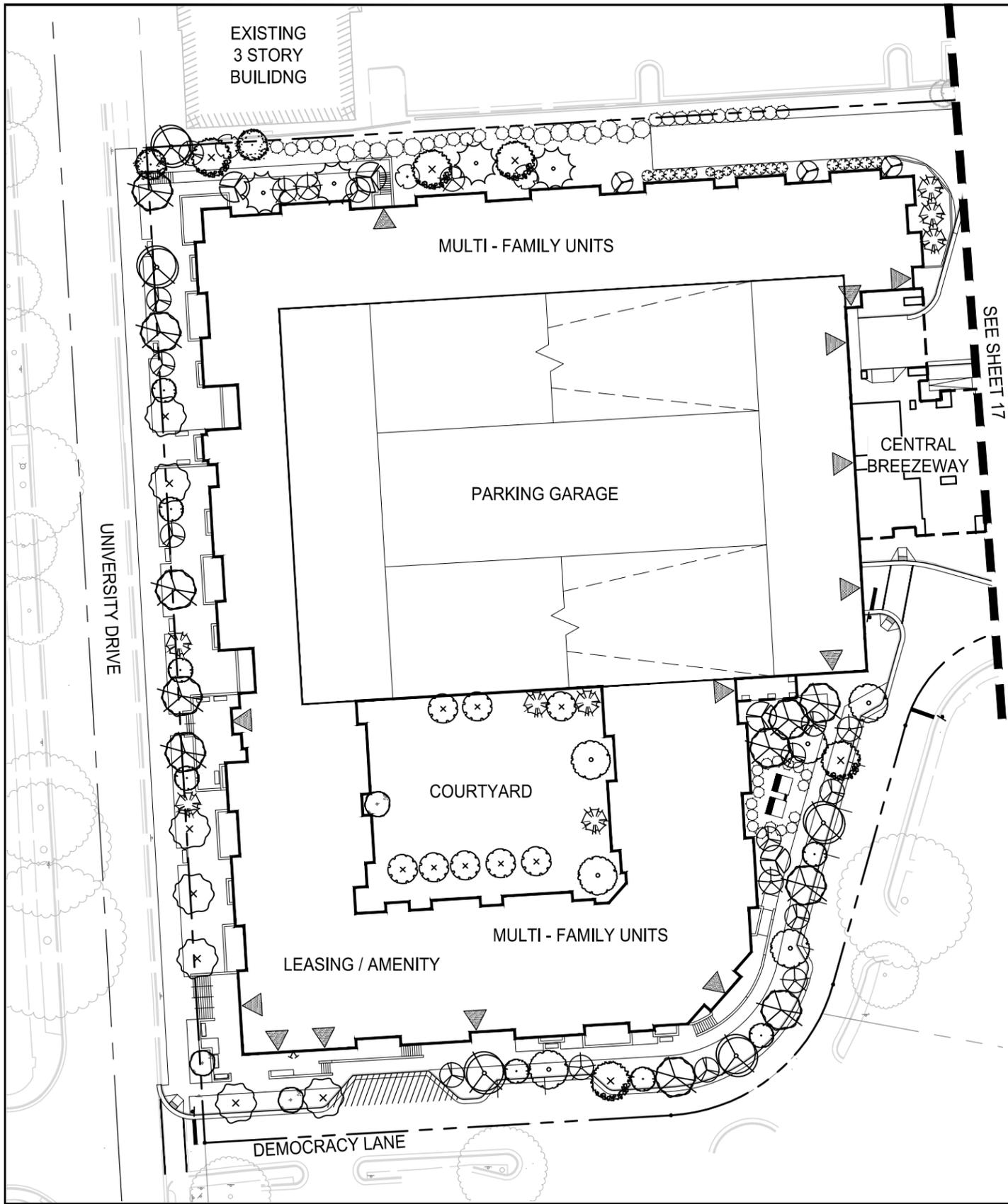
CONCEPTUAL LIGHTING DETAILS

DEMOCRACY LANE CITY OF FAIRFAX, VA



DATE: OCTOBER 31, 2018 PROJECT #: 17081.002.00 DRAWING #: 108624 SCALE: N/A

SHEET 1 OF 20

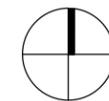


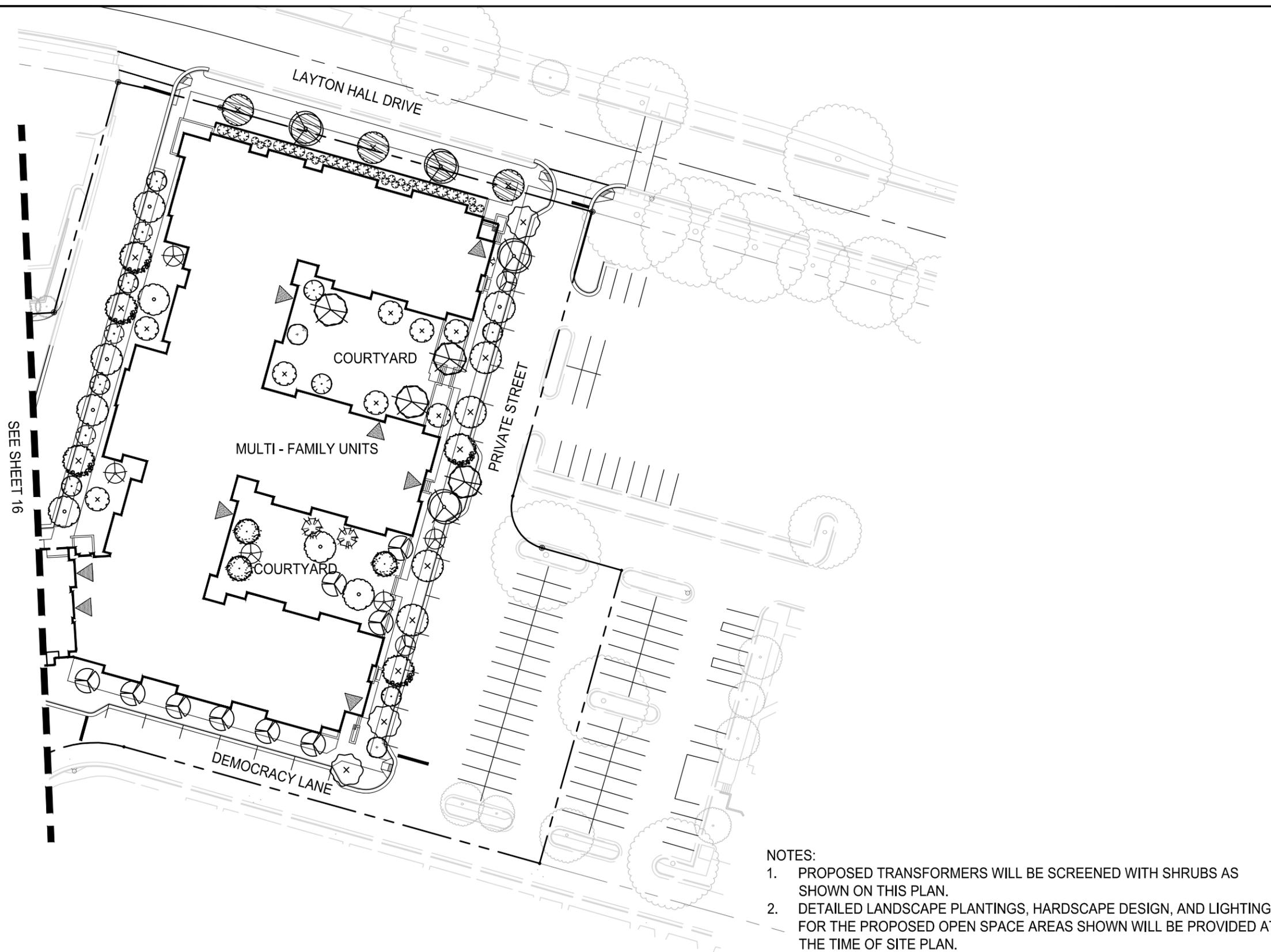
**NOTES:**

1. PROPOSED TRANSFORMERS WILL BE SCREENED WITH SHRUBS AS SHOWN ON THIS PLAN.
2. DETAILED LANDSCAPE PLANTINGS, HARDSCAPE DESIGN, AND LIGHTING FOR THE PROPOSED OPEN SPACE AREAS SHOWN WILL BE PROVIDED AT THE TIME OF SITE PLAN.

**LEGEND**

	STREET TREE ALONG LAYTON HALL DRIVE (NOT COUNTED TOWARDS 10-YR TREE CANOPY)
<b>DECIDUOUS TREES - CATEGORY IV</b>	
	ACER RUBRUM - RED MAPLE
	GINKGO BILOBA - GINKGO
	QUERCUS BICOLOR - SWAMP WHITE OAK
	QUERCUS PHELLOS - WILLOW OAK
	TILIA AMERICANA 'REDMOND' - AMERICAN LINDEN
	ULMUS AMERICANA - AMERICAN ELM
<b>DECIDUOUS TREES - CATEGORY III</b>	
	BETULA NIGRA - RIVER BIRCH
	GLEDITSIA TRIACANTHOS INERMIS - THORNLESS HONEYLOCUST
	NYSSA SYLVATICA - BLACK GUM
<b>DECIDUOUS TREES - CATEGORY II</b>	
	ACER GRISEUM - PAPERBARK MAPLE
	CARPINUS CAROLINIANA - AMERICAN HORNBEAM
	CERCIS CANADENSIS - EASTERN REDBUD
	CORNUS FLORIDA - FLOWERING DOGWOOD
	MAGNOLIA VIRGINIANA - SWEETBAY MAGNOLIA
	OSTRYA VIRGINIANA - EASTERN HOPHORNBEAM
	PRUNUS x INCAM - FLOWERING CHERRY
<b>DECIDUOUS TREES - CATEGORY I</b>	
	MALUS SPP. - FLOWERING CRABAPPLE
<b>EVERGREEN TREES - CATEGORY IV</b>	
	MAGNOLIA GRANDIFLORA - SOUTHERN MAGNOLIA
<b>SHRUBS (SEE PROPOSED VEGETATION FOR SPECIES)</b>	
	SCREENING SHRUBS
	SHRUBS

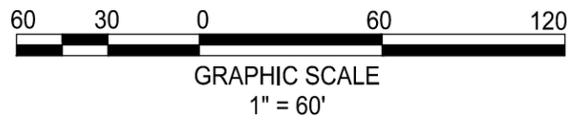




**LEGEND**

	STREET TREE ALONG LAYTON HALL DRIVE (NOT COUNTED TOWARDS 10-YR TREE CANOPY)
<b>DECIDUOUS TREES - CATEGORY IV</b>	
	ACER RUBRUM - RED MAPLE
	GINKGO BILOBA - GINKGO
	QUERCUS BICOLOR - SWAMP WHITE OAK
	QUERCUS PHELLOS - WILLOW OAK
	TILIA AMERICANA 'REDMOND' - AMERICAN LINDEN
	ULMUS AMERICANA - AMERICAN ELM
<b>DECIDUOUS TREES - CATEGORY III</b>	
	BETULA NIGRA - RIVER BIRCH
	GLEDITSIA TRIACANTHOS INERMIS - THORNLESS HONEYLOCUST
	NYSSA SYLVATICA - BLACK GUM
<b>DECIDUOUS TREES - CATEGORY II</b>	
	ACER GRISEUM - PAPERBARK MAPLE
	CARPINUS CAROLINIANA - AMERICAN HORNBEAM
	CERCIS CANADENSIS - EASTERN REDBUD
	CORNUS FLORIDA - FLOWERING DOGWOOD
	MAGNOLIA VIRGINIANA - SWEETBAY MAGNOLIA
	OSTRYA VIRGINIANA - EASTERN HOPHORNBEAM
	PRUNUS x INCAM - FLOWERING CHERRY
<b>DECIDUOUS TREES - CATEGORY I</b>	
	MALUS SPP. - FLOWERING CRABAPPLE
<b>EVERGREEN TREES - CATEGORY IV</b>	
	MAGNOLIA GRANDIFLORA - SOUTHERN MAGNOLIA
<b>SHRUBS (SEE PROPOSED VEGETATION FOR SPECIES)</b>	
	SCREENING SHRUBS
	SHRUBS

- NOTES:**
1. PROPOSED TRANSFORMERS WILL BE SCREENED WITH SHRUBS AS SHOWN ON THIS PLAN.
  2. DETAILED LANDSCAPE PLANTINGS, HARDSCAPE DESIGN, AND LIGHTING FOR THE PROPOSED OPEN SPACE AREAS SHOWN WILL BE PROVIDED AT THE TIME OF SITE PLAN.



**PROPOSED VEGETATION:**

PLANT SPECIES AND LOCATIONS ARE SUBJECT TO CHANGE AT TIME OF SITE PLAN AND FINAL ENGINEERING.

A VARIETY OF DECIDUOUS AND EVERGREEN SHRUBS WILL BE PLANTED THROUGHOUT THE SITE TO PROVIDE YEAR ROUND INTEREST WHILE MAINTAINING VIEWS INTO THE SITE AND FROM WITHIN THE BUILDING INTERIOR. ALONG UNIVERSITY DRIVE, SHRUBS WILL BE PROVIDED AROUND THE THREE POCKET PARKS TO DEFINE THE SPACES AND PROVIDE SOME PRIVACY FOR ADJACENT RESIDENTIAL UNITS. NO SHRUBS WILL BE PLANTED IN BETWEEN THE SIDEWALK AND PARALLEL PARKING SPACES FOR THE CURVING PORTION OF DEMOCRACY LANE TO PRESERVE SITE DISTANCE IN THIS AREA. ALONG LAYTON HALL DRIVE SHRUBS WILL BE SELECTED TO FURTHER DEFINE THE ARCHITECTURAL DETAILS AND CREATE A FINISHED LOOK WHERE THE BUILDING MEETS THE GROUND PLANE. ANY PLANTINGS SELECTED FOR THE PLANTERS ALONG THE BUILDING FACADE WILL BE LOW GROWING TO PRESERVE WINDOW ACCESS.

**DECIDUOUS SHRUB SPECIES MAY INCLUDE BUT NOT BE LIMITED TO:**

- |                                   |                           |
|-----------------------------------|---------------------------|
| <i>CLETHRA ALNIFOLIA</i>          | SWEET PEPPERBUSH          |
| <i>CORNUS SERICEA 'KELSEYI'</i>   | DWARF RED OSIER DOGWOOD   |
| <i>HAMAMELIS VIRGINIANA</i>       | WITCH-HAZEL               |
| <i>ILEX VERTICILLATA</i>          | WINTERBERRY HOLLY         |
| <i>ITEA VIRGINICA</i>             | VIRGINIA SWEETSPIRE       |
| <i>LINDERA BENZOIN</i>            | NORTHERN SPICEBUSH        |
| <i>RHODODENDRON 'ROBLEZ' PPAF</i> | AUTUMN FIRE ENCORE AZELEA |
| <i>RHUS AROMATICA 'GRO-LOW'</i>   | FRAGRANT SUMAC            |

**EVERGREEN SHRUB SPECIES MAY INCLUDE BUT NOT BE LIMITED TO:**

- |  |                       |
|--|-----------------------|
| <i>JUNIPERUS VIRGINIANA 'GREY OWL'</i> | GREY OWL JUNIPER      |
| <i>KALMIA LATIFOLIA 'MINUET'</i>       | DWARF MOUNTAIN LAUREL |
| <i>PICEA ABIES 'NIDIFORMIS'</i>        | BIRD'S NEST SPRUCE    |
| <i>RHODODENDRON MAXIMUM</i>            | ROSEBAY RHODODENDRON  |

SCREENING SHRUBS WILL BE PROVIDED TO BLOCK VIEWS OF THE TRANSFORMERS (LOCATED NEAR DEMOCRACY LANE) FROM DEMOCRACY LANE AND FROM WITHIN THE BUILDING INTERIOR. EVERGREEN SPECIES WILL BE SELECTED TO PROVIDE MATURE HEIGHTS BETWEEN 5' AND 8'. SCREENING SHRUBS WILL ALSO BE PROVIDED ALONG THE NORTHERN PROPERTY BOUNDARY (BOUNDARY WITH EXISTING OFFICE BUILDING AND FACING LAYTON HALL DRIVE). EVERGREEN SHRUBS WILL SCREEN VIEWS FROM LAYTON HALL DRIVE FOR A PORTION OF THE BUILDING NOT SCREENED BY TREES DUE TO UTILITY AND FIRE ACCESS CONFLICTS. SCREENING SHRUB SPECIES IN THIS AREA WILL BE SELECTED TO MAXIMIZE THE AMOUNT OF THE BUILDING THAT IS SCREENED WITH A MINIMUM MATURE HEIGHT OF 10'. SCREENING SHRUB SPECIES MAY INCLUDE BUT NOT BE LIMITED TO THE FOLLOWING:

- |  |                        |
|--|------------------------|
| <i>ILEX VOMITORIA</i>                      | YAUPON HOLLY           |
| <i>MYRICA CERIFERA</i>                     | WAX MYRTLE             |
| <i>PRUNUS CAROLINIANA</i>                  | CAROLINA CHERRY LAUREL |
| <i>PRUNUS LAUROCERASUS 'SCHIPKAENISIS'</i> | CHERRY LAUREL          |
| <i>RHODODENDRON CATAWBIENSE</i>            | CATAWBA RHODODENDRON   |
| <i>RHODODENDRON MAXIMUM</i>                | ROSEBAY RHODODENDRON   |
| <i>THUJA OCCIDENTALIS</i>                  | EASTERN ARBORVITAE     |

# PLANTING SCHEDULE

KEY	BOTANICAL NAME	COMMON NAME	STOCK SIZE (CALIPER /HEIGHT)	STOCK TYPE	QUANTITY	10-YEAR CANOPY (SF)	TOTAL CANOPY COVER (SF)
<b>DECIDUOUS TREES - CATEGORY IV</b>							
ARM	<i>ACER RUBRUM</i>	RED MAPLE	3.5" CAL.	B&B	14	275	3,850
GBA	<i>GINKGO BILOBA</i>	GINKGO	3.5" CAL.	B&B	10	275	2,750
QB	<i>QUERCUS BICOLOR</i>	SWAMP WHITE OAK	3.5" CAL.	B&B	10	275	2,750
QH	<i>QUERCUS PHELLOS</i>	WILLOW OAK	3.5" CAL.	B&B	7	275	1,925
TCR	<i>TILIA AMERICANA</i>	AMERICAN LINDEN	3.5" CAL.	B&B	15	275	4,125
UAP	<i>ULMUS AMERICANA</i>	AMERICAN ELM	3.5" CAL.	B&B	4	275	1,100
					<b>SUBTOTAL</b>	<b>60</b>	
<b>DECIDUOUS TREES - CATEGORY III</b>							
BN	<i>BETULA NIGRA</i>	RIVER BIRCH	3.5" CAL.	B&B	5	188	940
GTK	<i>GLEDITSIA TRIACANTHOS INERMIS</i>	THORNLESS HONEYLOCUST	3.5" CAL.	B&B	16	188	3,008
NS	<i>NYSSA SYLVATICA</i>	BLACK GUM	3.5" CAL.	B&B	13	188	2,444
					<b>SUBTOTAL</b>	<b>34</b>	
<b>DECIDUOUS TREES - CATEGORY II</b>							
AG	<i>ACER GRISEUM</i>	PAPERBARK MAPLE	3.5" CAL.	B&B	5	138	690
CR	<i>CARPINUS CAROLINIANA</i>	AMERICAN HORNBEAM	3.5" CAL.	B&B	6	138	828
CC	<i>CERCIS CANADENSIS</i>	EASTERN REDBUD	3.5" CAL.	B&B	12	138	1,656
CFC	<i>CORNUS FLORIDA</i>	FLOWERING DOGWOOD	3.5" CAL.	B&B	14	138	1,932
MV	<i>MAGNOLIA VIRGINIANA</i>	SWEETBAY MAGNOLIA	3.5" CAL.	B&B	10	138	1,380
OV	<i>OSTRYA VIRGINIANA</i>	EASTERN HOPHORNBEAM	3.5" CAL.	B&B	6	138	828
PCO	<i>PRUNUS x INCAM 'OKAME'</i>	FLOWERING CHERRY	3.5" CAL.	B&B	10	138	1,380
					<b>SUBTOTAL</b>	<b>63</b>	
<b>DECIDUOUS TREES - CATEGORY I</b>							
	<i>MALUS SPP.</i>	FLOWERING CRABAPPLE	3.5" CAL.	B&B	3	88	264
					<b>SUBTOTAL</b>	<b>3</b>	
<b>EVERGREEN TREES - CATEGORY IV</b>							
MGE	<i>MAGNOLIA GRANDIFLORA</i>	SOUTHERN MAGNOLIA	10-12' HT.	B&B	4	275	1,100
					<b>SUBTOTAL</b>	<b>4</b>	
					<b>TOTAL TREE QUANTITY</b>	<b>164</b>	
						<b>TOTAL OF CANOPY AREA PROVIDED THROUGH TREE PLANTING</b>	<b>32,950</b>
<b>DECIDUOUS TREES - CATEGORY IV (LAYTON HALL DRIVE STREET TREES NOT COUNTED TOWARDS 10-YR TREE CANOPY)</b>							
QH	<i>QUERCUS PHELLOS</i>	WILLOW OAK	3.5" CAL.	B&B	2		
UAP	<i>ULMUS AMERICANA</i>	AMERICAN ELM	3.5" CAL.	B&B	3		
					<b>SUBTOTAL</b>	<b>5</b>	

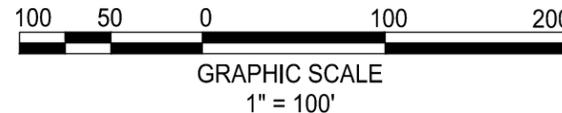
**NOTES:**

- PROPOSED TRANSFORMERS WILL BE SCREENED WITH SHRUBS AS SHOWN ON THIS PLAN.
- DETAILED LANDSCAPE PLANTINGS, HARDSCAPE DESIGN, AND LIGHTING FOR THE PROPOSED OPEN SPACE AREAS SHOWN WILL BE PROVIDED AT THE TIME OF SITE PLAN.



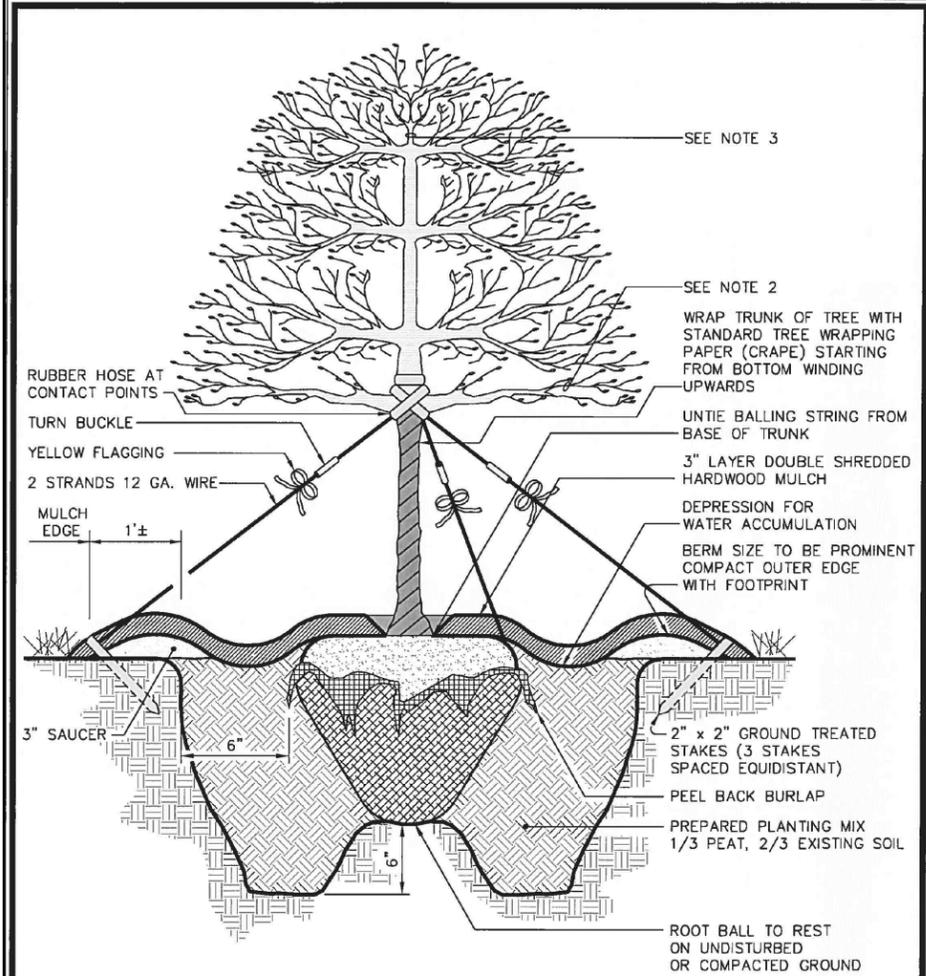
## CONCEPTUAL LANDSCAPE NOTES

DEMOCRACY LANE  
CITY OF FAIRFAX, VA



DATE: OCTOBER 31, 2018  
PROJECT #: 17081.002.00  
DRAWING #: 108624  
SCALE: N/A

SHEET  
**18** OF **20**



- NOTES:**
1. See detail 921.06 for planting notes
  2. Prune lower branches of tree back to main trunk so that remaining head is approx. 1/2 of total tree height.
  3. Never prune the leader.

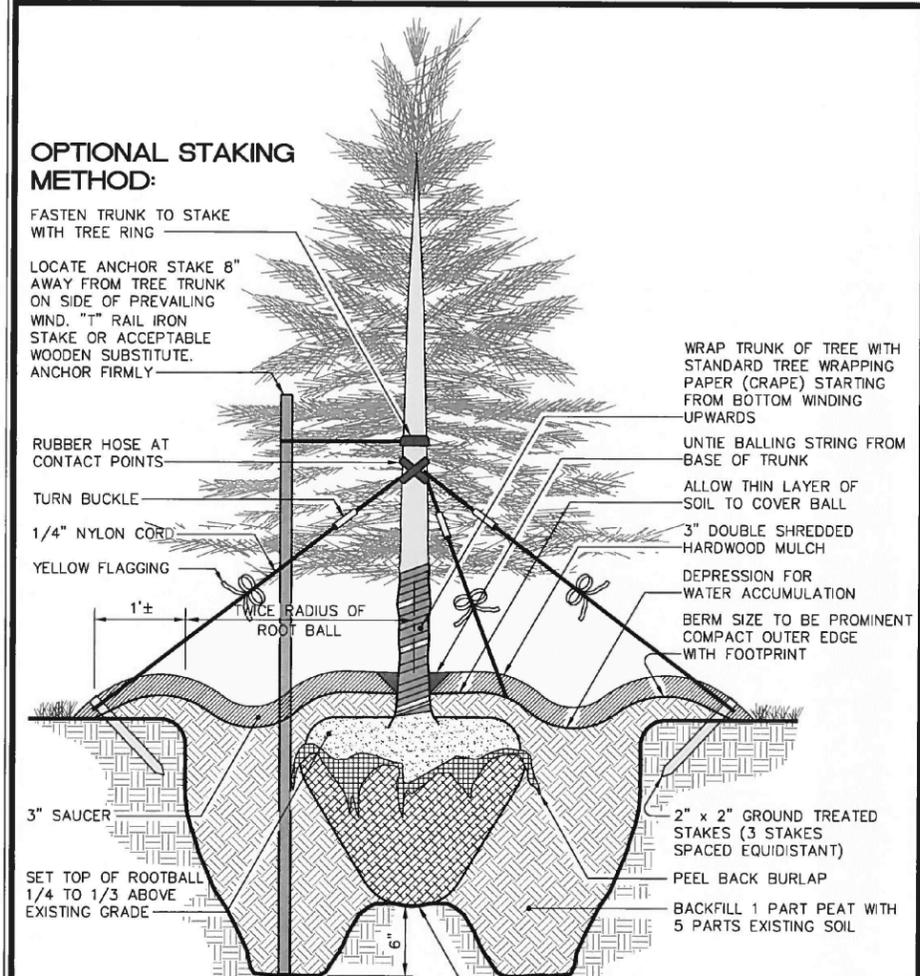
Department of Public Works  
10455 Armstrong Street  
Fairfax, VA 22030-3630

**CITY of FAIRFAX**  
USE WITH THE FAIRFAX STANDARD SPECIFICATIONS ONLY

Voice (703) 246-6330  
FAX (703) 591-5727  
www.fairfaxva.gov

**SINGLE-STEM TREE PLANTING and STAKING DETAIL**

SCALE: Not To Scale	DETAIL # 2921.01
REVISION DATE: July, 2005	SHEET #: 1 of 1



- OPTIONAL STAKING METHOD:**
1. See detail 921.06 for planting notes
  2. Prune lower branches of tree back to main trunk so that remaining head is approx. 1/2 of total tree height.
  3. Never prune the leader.

Department of Public Works  
10455 Armstrong Street  
Fairfax, VA 22030-3630

**CITY of FAIRFAX**  
USE WITH THE FAIRFAX STANDARD SPECIFICATIONS ONLY

Voice (703) 246-6330  
FAX (703) 591-5727  
www.fairfaxva.gov

**EVERGREEN TREE PLANTING and STAKING DETAIL**

SCALE: Not To Scale	DETAIL # 2921.03
REVISION DATE: July, 2005	SHEET #: 1 of 2

- I. General**
1. Landscape Specifications: Landscape specifications shall be as outlined below. Any item or procedure not mentioned below shall be as specified in the Landscape specification guidelines published by the landscape Contractors Association (latest edition).
  2. Plant Materials: The landscape Contractor shall furnish and install and/or dig, ball, burlap, and transplant all of the plant materials called for on the drawings and/or listed in the plant schedule.
  3. Plant Names: Plant names used in the plant schedule shall be identified in accordance with Hortus Third, by L.H. Bailey, 1976.
  4. Plant Standards: All plan materials shall be equal to or better than the requirements of the "American Standard for Nursery Stock," latest edition, as published by the American Association of Nurseryman (hereinafter referred to as AAN standards). All plants shall be typical of their species and variety, shall have a normal habit of growth, and shall be first quality, sound, vigorous, well branched, and with healthy, well-furnished root systems. They shall be free of disease, insect pests, and mechanical injuries.
    - (A) All plants shall be nursery grown and shall have been grown under the same climatic conditions as the location of the subject project for at least two years before planting. Neither heeled-in plant, nor plants from cold storage will be accepted.
    - (B) Collected plants or transplanted trees may be called for by the landscape architect and used, provided, however, that locations and soil conditions will permit proper balling.
  5. Materials for Planting:
    - (A) Stakes for buying trees shall be sound oak or other approved hardwood. Three stakes spread 120-degrees apart shall be used near tree. See details.
    - (B) Wrapping materials for tree trunks: Clean burlap of 8-oz. weight cut in 8-inch to 10-inch wide strips of water resistant paper or tape for this purpose. Twine for tying shall be medium jute twine.
    - (C) Tree Guys: Provide wire ties and guys of 2-strand, twisted, pliable galvanized steel wire not lighter than 12-gauge with zinc coated turnbuckles. Provide w-ply garden hose not less than 0.5-inch hose size, cut to lengths to protect tree trunks from damage by wires.
    - (D) Mulching: Mulch shall consist of double shredded hardwood mulch.
  6. Planting Schedule: A professional horticulturist/nurseryman shall be consulted to determine the proper time, based on plant species and weather conditions, to move and install particular plant materials to minimize stress to the plant. Planting of deciduous material may be continued during the winter months provided there is no frost on the ground and frost-free soil planting mixtures are used.

Department of Public Works  
10455 Armstrong Street  
Fairfax, VA 22030-3630

**CITY of FAIRFAX**  
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Voice (703) 246-6330  
FAX (703) 591-5727  
www.fairfaxva.gov

**PLANTING NOTES DETAIL**

SCALE: Not To Scale	DETAIL # 2921.06
REVISION DATE: July, 2005	SHEET #: 1 of 2

3" DOUBLE SHREDDED HARDWOOD MULCH

LOOSEN BURLAP AND CUT WIRE OR REMOVE CONTAINER

SCARIFY BALL AND SEPERATE ROOTS PRIOR TO PLANTING

REMOVE BURLAP OR CONTAINER

BACKFILL 1 PART PEAT, WITH 3 PARTS EXISTING SOIL

ROOT BALL TO REST ON UNDISTURBED SOIL

6"

**NOTES:**  
1. See detail 921.06 for planting notes

Department of Public Works 10455 Armstrong Street Fairfax, VA 22030-3630	<b>CITY of FAIRFAX</b> USE WITH THE FAIRFAX STANDARD SPECIFICATIONS ONLY	Voice (703) 246-6330 FAX (703) 591-5727 www.fairfaxva.gov	
	<b>SHRUB DETAIL CONTAINER AND B&amp;B</b>	SCALE: Not To Scale	DETAIL # 2921.04
		REVISION DATE: July, 2005	SHEET #: 1 of 1

**NOTES:**  
1. See detail 921.06 for planting notes  
2. All trees are be nursery grown, burlap and ball(b&b).  
3. Remove all treated or plastic-coated burlap, strapping, wire or nylon twine from root ball. After setting in hole, cut away top and sides of wire basket, if any.  
4. Install top of plant ball 1/4 to 1/3 above existing grade.  
5. Set tree in vertical position prior to staking.  
6. Soak plant ball and pit immediately after installation. Place 4-6" of double shredded hardwood mulch around base of tree, 3' diameter minimum.  
7. Wrap trees from ground to lowest branches with burlap or tree wrap paper (optional). Secure near top and bottom with hemp string only.  
8. Tree bracing straps are optional, use polypropylene webbing only no wire or rope to be in contact with trunk. Remove all tree straps and trunk wrap after one growing season.

Department of Public Works 10455 Armstrong Street Fairfax, VA 22030-3630	<b>CITY of FAIRFAX</b> USE WITH THE FAIRFAX STANDARD SPECIFICATIONS ONLY	Voice (703) 246-6330 FAX (703) 591-5727 www.fairfaxva.gov	
	<b>EVERGREEN TREE PLANTING and STAKING DETAIL</b>	SCALE: Not To Scale	DETAIL # 2921.03
		REVISION DATE: July, 2005	SHEET #: 2 of 2

**II. Planting Execution**

- Excavation of Plant Pits
  - Circular Pits, with vertical sides shall be excavated for all plants. The diameter of the holes shall be 12-inches greater than the diameter of the ball for trees, or 1.5 times the diameter of shrubs, balls, and container stock pots.
  - The depth of pits for all plants shall be 6-inches deeper than the ball or container depth.
  - Obstructions encountered in excavated or planted areas shall be removed or plants relocated as approved.
  - Plants shall be planted plumb, at the same grade as in the nursery (in relation to finished grade); tamp topsoil under and around base of ball to fill all voids. Remove all burlap, ropes, and wires from sides and tips of balls, but do not remove burlap from under ball. Thoroughly water when hole is two-thirds full of topsoil. After watering, 3" of mulch shall be applied over a 4" earth berm to create a shallow watering basin around the tree.
  - All shrubs to be planted in conformance with deciduous shrub planting detail 901.04.

**III. Staking, Guying and Wrapping**

- Each tree or evergreen shall be immediately staked or guyed.
  - Deciduous tree 2-2.5" caliper or larger and all evergreen trees shall be staked and guyed with three 2" x 2" x 6' hardwood staked per tree, spread 120-degrees apart. All hardwood stakes are to be driven no less than two feet below planting grade and at ten feet from the tree. A double strand of 12-gauge galvanized wire shall be twisted and threaded through 0.5-inch garden hose to protect the tree trunk and secured to the hardwood stake.
  - The 12-gauge galvanized wire shall be placed at a 45-degree angle from the tree to the stake. See deciduous tree with typical guying planting detail.
- Wrap all deciduous trees. Wrapping shall extend from ground line to second branch. Overlap tree wrap by 50 percent.

**IV. Plant Pruning, Edging, and Mulching**

- Pruning shall be by experienced landscape contractors. Remove broken or damaged branches and roots. Cut back and thin deciduous material to retain two-thirds of the initial branches. Cut back evergreens to give compact uniform appearance. Damaged or pruned tree leaders shall be cause for rejection.
- If foliage is present on deciduous plant material, they shall be sprayed with an anti-desiccant, which slows down the transpiration process, through reducing the danger of dehydration.
- The areas around isolated plants shall be edged and cultivated to the full diameter of the pit.
- After cultivation, all plant materials shall be mulched with a three-inch layer of double shredded mulch over the entire area of the bed or saucer.

Department of Public Works 10455 Armstrong Street Fairfax, VA 22030-3630	<b>CITY of FAIRFAX</b> USE WITH THE FAIRFAX STANDARD SPECIFICATIONS ONLY	Voice (703) 246-6330 FAX (703) 591-5727 www.fairfaxva.gov	
	<b>PLANTING NOTES DETAIL</b>	SCALE: Not To Scale	DETAIL # 2921.06
		REVISION DATE: July, 2005	SHEET #: 1 of 2



**Project:** Capstone  
**Address:** 3807 University Drive, 10366, 10368, 10370, 10372, 10374, 10378, 10380, 10382, 10386, 10388, 10390, 10392, 10394, 10396, and 10398 Democracy Lane  
**Case Number:** BAR-18-00746  
**Applicant:** Capstone Collegiate Communities, LLC

## MAJOR CERTIFICATE OF APPROPRIATENESS

Pursuant to Chapter 110 of the Code of the City of Fairfax, the proposed multifamily housing development is approved as of November 7, 2018, with the following conditions:

1. Prior to City Council hearing, the landscape plan shall be completed to include shrubs and groundcover throughout the site, and consistent with the provisions of the City of Fairfax Design Guidelines for landscaping in the TOD.
2. Understory trees and additional shrubs and groundcover shall be planted between the property line along Layton Hall Drive and the depicted foundation plantings where practicable.
3. Additional wall sconces shall be installed across the northern elevation of the western portion of the building.
4. All light fixtures shall have an LED lighting source and emit light with a soft white color temperature.
5. All exterior vents, pipes, downspouts, and similar features shall be painted to match the surrounding wall surface.
6. Consideration should be given to installation of public art in the seating areas along the University Drive and the plaza outside of the leasing office and amenity space at the corner of University Drive and Democracy Lane, to be reviewed by staff for a Minor Certificate of Appropriateness for size and placement, and by the Commission on the Arts for content.
7. The applicant shall secure a Minor Certificate of Appropriateness for signage on the subject property visible from the public right-of-way which is consistent with the provisions of the City of Fairfax Design Guidelines for signs in the TOD.
8. The exposed corridor wall at the garage of Building C, which is set back from University Drive, shall be clad in brick.
9. Metal elements, i.e. railings and balconies, shall be black.
10. The proposed construction, materials, and landscaping shall be in general conformance with the review materials received by staff and modified through the date of this meeting, except as further modified by the Board of Architectural Review, the Director of Community Development and Planning, the Building Official, or Zoning as necessary.

Please note:

- A. The applicant shall not deviate from the approved design. Any subsequent changes to the proposed design, including changes to architectural details, color, materials and signage, must receive approval from the BAR or City staff prior to construction. Any deviation without City approval shall be subject to the penalties provided by the Code of the City of Fairfax.

- B. The applicant is responsible for incorporating this approved design with its conditions into the plans submitted to the City of Fairfax and for ***obtaining all required permits prior to construction or installation.***
- C. This Certificate shall become null and void if no significant improvement or alteration is made in accordance with the approved application within eighteen (18) months from the date of approval.

\_\_\_\_\_

Mayor

\_\_\_\_\_

Date

\_\_\_\_\_

Director of Community Development and Planning

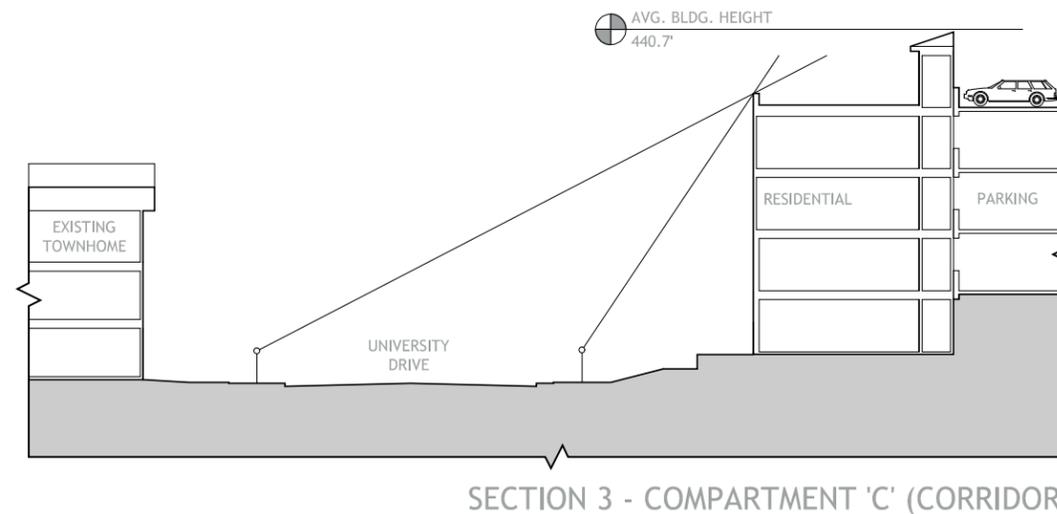
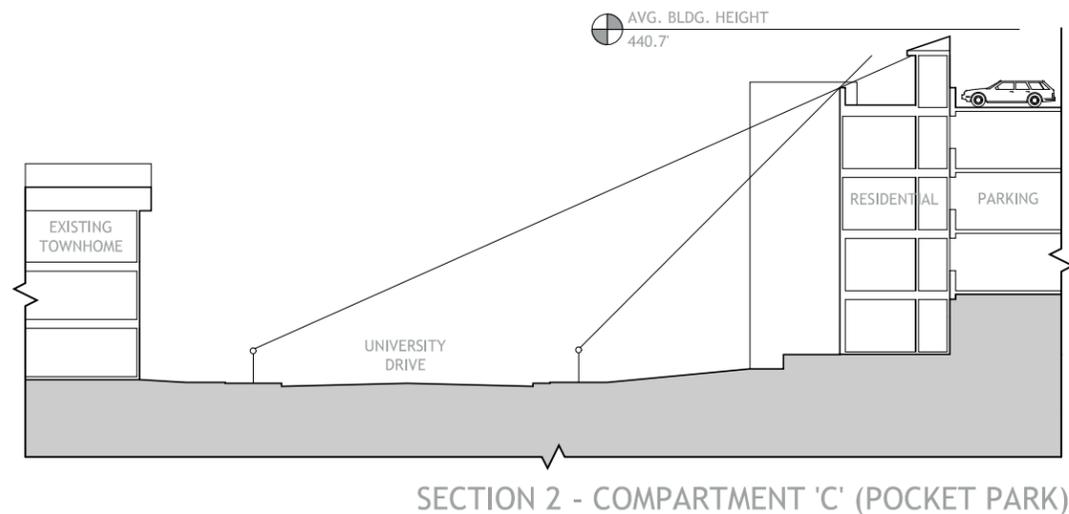
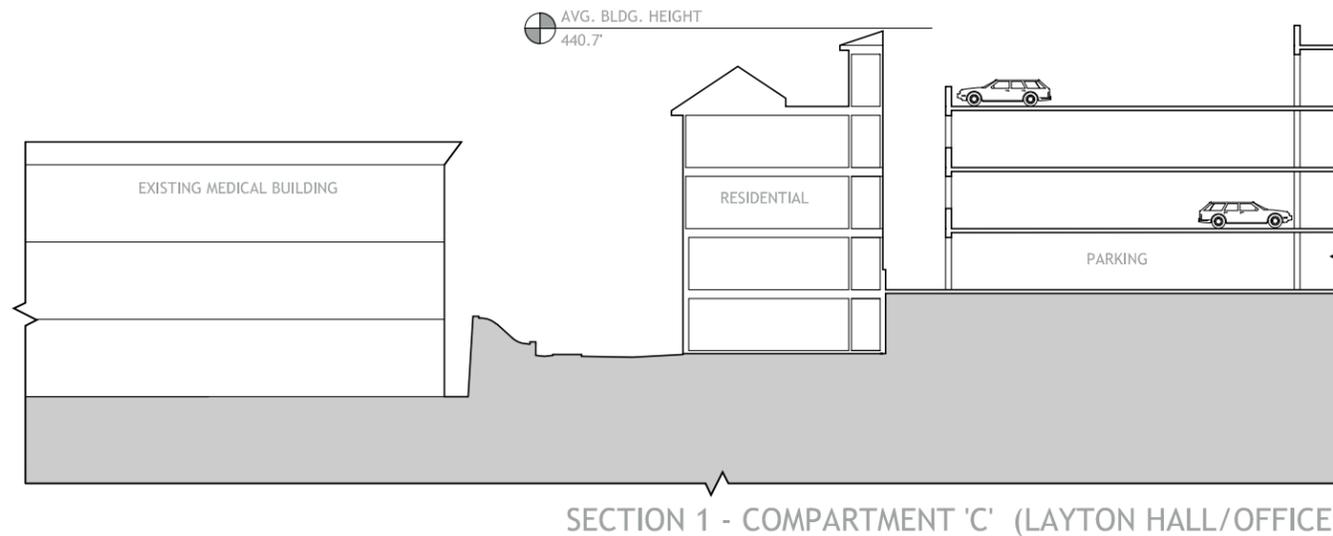
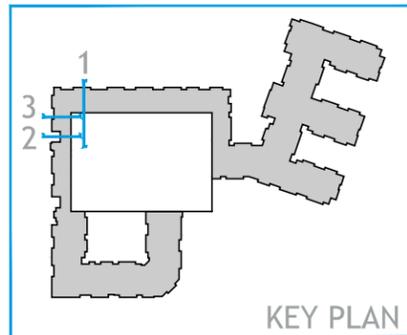
\_\_\_\_\_

Date

# ATTACHMENT - 10D

# Building Sections

University Drive - Fairfax, VA



SCALE: 1/32" = 1'  
11.08.2018



Figure 1: Sign posted at the intersection of University Dr. and Democracy Lane.



Figure 2: Sign posted along Layton Hall Dr.



**City of Fairfax, Virginia**

10455 Armstrong Street · Fairfax, VA 22030-3630  
703-385-7930 · [www.fairfaxva.gov](http://www.fairfaxva.gov)

**COPY**

November 30, 2018

Re: Public Hearing/**Z-18-00114, SE-18-00115**/3807 University Dr./10366, 10368, 10370, 10372, 10374, 10378, 10380, 10382, 10386, 10388, 10390, 10392, 10394, 10396, 10398 Democracy Ln.

Dear Property Owner:

Current City real estate records indicate that you are the owner of land near or adjacent to the property which is the subject of the above-referenced application. Pursuant to City Code Section 110-6.2.5.B.2, **you are hereby notified the City Council of the City of Fairfax, Virginia will hold a public hearing on Tuesday, December 11, 2018 at 7:00 p.m. in City Hall Annex, Room 100, 10455 Armstrong Street, to consider the following:**

**Z-18-00114, SE-18-00115**

Request from Capstone Collegiate Communities, LLC., applicant, by Robert D. Brant, Attorney-in-fact, for consideration of a Zoning Map Amendment (Rezoning) from CR – Commercial Retail and Architectural Control Overlay District to PD-R – Planned Development Residential and Old Town Fairfax Transitional Overlay District, pursuant to City Code Section 110-6.4, and City Code Section 110-6.6 to allow development of multi-family housing, a Comprehensive Plan Amendment from Business-Commercial to Residential-High, a Certificate of Appropriateness for architecture and landscaping pursuant to City Code Section 110-6.5 and a Special Exception to allow a modification of the forty eight (48) foot maximum building height within the Old Town Fairfax Transitional Overlay District pursuant to City Code Section 110-3.7.3.C.2 on the premises known as 3807 University Drive, 10366, 10368, 10370, 10372, 10374, 10378, 10380, 10382, 10386, 10388, 10390, 10392, 10394, 10396, 10398 Democracy Lane and more particularly described as Tax Map Parcel 57-2-20-006A.

All interested parties are invited to attend the public hearing and express their views. All reports will be available five (5) days prior to the meeting dates in the City Clerk's Office, Room 316, City Hall, 10455 Armstrong Street, and on the City of Fairfax webpage at [www.fairfaxva.gov](http://www.fairfaxva.gov). The City will make reasonable accommodations for the disabled upon request received at least five days prior to the meeting; please call 703-385-7930, (TTY 711) for assistance.

If you have questions regarding the application, please call the Zoning Office at 703-385-7820.

Sincerely,

Supriya Chewle, AICP  
Planner II

cc: Jason Sutphin



**City of Fairfax, Virginia**

10455 Armstrong Street · Fairfax, VA 22030-3630  
703-385-7930 · [www.fairfaxva.gov](http://www.fairfaxva.gov)

November 30, 2018

VIA EMAIL TO: [dpzmail@fairfaxcounty.gov](mailto:dpzmail@fairfaxcounty.gov)

Marianne Gardner  
Planning Division  
Fairfax County Dept. of Planning and Zoning  
12055 Government Center Pkwy, Suite 730  
Fairfax, Virginia 22035

Re: Public Hearing/ **Z-18-00114**, **SE-18-00115**/3807 University Drive/10366, 10368, 10370, 10372, 10374, 10378, 10380, 10382, 10386, 10388, 10390, 10392, 10394, 10396, 10398 Democracy Lane.

Pursuant to Section 15.2-2204 (amended) of the Code of Virginia, enclosed is the legal notification for the above-referenced application. For additional information, please call the Department of Community Development and Planning at 703-385-7820 or Alexis El-Hage at [alexis.el-hage@fairfaxva.gov](mailto:alexis.el-hage@fairfaxva.gov)

Sincerely,

A handwritten signature in blue ink, appearing to read 'Supriya Chewle', written over a horizontal line.

Supriya Chewle, AICP  
Planner II

Enclosure

NOTICE OF PUBLIC HEARING  
CITY OF FAIRFAX, VIRGINIA

Notice is hereby given that the City Council of the City of Fairfax at its meeting on Tuesday, December 11, 2018 at 7:00 p.m. in the City Hall Annex, Room 100, 10455 Armstrong Street, will hold a Public Hearing to consider the following:

**Z-18-00114, SE-18-00115**

Request from Capstone Collegiate Communities, LLC., applicant, by Robert D. Brant, Attorney-in-fact, for consideration of a Zoning Map Amendment (Rezoning) from CR – Commercial Retail and Architectural Control Overlay District to PD-R – Planned Development Residential and Old Town Fairfax Transitional Overlay District, pursuant to City Code Section 110-6.4, and City Code Section 110-6.6 to allow development of multi-family housing, a Comprehensive Plan Amendment from Business-Commercial to Residential-High, a Certificate of Appropriateness for architecture and landscaping pursuant to City Code Section 110-6.5 and a Special Exception to allow a modification of the forty eight (48) foot maximum building height within the Old Town Fairfax Transitional Overlay District pursuant to City Code Section 110-6.17 on the premises known as 3807 University Drive, 10366, 10368, 10370, 10372, 10374, 10378, 10380, 10382, 10386, 10388, 10390, 10392, 10394, 10396, 10398 Democracy Lane and more particularly described as Tax Map Parcel 57-2-20-006A.

All interested parties are invited to attend the public hearing and express their views. Staff reports will be available five (5) days prior to the meeting date in the Office of Community Development & Planning, Annex Room 207, City Hall.

Melanie Crowder, City Clerk

11/23/2018

11/30/2018

## Chewle, Supriya

---

**From:** Dodson, Jamie  
**Sent:** Friday, November 30, 2018 12:54 PM  
**To:** ncaine@mcwilliamsballard.com; Perryman, Gary; Balint, Vivki; Hardiman, Tood; Property Manager Providence Square Condominium; Chase, Sandra; Machen, Mark  
**Subject:** Public Hearing Notice/Z-18-00114, SE-18-00115/3807 University Dr./10366, 68, 70, 72, 74, 78, 80, 82, 86, 88, 90, 92, 94, 96, 98 Democracy Ln  
**Attachments:** CC\_3807 University Dr\_Multi Democracy Lane.pdf

Please find attached a copy of the notification of a public hearing to be held on December 11, 2018 for the application referenced above.

Thank you,



**Jamie Dodson**  
*Zoning Technician*  
Community Development and Planning

703-385-7820 **Office** 703-293-7147 **Direct**  
**TTY:711**

[www.fairfaxva.gov](http://www.fairfaxva.gov)



## Chewle, Supriya

---

**From:** Dodson, Jamie  
**Sent:** Friday, November 30, 2018 12:45 PM  
**To:** dpzmail@fairfaxcounty.gov  
**Subject:** Public Hearing Notice/Z-18-00114, SE-18-00115/3807 University Dr./10366, 68, 70, 72, 74, 78, 80, 82, 86, 88, 90, 92, 94, 96, 98 Democracy Ln  
**Attachments:** CC\_3807 University Dr\_Multi Democracy Ln.pdf

Please find the attached legal notification for the application referenced above.

Thank you,



**Jamie Dodson**

*Zoning Technician*

Community Development and Planning

703-385-7820 **Office** 703-293-7147 **Direct**

**TTY:711**

[www.fairfaxva.gov](http://www.fairfaxva.gov)



*Sent via certified mail unless otherwise denoted*

Courthouse Plaza One LLC  
c/o Willco  
7811 Montrose Rd. Suite 200  
Potomac, MD 20854

Donald Mensch (TRS)  
Margaret Mensch (TRS)  
3892 University Drive  
Fairfax, VA 22030

MARIANNE GARDNER  
PLANNING DIVISION  
FAIRFAX CO. DEPT. OF PLANNING AND ZONING  
12055 GOVERNMENT CENTER PKWY, SUITE 730  
FAIRFAX VIRGINIA 22035 **VIA EMAIL**

Doctors Investment Group LLC II  
3801 University Drive  
Fairfax, VA 22030-2503

Mark Kotila  
Catherine Kotila  
3894 University Drive  
Fairfax, VA 22030

MR. GARY PERRYMAN  
11008 WESTMORE DRIVE  
FAIRFAX, VA 22030 **VIA EMAIL**

Seventeenth-Carr Layton Hall LP  
3020 Hamaker Ct. #301  
Fairfax, VA 22031

Michael Welch  
3896 University Drive  
Fairfax, VA 22030

Nick Caine **VIA EMAIL**  
Director of Market Research  
McWilliams/Ballard  
1029 North Royal Street, Suite 301  
Alexandria, VA 22314

Jingren Du  
Tien Ngoc Luc  
10401 Layton Hall Drive  
Fairfax, VA 22030

LR & MM Enterprises LLC  
3441 Preservation Drive  
Fairfax, VA 22031

W&J Enterprises LLC  
13673 Union Village Circle  
Clifton, VA 20124

Old (Olde) Fairfax Mews  
Community Council Inc.  
P.O. Box 9  
Fairfax, VA 22038

Combined Courthouse LLC  
c/o Combined Properties Inc.  
1025 Thomas Jefferson St. NW STE 700 E  
Washington, DC 20007

Joseph Walker  
12022 Lisa Marie Court  
Fairfax, VA 22033-4645

Jeff Waye  
3846 University Drive  
Fairfax, VA 22030

10340 Democracy Lane LLC  
c/o R.L. Travelers & Associates  
P.O. Box 686  
Springfield, VA 22150

The Business Investment Group LLC  
4069 Chain Bridge Road – Top FL  
Fairfax, VA 22030

Gloria Delrahim  
3884 University Drive  
Fairfax, VA 22030

10395 Democracy Lane LLC  
4007 Stonewall Ave  
Fairfax, VA 22032

Paramount Investments LLC  
P.O. Box 862  
Fairfax, VA 22038

Mary Dube  
Nicholas Dube  
3886 University Drive  
Fairfax, VA 22030

Kyung Koo  
Benjamin Koo  
9203 Burnetta Drive  
Annandale, VA 22003

Fogarty Office Group  
3801 Forest Grove Drive  
Fairfax, VA 22003

Ryan Keith  
Anna Smolak  
3888 University Drive  
Fairfax, VA 22030

Keith Hunter  
Miriam Hunter  
10389 Democracy Lane  
Fairfax, VA 22030

Jagtiani Rei Ltd Partn.  
13673 Union Village Circle  
Clifton, VA 20124-2359

Nancy Vander Voort (TRS)  
Vander Voort Family TR  
3890 University Drive  
Fairfax, VA 22030

Metropolitan Comm Church of No VA  
10383 Democracy Lane  
Fairfax, VA 22030

Michael Phu  
Stephanie Phu  
8912 Peoria Court  
Springfield, VA 22153-1650

RC-GP  
5429 Backlick Road  
Springfield, VA 22151

Richard Bolger  
Susan Bolger  
10347 Democracy Lane  
Fairfax, VA 22030

Farrcroft Homeowners Association  
Mr. Todd Hardiman  
10082 Daniels Run Way  
Fairfax, VA 22030

Jobs Discovery Inc.  
10343 Democracy Lane #A  
Fairfax, VA 22030

3900 University Association LC  
3975 University Drive #320  
Fairfax, VA 22030

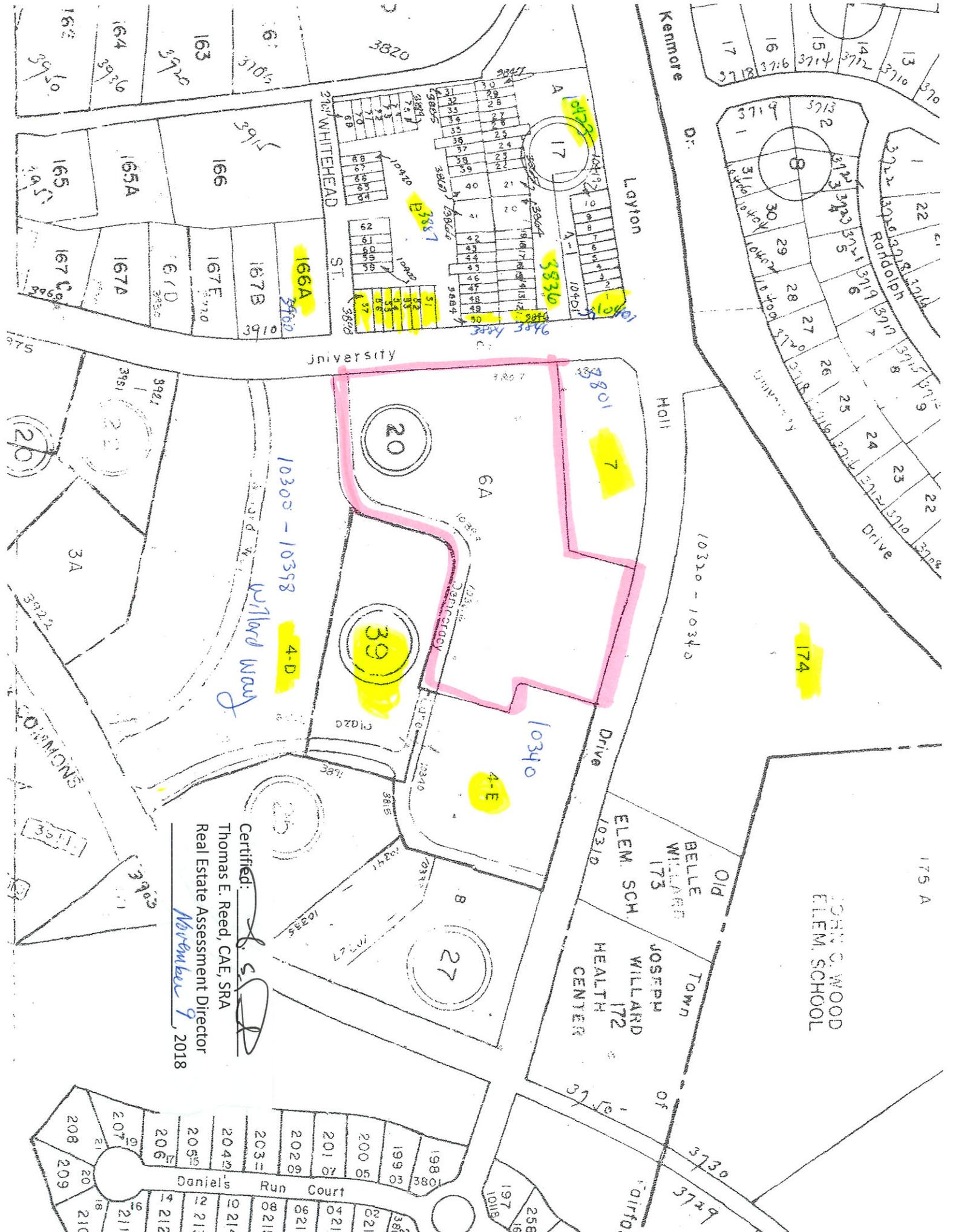
Providence Square Condominium  
Ms. Amanda Hatton, Prop. Mgr.  
Providence Square Condo Office  
10328 Sager Avenue  
Fairfax, VA 22030

Jobs Discovery Inc.  
10345 Democracy Lane  
Fairfax, VA 22030

Madison Mews Homeowners Assoc.  
Ms. Vicki Balint  
3915 Chain Bridge Road  
Fairfax, VA 22030

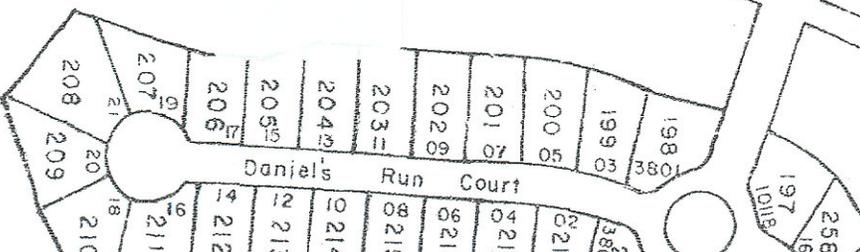
Olde Fairfax Mews Community Council Inc.  
Dr. Sandra Chase  
10418 Whitehead Street  
Fairfax, VA 22030

Windy Hill Owners Association  
Mr. Mark Machen  
3571 Sharpes Meadow Lane  
Fairfax, VA 22030



Certified:   
 Thomas E. Reed, CAE, SRA  
 Real Estate Assessment Director  
 November 9, 2018

Daniel's Run Court



**Lyndhurst Condominium Association** [See website](#)

Mr. Gurdeep Sohi  
13406 Point Pleasant Drive  
Chantilly, VA 20151  
703-503-9666  
[gurdeepss@gmail.com](mailto:gurdeepss@gmail.com)

**Madison Mews Homeowners Association**

Ms. Vicki Balint  
3915 Chain Bridge Road  
Fairfax, VA 22030  
602-320-8060  
[vickibalint@mac.com](mailto:vickibalint@mac.com)

**Main Street Green Condominium Association** [See website](#)

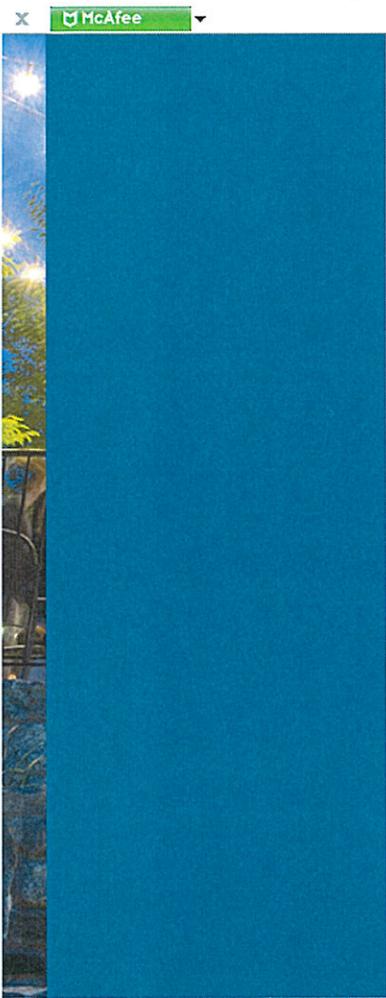
Mr. Jimmy Melendez, Property Manager  
10570 Main Street  
Fairfax, VA 22030  
(703) 591-6520  
[manager@mainstreetcondo.org](mailto:manager@mainstreetcondo.org)

**Maple Trace Homeowners Association**

Mr. Kevin Weir  
P.O. Box 3266  
Fairfax, VA 22038  
[kevinweir@aol.com](mailto:kevinweir@aol.com)

**Mason Oaks Homeowner Association**

Dr. Matt Rice  
4272 Mason Oaks Court



703-352-1341  
[vwood4@verizon.net](mailto:vwood4@verizon.net)

**Fairview Citizens Association**  
Mr. Giuseppe Carabelli  
3724 Tedrich Boulevard  
Fairfax, VA 22031  
571-224-2730  
[italy2world@gmail.com](mailto:italy2world@gmail.com)

**Farrcroft Homeowners' Association** [See website](#)  
Mr. Todd Hardiman  
10082 Daniels Run Way  
Fairfax, VA 22030  
703-591-4666  
[thfarrcroft@cox.net](mailto:thfarrcroft@cox.net)

**Foxcroft Colony Condominium** [See website](#)  
Mr. Bruce Long  
9483-A Fairfax Boulevard  
Fairfax, VA 22031  
703-691-4060  
[foxcroftcolony@verizon.net](mailto:foxcroftcolony@verizon.net)

**Great Oaks Homeowners Association** [See website](#)  
Mr. Iain Williamson  
9935 Great Oaks Way  
Fairfax, VA 22030  
703-362-2926  
[iainldwilliamson@hotmail.com](mailto:iainldwilliamson@hotmail.com)

Fairfax, VA, 22030

703-383-0283

[Jon@JonStehle.com](mailto:Jon@JonStehle.com)

**Pickett's Reserve** [See website](#)

Mr. Richard Cardinale

9510 Shelley Krasnow Lane

Fairfax, VA 22031

703-383-8325

[HOA-Board@pickettsreserve.org](mailto:HOA-Board@pickettsreserve.org)

**Providence Square Condominium**

Ms. Amanda Hatton, Property Manager

Providence Square Condominium Office

10328 Sager Avenue

Fairfax, VA 22030

703-273-5746

[providence.square@verizon.net](mailto:providence.square@verizon.net)

**Preserve at Great Oaks Homeowners Association**

Mr. Kevin Allexon

3303 Preserve Oaks Court

Fairfax, VA 22030

571-257-9777

[kevin.allexon@gmail.com](mailto:kevin.allexon@gmail.com)

**Railroad Court Homeowners Association**

Mr. M. E. Buck Watkins

10606 Railroad Court

Fairfax VA 22030

703-789-0509  
[mosbywoodscommunityassociation@gmail.com](mailto:mosbywoodscommunityassociation@gmail.com)

**Mosby Woods Condominium Association**

Mr. R. Jerome Brown  
10173 Mosby Woods Drive  
Fairfax, VA 22030  
571-251-9179  
[brwnjer@yahoo.com](mailto:brwnjer@yahoo.com)

**Old Lee Hills Civic Association**

Mr. Jim Gillespie  
3604 Colony Road  
Fairfax, VA 22030  
703-352-4857  
[jamesmgillespie@verizon.net](mailto:jamesmgillespie@verizon.net)

**Olde Fairfax Mews Community Council, Inc.**

Dr. Sandra M. Chase  
10418 Whitehead Street  
Fairfax, VA 22030  
703-273-5250  
[smchase1@verizon.net](mailto:smchase1@verizon.net)

**Oxford Row Civic Association**

Mr. Jon Stehle  
11110 Snughaven Lane  
Fairfax, VA, 22030  
703-383-0283  
[Jon@JonStehle.com](mailto:Jon@JonStehle.com)

703-273-6454  
[the\\_links@verizon.net](mailto:the_links@verizon.net)

**Westmore Association**  
Mr. Bob Paskow  
10919 Oakwood Drive  
Fairfax, VA 22030  
301-922-8772  
[Paskow@gmail.com](mailto:Paskow@gmail.com)

**Windy Hill Owners Association**  
Mr. Mark Machen  
3571 Sharpes Meadow Lane  
Fairfax, VA 22030  
703-385-8927  
[machen5@verizon.net](mailto:machen5@verizon.net)

**Wren's Courtyard**  
Mr. Tom Abbey  
10203 Wrens Court  
Fairfax, VA 22032  
703-352-1234  
[Abbeytom@yahoo.com](mailto:Abbeytom@yahoo.com)

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION FOR APPROVAL OF AN AMENDMENT OF THE COMPREHENSIVE PLAN OF THE CITY OF FAIRFAX, VIRGINIA TO CHANGE THE FUTURE LAND USE MAP FROM BUSINESS-COMMERCIAL TO RESIDENTIAL-HIGH AS DEPICTED ON THE ATTACHED EXHIBIT FOR THE PROPERTY IDENTIFIED AS CITY OF FAIRFAX TAX MAP PARCEL 57-2-20-006A.

WHEREAS, Capstone Collegiate Communities, LLC., has requested an amendment to change the designation of the City of Fairfax Comprehensive Plan Future Land Use Map for City of Fairfax tax map parcel 57-2-20-006A from Business-Commercial to Residential-High; and

WHEREAS, the City Council has carefully considered the proposed amendment, as well as testimony and other evidence received at the public hearing, the recommendation from the Planning Commission and the recommendation from City staff report; and

WHEREAS, the Planning Commission on November 19, 2018 adopted a resolution, pursuant to §15.2-2225 of the Code of Virginia, recommending approval of the amendment to the Comprehensive Plan; and

WHEREAS, the City Council has determined that the proposed amendment is proper, in accordance with the applicable provisions of law, and should be approved;

NOW, THEREFORE BE IT RESOLVED, that the City Council does hereby approve the amendment to the City of Fairfax Comprehensive Plan Future Land Use Map from the current designation for tax map parcel 57-2-20-006A as Business-Commercial to the proposed designation for said parcel as Residential – High as depicted on the attached exhibit.

This resolution shall be effective as provided by law.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Date

The motion to adopt the resolution was approved \_\_\_\_.

Votes

- Councilmember DeMarco \_\_\_\_\_
- Councilmember Lim \_\_\_\_\_
- Councilmember Miller \_\_\_\_\_
- Councilmember Passey \_\_\_\_\_
- Councilmember Stehle \_\_\_\_\_
- Councilmember Yi \_\_\_\_\_

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION FOR DENIAL OF AN AMENDMENT OF THE COMPREHENSIVE PLAN OF THE CITY OF FAIRFAX, VIRGINIA TO CHANGE THE FUTURE LAND USE MAP FROM BUSINESS-COMMERCIAL TO RESIDENTIAL-HIGH AS DEPICTED ON THE ATTACHED EXHIBIT FOR THE PROPERTY IDENTIFIED AS CITY OF FAIRFAX TAX MAP PARCEL 57-2-20-006A.

WHEREAS, Capstone Collegiate Communities, LLC., has requested an amendment to change the designation of the City of Fairfax Comprehensive Plan Future Land Use Map for City of Fairfax tax map parcel 57-2-20-006A from Business-Commercial to Residential-High; and

WHEREAS, the City Council has carefully considered the proposed amendment, as well as testimony and other evidence received at the public hearing, the recommendation from the Planning Commission and the recommendation from City staff report; and

WHEREAS, the Planning Commission on November 19, 2018 adopted a resolution, pursuant to §15.2-2225 of the Code of Virginia, recommending approval of the amendment to the Comprehensive Plan; and

WHEREAS, the City Council has determined that the proposed amendment is improper, and not in accordance with the applicable provisions of law, and should be denied;

NOW, THEREFORE BE IT RESOLVED, that the City Council does hereby deny the amendment to the City of Fairfax Comprehensive Plan Future Land Use Map from the current designation for tax map parcel 57-2-20-006A as Business-Commercial to the proposed designation for said parcel as Residential – High as depicted on the attached exhibit.

This resolution shall be effective as provided by law.

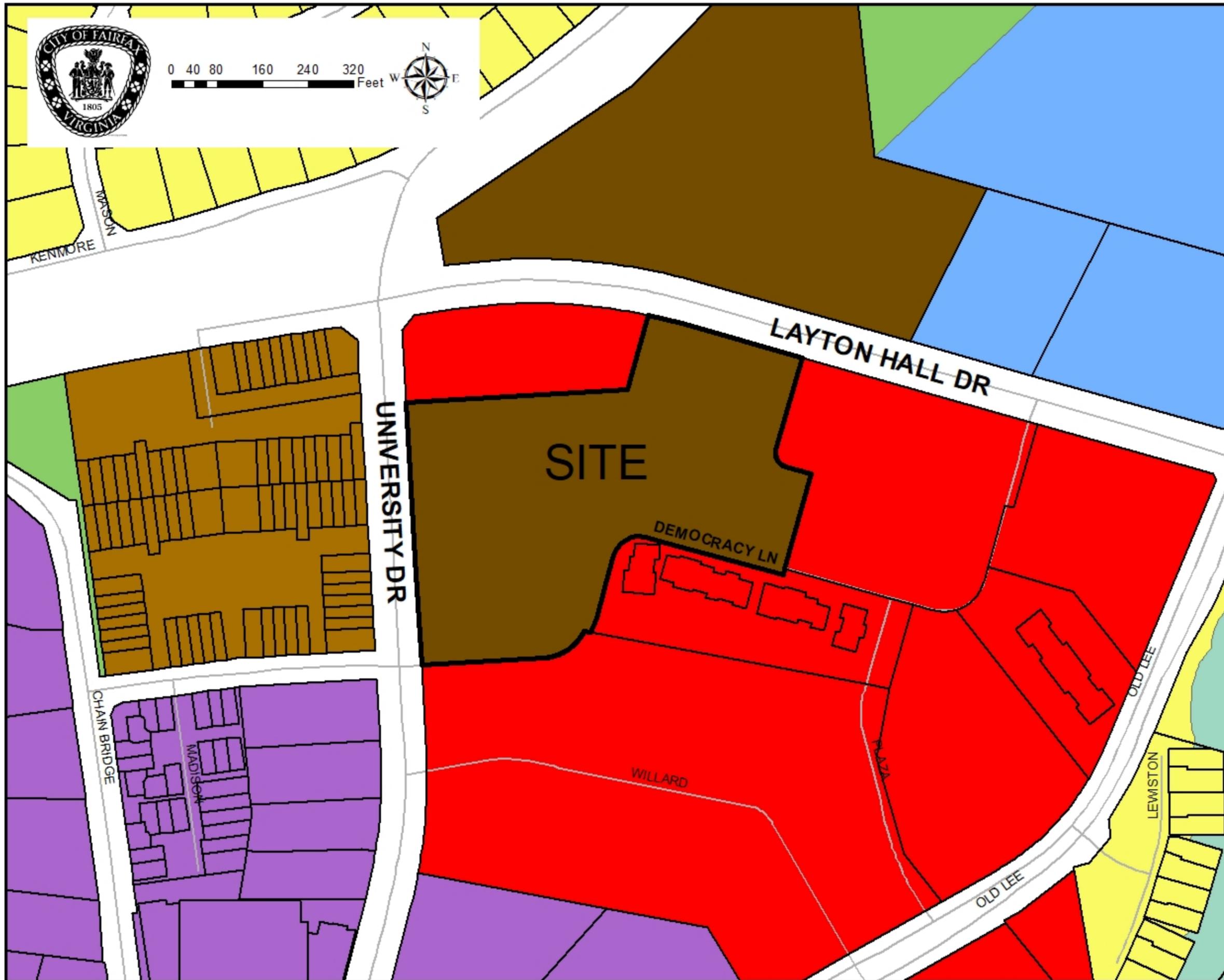
\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Date

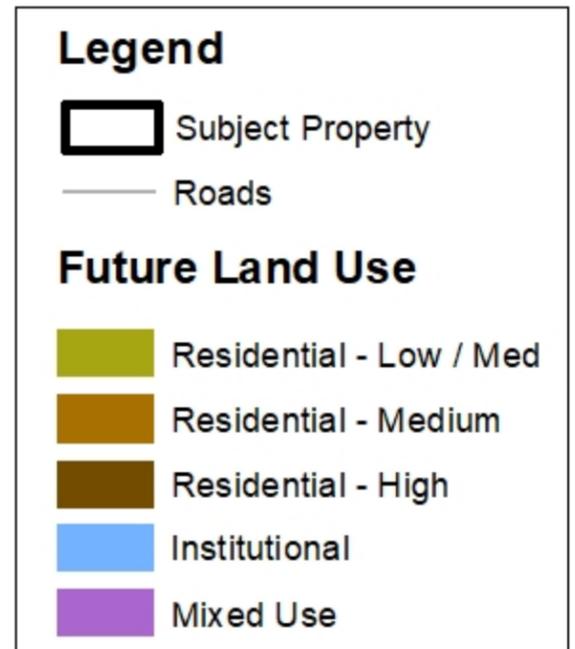
The motion to adopt the resolution was approved \_\_\_\_.

Votes

- Councilmember DeMarco \_\_\_\_\_
- Councilmember Lim \_\_\_\_\_
- Councilmember Miller \_\_\_\_\_
- Councilmember Passey \_\_\_\_\_
- Councilmember Stehle \_\_\_\_\_
- Councilmember Yi \_\_\_\_\_



**COMPREHENSIVE PLAN  
AMENDMENT  
EXHIBIT**



## ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE TO AMEND THE ZONING MAP OF THE CITY OF FAIRFAX, VIRGINIA TO RECLASSIFY FROM CR – COMMERCIAL RETAIL AND ARCHITECTURAL CONTROL OVERLAY DISTRICT TO PD-R – PLANNED DEVELOPMENT RESIDENTIAL AND OLD TOWN FAIRFAX TRANSITION OVERLAY DISTRICT; ON THE LAND KNOWN AS 3807 UNIVERSITY DRIVE, 10366, 10368, 10370, 10372, 10374, 10378, 10380, 10382, 10386, 10388, 10390, 10392, 10394, 10396, 10398 DEMOCRACY LANE AND MORE PARTICULARLY DESCRIBED AS TAX MAP PARCEL 57-2-20-006A.**

WHEREAS, Capstone Collegiate Communities, L.L.C By Robert D. Brant, Attorney/Agent, submitted application No. Z-18-00114 requesting a change in the zoning classification from CR – Commercial Retail and Architectural Control Overlay District to PD-R – Planned Development Residential and Old Town Fairfax Transition Overlay District, for the parcel identified above, and more specifically described as

BEGINNING AT A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF LAYTON HALL DRIVE, AN 80 FOOT RIGHT-OF-WAY, SAID POINT ALSO BEING THE NORTHEASTERLY CORNER OF PARCEL 7, COURTHOUSE PLAZA;

THENCE, WITH THE SOUTHERLY RIGHT-OF-WAY LINE OF LAYTON HALL DRIVE THE FOLLOWING TWO (2) COURSES AND DISTANCES:

WITH A CURVE TO THE RIGHT HAVING A RADIUS OF 955.24 FEET, AN ARC LENGTH OF 60.04 FEET, A CENTRAL ANGLE OF 03°36'04", A CHORD BEARING OF S 76°09'37" E AND A CHORD LENGTH OF 60.04 FEET TO A POINT;

S 74°21'36" E A DISTANCE OF 220.01 FEET TO A POINT, SAID POINT BEING THE NORTHWESTERLY CORNER OF PARCEL 4-E, COURTHOUSE PLAZA;

THENCE, DEPARTING THE SOUTHERLY RIGHT-OF-WAY LINE OF LAYTON HALL DRIVE AND WITH THE WESTERLY LINE OF PARCEL 4-E, COURTHOUSE PLAZA AND CONTINUING WITH PARCEL 4-D, COURTHOUSE PLAZA THE FOLLOWING NINE (9) COURSES AND DISTANCES:

S 15°38'24" W A DISTANCE OF 167.78 FEET TO A POINT;

WITH A CURVE TO THE LEFT HAVING A RADIUS OF 24.00 FEET, AN ARC LENGTH OF 37.70 FEET, A CENTRAL ANGLE OF 90°00'00", A CHORD BEARING OF S 29°21'36" E AND A CHORD LENGTH OF 33.94 FEET TO A POINT;

S 74°21'36" E A DISTANCE OF 47.00 FEET TO A POINT;

S 15°38'24" W A DISTANCE OF 173.00 FEET TO A POINT;

N 74°21'36" W A DISTANCE OF 246.00 FEET TO A POINT;

WITH A CURVE TO THE LEFT HAVING A RADIUS OF 62.00 FEET, AN ARC LENGTH OF 97.39 FEET, A CENTRAL ANGLE OF 90°00'00", A CHORD BEARING OF S 60°38'24" W AND A CHORD LENGTH OF 87.68 FEET TO A POINT;

S 15°38'24" W A DISTANCE OF 124.34 FEET TO A POINT;  
WITH A CURVE TO THE RIGHT HAVING A RADIUS OF 83.00 FEET, AN ARC LENGTH OF 102.85 FEET, A CENTRAL ANGLE OF 70°59'51", A CHORD BEARING OF S 51°08'19" W AND A CHORD LENGTH OF 96.39 FEET TO A POINT;

S 86°38'15" W A DISTANCE OF 216.38 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF UNIVERSITY DRIVE, AN 80 FOOT RIGHT-OF-WAY;

THENCE, DEPARTING PARCEL 4-D, COURTHOUSE PLAZA AND WITH THE EASTERLY RIGHT-OF-WAY LINE OF UNIVERSITY DRIVE N 03°21'45" W A DISTANCE OF 460.72 FEET TO A POINT, SAID POINT BEING THE SOUTHWESTERLY CORNER OF THE AFOREMENTIONED PARCEL 7, COURTHOUSE PLAZA;

THENCE, DEPARTING THE EASTERLY RIGHT-OF-WAY LINE OF UNIVERSITY DRIVE AND WITH THE SOUTHERLY AND EASTERLY LINE OF PARCEL 7, COURTHOUSE PLAZA THE FOLLOWING TWO (2) COURSES AND DISTANCES:

N 86°38'15" E A DISTANCE OF 388.76 FEET TO A POINT;

N 15°38'24" E A DISTANCE OF 135.98 FEET TO THE POINT OF BEGINNING.

**CONTAINING AN AREA OF 268,123 SQUARE FEET OR 6.15527 ACRES, MORE OR LESS.**

WHEREAS, the City Council has carefully considered the application, the submitted Master Development Plan, the recommendation of the Planning Commission, the recommendation of staff, and the testimony received at public hearing; and

WHEREAS, the City Council has determined that the proposed rezoning is proper and in accordance with the Comprehensive Plan as well as with the pertinent provisions set forth in the Code of Virginia and the Code of the City of Fairfax, Virginia;

NOW, THEREFORE BE IT ORDAINED that the above described property be rezoned from CR – Commercial Retail and Architectural Control Overlay District to PD-R – Planned Development Residential and Old Town Fairfax Transition Overlay District, subject to the Master Development Plan dated November 20, 2018;

BE IT FURTHER ORDAINED, that the above application package and Master Development Plan be approved;

The Zoning Administrator of the City is hereby directed to modify the Zoning Map to show the changes in the zoning of these premises, and the Clerk of the Council is directed to transmit duly certified copies of this ordinance to the applicant, Zoning Administrator, and to the Planning Commission of this City as soon as possible.

This ordinance shall be effective as provided by law.  
Planning Commission hearing: November 19, 2018  
City Council hearing: December 11, 2018  
Adopted: December 11, 2018

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Date

ATTEST:

\_\_\_\_\_  
City Clerk

The motion to adopt the ordinance was approved \_\_\_\_\_.

	Vote
Councilmember DeMarco	_____
Councilmember Lim	_____
Councilmember Miller	_____
Councilmember Passey	_____
Councilmember Stehle	_____
Councilmember Yi	_____

City Council  
City of Fairfax

**PROPOSED RESOLUTION 2018 - \_\_\_\_\_**  
**APPROVAL**

RESOLUTION TO APPROVE THE REQUEST OF CAPSTONE COLLEGIATE COMMUNITIES, LLC, BY ROBERT D. BRANT, ATTORNEY/AGENT, FOR A SPECIAL EXCEPTION TO THE CITY CODE TO:

- ALLOW A MODIFICATION OF THE FORTY EIGHT (48) FOOT MAXIMUM BUILDING HEIGHT WITHIN THE OLD TOWN FAIRFAX TRANSITIONAL OVERLAY DISTRICT PURSUANT TO CITY CODE SECTION 110-6.17

ON THE PROPERTY IDENTIFIED AS CITY OF FAIRFAX TAX MAP PARCEL 57-2-20-006A.

WHEREAS, Capstone Collegiate Communities, LLC, by Robert D. Brant, attorney/agent, has submitted Application No. SE-18-00115 requesting Special Exceptions to the City Code as listed above; and

WHEREAS, City Council has carefully considered the application, the recommendation from Staff, and testimony received at the public hearing; and

WHEREAS, City Council has determined that the proposed Special Exceptions are appropriate because the proposal meets the requisites established by City of Fairfax Code Section 110-6.17 for the following reasons:

1. The proposal ensures the same general level of land use compatibility as the otherwise applicable standards;
2. The proposal does not materially and adversely affect adjacent land uses and the physical character of uses in the immediate vicinity of the proposed development because of inadequate transitioning, screening, setbacks and other land use considerations;
3. The proposal is generally consistent with the purposes and intent of the city code and the comprehensive plan;
4. The proposal is based on the physical constraints and land use specifics, rather than on economic hardship of the applicant.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Fairfax on this 11<sup>TH</sup> day of December, 2018, that Application No. SE-18-00115 be and hereby is APPROVED, as requested, with the following conditions (as may be provided by City Council).

The motion to adopt the resolution was approved \_\_\_\_.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Date

Votes

Councilmember DeMarco	_____
Councilmember Lim	_____
Councilmember Miller	_____
Councilmember Passey	_____
Councilmember Stehle	_____
Councilmember Yi	_____

City Council  
City of Fairfax

**PROPOSED RESOLUTION 2018 - \_\_\_\_\_**  
**DENIAL**

RESOLUTION TO DENY THE REQUEST OF CAPSTONE COLLEGIATE COMMUNITIES, LLC, BY ROBERT D. BRANT, ATTORNEY/AGENT, FOR A SPECIAL EXCEPTION TO THE CITY CODE TO:

- ALLOW A MODIFICATION OF THE FORTY EIGHT (48) FOOT MAXIMUM BUILDING HEIGHT WITHIN THE OLD TOWN FAIRFAX TRANSITIONAL OVERLAY DISTRICT PURSUANT TO CITY CODE SECTION 110-6.17

ON THE PROPERTY IDENTIFIED AS CITY OF FAIRFAX TAX MAP PARCEL 57-2-20-006A.

WHEREAS, Capstone Collegiate Communities, LLC, by Robert D. Brant, attorney/agent, has submitted Application No. SE-18-00115 requesting Special Exceptions to the City Code as listed above; and

WHEREAS, City Council has carefully considered the application, the recommendation from Staff and testimony received at the public hearing; and

WHEREAS, City Council has determined that the proposed Special Exceptions are not appropriate because the proposal does not meet the requisites established by City of Fairfax Code Section 110-6.17 for the following reasons:

**[City Council should choose one or more of the following as appropriate:]**

1. The proposal does not ensure the same general level of land use compatibility as the otherwise applicable standards;
2. The proposal materially and adversely affects adjacent land uses and the physical character of uses in the immediate vicinity of the proposed development because of inadequate transitioning, screening, setbacks and other land use considerations;
3. The proposal is not consistent with the purposes and intent of the city code and the comprehensive plan;
4. The proposal is not based on the physical constraints and land use specifics, rather than on economic hardship of the applicant.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Fairfax on this 11<sup>TH</sup> day of December, 2018, that Application No. SE-18-00115 be and hereby is DENIED.

The motion to adopt the resolution was approved \_\_\_\_\_.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Date

Votes

Councilmember DeMarco	_____
Councilmember Lim	_____
Councilmember Miller	_____
Councilmember Passey	_____
Councilmember Stehle	_____
Councilmember Yi	_____

**15. MOTIONS:**

**ATTACHMENTS: [If the City Council agrees with the staff recommendation, then Motions 15A, 15C, 15E and 15G are appropriate]**

15A. Motion to approve the Comprehensive Plan Amendment.

15B. Motion to deny the Comprehensive Plan Amendment.

15C. Motion to approve the Zoning Map Amendment (rezoning).

15D. Motion to deny of the Zoning Map Amendment (rezoning).

15E. Motion to approve the Special Exception.

15F. Motion to deny the Special Exception.

15G. Motion to approve the Certificate of Appropriateness.

15H. Motion to deny the Certificate of Appropriateness.

**COMPREHENSIVE PLAN AMENDMENT**

**APPROVAL  
(Recommended by Staff)**

I MOVE THAT THE CITY COUNCIL ADOPT THE ATTACHED RESOLUTION TO APPROVE AN AMENDMENT OF THE COMPREHENSIVE PLAN OF THE CITY OF FAIRFAX, VIRGINIA TO CLASSIFY AS RESIDENTIAL - HIGH ON THE FUTURE LAND USE MAP; ON THE LAND KNOWN AS 3807 UNIVERSITY DRIVE, 10366, 10368, 10370, 10372, 10374, 10378, 10380, 10382, 10386, 10388, 10390, 10392, 10394, 10396, 10398 DEMOCRACY LANE AND MORE PARTICULARLY DESCRIBED AS TAX MAP PARCEL 57-2-20-006A.

**COMPREHENSIVE PLAN AMENDMENT**

**DENIAL**

I MOVE THAT THE CITY COUNCIL DISAPPROVE THE PROPOSED AMENDMENT OF THE COMPREHENSIVE PLAN OF THE CITY OF FAIRFAX, VIRGINIA TO CLASSIFY AS RESIDENTIAL - HIGH ON THE FUTURE LAND USE MAP; ON THE LAND KNOWN AS 3807 UNIVERSITY DRIVE, 10366, 10368, 10370, 10372, 10374, 10378, 10380, 10382, 10386, 10388, 10390, 10392, 10394, 10396, 10398 DEMOCRACY LANE AND MORE PARTICULARLY DESCRIBED AS TAX MAP PARCEL 57-2-20-006A, FOR THE FOLLOWING REASON(S):

[CITY COUNCIL TO PROVIDE REASON(S)]

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**Rezoning Z-18-00114**

**APPROVAL  
(Recommended by Staff)**

BASED ON THE PUBLIC CONVENIENCE, WELFARE AND GOOD ZONING PRACTICE, WITH RESPECT TO REZONING APPLICATION Z-18-00114, WHICH HAS BEEN FILED FOR THE LAND KNOWN AS 3807 UNIVERSITY DRIVE, 10366, 10368, 10370, 10372, 10374, 10378, 10380, 10382, 10386, 10388, 10390, 10392, 10394, 10396, 10398 DEMOCRACY LANE AND MORE PARTICULARLY DESCRIBED AS TAX MAP PARCEL 57-2-20-006A, I MOVE THAT THE CITY COUNCIL ADOPT THE ATTACHED ORDINANCE FOR APPLICATION Z-18-00114 TO REZONE THE SUBJECT PROPERTY FROM CR – COMMERCIAL RETAIL AND ARCHITECTURAL CONTROL OVERLAY DISTRICT TO PD-R – PLANNED DEVELOPMENT RESIDENTIAL AND OLD TOWN FAIRFAX TRANSITION OVERLAY DISTRICT TO ALLOW DEVELOPMENT OF THE SUBJECT PROPERTY IN COMPLIANCE WITH THE MASTER DEVELOPMENT PLAN AND NARRATIVE AND SUMMARY OF COMMITMENTS, WHICH HAS BEEN PREPARED AND SUBMITTED BY THE APPLICANT.

**Rezoning Z-18-00114**

**DENIAL**

BASED ON THE PUBLIC CONVENIENCE, WELFARE AND GOOD ZONING PRACTICE, WITH RESPECT TO REZONING APPLICATION Z-18-00114, WHICH HAS BEEN FILED FOR THE LAND KNOWN AS 3807 UNIVERSITY DRIVE, 10366, 10368, 10370, 10372, 10374, 10378, 10380, 10382, 10386, 10388, 10390, 10392, 10394, 10396, 10398 DEMOCRACY LANE AND MORE PARTICULARLY DESCRIBED AS TAX MAP PARCEL 57-2-20-006A, , I MOVE THAT THE CITY COUNCIL DENY REZONING APPLICATION Z-18-00114 TO REZONE THE SUBJECT PROPERTY FROM CR – COMMERCIAL RETAIL AND ARCHITECTURAL CONTROL OVERLAY DISTRICT TO PD-R – PLANNED DEVELOPMENT RESIDENTIAL AND OLD TOWN FAIRFAX TRANSITION OVERLAY DISTRICT FOR THE FOLLOWING REASONS:

(City Council may choose one or more grounds from the following sample reasons or may craft additional reasons supporting denial)

- The applicant’s proposal, as set forth in the Master Development Plan, is not in conformance with the Comprehensive Plan and other adopted City goals and policies;
  - The applicant’s proposal, as set forth in the Master Development Plan, will adversely impact the safety and movement of vehicular traffic upon adjacent streets;
  - The density of the applicant’s proposal, as set forth the Master Development Plan, is incompatible with and will adversely impact adjacent properties and the surrounding neighborhood;
  - The applicant’s proposal, as set forth in the Master Development Plan, will adversely impact the health, safety and welfare of residents living in the vicinity of the subject property.
-

**Special Exception SE-18-00115**

**APPROVAL  
(Recommended by Staff)**

I MOVE THAT THE CITY COUNCIL ADOPT THE ATTACHED RESOLUTION TO APPROVE THE REQUEST OF CAPSTONE COLLEGIATE COMMUNITIES, L.L.C BY ROBERT D. BRANT, ATTORNEY/AGENT FOR A SPECIAL EXCEPTION TO ALLOW A MODIFICATION OF THE FORTY EIGHT (48) FOOT MAXIMUM BUILDING HEIGHT WITHIN THE OLD TOWN FAIRFAX TRANSITION OVERLAY DISTRICT PURSUANT TO CITY CODE SECTION 110-6.17; ON THE LAND KNOWN AS 3807 UNIVERSITY DRIVE, 10366, 10368, 10370, 10372, 10374, 10378, 10380, 10382, 10386, 10388, 10390, 10392, 10394, 10396, 10398 DEMOCRACY LANE AND MORE PARTICULARLY DESCRIBED AS TAX MAP PARCEL 57-2-20-006A.

**Special Exception SE-18-00115**

**DENIAL**

I MOVE THAT THE CITY COUNCIL DENY THE REQUEST OF CAPSTONE COLLEGIATE COMMUNITIES, L.L.C BY ROBERT D. BRANT, ATTORNEY/AGENT FOR A SPECIAL EXCEPTION TO ALLOW A MODIFICATION OF THE FORTY EIGHT (48) FOOT MAXIMUM BUILDING HEIGHT WITHIN THE OLD TOWN FAIRFAX TRANSITION OVERLAY DISTRICT PURSUANT TO CITY CODE SECTION 110-6.17; ON THE LAND KNOWN AS 3807 UNIVERSITY DRIVE, 10366, 10368, 10370, 10372, 10374, 10378, 10380, 10382, 10386, 10388, 10390, 10392, 10394, 10396, 10398 DEMOCRACY LANE AND MORE PARTICULARLY DESCRIBED AS TAX MAP PARCEL 57-2-20-006A FOR THE FOLLOWING REASON(S):

[CITY COUNCIL TO PROVIDE REASON(S)]

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**Certificate of Appropriateness BAR-18-00746**

**APPROVAL  
(Recommended by Staff)**

I MOVE THAT THE CITY COUNCIL APPROVE THE REQUEST OF CAPSTONE COLLEGIATE COMMUNITIES, L.L.C BY ROBERT D. BRANT, ATTORNEY/AGENT, FOR A CERTIFICATE OF APPROPRIATENESS, IN ACCORDANCE WITH SECTION 110-6.5.6.B OF THE CITY CODE; ON THE LAND KNOWN AS 3807 UNIVERSITY DRIVE, 10366, 10368, 10370, 10372, 10374, 10378, 10380, 10382, 10386, 10388, 10390, 10392, 10394, 10396, 10398 DEMOCRACY LANE AND MORE PARTICULARLY DESCRIBED AS TAX MAP PARCEL 57-2-20-006A, SUBJECT TO THE FOLLOWING CONDITIONS (AS MAY BE AMENDED BY CITY COUNCIL):

- 1) Additional wall sconces shall be installed across the northern elevation of the western portion of the building.
  - 2) All light fixtures shall have an LED lighting source and emit light with a soft white color temperature.
  - 3) All exterior vents, pipes, downspouts, and similar features shall be painted to match the surrounding wall surface.
  - 4) Consideration should be given to installation of public art in the seating areas along University Drive and the plaza outside of the leasing office and amenity space at the corner of University Drive and Democracy lane, to be reviewed by staff for a Minor Certificate of Appropriateness for size and placement, and by the Commission on the Arts for content.
  - 5) The applicant shall secure a Minor Certificate of Appropriateness for signage on the subject property that is visible from the public rights-of-way, consistent with the provisions of the City of Fairfax Design Guidelines for signs in the TOD.
  - 6) Metal elements, i.e. railings and balconies, shall be black.
  - 7) The proposed construction, materials, and landscaping shall be in substantial conformance with the review materials received by staff and modified through the date of this meeting, except as further modified by the Board of Architectural Review, the Director of Community Development and Planning, the Building Official, or Zoning as necessary.
-

**Certificate of Appropriateness BAR-18-00746**

**DENIAL**

I MOVE THAT THE CITY COUNCIL DENY THE REQUEST OF CAPSTONE COLLEGIATE COMMUNITIES, L.L.C BY ROBERT D. BRANT, ATTORNEY/AGENT, FOR A CERTIFICATE OF APPROPRIATENESS, IN ACCORDANCE WITH SECTION 110-6.5.6.B OF THE CITY CODE; ON THE LAND KNOWN AS 3807 UNIVERSITY DRIVE, 10366, 10368, 10370, 10372, 10374, 10378, 10380, 10382, 10386, 10388, 10390, 10392, 10394, 10396, 10398 DEMOCRACY LANE AND MORE PARTICULARLY DESCRIBED AS TAX MAP PARCEL 57-2-20-006A, FOR THE FOLLOWING REASON(S):

**[City Council should choose one or more of the following as appropriate:]**

1. The proposal is not consistent with the applicable provisions of the City Code or the City of Fairfax Design Guidelines.
2. The proposal does not exhibit a combination of architectural elements, including design, line, mass, dimension, color, material, texture, lighting, landscaping, roof line, or height conforming to accepted architectural principles or exhibit external characteristics of demonstrated architectural aesthetic durability.