



Board of Architectural Review

DATE: May 6, 2020
TO: Board of Architectural Review Chair and Members
THROUGH: Jason Sutphin, Community Development Division Chief *JDS*
FROM: Tommy Scibilia, BAR Liaison *TS*
SUBJECT: **Brown's Mazda**

ATTACHMENTS: 1. Relevant Regulations
2. Meeting Minutes January 15, 2020
3. Plans Package
4. Northfax West Plans

Nature of Request

1. Case Number:	BAR-19-00788
2. Addresses:	10570 Fairfax Boulevard, tax map parcels 57 2 02 010 and 57 2 02 009
3. Request:	Dealership redevelopment and site improvements
4. Applicant:	Gordon Riddle
5. Applicant's Representative:	John L. McBride
6. Status of Representative:	Agent
7. Zoning:	CR Commercial Retail, Architectural Control Overlay District

BACKGROUND

The two properties making up the subject site are located on the north side of Fairfax Boulevard in the Northfax Activity Center as defined by the 2035 Comprehensive Plan. Brown's Fairfax Mazda car dealership and vehicle service garages operate at this location. The site was developed in 1961 and changed ownership in 1993, but has continually operated as a car dealership. Additions to the main building and new freestanding buildings were constructed onsite in 1968, 1981, and 1993. In 2004, the BAR approved modifications to update the exterior of the main dealership building, including an enhanced roofline, façade materials, and colors, but the modifications were never implemented. Photos of the existing site and structures can be found in Attachment 3.

The applicant is seeking special use permits and special exceptions in a concurrent land use case to allow redevelopment of the site to include a new car dealership and vehicle service building with an

integrated parking structure, as well as landscape improvements, lighting, and outdoor furniture. The architecture and landscaping must be reviewed by the BAR for a recommendation to City Council on the major certificate of appropriateness.

Staff made several preliminary comments and recommendations to the applicant on their work session submission, which included:

- Provide perspective renderings and massing exhibits.
- Explore varying the roofline of the showroom.
- Incorporate masonry into the design of the front of the building.
- Consider architectural treatments to enhance the appearance of the parking structure, such as cladding in various masonry veneers or incorporating public art.

The applicant held work sessions with City Council on January 7, 2020 and the BAR on January 15, 2020. The Board made the following remarks and recommendations relevant to the review of the major certificate of appropriateness:

- Board members generally agreed that the proposed redevelopment would be a great improvement to the property.
- Consideration should be given to incorporating a mural into the design of the north elevation of the parking structure.
- A higher proportion of masonry should be used on the front portion of the building.
- Use quality materials on the parking garage façade.
- Provide renderings of the garage from the east and west along Fairfax Boulevard with existing buildings blocked in to understand what portions of the structure would be visible.
- Use new EZ Storage facilities in the City as examples of how to break up the massing of large buildings.
- Provide material and color samples.

The full meeting minutes from January 15, 2020 are included as Attachment 2.

There is an active land use application for redevelopment of a site that comprises 17 parcels/11.32 acres to the north and east of the subject site, known as Northfax West. Land use requests include a rezoning to the Planned Development Mixed Use (PD-M) zoning district. See below for a description of that proposal and how it relates to the subject of this application.

PROPOSAL

Site

Although the site layout and design are not within the purview of the BAR, a description follows for context. The applicant is proposing to maintain driveway access at the existing location across from Farr Avenue, which is anticipated to be acquired by the City at a point in the future and converted into

a public right-of-way. This new right-of-way (“Farr Avenue extended”) would extend north through the site to connect to an anticipated westward extension of Orchard Street. In the interim, the existing pavement beyond the new driveway would remain paved but unused in the operations of the dealership.

The proposed dealership building would be oriented toward the south edge of the property along Fairfax Boulevard. The front portion of the building would house the showroom and sales offices, and would have concrete sidewalks and seating areas on the east and west sides, as well as a walkway and stairs extending from the Fairfax Boulevard sidewalk to the front entrance. A drive-through service bay would connect the showroom to the rear section of the building, which would comprise vehicle service areas on the ground floor, with three stories of structured parking above. Surface parking would be located on the west and north sides of the rear portion of the building, while the paved area to the east would be used for vehicle storage and screened by a six-foot board-on-board wood fence as required by the Zoning Ordinance.

The applicant has included an interim condition plan where the northeast portion of the site including surface vehicle storage and new retaining walls would not be developed to avoid direct impact to the existing floodplain. Existing pavement within the floodplain limits would be removed and the underlying land would be landscaped (see interim landscaping description below). The floodplain limits are expected to change as part of the Northfax West development proposal, described in more depth below, which would allow full development of this section of the site.

In the southwest portion of the site, the applicant is proposing to retain the footprint of the standalone used vehicles sales building (see more information on the proposed architectural modifications below), which would be fronted by surface parking, with vehicle storage on the north side of the building. The vehicle storage area would be screened from the neighboring property to the west with a six-foot board-on-board wood fence like that proposed for use in the northeastern portion of the site.

The northeast corner of the property would remain undeveloped. It currently consists of forestland, undergrowth, a stream, and a remnant of a concrete bridge that once supported the electric trolley line that connected the City of Fairfax to Washington D.C.

Northfax West Proposal

The land use proposal for the site to the north and east of the subject site, known currently as Northfax West, would include a rezoning of the property. Proposed development includes townhouses at the north and west perimeters of the site and a seven-story senior living facility with an integrated parking structure on the portion of the site immediately north of the Brown’s site. The portion of the site southwest of the intersection of Chain Bridge Road and Orchard Street is not yet programmed. The plan on sheet P-0401 of Attachment 3 show the footprints of proposed structures on the neighboring site, as well as the extension of Farr Avenue onto the neighboring site which would connect to a westward extension of Orchard Street. See Attachment 4 for the most recent plan of the Northfax West development.

An existing branch of the Accotink Creek on the Northfax West site is proposed to be piped underground starting at the northwest corner of the site and tying into a recently-completed stormwater infrastructure system constructed by the City and VDOT. The floodplain and RPA would be greatly reduced, thus allowing full redevelopment of the Brown's site without any encroachment into the floodplain. As discussed above, the interim condition plan in Attachment 3 (sheet P-0402) shows how the Brown's site would be developed to avoid the floodplain in the event they begin construction before the stream is piped, or if the Northfax West project is not approved as currently proposed.

The Northfax West senior living building would be constructed at a lower grade than the subject site, but overall would be taller than the Brown's Mazda parking structure, as illustrated in the massing exhibits of Attachment 3 (sheet P-2). The portion of the senior living facility closest to the Brown's site would comprise parking garage on levels one and two, indoor and outdoor amenity space on level three, and residential units on floors four through seven. An elevation and rendering that show the north elevation of the senior living facility from most recent Northfax West BAR submission have been included in Attachment 4. The south wall of the senior living facility would be between zero and 10 feet from the property line, and 54 to 64 feet from the north wall of the Brown's garage structure. The applicant has been working alongside the applicant of Northfax West to ensure their proposals will integrate with one another, for instance in the preliminary design of Farr Avenue extended as well as a pedestrian pathway along the southern façade of the senior living facility. This pathway, which would be partially on the Brown's site and partially on the Northfax West site, would be five feet in width and would connect Farr Avenue extended to a private drive on the east side of the senior living facility, and potentially to the unprogrammed portion of the site to the east as well. The path would be at the same elevation as the base of the senior living facility, and the applicant for the Brown's Mazda project has coordinated grading at the north end of the subject site to ensure a smooth transition. A cross section that demonstrates the relationship between the Brown's site and the Northfax West site can be found on sheet P-2 of Attachment 3 along with the massing exhibits.

Architecture

The proposed material palette includes face brick painted black, dark gray split-face CMU, white EIFS, and metal panel in white, dark gray, and medium gray. See sheet A-3 of Attachment 3 for images of the colors and materials.

The right side of the showroom would contain a double-height space with black storefront surrounded by black metal panel. To the left would be a double-height space lined with black storefront at ground level surrounded by black painted face brick with a grid of rectangular white metal panels above. The right side of the building would have a lower roofline than the left side, with the black and white metal panels overlapping.

The side elevations of the showroom and the service bay elevations on the east and west sides of the building would include black painted brick on the bottom portion of the wall with a grid of white metal panel above. Medium gray metal panel would be used in only one location, on the east façade in the

corner section connecting the windowed front portion of the showroom to the stairwell. The rollup doors and pedestrian entrances to the drive-through service bay would be in a clear anodized finish.

The lower level of the rear portion of the building where the vehicle service work would be performed, as well as the stair tower in the northeast corner would be faced in dark gray split-face CMU. Entrances to the structure would include steel doors and a variety of rollup doors with and without windows, all painted the same medium gray color. Large openings for vehicular access to the lower level are located toward the rear of the side elevations, and a large ramp along the rear elevation would provide vehicular access to the first level of the parking structure above. The east and west façades of the parking structure would be scored precast concrete with openings containing black storefront to mimic windows (no glass is proposed in these openings). The north elevation of the parking structure would have standard unadorned precast concrete. Large white EIFS panels would be located on the east, west, and north elevations of the garage structure, intended to be used for mural artwork. See sheets A-1 and A-2 of Attachment 3 for elevations of the new dealership building and parking structure.

While the footprint of the used vehicles sales building would not change, modifications to the exterior are proposed to update its appearance to be consistent with the materials and colors of the new dealership building. Brick that is currently painted white would be painted black, window frames would be replaced with new black storefront, and the mansard roof would be removed, and in its place gridded white metal panel would be installed. See sheet A-8 of Attachment 3 for elevations of the used car building.

Landscaping and Retaining Walls

Willow oak canopy trees are proposed along Fairfax Boulevard inside the sidewalk. London planetree canopy trees are proposed on both sides of the entrance drive. The various landscape islands within and around the surface parking areas would be planted with black gum, bald cypress, and Valley Forge American elm canopy trees. Black gums would be planted along the path shared with the Northfax West development on the north property line. Understory trees, including forest pansy redbuds and sweet bay magnolias are proposed around the seating area on the east side of the showroom. Shrubs would be planted in clusters along Fairfax Boulevard, around the two outdoor seating areas for the showroom, at the edges of certain surface parking areas, and along the path shared with the Northfax West development on the north property line. Shrub species would include snow queen oakleaf hydrangea, peewee oakleaf hydrangea, shamrock inkberry, little Henry sweetspire, Henry's garnet sweetspire, southern bayberry, and blue muffin arrowwood viburnum. The plans note that perennials will be planted throughout the development, to be determined at the time of site plan review, although specific locations and species are not shown.

Retaining walls would be constructed in front of the showroom, on the east edge of the site, and around the rear portion of the vehicle storage area in the southwest portion of the site. The walls visible from the right-of-way would be faced in dark gray split-face CMU to match that used on the building. The retaining walls toward the rear of the site and facing away from Fairfax Boulevard would likely not be

visible from the right-of-way and would be either poured concrete or segmented block in a brown or beige color.

The interim condition landscape plan on sheet P-0402 of Attachment 3 shows the removal of the pavement from the limits of the floodplain in the northeastern portion of the site, and new plantings including canopy trees, shrubs, and perennials.

Lighting

Site lighting would include pole-mounted LED shoebox fixtures in a silver finish to be located throughout the surface parking areas. Building-mounted lighting would be LED wall pack lights in a silver finish. Lighting details can be seen on sheet A-6 of Attachment 3.

Amenities

Site furniture would include square wood tables with metal framing and integrated seating, metal ribbon trash cans in a silver finish, and contemporary backless benches in a silver finish. Furniture would be located in the hardscape areas on the east and west sides of the showroom portion of the building. Steel tube bike racks in a black painted finish are proposed beside the eastern seating area. Furniture details can be seen on sheet A-6 of Attachment 3.

Appurtenances

A dumpster enclosure would be located in the northeast portion of the site and would comprise dark gray CMU walls to match that used on the main building, a dark gray precast concrete cap, and steel frame swing gates faced in board-on-board wood painted medium gray. Dumpster enclosure details can be seen on sheet A-7 of Attachment 3. Mechanical equipment would be located both inside the parking structure and mounted to the roof of the showroom screened from view by parapet walls.

ANALYSIS

City of Fairfax Design Guidelines:

The following excerpts from the Design Guidelines are relevant to this application.

Architectural Control Overlay District Overview, ACOD-1

ACOD Goals, ACOD-1.2

- 1. Strengthen the street edge with buildings and landscape on major corridors.*
- 2. Maintain a human scale in building design and outdoor spaces.*
- 3. Where existing buildings or developments do not provide appropriate examples, new development should strive to implement the intended vision rather than repeat existing patterns.*

4. *Existing buildings or developments should be upgraded to a higher design quality as opportunities arise to reflect these guidelines.*
5. *Continue the emphasis on attractive and well maintained landscaping.*
6. *Preserve and enhance natural character of topography, streams, and mature trees.*
7. *Mask the utilitarian by screening equipment, loading areas, parking lots, and other uses that have adverse visual impacts.*
8. *Continue to create an inviting public streetscape realm with coordinated designs.*

Staff finds the proposal to conform to the above goals of the ACOD. The new building would be oriented to Fairfax Boulevard and would improve the pedestrian experience with regularly spaced street trees, hedgerows, outdoor seating areas, high transparency into the showroom, and high quality materials.

New Construction, ACOD-3

Building Orientation, ACOD-3.3

Buildings should be sited so that their main entrances are facing the street on which they are located.

If a building has more than one orientation and needs more than one entrance façade, entrances should be designed to reflect this hierarchy. For instance, the prominent façade and the main entrance may face a major corridor while elevations facing local streets, parking, or adjoining developments can have secondary facades and entrances.

If a building and its main entry is oriented to a public space or a parking area, the street elevation should contain scale-reducing techniques for visual interest and should not be an unadorned blank wall. Its design should be integrated with the rest of the building.

Orient entrances for convenient access from adjacent buildings, sidewalks, parking, and bike paths.

Staff finds the orientation of the showroom along Fairfax Boulevard with the main pedestrian entrance connected to the Fairfax Boulevard sidewalk to conform to the above guidelines.

Building Form & Articulation, Building Scale, ACOD-3.4 – ACOD-3.5

Use forms in new construction that relate to those of existing neighboring buildings on the street that are of quality design.

Reinforce the human scale of new design in ACOD by including different materials, textures or colors within a large building and/ or by dividing large facades and other elevations into different bays with different heights and planes.

Use other techniques such as varying rooflines and window patterns, articulating entrances, and adding cornices and string and belt courses to separate floor levels, and using other decorative features. Corner articulation, balconies, canopies, marquees, and awnings can all also help create a human scale.

Staff finds the varied heights of the showroom, drive-through service bay, and garage, as well as the use of varied materials, colors, and roofline heights within the showroom portion of the building itself to effectively add articulation. The scale of the rear portion of the building housing the parking garage would be compatible with the parking structure and overall seven-story height of the senior living facility of the proposed Northfax West redevelopment, and the use of window-proportion openings on its east and west elevations help relate this structure to nearby office building architecture, such as the building across the street at 10565 Fairfax Boulevard.

Roof Form & Materials, ACOD-3.6

Large-scaled buildings should have a varied roofline to break up the mass of the design and to avoid a visible monolithic expanse of roof. Use gable and/ or hipped forms or different height of bays. Break the roof mass with elements such as gables, hipped forms, dormers, or parapets. Scale these features to the scale of the building.

Consider using a special roof feature on buildings located at a prominent corner or to highlight entry bays on larger structures.

Staff finds the varied roofline to help add articulation to the showroom façade along Fairfax Boulevard, consistent with staff's recommendations at the work session stage.

Opening Types & Patterns, ACOD-3.7

The size and proportion, or the ratio of width to height, of windows of new buildings' primary facades may be vertical, horizontal or square. Their arrangement may be laid out in a pattern or in a more random fashion depending on the building's use and its overall design.

Traditionally designed openings are generally recessed on masonry buildings and have a raised surround on frame buildings. New construction may use these methods in the ACOD, or they may have openings that are flush with the rest of the wall.

Door selection should be integrated into the overall design vocabulary of the building and should be part of an entry element that is articulated and a visible part of the façade.

Staff finds the storefront of the showroom to be consistent with the above guidelines. Doors would be full light which would blend with the appearance of the storefront and maintain transparency. The doors and garage entrances at the drive-through service bay would be in a matching anodized finish, and the doors and garage entrances at the rear portion of the building would all be painted a matching medium gray color. Staff finds the use of openings that mimic the proportion of windows using storefront that matches that used in the building is an appropriate design intervention that would enhance the appearance of this utilitarian structure.

Building Foundations, ACOD-3.9

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. Do not leave foundations of plain concrete block or poured concrete exposed when visible from public places.

Staff finds the use of brick and split-face CMU at the base of the new dealership building to be appropriate and consistent with the above guidelines.

Materials & Textures, ACOD-3.9

The selection of materials and textures for a new building in the ACOD may include brick, stone, cast stone, wood or cementitious siding, metal, glass panels, or other materials as deemed appropriate by Staff and the BAR. In general, the use of stucco-like products such as EIFS should be limited and is most appropriate on higher elevations, not in the pedestrian realm.

Use quality materials consistently on all publicly visible sides of buildings in the district. These materials should be long lasting, durable, maintainable, and appropriate for environmental conditions.

Staff finds the use of painted brick in place of the EIFS originally proposed for the showroom to be an appropriately high-quality material consistent with the above guidelines and with staff and Board recommendations at the work session. Metal panel is an appropriate material for use in contemporary settings in the ACOD, and consistent with materials approved by the BAR for

use on car dealerships in recent years. The materials are compatible with those proposed for use on the senior living facility of the Northfax West development, which would incorporate dark gray brick as well as gray and white metal panel (see Attachment 4). The proposed materials would work well with architecture found in the vicinity of the site, such as Tastee 29 Diner, a midcentury modern roadside diner with exterior metal panel.

Architectural Details & Decorative Features, ACOD-3.9

Simple details such as brick patterns, varied materials, cornices, roof overhangs, window and door surrounds, belt or string-courses, and water tables can all add visual interest and human scale elements to new construction.

Staff finds the use of varying wall materials, rooflines, and colors to add articulation and architectural interest to the design of the new dealership building.

Building-Mounted Lighting, ACOD-3.12

Lighting for new structures 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. Avoid overly bright or colored lights.

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

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.

Staff finds the proposed LED wall pack fixtures to be appropriate, consistent with the design of the proposed site lighting, and consistent with the above guidelines.

Appurtenances, ACOD-3.13

Building service, loading, and utility areas should not be visible from public streets or adjacent developments, or from access drives within large developments. Such service areas should be located behind the main structure in the least visible location possible or screened if otherwise visible from the right-of-way or other public places.

Mechanical equipment on roofs or sides of buildings should not be visible from streets. It should be screened from public view on all sides if otherwise visible. The screening should be consistent with the design, textures, materials, and colors of the building. Another method is to place the equipment in a nonvisible location behind a parapet.

Items such as roof ladders, railings, roll-up doors, and service doors should be located on building elevations that are the least visible from public streets/corridors and adjacent developments or from access drives within large developments. Their colors should be coordinated among all these elements and blend with the rest of the building.

Dumpster enclosures should be constructed of either an opaque fence or wall made of the same material as the building.

Mechanical equipment would be located within the parking structure and on the rooftop of the showroom. Roof-mounted equipment would be screened from view in the right-of-way by parapet walls. See analysis on the dumpster enclosure in the site design appurtenances section below.

Painting, Color & Finishes, ACOD-4

Guidelines, ACOD-4.2

Brick is intended to remain unpainted; however, if the brick has been painted in the past or the brick is aesthetically unattractive, use a masonry paint product. Masonry is intended to breathe and inappropriate paint coatings can cause moisture issues.

Select a coordinated palette of colors for each property that includes site elements in addition to the building itself.

Set the color theme by choosing the color for the material with the most visible area, such as a brick wall area or a metal roof, and relate other colors to it.

Select natural tones instead of overly bright and obtrusive colors.

Treat similar elements with the same color to achieve a unified rather than overly busy and disjointed appearance.

For most buildings, the numbers of paint colors are typically limited to three: a wall or field color, a trim color, and an accent color for signs, doors, etc.

Staff finds the overall color palette to be contemporary and appropriate for this development. The colors would be compatible with those proposed for use on the senior living facility of the Northfax West development, which incorporates dark gray, medium gray, and white (see Attachment 4). The color palette would work well with midcentury modernist architecture found in the vicinity of the site, such as Tastee 29 Diner.

Private Site Design & Elements, ACOD-6

Parking, ACOD-6.2

Hide or screen parking from view of the public right-of-way 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. If parking lots cannot be screened from the public right-of-way by building mass, screen parking lots with berms, plant materials, or walls, or a combination of these materials. With any screening technique other than building massing, protect views from the public right-of-way into the site of building frontages and signage. Where needed, limb up canopy trees to open views. Limit the height of walls, berms, or shrub layer plantings to that of the height of the vehicles they are screening.

Break up the mass and scale of parking lots through physical separation of parking bays and the incorporation of landscaping, walls, or other features, within the parking lot.

Parking structures, garages or decks, fronting on public right-of-ways, or major pedestrian routes should contain storefronts or other forms of visual interest on the ground level. Consider incorporating public art, vertical plantings (green walls), or other architectural treatments to enliven the appearance of parking garage façades.

The applicant is proposing a continuous landscape treatment of street trees along Fairfax Boulevard and Farr Avenue extended, and hedge rows of shrubs to soften views to surface parking areas. The vehicle storage area in the northeast portion of the site would be screened from Fairfax Boulevard by a wooden board-on-board fence and softened with a continuous row of shrubs at its base atop a retaining wall.

Much of the parking onsite would be located within the three-story parking structure in the rear portion of the building. The design of the parking structure with openings made to mimic the proportion of office building windows and using storefront that matches that used in the building is an appropriate treatment that would enhance the appearance of this utilitarian structure. Staff believes that the appearance would be further enhanced by the incorporation of black metal coping along the top of the parking structure's walls to give it a more finished appearance that borrows colors and materials from the showroom (see recommendation below).

Paving, ACOD-6.2

Use materials that are stable, attractive, and reflect the adjacent building vocabulary and streetscape materials. Poured concrete is usually appropriate for sidewalks in the ACOD, though the use of brick, stone, or stamped concrete should be considered in areas of pedestrian interest as appropriate within the context of the site.

Poured concrete is acceptable for hardscape onsite in the ACOD.

Landscaping, ACOD-6.3

Use plant materials that are appropriate and hardy to this region and to harsh urban conditions. Select materials with concern for their longevity and ease of maintenance. From these selections, create a distinctive and visually attractive outdoor space.

Use landscape edges such as a row of street trees. 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 the next.

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

Refer to the plant list included in Appendix III for recommended plants for use in various site conditions and uses.

Staff finds the proposed landscaping to enhance the street edges, as well as add ornamentation to and soften the edges of parking and vehicle storage areas. As part of their land use case, the applicant is requesting a special exception from the transitional yard requirements of the Zoning Ordinance for the north property edge. The inclusion of understory trees is a requirement of transitional yards, and staff believes that the proposal would be brought into closer conformance with zoning provisions while enhancing the pedestrian experience along the shared path if understory trees were incorporated into the design of the northern property edge (see recommendation below). The majority of the species proposed can be found in Appendix III of the Design Guidelines.

Staff finds the design of the area within the floodplain in the interim development plan to be appropriate as a temporary treatment that could remain indefinitely and mature as needed.

Fences & Walls, ACOD-6.4

Use brick or other natural stone materials for walls. When a wall is an integral part of, or an extension of a building, select wall materials that complement the building's materials.

Avoid the use of modern, mass-produced fence materials such as diamond lattice panels, or synthetic materials such as plastic or fiberglass timbers. Stained wood board-on-board is usually appropriate.

If a fence or wall spans an area longer than 1/3 of the property line, modulate and articulate the wall with techniques to provide visual interest from the public right-of-way. Examples to break up a long expanse include inserting vertical piers of a different material, height, or width in an intentional rhythm or by adding a vegetative layer(s).

Staff finds the use of the same split-face CMU as the building for the retaining walls to be consistent with the above guidelines. Staff believes that the wood board-on-board fences proposed to screen the vehicle storage areas should be enhanced in design and color due to their visibility from the rights-of-way. Staff recommends that the fence posts be enlarged and capped to create a more permanent appearance, that the wood be stained a dark brown color that would blend better with the proposed color palette of the buildings onsite, and that tall evergreen shrubs be planted at the base of the retaining walls and fences on the east and west property lines to soften their appearance (see recommendation below).

Lighting, ACOD-6.5

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 ACOD, 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.

Consider making use of adaptive lighting controls, allowing lighting levels to be reduced during off-peak periods.

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.

Colored lighting should generally not be used outside of temporary seasonal displays.

Do not attach lighting elements in any way that will damage living elements such as trees or shrubs.

Lighting should illuminate parking lots and pathways to provide safe vehicular and pedestrian circulation and to minimize pedestrian / vehicular conflicts.

Staff finds the proposed pole-mounted site lighting fixtures to be appropriate, consistent with the design of the proposed building-mounted lighting, and consistent with the above guidelines.

Furnishings, ACOD-6.6

Select site furnishings similar in appearance and quality to those at Old Town Square.

Encourage developments to brand their site through the use of select site furnishings and the use of color and materials, as long as their quality is comparable to those in Old Town Square.

Restaurants and other entities providing outdoor dining or table areas may select outdoor café tables and chairs that vary in color.

Private sites are encouraged to make individual choices as to the style and color of bollards, bike racks, and other site-specific furnishings.

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

Furnishings should be of similar quality and value as those required for incorporation in the public right-of-way or similar to those located in Old Town Square.

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.

Staff finds the proposed outdoor furniture including the outdoor tables, benches, and trashcans to be of a consistent design vocabulary that fits into the aesthetic of the architecture of the new dealership building. Their placement within the outdoor gathering areas outside the showroom would help activate the streetscape along Fairfax Boulevard and Farr Avenue extended. Staff believes that the bike racks would be more accessible if placed on the west side of the showroom, where they could be accessed from Farr Avenue extended (see recommendations below), and is consistent with a transportation comment made by staff as part of the land use review.

Appurtenances, ACOD-6.7

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

Dumpster enclosures should reflect the surrounding building materials and design.

Staff finds the proposed dumpster enclosure materials and colors to be consistent with the above guidelines and with the materials and colors proposed for use in the new dealership building.

Gathering Spaces, ACOD-6.8

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

Smaller and less formal than a plaza as defined in the Zoning Ordinance, gathering spaces may vary widely in type, size and amenities. 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 seating 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 finds the outdoor seating areas on the east and west sides of the showroom to be consistent with these guidelines. The seating areas would be highly visible and surrounded by attractive landscaping. These areas would help activate the streetscapes along Fairfax Boulevard and Farr Avenue extended while giving customers and workers an outdoor space to gather.

Private Roads, ACOD-6.9

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

Provide pedestrian friendly sidewalks that are ADA compliant.

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 similar to those in quality and appearance required for the public streetscape.

Site furnishings provide the opportunity to 'brand' a development through the use of color, materials, and style of furnishing. 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. Branding is encouraged for large projects within the ACOD. No specific style, material, or vendor is required.

While there are no private roads proposed as part of this redevelopment, the applicant, in partnership with the applicant for the neighboring Northfax West development, is proposing a shared pedestrian connection at the north edge of the Brown's site connecting Farr Avenue extended to a private roadway on the east side of the senior living facility on the Northfax site, as discussed above. Overall, staff finds the design of this path as it relates to the Brown's site to be adequate, although further discussion will likely be had as part of the review of the Northfax West project. Staff believes the area along the north side of the site would be enhanced with the addition of understory trees, consistent with the discussion of the landscaping above. The path's narrow width would not accommodate furniture such as benches or trashcans on the Brown's site and so staff finds the lack of furniture here to be acceptable.

Comprehensive Plan:

The following excerpts from the 2035 Comprehensive Plan are relevant to this application.

Chapter 2 – Land Use

Activity Center

The Activity Center Place Type, identified in purple on the Future Land Use Map, applies to locations in the City where pedestrian-oriented, mixed-use development is strongly encouraged. (Mixed-use development is pedestrian-oriented development that allows multiple activities to take place by layering compatible land uses, public amenities, and active streets accommodating multimodal transportation, and community-serving commercial.) Uses should be integrated as a mix of commercial uses, multifamily housing, and townhouses, either in the same building (i.e., vertical mixed-use) or as a combination of single-use buildings featuring a range of complementary uses within the Activity Center (i.e., horizontal mixed-use).

Retail: Retail uses may be provided on the ground floor of mixed-use buildings, as stand-alone buildings, or on upper floors of buildings where larger tenant floor area requirements would detract from an active presence on the first floor. Retail uses are preferred along Commercial Mains but may be provided at other locations within an Activity Center.

Commercial Corridors and Activity Centers Goal 2 – Promote redevelopment in the City's Activity Centers.

OUTCOME CCAC2.3: Old Town Fairfax, Northfax, and the other Activity Centers are well-designed and desirable places to live, work, shop, and dine.

ACTION CCAC2.3.2 Promote the orientation of buildings facing toward streets with architecture that engages street-level activity.

ACTION CCAC2.3.3 Promote active streetscapes with minimal building setbacks, pedestrian amenities, street furniture, on-street parking, landscaping, and other features.

ACTION CCAC2.3.4 Support land planning that balances connectivity for pedestrians, bicyclists, and motorists.

Community Design and Historic Preservation Goal 1 – Require high-quality, sustainable design.

OUTCOME CDHP1.2: Attractive buildings, inviting public spaces, and welcoming gateways that contribute to our economic vitality and unique character. (64)

Staff believes that the proposal is consistent with the considerations in the Comprehensive Plan dealing with the design of new development in the Activity Centers. The new design of this standalone commercial building brings the site into conformance with what the City envisions for Activity Centers without changing the use. With the new showroom building oriented along Fairfax Boulevard, there is better engagement of the street front and a more appealing pedestrian realm.

RECOMMENDATIONS

Staff finds the proposal to be consistent with the provisions of the City's 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. Black metal coping shall be installed along the top wall of the parking structure.
2. The applicant shall amend the landscape plan to incorporate understory trees along the northern property line.
3. Evergreen shrubs maturing at a height of three to four feet shall be planted at the outside bases of the retaining walls and fences along the east and west property lines on the subject property where practicable.
4. Board-on-board fence posts shall be enlarged and capped with black metal, and all wood shall be stained a dark brown color.
5. Bike racks shall be relocated to the west side of the showroom.
6. The proposed modifications shall be in general conformance with the review materials received by staff and included in the staff report, as modified through the date of this meeting, except as further modified by the Board of Architectural Review, the Director of Community Development and Planning, Zoning, or the Building Official.

ATTACHMENT 1

RELEVANT REGULATIONS

§3.7.4. Architectural control overlay district

A. Applicability

Except as specified in §3.7.4.C, below, the architectural control overlay district shall apply city-wide to all development, including significant landscape features associated with such improvements to be erected, reconstructed, substantially altered or restored, outside the historic overlay districts of §3.7.2 and the Old Town Fairfax Transition Overlay District (§3.7.3).

B. Certificate of appropriateness required

Except as specified in §3.7.4.C, below, all development in the architectural control overlay district shall be subject to the approval of a certificate of appropriateness in accordance with the provisions of §6.5.

C. Exceptions

Unless otherwise specified, the architectural control overlay district shall not apply to the following:

1. Signs;
2. Demolition;
3. Single-family detached;
4. Single-family attached, after initial approval and construction;
5. Duplex dwellings, after initial approval and construction; and
6. Townhouses, after initial approval and construction.

D. Design guidelines and standards

1. All development regulated by the Architectural Control Overlay District shall be in accordance with the comprehensive plan, the City of Fairfax Design Guidelines and any other adopted design guidelines.
2. Each structure or improvement erected, enlarged, or reconstructed in the Architectural Control Overlay District shall be designed and constructed in a manner that will complement the unique character and atmosphere of the district with respect to building size, scale, placement, design and the use of materials.

§4.5.5. Transitional yards

A. Applicability The transitional yard regulations of §4.5.5 apply along interior property lines in those instances identified in this chapter and only to the following activities:

1. The construction or installation of any new principal building or use;

B. Transitional yard defined

A transitional yard is a specified land area, located parallel to and within the outer perimeter of a lot or project and extending to the lot line, together with fencing or walls on the lot line, and planting and landscaping required on the land. A transitional yard is not intended to be commensurate with the term "yard" or "setback."

C. Transitional yard types

There are three types of required transitional yards that may occur on any given parcel (for the specific width and plant material for each transitional yard classification see §4.5.5.D).

3. Use boundary transitional yards

(c) Where commercial developments occur adjacent to single-family attached, single-family detached, duplex, townhouse, or multifamily dwellings, TY3 transitional yards shall be provided in accordance with §4.5.5.D, below.

D. Transitional yard classifications

Four transitional yard classifications are established in recognition of the different contexts that may exist. They are as follows:

SPECIFICATIONS	TY1	TY2	TY3	TY4
Minimum Transitional Yard Width [1] (feet)	7.5	10	15	30
Minimum Fence or Wall Height (feet) on Lot Line [2]	6	6	6	6
Minimum Trees (per 100 feet)				
Canopy	Not required	3	4	4
Understory	4	3	4	5
Minimum Shrubs (per 100 feet)	Not required	Not required	4	5

[1] Yard widths calculated on the basis of average per 100 feet, provided that the yard width at any point may not be less than 50 percent of the minimums stated in the table. Required zoning district setbacks may be counted toward satisfying transitional yard widths.

[2] On or adjacent to the lot line. Additional understory trees or shrubs may be substituted for required fence or wall via alternative compliance (§4.5.10).

§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;

§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.



**MINUTES OF THE REGULAR MEETING OF THE
BOARD OF ARCHITECTURAL REVIEW
CITY OF FAIRFAX
CITY HALL, FAIRFAX, VIRGINIA
January 15, 2020**

Members Present: Chair Ryan Horner, Vice Chair Marie Cox, Paul Cunningham, Jagdish Pathela, Robert Kalmin, Robert Beaty, James Schroeder

Member(s) Absent: None

Staff Present: Tommy Scibilia, Planner; Supriya Chewle, Planner

Meeting called to order at 7:04 p.m.

1. Discussion of Agenda

MR. CUNNINGHAM MOVED TO ADOPT THE AGENDA AS PRESENTED, SECONDED BY MR. PATELA, WHICH CARRIED UNANIMOUSLY BY VOICE VOTE, 7-0.

2. Presentations by the public on any item not calling for a public hearing

None.

3. Consideration of the meeting minutes of November 20, 2019

MR. SCHROEDER MOVED TO ADOPT THE MINUTES AS PRESENTED, SECONDED BY MR. KALMIN, WHICH CARRIED UNANIMOUSLY BY VOICE VOTE, 7-0.

4. Consideration of the request of Aaron McDade, representative of applicant City of Fairfax Economic Development Authority, for an amendment to the approved site improvements and architecture of a one-story restaurant on a property located at 3936 Old Lee Highway, case number BAR-19-00906.

Mr. Scibilia presented the staff report, which has been incorporated into the record by reference.

Board, staff, and applicant comments

Mr. Pathela asked if the modifications made were in response to Building Code requirements.

Mr. Scibilia confirmed and explained that having a second story on the deck would require the building to be sprinkled, and the additional seats would have necessitated additional restrooms.

Mr. Horner stated that he believed the removal of the previously approved landscaping from the southeast corner of the building would have a negative impact on the aesthetics because having a canopy tree in this location helped to frame the east façade.

Mr. McDade explained that the threshold for additional restrooms was 150 seats, and so the revised proposal contains fewer than 150 seats.

Mr. Cunningham asked whether the gravel area to the south of the building would continue to be used for parking by people working in the Draper House.

Mr. Scibilia explained that the easement allowing this would no longer be in effect once construction started and that the Draper House would be deeded parking spots in the parking lot across the street to the south at the corner of Main Street and East Street.

Mr. Cunningham asked if the apron would be removed from Old Lee Highway.

Mr. McDade stated that the intention was to leave the apron, although it would not be used. He stated that he would have the project engineer explore removing it.

Mr. Beaty asked if there was something architectural that could be done to the southeast corner of the building to add visual interest since the landscaping that was approved is no longer part of the design. He added that the building would look warehouse-like which was a problem because it will become the de facto entrance to Old Town.

Mr. Kalmin suggested adding a false railing above the suspended awnings on the south and east elevations and wrapping the corner to add visual interest.

Mr. Cunningham asked if there would be signage installed on the east façade.

Mr. McDade confirmed.

Mr. Pathela stated that signage would help add articulation.

Mr. Horner stated that he believed the design of the windows, their layout, and their construction as previously approved would add sufficient visual interest to the east façade.

Ms. Cox pointed out that in the renderings attached to the materials that were approved by the BAR on June 19, 2019, there is no landscaping shown at the southeast corner of the building, even though the landscape plan showed it.

Ms. Cox asked what was to become of the gravel lot since it will no longer be used for vehicular access or parking.

Mr. McDade stated that this area is reserved for future green space.

Mr. Kalmin stated that he thought the concept was overall well-developed.

Mr. Horner asked why the outdoor deck had been narrowed in width.

Mr. McDade stated that the deck was narrowed due to an easement along the alley. He explained that with the removal of the upper deck there would be a net loss of approximately 10 seats.

Mr. Horner observed that the changes to the area on the north side of the building were relatively significant. He observed that the approach to the north entrance from the east would be narrow and hallway-like compared to the previously approved condition with a stairway directly in front of the entrance. He suggested either realigning the pickets of the railing to line up with architectural elements of the north façade, or bumping out the portion of the patio in front of the entrance a few feet to give it prominence and to provide more outdoor waiting room.

Mr. Andrew Wilson, consultant working alongside the applicant, explained that the edge of the patio was on the north property line and could therefore not be bumped out further.

Mr. Pathela asked for clarification on the line work on the plans at the rounded corner between the north patio and the covered deck.

Mr. Horner speculated that it was just a graphical leftover from the drawing software, and not meant to represent steps or a change in elevation.

Mr. Pathela asked whether the intention was that guests could enter the restaurant from the deck.

Mr. McDade stated that the expectation is that guests will enter through the north or east entrances and be led by hosts out to the deck. He stated that the curved corner from the deck to the patio would be used primarily by guests sitting outside to exit.

Public comments

None.

MR. HORNER MADE A MOTION TO APPROVE THE REQUEST OF AARON MCDADE, REPRESENTATIVE OF APPLICANT CITY OF FAIRFAX ECONOMIC DEVELOPMENT AUTHORITY, FOR AN AMENDMENT TO THE APPROVED SITE IMPROVEMENTS AND ARCHITECTURE OF A ONE-STORY RESTAURANT ON A PROPERTY LOCATED AT 3936 OLD LEE HIGHWAY, CASE NUMBER BAR-19-00906, WITH THE FOLLOWING CONDITIONS:

1. The vertical supports of the railing at the entrance shall be reoriented to align with the building's architectural elements.
2. The proposed modifications shall be in general conformance with the review materials received by staff and included in the staff report, as modified through the date of this meeting, except as

further modified by the Board of Architectural Review, the Director of Community Development and Planning, Zoning, or the Building Official.

SECONDED BY MS. COX.

Discussion of the motion

Mr. Cunningham expressed his disappointment in the review process, stating that there was a lack of coordination between involved parties and reviewers, leading to an approved certificate of appropriateness becoming essentially null and void. He stated that lack of communication led to a very well-attended public hearing following the original approval of the project because interested parties were not informed. He stated that this years-long process has been embarrassing for the City as the applicant.

Mr. Horner stated that it is common for projects to be modified in response to zoning and code compliance issues uncovered at the time of review of technical site and building plan drawings. He stated that it is not in applicants' best interest to have engineering-level plans prepared at earlier review stages as it is an enormous cost. He added that in these instances it should be up to staff to push applicants to conform as closely as possible to the original approvals. He stated that in this application, he is satisfied that the main design elements have not been modified.

Mr. Horner called for a voice vote.

THE MOTION CARRIED UNANIMOUSLY BY VOICE VOTE, 7-0.

Mr. Horner recused himself from the meeting at 7:49 p.m. to attend to a family emergency.

- 5. Consideration of the request** of Chris Howell, representative of applicant Wawa, Inc, for exterior building modifications and site improvements on a property located at 10521 Fairfax Boulevard, case number BAR-19-00913.

Mr. Scibilia presented the staff report, which has been incorporated into the record by reference.

Board, staff, and applicant comments

Mr. Pathela asked why the applicant was proposing bike racks, and whether this had anything to do with services Wawa would be offering at this location.

Mr. Scibilia explained that this is something the City encourages be installed with all new development, not something specific to Wawa.

Mr. Pathela asked for clarification on what was being proposed for the window recesses and the diamond-shaped EIFS accents.

Mr. Scibilia explained that the spandrel glass in the window recesses would be removed and replaced with faux wood siding, and that the beige EIFS accents would be painted a color to match the brick in order to hide this design element that may have been specific to Rite Aid's branding.

Mr. Pathela asked whether new rooftop mechanical equipment was proposed and whether it would be screened from view.

Mr. Scibilia stated that that information was not provided with application materials but that one of the recommended conditions of approval would require all new rooftop equipment to be adequately screened by existing parapets.

Mr. Cunningham asked if the location of the vehicular entrance from Fairfax Boulevard was proposed to be changed.

Mr. Scibilia stated that the entrance would remain in the same location.

Mr. Schroeder asked if there were any changes proposed to the landscaping onsite, which is relatively sparse.

Mr. Beaty added that he thought the landscaping on the east side of the property was especially bare.

Mr. Scibilia stated that the applicant had not proposed any changes to the landscaping. Staff explained that the storm water improvements project performed by the City's Department of Public Works in the right-of-way in the Northfax area resulted in modifications to the subject property, including the removal of a lot of existing landscaping. Staff stated that right-of-way projects are exempt from the requirements of the Zoning Ordinance, and can effectively create legally non-conforming onsite conditions.

Mr. Kalmin stated that this was a welcome project because this site is in need of a cleanup and additional enhancements.

Mr. Howell addressed the Board and explained that new rooftop mechanical equipment would be situated such that it would be fully screened by existing parapets.

Mr. Howell explained that the proposed modifications to the site inside the entrance off of Fairfax Boulevard would be to allow delivery trucks to access the site.

Mr. Howell stated that the applicant was amenable to adding landscaping to the green spaces on the property, but that they would need to look into the location of easements to determine what plant materials could be used in different locations onsite.

Mr. Howell stated that Wawa was committed to making the site look like a new build, which would entail site and building repairs, cleaning, and landscape enhancements where possible.

Mr. Beaty asked if there was any intent to install fuel pumps onsite in the future.

Mr. Howell stated that the site is not large enough to accommodate such a use.

Mr. Pathela asked how many electric vehicle charging stations would be installed.

Mr. Howell stated that the applicant is still in discussions with an electric vehicle charging station vendor, and so their inclusion is not yet confirmed, but if installed there would likely be four to six stations.

Mr. Pathela stated that he welcomed the proposed changes to the site and building because it currently does not look good.

Mr. Cunningham asked if there were any additional Wawas proposed in the City aside from the one recently approved by City Council at 9700 Fairfax Boulevard and this location.

Colleen Brogan-McTiernan of Wawa, Inc, representative of the applicant, stated that there were no other locations proposed in the City at this time. She stated that reuse of existing buildings for Wawa convenience stores is a new concept being tested in a select few locations, including the City of Fairfax, the Town of Vienna, Alexandria, and Richmond. She stated that the footprint of former pharmacy buildings is often too large for Wawa's merchandising needs, and so in this location 3000 square feet of the interior space will be walled off and not used for anything in the immediate future, including storage.

Mr. Cunningham asked if there were plans to have outdoor displays of merchandise.

Ms. Brogan-McTiernan stated that there was no intention to have outdoor displays.

Mr. Schroeder stated that if landscape improvements are made, it is important to explore how the landscaping fits into the neighborhood. He added that he believed the project would be an overall improvement to the site and the building.

Mr. Kalmin stated that he was surprised when he saw the application for a Wawa without fuel pumps. He stated that he believed Wawa is a good business and that he is excited to see it in this location, but that more than just a simple cleanup of the site is needed to enhance its appearance.

Ms. Brogan-McTiernan stated that Wawa is committed to adding landscaping where possible but at this time were not ready to present a landscape improvements plan.

Ms. Cox asked for clarification on the inclusion of air pumps and the reasoning for the use of concrete at the parking areas where the pumps were proposed.

Mr. Howell explained that air pumps are standard fixtures at all Wawa locations, and that the concrete is a standard site design specification due to the longer anticipated vehicle idling times in these spaces.

Ms. Cox stated that she voted against the Wawa recently approved at 9700 Fairfax Boulevard, but believed this proposal was a good reuse of a property that will bring commercial activity to the City.

Public comments

None.

Ms. Cox called for a motion.

MR. PATHELA MADE A MOTION TO APPROVE THE REQUEST OF CHRIS HOWELL, REPRESENTATIVE OF APPLICANT WAWA, INC, FOR EXTERIOR BUILDING MODIFICATIONS AND SITE IMPROVEMENTS ON A PROPERTY LOCATED AT 10521 FAIRFAX BOULEVARD, CASE NUMBER BAR-19-00913, WITH THE FOLLOWING CONDITIONS:

1. The brick of the building and split-face CMU of the retaining wall and dumpster enclosure shall be cleaned to remove staining and buildup.
2. The applicant shall field match the material of the proposed dumpster enclosure wall with the existing retaining wall after it has been cleaned, and provide photo documentation of the field match to planning staff.
3. The railing at the top of the retaining wall shall be repainted black.
4. The EIFS cornice shall be repaired as needed and repainted the existing color.
5. Wall-mounted appurtenances such as scuppers and vents shall be painted to match the adjacent wall surface.
6. New roof-mounted mechanical equipment shall be installed so that it is fully screened from view in the right-of-way by existing parapet walls.
7. Landscaping shall be added.
8. The proposed modifications shall be in general conformance with the review materials received by staff and included in the staff report, as modified through the date of this meeting, except as further modified by the Board of Architectural Review, the Director of Community Development and Planning, Zoning, or the Building Official.

SECONDED BY MR. KALMIN.

Discussion of the motion

MS. COX PROPOSED A FRIENDLY AMENDMENT TO CONDITION 7 TO READ AS FOLLOWS:

7. Landscaping shall be added to the site following review and approval by staff.

MR. PATHELA AND MR. KALMIN AGREED TO THE FRIENDLY AMENDMENT.

Ms. Cox called for a voice vote.

THE MOTION CARRIED UNANIMOUSLY BY VOICE VOTE, 7-0.

6. **Work session** with John L. McBride, representative of applicant Gordon Riddle, for a new car dealership center and site improvements at a property located at 10570 Fairfax Boulevard, case number BAR-19-00788.

Mr. Scibilia presented the staff report, which has been incorporated into the record by reference.

Board, staff, and applicant comments

Mr. Pathela asked if the proposed building would be consistent with Mazda renovations throughout the country.

Mr. Scibilia stated that he believed so.

Mr. Pathela stated that he believed the proposal was a big improvement over what exists onsite currently.

Mr. Cunningham asked if there were any plans to preserve, study, or memorialize the remnants of the electric rail line bridge in the northeastern corner of the site.

Mr. Scibilia stated that it had not been mentioned but that he could discuss with historic resources staff.

Mr. Cunningham made the following comments:

- The functionality of the proposed site layout would be very good.
- The planned extension of Farr Avenue and Orchard Street will be an excellent undertaking to create a street network within Northfax.
- The proposed piping of the stream as part of the neighboring Napolitano project would allow for more efficient and environmentally sound redevelopment in Northfax.
- The integration of a parking structure will improve the efficiency of the use of the property.
- The proposed contemporary architectural style and materiality will be appealing to younger customers, who are drawn to Mazda's affordable and reliable products.

Mr. Kalmin asked for clarification on the land use requests accompanying this proposal.

Mr. Scibilia explained that the applicant will need to acquire a special use permit for vehicle service, currently a non-conforming use on the site, as well as special exceptions, although those have not yet been finalized.

Ms. Cox asked for clarification on the interim plans presented.

Mr. Scibilia explained that one of the interim plans was for the condition between development of the site and extension of Farr Avenue by the City, and the other plan was for the condition where development of this property precedes piping of the stream as part of the neighboring Napolitano project.

Mr. Russ Forno of Odin Feldman Pittleman PC, representative of the applicant, addressed the Board and introduced other team members who were in attendance:

- Trey Rodgers, general manager of Brown's Fairfax Mazda
- Lori Hall of Penney Design Group, architect
- Daniel Pietropaoli of Walter L Phillips, civil engineer
- Ben Schitter of Walter L Phillips, arborist

Mr. Forno stated that he appreciated the Board taking the time to review the work session submission and provide feedback at this early stage. He added that as the plan is further developed, the interim conditions will be more ironed-out.

Mr. Rodgers addressed the Board, giving a brief presentation making the following comments:

- Brown's Fairfax Mazda has outgrown their current facility.
- Brown's Fairfax Mazda is the largest Mazda dealer in the Washington metropolitan area in terms of sales, service, and customer satisfaction.
- Mazda's "Retail Evolution" is the design concept proposed with this application.
- Dealerships are given funding from Mazda corporate to make the renovations, using materials and designs specified by Mazda.
- Of the approximately 600 Mazda dealers in the country, 200 have undergone the renovations and 200 more are under contract.

Mr. Cunningham asked whether the westernmost curb cut on Fairfax Boulevard would be eliminated when Farr Avenue is extended through the site.

Mr. Rodgers stated that this curb cut would remain as it is the only left-in access for those traveling eastbound on Fairfax Boulevard.

Ms. Hall showed the BAR a concept drawing that demonstrated the full extent of the Farr Avenue extension with early drawings of the neighboring portion of the Napolitano development to the north of the site.

Ms. Hall stated that the applicant was amenable to staff's initial list of design recommendations including varying the roofline of the showroom and introducing masonry into the design.

Mr. Pietropaoli stated that the proposed site design would increase pervious surfaces by one-half acre.

Mr. Beaty stated that he believed the proposed development will be a huge improvement over the existing condition, and wished that the neighbors to the west would follow suit.

Mr. Beaty asked how similar to the existing footprint the proposed footprint is.

Mr. Pietropaoli and Ms. Hall explained that the proposed footprint would be less sprawling in the east to west direction, and demonstrated the approximate location of the Farr Avenue extension by marking an aerial photograph.

Mr. Beaty asked what the extent of paving would be onsite.

Mr. Pietropaoli demonstrated that portions of the northeastern corner of the site would be pervious.

Mr. Beaty asked about operations of the dealership during construction.

Mr. Rodgers explained that most of the operations would be limited to the west portion of the site out of the used vehicles sales building which is proposed to remain. The garages in the western portion of the existing main building would remain for vehicle service. In the interim, Brown's would use an offsite vehicle storage lot for their vehicles. He stated that currently, they are one of the only if not the only car dealership in the City that does not have satellite vehicle storage lots.

Mr. Pathela asked whether the existing trees along Fairfax Boulevard would be retained or salvaged.

Mr. Schitter stated that it was unlikely because their location is where the sidewalk is proposed, and the difficulty of uprooting and sustaining such large trees during construction would make salvaging extremely difficult. He pointed out that the number of new trees onsite would be far greater than the number of existing trees.

Mr. Pathela asked how many parking spaces exist onsite currently and how many were proposed.

Mr. Rodgers stated that in the existing condition the site can hold about 400 total vehicles, and that the proposed condition would accommodate 197 surface parking spaces and 200-300 structured parking spaces.

Mr. Pathela asked if the proposed metal panel façade material would be insulated.

Ms. Hall stated that the panel would not be insulated, but would act as a rain screen. Insulation would be within the wall cavities behind the panel.

Mr. Pathela asked if the operations onsite would change after this redevelopment.

Mr. Rodgers stated that the same sales and vehicle service activities would continue.

Mr. Cunningham asked if the proposed neighboring structure to the north as part of the Napolitano redevelopment project would contain residential units overlooking the proposed Brown's parking structure.

Mr. Rodgers stated that he was unsure.

Mr. Cunningham observed that the topography slopes down to the north away from Fairfax Boulevard, which would help reduce the visual scale of the garage.

Mr. Cunningham suggested that although the north side of the parking structure would likely not be visible from the right-of-way, consideration be given to incorporating a mural here, in the event that neighboring uses include residential units overlooking the structure.

Mr. Rodgers stated that planning staff had made a recommendation to explore incorporating public art into the design of the parking structure as part of their preliminary comments, and that the applicant was exploring this.

Mr. Cunningham suggested the applicant provide sight line renderings of the east elevation with neighboring structures blocked into the foreground to show what would be visible from the right-of-way.

Ms. Hall stated that planning staff had made the same recommendation in their preliminary comments and that the applicant would develop perspective renderings for future submissions.

Mr. Schroeder stated that he believed the proposal was successful overall in its orientation and massing. He stated that he agreed with preliminary staff comments that higher-quality masonry products need to be used on the new building.

Mr. Schroeder asked for clarification on cars in the display windows appearing to be elevated on a second level in the prototype images contained in the submission materials.

Ms. Hall explained that there would be electric lifts inside the showroom to allow cars to be raised for display purposes.

Mr. Schroeder stated that the parking structure would be quite massive and so the introduction of quality materials here is important. He added that it was also important to consider the views from Fairfax Boulevard to the main entrance and approach to the showroom.

Mr. Kalmin stated that he thought the proposed site plan was commendable, and that he appreciated that the whole design team had attended the meeting to answer questions.

Mr. Kalmin asked how utilities and storm water would be coordinated.

Mr. Pietropaoli explained that storm water treatment facilities onsite would treat all runoff from the property.

Ms. Cox echoed comments made by staff and other Board members that higher-quality materials need to be incorporated into the design of the new building. She recommended the applicant look at the two EZ Storage facilities in the City on Draper Drive and Pickett Road as examples of how to break up the massing of large structures. She asked that in future submissions the elevations of the front of the new building include grading, retaining walls, and stairs to help the Board better understand those conditions. She also echoed staff's recommendation that the applicant provide perspective renderings of the project from the east and west on Fairfax Boulevard.

Mr. Kalmin reminded the applicant to provide physical material and color samples with future submissions.

Mr. Pathela asked for clarification on the notes in the landscape plan relating to finished floor elevation.

The applicant clarified and stated that this would be made more clear in future submissions.

7. Election of Chair and Vice Chair

Ms. Cox called for nominations for Chair.

MR. KALMIN NOMINATED MS. COX FOR CHAIR.

Ms. Cox declined the nomination.

Ms. Cox called for additional nominations for Chair.

MR. CUNNINGHAM NOMINATED MR. SCHROEDER FOR CHAIR, SECONDED BY MS. COX.

Mr. Schroeder accepted the nomination.

Ms. Cox called for a voice vote.

MR. SCHROEDER WAS ELECTED CHAIR UNANIMOUSLY BY VOICE VOTE, 6-0.

Ms. Cox called for nominations for Vice Chair.

MR. KALMIN NOMINATED MR. PATELA FOR VICE CHAIR, SECONDED BY MR. CUNNINGHAM.

Mr. Pathela accepted the nomination.

Ms. Cox called for a voice vote.

MR. PATELA WAS ELECTED VICE CHAIR UNANIMOUSLY BY VOICE VOTE, 6-0.

8. Staff Report

Mr. Scibilia discussed administrative approvals of minor certificates of appropriateness since the last meeting:

- Surf Shop signage at Courthouse Plaza – 10304 Willard Way
- Point 50 grocery store trim color amendment – 10360 Fairfax Boulevard
- Rise and Shine daycare fence style amendment – 10100 Main Street
- Capital Ale House signage – 4069 Chain Bridge Road

- UBAR window signage – 10407 Main Street

Mr. Scibilia discussed administrative applications for minor certificates of appropriateness actively under review:

- None

Mr. Scibilia discussed previously approved and recently completed projects that received major certificates of appropriateness:

- Red Lobster – 10325 Fairfax Boulevard

Mr. Scibilia discussed active architectural review violation cases:

- Sprint telecommunications antenna screen wall – 10301 Democracy Lane – Screen wall painted the wrong color.

Mr. Scibilia discussed upcoming BAR meetings and anticipated cases:

- February:
 - Pending review of an amendment to the amenity area at the Point 50 shopping center – 10360 Fairfax Boulevard
- March:
 - Pending work session for Northfax West project (Napolitano property) – 3570 Chain Bridge Road
- Future meetings:
 - East Wind painting and partial siding replacement – 10414 Main Street – Hearing date to be determined

Mr. Scibilia asked for Board member availability for upcoming meetings on February 5 and 19.

- Mr. Pathela, Ms. Cox, and Mr. Cunningham stated that they were unavailable on February 5.

Mr. Scibilia asked Mr. Kalmin for any relevant updates from Historic Fairfax City Inc. (HFCI):

- Discussion of budgeting items for the year.
- Members of HFCI expressed concerns about communications with staff on projects in historic districts.
 - Mr. Scibilia explained the new procedure for sharing design review proposals in historic districts with the Director of Historic Resources who, at their discretion, can share with HFCI for comment.
- Members of HFCI thought that it would be useful for applicants for projects in historic districts to classify their architectural style.
- HFCI is looking for public speakers on the history of the City.
 - Mr. Cunningham recommended Paige Johnson and Mayor David Meyer
- Walking tour popularity is dwindling.
- Discussion of historic markers.
- Discussion of memorial bricks at the museum and at Sherwood Center.
- Discussion of improving online presence of HFCI.

Mr. Scibilia asked Mr. Beaty for any relevant updates from the Community Appearance Committee (CAC):

- No meetings since November.

Mr. Scibilia briefed the Board on the small area plans process for Northfax and Old Town and provided upcoming meeting dates:

- Wednesday, January 29, 2020 at 6:30 in the Council work session room – Joint briefing by consultant Cunningham Quill for City Boards and Commissions
- Thursday, January 30, 2020 at 6:30 at the Sherwood Center – Public briefing by the consultant on the Northfax Activity Center small area plan
- Thursday, February 6, 2020 at 6:30 at the Sherwood Center – Public briefing by the consultant on the Old Town Activity Center small area plan

Mr. Scibilia discussed training for Board members.

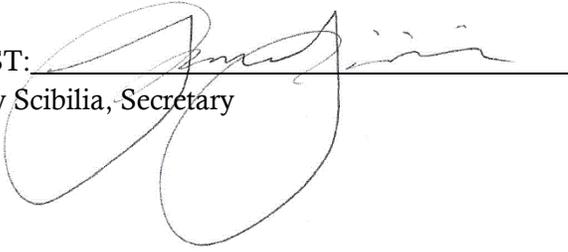
9. Closing Board Comments

None.

10. Adjournment

Meeting adjourned at 9:55 p.m.

ATTEST: _____
Tommy Scibilia, Secretary

A handwritten signature in black ink, appearing to read 'Tommy Scibilia', is written over a horizontal line. The signature is stylized and cursive.



RECEIVED
04 / 29 / 2020
Community Dev & Planning







TREE COVER CALCULATIONS

SITE AREA	±171,706 SF
- R.O.W. ACQUISITION DEDUCTIONS	±28,042 SF
TOTAL REMAINING SITE AREA	±143,664 SF
X % REQUIRED (ZONING - CR)	10%
= TREE COVER TO BE PROVIDED	(10%) 14,365 SF
TREE COVER TO BE PROVIDED BY PRESERVING TREES	7,000 SF
TREE COVER NEEDED TO BE PROVIDED BY PLANTING TREES	7,365 SF
ACTUAL TREE COVER PROVIDED BY PLANTING	12,175 SF
TOTAL TREE COVER PROVIDED	19,175 SF

NOTE: SEE SHEET P-0403 FOR PRELIMINARY PLANT SCHEDULE.

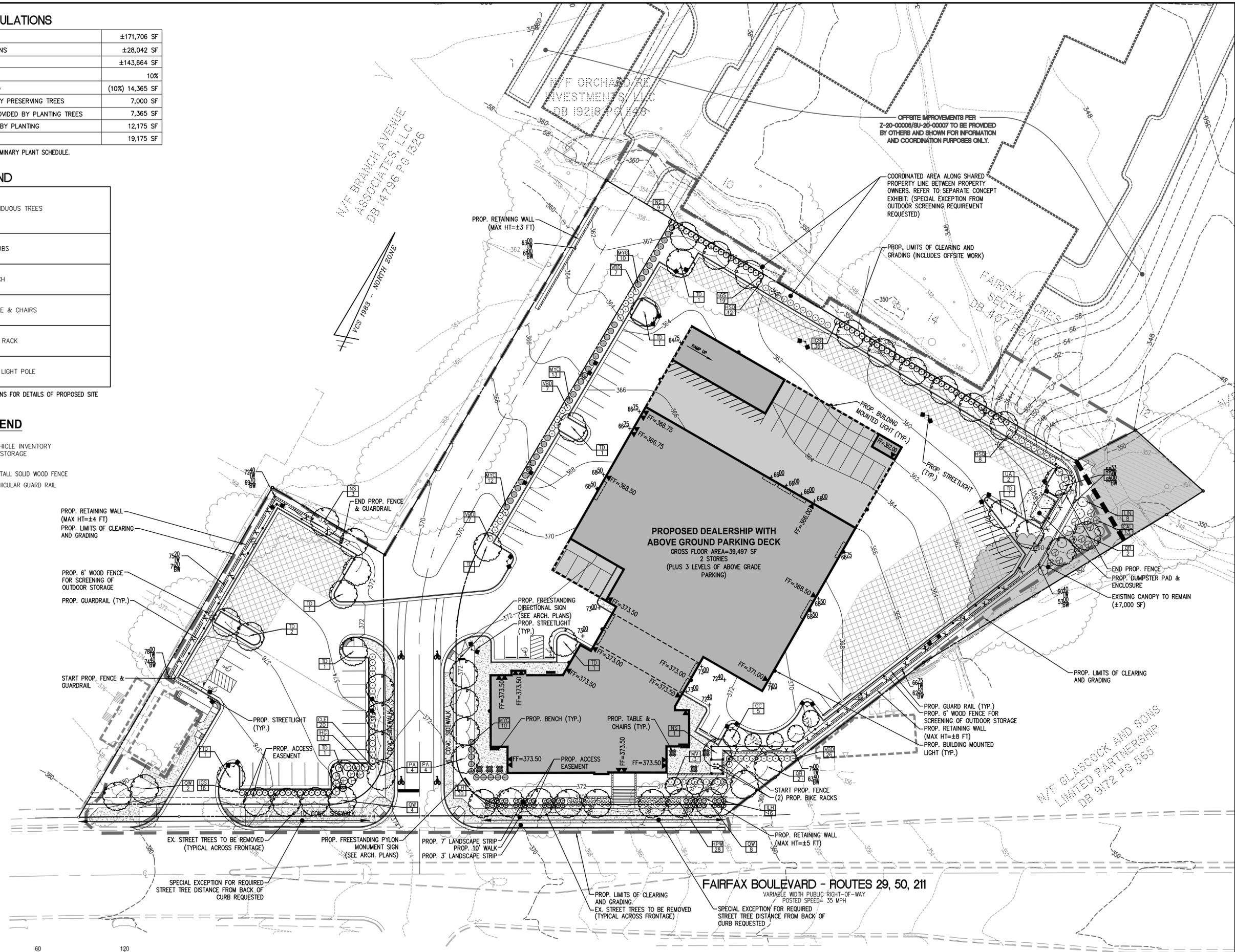
LANDSCAPE LEGEND

	PROPOSED DECIDUOUS TREES
	PROPOSED SHRUBS
	PROPOSED BENCH
	PROPOSED TABLE & CHAIRS
	PROPOSED BIKE RACK
	PROPOSED SITE LIGHT POLE

NOTE: REFER TO ARCHITECTURAL PLANS FOR DETAILS OF PROPOSED SITE FURNISHINGS AND LIGHTING.

LEGEND

	VEHICLE INVENTORY & STORAGE
	6' TALL SOLID WOOD FENCE
	VEHICULAR GUARD RAIL



NOTE

1. THE PROPOSED SITE FEATURES SHOWN ON THIS PLAN REFLECT THE DETAILS INCLUDED IN THE SUP APPLICATION (SU-19-00793 & SE-19-00794).

CONCEPTUAL LANDSCAPE PLAN

BAR APPLICATION
BROWN'S FAIRFAX MAZDA
 CITY OF FAIRFAX, VIRGINIA

WALTER L. PHILLIPS
 INCORPORATED
 ENGINEERS • SURVEYORS • PLANNERS
 LANDSCAPE ARCHITECTS • ARBORISTS
 207 PARK AVENUE
 FALLS CHURCH, VIRGINIA 22046
 (703) 532-6163 Fax (703) 533-1301
 www.WLPHINC.com
 ESTABLISHED 1945
 DATE: 04/28/2020
 DRAWN: DPM/HT/BS
 CHECKED: AV

NO.	DESCRIPTION	DATE	REV. BY	APPROVED	DATE

TREE COVER CALCULATIONS - INTERIM

SITE AREA	±171,706 SF
- R.O.W. ACQUISITION DEDUCTIONS	±28,042 SF
TOTAL REMAINING SITE AREA	±143,664 SF
X % REQUIRED (ZONING - CR)	10%
= TREE COVER TO BE PROVIDED	(10%) 14,365 SF
TREE COVER TO BE PROVIDED BY PRESERVING TREES	7,000 SF
TREE COVER NEEDED TO BE PROVIDED BY PLANTING TREES	7,365 SF
ACTUAL TREE COVER PROVIDED BY PLANTING	12,325 SF
TOTAL TREE COVER PROVIDED	19,325 SF

LANDSCAPE LEGEND

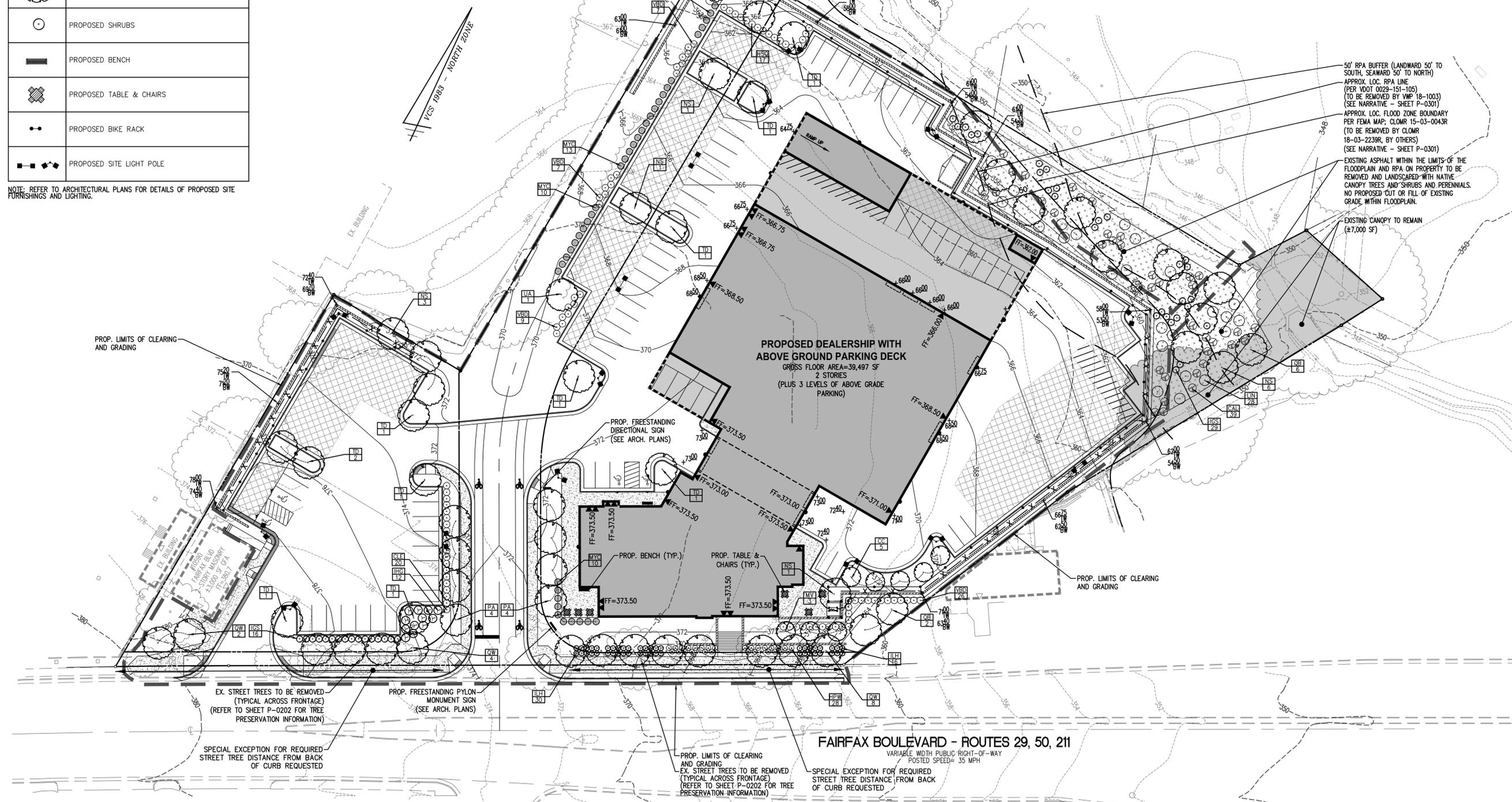
	PROPOSED DECIDUOUS TREES
	PROPOSED SHRUBS
	PROPOSED BENCH
	PROPOSED TABLE & CHAIRS
	PROPOSED BIKE RACK
	PROPOSED SITE LIGHT POLE

NOTE: REFER TO ARCHITECTURAL PLANS FOR DETAILS OF PROPOSED SITE FURNISHINGS AND LIGHTING.

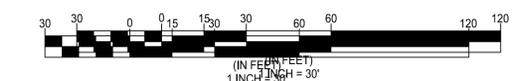
PLANTING SCHEDULE - INTERIM

KEY	BOTANICAL NAME	COMMON NAME	QTY	CAL.	HT.	COMMENTS	UNIT	TOTAL (SF)
CC	Cercis canadensis 'Forest Pansy'	'Forest Pansy' Redbud	5	2"	8'-10"	B&B, full specimen	100	500.00
MV	Magnolia virginiana	Sweetbay Magnolia	3	2"	8'-10"	B&B, full specimen, 3-4 trunks	100	300.00
NS	Nyssa sylvatica	Blackgum	12	3.5"	8'-10"	B&B, full specimen	175	2100.00
PA	Platanus x acerifolia 'Bloodgood'	Bloodgood London Planetree	8	3.5"	12'-14"	B&B, full specimen	250	2000.00
OB	Quercus bicolor	Swamp White Oak	6	3.5"	12'-14"	B&B, full specimen	250	1500.00
OW	Quercus phellos	Willow Oak	14	3.5"	12'-14"	B&B, full specimen	250	3500.00
TD	Taxodium distichum	Bald Cypress	11	3.5"	12'-14"	B&B, full specimen	175	1925.00
UA	Ulmus americana 'Valley Forge'	Valley Forge American Elm	2	3.5"	12'-14"	B&B, full specimen	250	500.00

KEY	BOTANICAL NAME	COMMON NAME	QTY	HEIGHT	SPREAD	COMMENTS
CAL	Callicarpa americana	American Beautyberry	38	18'-24"	18'-24"	3 gal., full vigorous, well-rooted & established
CLE	Clethra alnifolia 'Hummingbird'	Hummingbird Summersweet Clethra	20	18'-24"	18'-24"	3 gal., full vigorous, well-rooted & established
HSQ	Hydrangea quercifolia 'Snow Queen'	Snow Queen Oakleaf Hydrangea	17	24'-36"	24'-36"	3 gal., full vigorous, well-rooted & established
HPW	Hydrangea quercifolia 'Pee Wee'	Pee Wee Oakleaf Hydrangea	28	18'-24"	18'-24"	3 gal., full vigorous, well-rooted & established
IGS	Ilex glabra 'Shamrock'	Shamrock Inkberry	44	18'-24"	18'-24"	3 gal., full vigorous, well-rooted & established
ILH	Itea virginica 'Little Henry'	Little Henry Sweetpire	46	15'-18"	15'-18"	3 gal., full vigorous, well-rooted & established
IHG	Itea virginica 'Henry's Garnet'	Henry's Garnet Sweetpire	16	24'-30"	24'-30"	3 gal., full vigorous, well-rooted & established
LIN	Lindera benzoin	Spicebush	27	24'-30"	24'-30"	3 gal., full vigorous, well-rooted & established
MYC	Myrica cerifera	Southern Bayberry	38	24'-30"	24'-30"	7 gal., full vigorous, well-rooted & established
VBD	Viburnum dentatum 'Christom'	Blue Muffin Arrowwood Viburnum	49	24'-36"	24'-36"	3 gal., full vigorous, well-rooted & established



50' RPA BUFFER (LANDWARD 50' TO SOUTH, SEAWARD 50' TO NORTH)
 APPROX. LOC. RPA LINE (PER VDOT 0029-151-105) (TO BE REMOVED BY VWP 18-1003) (SEE NARRATIVE - SHEET P-0301)
 APPROX. LOC. FLOOD ZONE BOUNDARY PER FEMA MAP; CLOMR 15-03-0043R (TO BE REMOVED BY CLOMR 18-03-2239R, BY OTHERS) (SEE NARRATIVE - SHEET P-0301)
 EXISTING ASPHALT WITHIN THE LIMITS OF THE FLOODPLAIN AND RPA ON PROPERTY TO BE REMOVED AND LANDSCAPED WITH NATIVE CANOPY TREES AND SHRUBS AND PERENNIALS. NO PROPOSED CUT OR FILL OF EXISTING GRADE WITHIN FLOODPLAIN.
 EXISTING CANOPY TO REMAIN (47,000 SF)



NOTE

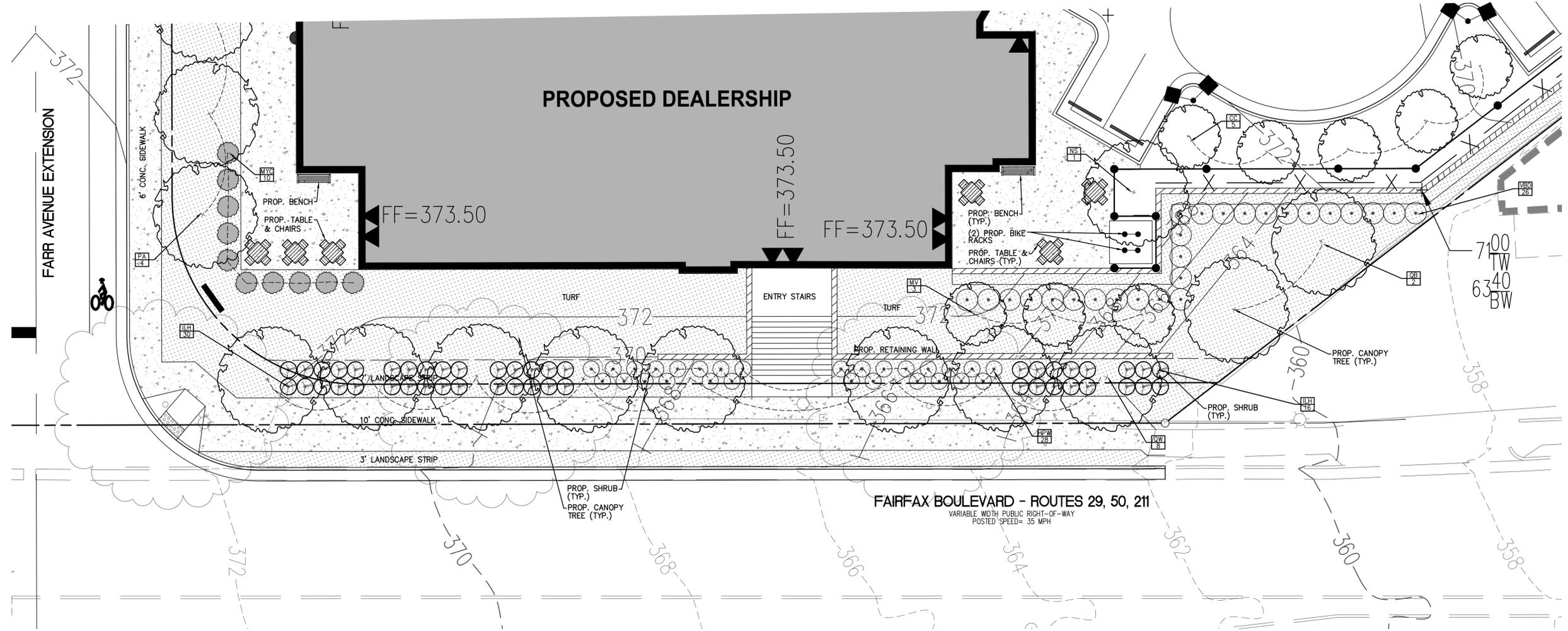
1. THE PROPOSED SITE FEATURES SHOWN ON THIS PLAN REFLECT THE DETAILS INCLUDED IN THE SUP APPLICATION (SU-19-00793 & SE-19-00794).

Engineers • Surveyors • Planners
 Landscape Architects • Arborists
WALTER L. PHILLIPS
 INCORPORATED
 ESTABLISHED 1945
 207 PARK AVENUE
 FALLS CHURCH, VIRGINIA 22046
 (703) 532-6163 Fax (703) 533-1301
 www.WLPHINC.com

REVISION APPROVED BY

NO.	DESCRIPTION	DATE	REV. BY	APPROVED	DATE

CONCEPTUAL LANDSCAPE PLAN - INTERIM
BAR APPLICATION
BROWN'S FAIRFAX MAZDA
 CITY OF FAIRFAX, VIRGINIA



FRONTAGE LANDSCAPE ENLARGEMENT
SCALE: 1" = 10'

LANDSCAPE LEGEND

	PROPOSED DECIDUOUS TREES
	PROPOSED SHRUBS
	PROPOSED BENCH
	PROPOSED TABLE & CHAIRS
	PROPOSED BIKE RACK
	PROPOSED SITE LIGHT POLE

NOTE: REFER TO ARCHITECTURAL PLANS FOR DETAILS OF PROPOSED SITE FURNISHINGS AND LIGHTING.



6' BOARD ON BOARD FENCE EXAMPLE

NOTE: ACTUAL FENCE DESIGN IS SUBJECT TO CHANGE AT THE TIME OF SITE PLAN.

PRELIMINARY PLANT SCHEDULE

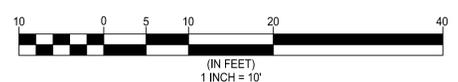
NOTE: THE PLANT SPECIES ARE PRELIMINARY RECOMMENDATIONS ONLY. SELECTIONS ARE SUBJECT TO CHANGE AT THE TIME OF SITE PLAN. PROPOSED LANDSCAPING WILL INCLUDE NATIVE SPECIES CONSISTENT WITH THE CITY OF FAIRFAX'S GUIDELINES FOR LANDSCAPING.

TREES

KEY	BOTANICAL NAME	COMMON NAME	QTY	CAL.	HT.	COMMENTS	UNIT	TOTAL
							(SF)	(SF)
CC	Cercis canadensis 'Forest Pansy'	Forest Pansy Redbud	5	2"	8'-10'	B&B, full specimen	100	500.00
MV	Magnolia virginiana	Sweetbay Magnolia	3	2"	8'-10'	B&B, full specimen, 3-4 trunks	100	300.00
NS	Nyssa sylvatica	Blackgum	13	3.5"	8'-10'	B&B, full specimen	175	2275.00
PA	Platanus x acerifolia 'Bloodgood'	Bloodgood London Planetree	8	3.5"	12'-14'	B&B, full specimen	250	2000.00
QB	Quercus bicolor	Swamp White Oak	4	3.5"	12'-14'	B&B, full specimen	250	1000.00
QW	Quercus phellos	Willow Oak	14	3.5"	12'-14'	B&B, full specimen	250	3500.00
TD	Taxodium distichum	Bald Cypress	12	3.5"	12'-14'	B&B, full specimen	175	2100.00
UA	Ulmus americana 'Valley Forge'	Valley Forge American Elm	2	3.5"	12'-14'	B&B, full specimen	250	500.00

SHRUBS

KEY	BOTANICAL NAME	COMMON NAME	QTY	HEIGHT	SPREAD	COMMENTS
CAL	Callicarpa americana	American Beautyberry	13	18"-24"	18"-24"	3 gal., full vigorous, well-rooted & established
CLE	Clethra alnifolia 'Hummingbird'	Hummingbird Summersweet Clethra	20	18"-24"	18"-24"	3 gal., full vigorous, well-rooted & established
HSO	Hydrangea quercifolia 'Snow Queen'	Snow Queen Oakleaf Hydrangea	20	24"-36"	24"-36"	3 gal., full vigorous, well-rooted & established
HPW	Hydrangea quercifolia 'Pee Wee'	Pee Wee Oakleaf Hydrangea	28	18"-24"	18"-24"	3 gal., full vigorous, well-rooted & established
IGS	Ilex glabra 'Shamrock'	Shamrock Inkberry	70	18"-24"	18"-24"	3 gal., full vigorous, well-rooted & established
ILH	Itea virginica 'Little Henry'	Little Henry Sweetspire	46	15"-18"	15"-18"	3 gal., full vigorous, well-rooted & established
IRG	Itea virginica 'Henry's Garnet'	Henry's Garnet Sweetspire	16	24"-30"	24"-30"	3 gal., full vigorous, well-rooted & established
LIN	Lindera benzoin	Spicebush	8	24"-30"	24"-30"	3 gal., full vigorous, well-rooted & established
MYC	Myrica cerifera	Southern Bayberry	45	24"-30"	24"-30"	7 gal., full vigorous, well-rooted & established
VBD	Viburnum dentatum 'Christom' Blue Muffin	Blue Muffin Arrowwood Viburnum	47	24"-36"	24"-36"	3 gal., full vigorous, well-rooted & established



NOTES

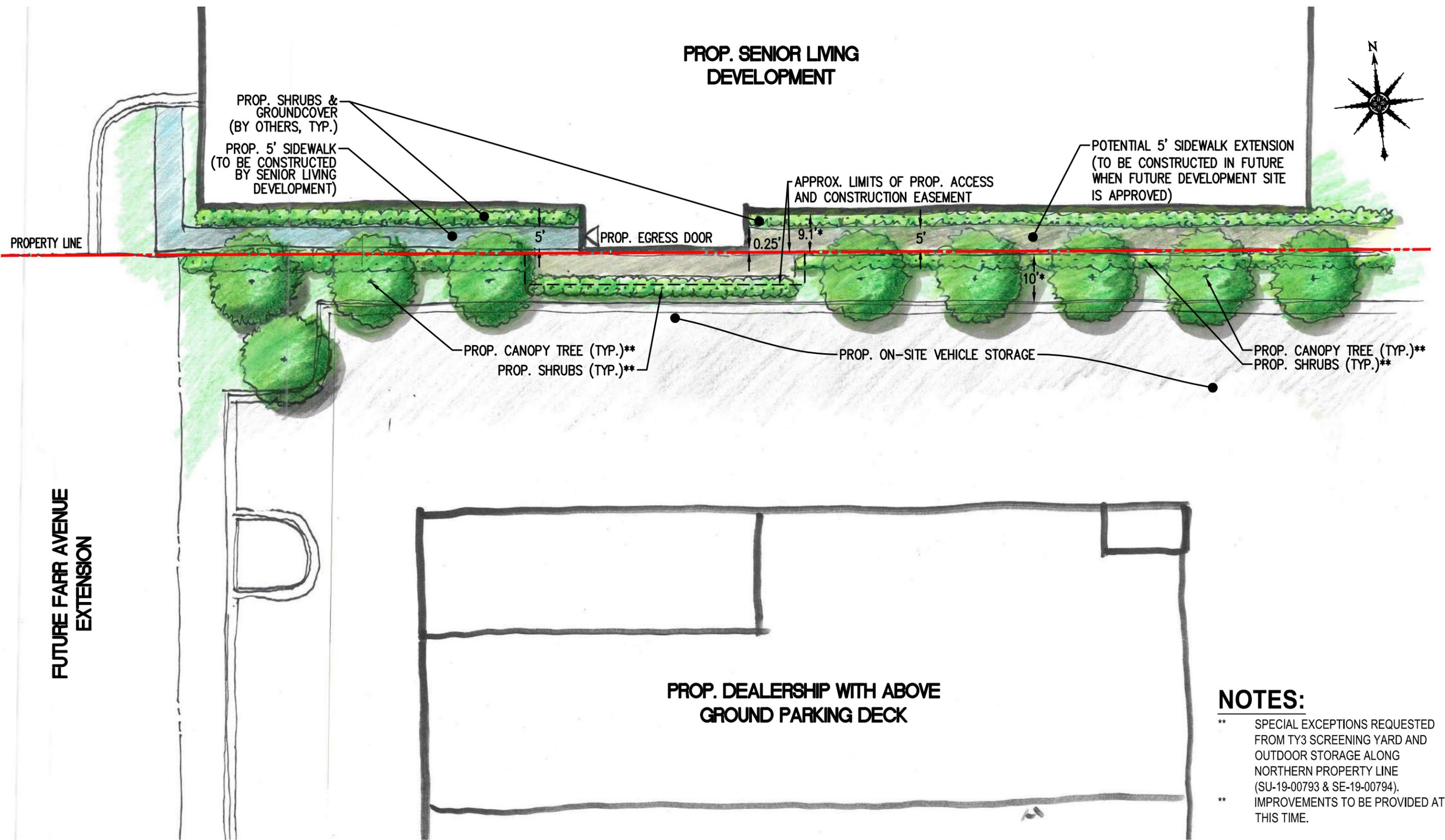
1. THE PROPOSED SITE FEATURES SHOWN ON THIS PLAN REFLECT THE DETAILS INCLUDED IN THE SUP APPLICATION (SU-19-00793 & SE-19-00794).
2. THE LOCATIONS OF SITE FURNISHINGS ARE PRELIMINARY AND SUBJECT TO CHANGE AT THE TIME OF SITE PLAN.
3. THIS PLAN INCLUDES THE PRELIMINARY LOCATIONS OF PROPOSED CANOPY TREES AND LARGE SHRUBS. PLEASE NOTE THAT GROUNDCOVERS, PERENNIALS AND GRASSES ARE NOT SHOWN BUT WILL BE PROVIDED TO COMPLEMENT THE PROPOSED LANDSCAPING AS DETERMINED AT THE TIME OF SITE PLAN.

LANDSCAPE ENLARGEMENT

BAR APPLICATION
BROWN'S FAIRFAX MAZDA
CITY OF FAIRFAX, VIRGINIA

WALTER L. PHILLIPS
INCORPORATED
ESTABLISHED 1945
DATE: 04/28/2020
SCALE: 1" = 10'
DRAWN: DPMH/TJBS
CHECKED: AV
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PROP. SENIOR LIVING DEVELOPMENT



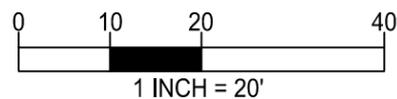
**FUTURE FARR AVENUE
EXTENSION**

**PROP. DEALERSHIP WITH ABOVE
GROUND PARKING DECK**

NOTES:

- ** SPECIAL EXCEPTIONS REQUESTED FROM TY3 SCREENING YARD AND OUTDOOR STORAGE ALONG NORTHERN PROPERTY LINE (SU-19-00793 & SE-19-00794).
- ** IMPROVEMENTS TO BE PROVIDED AT THIS TIME.

NOTE: THIS PLAN IS FOR ILLUSTRATIVE PURPOSES ONLY AND FINAL DESIGNS ARE SUBJECT TO CHANGE.



Q:\sdsproj\16023\dwg\Planning\Exhibits\16023X-0033_Rendering PedestrianCorridor.dwg

COMMON PEDESTRIAN AREA EXHIBIT

PREPARED BY

**WALTER L.
PHILLIPS**
INCORPORATED

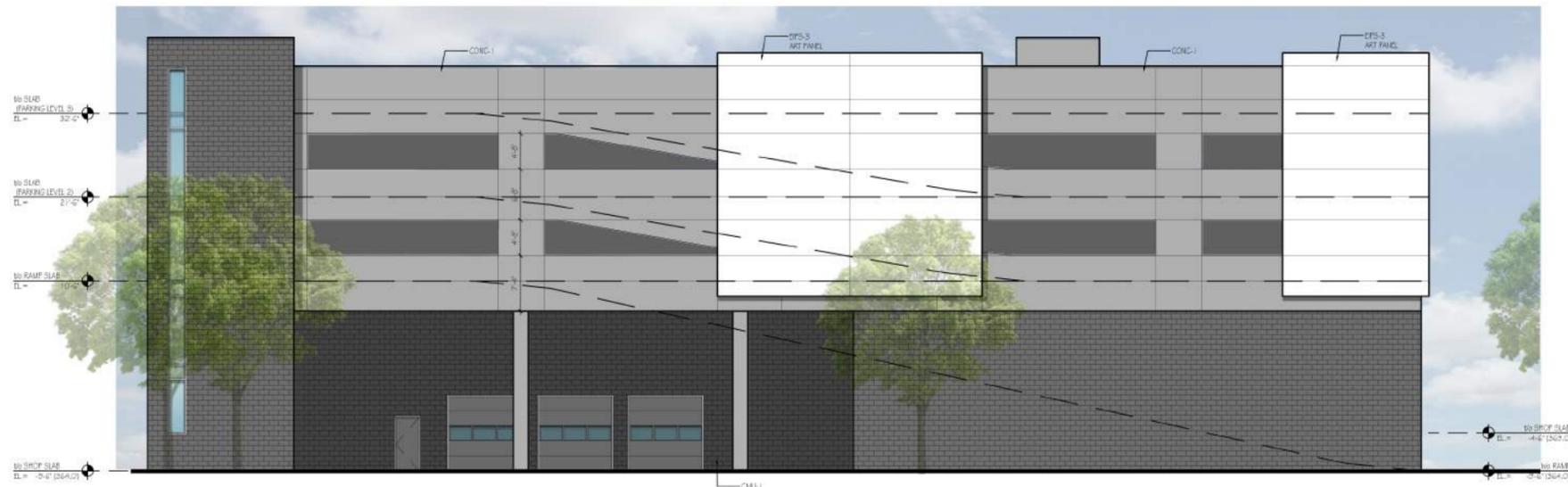


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ESTABLISHED 1945

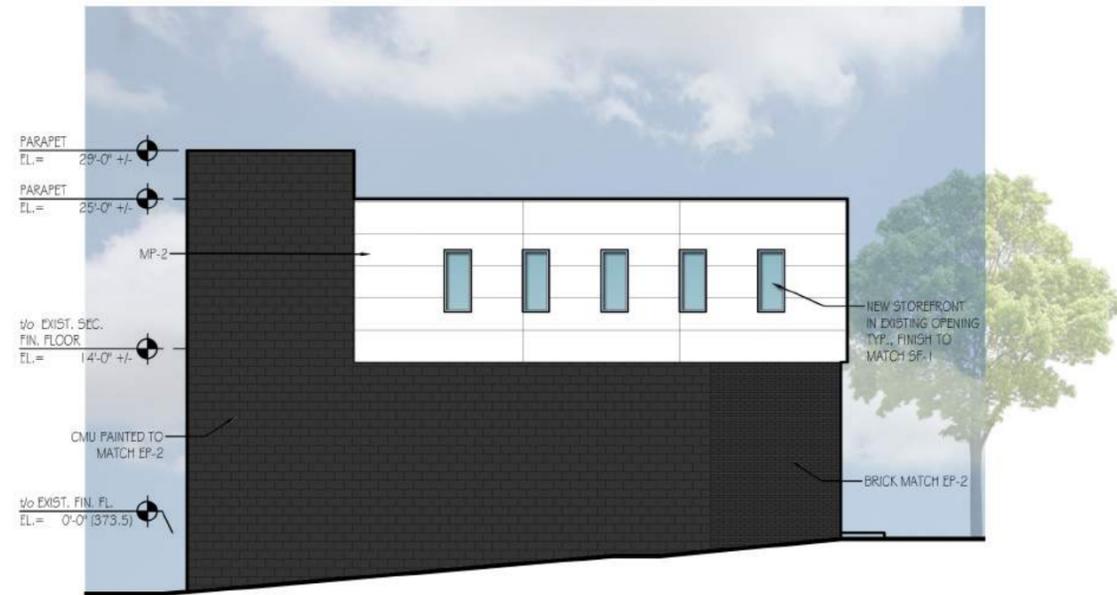


2 SIDE (WEST) ELEVATION
Scale: 1:20

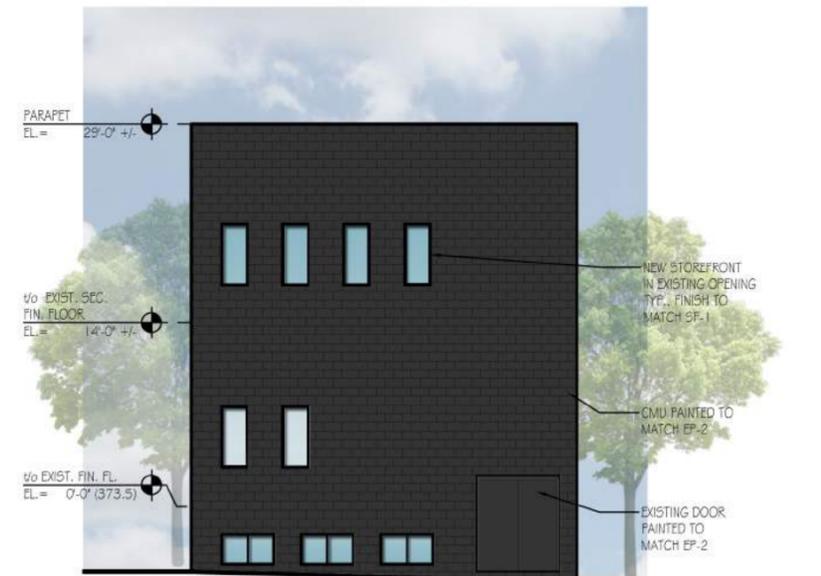


1 REAR (NORTH) ELEVATION
Scale: 1:20





4 LEFT (WEST) ELEVATION
Scale: 1/8"=1'-0"



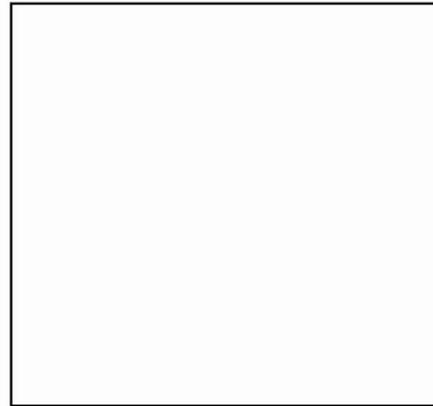
3 REAR (NORTH) ELEVATION
Scale: 1/8"=1'-0"



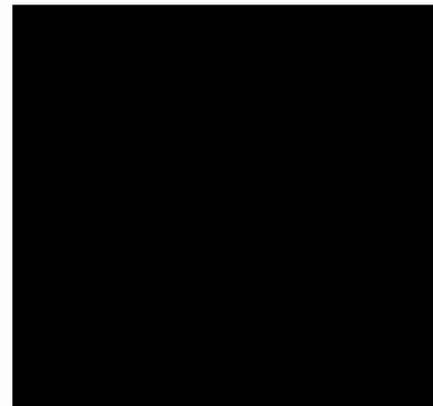
2 RIGHT (EAST) ELEVATION
Scale: 1/8"=1'-0"



1 FRONT (SOUTH) ELEVATION
Scale: 1/8"=1'-0"



MP-2 Metal Panel,
Exterior Facade



MP-3 Metal Panel,
Exterior Facade



MP-4 Metal Panel,
Exterior Facade Accent Strip



CMU-1 Concrete Masonry Unit,
Exterior Perimeter of Building



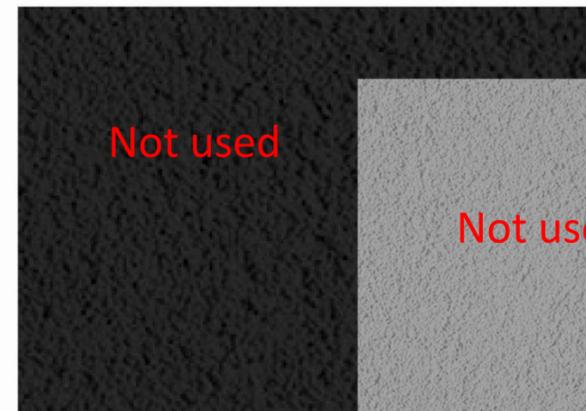
EP-2 Exterior Paint,
Exterior Facade

EP-3 Exterior Paint,
Exterior Facade

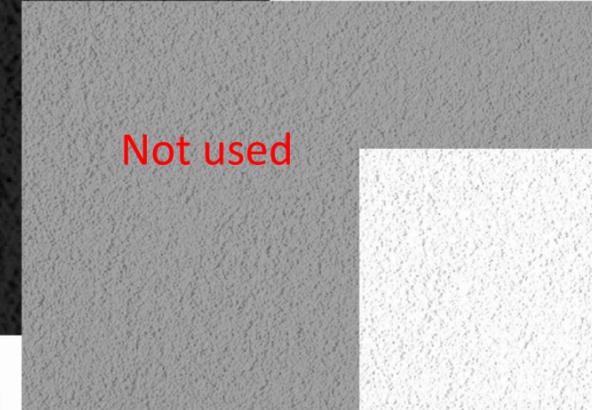


EP-1 Exterior Paint,
Exterior Metal Doors

EP-4 Exterior Paint,
Exterior Facade



**EIFS-1 Exterior Insulating
Finishing System,**
Exterior Facade



**EIFS-2 Exterior Insulating
Finishing System,**
Exterior Rear Facade

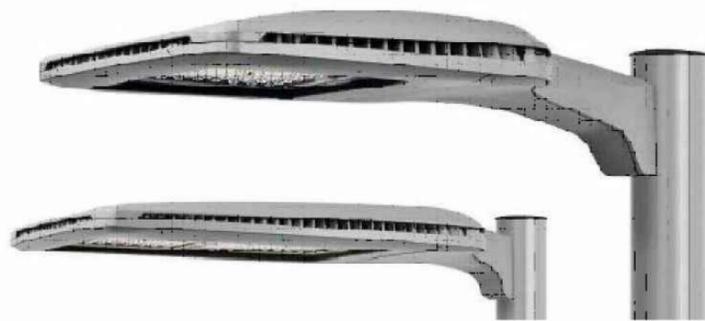


**EIFS-3 Exterior Insulating
Finishing System,**
Exterior Rear Facade





PROPOSED BUILDING MOUNTED LIGHT (LED, FULL CUTOFF)
HEIGHT VARIES- 15' TO 30'- METALLIC SILVER FINISH
8,600 LU, 5000K



PROPOSED SITE LIGHT (LED, FULL CUTOFF)
HEIGHT VARIES- 15' TO 30'
9,000-42,000 LU, 5000K



PROPOSED TABLE



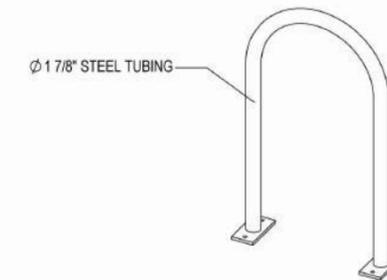
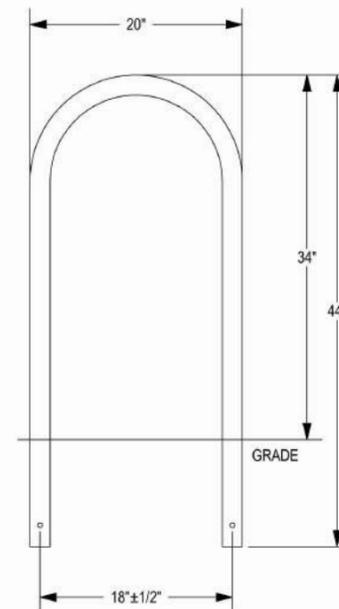
PROPOSED TRASH CAN



PROPOSED OUTDOOR BENCH



MADRAX DIVISION
GRABER MANUFACTURING, INC.
1080 UNIEK DRIVE
WALUNAKEE, WI 53597
P(800) 448-7931, P(608) 849-1080, F(608) 849-1081
WWW.MADRAX.COM, E-MAIL: SALES@MADRAX.COM



PROPOSED BIKE RACK



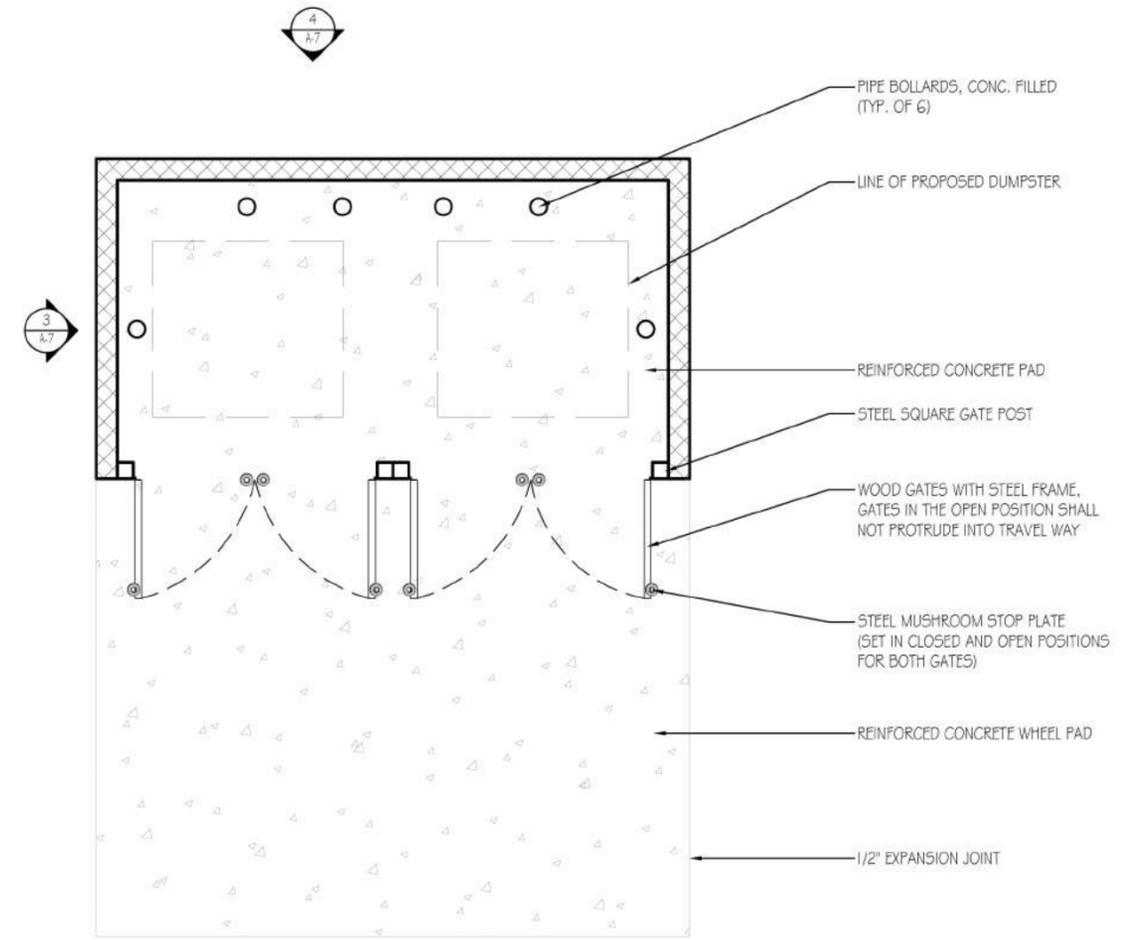
PENNEY DESIGN GROUP
8120 Woodmont Avenue | Suite 410 | Bethesda, Maryland 20814
p.301.979.7600 | f.301.710.6384 | www.penneydesigngroup.com

Browns Automotive Group
12500 Fair Lakes Circle, Suite 375
Fairfax, VA 22083

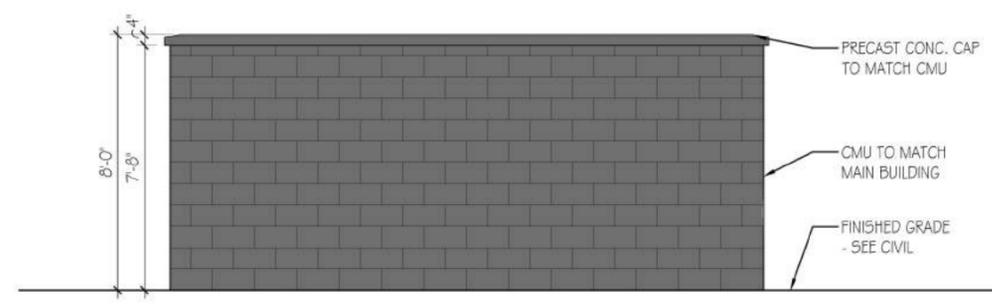
Site Fixtures
April 24, 2020

Browns Mazda Fairfax
10570 Fairfax Blvd
Fairfax, VA 22030
BRO001a

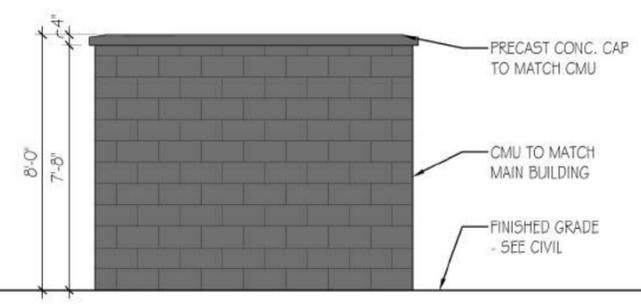
A-6
NTS
12 x 18



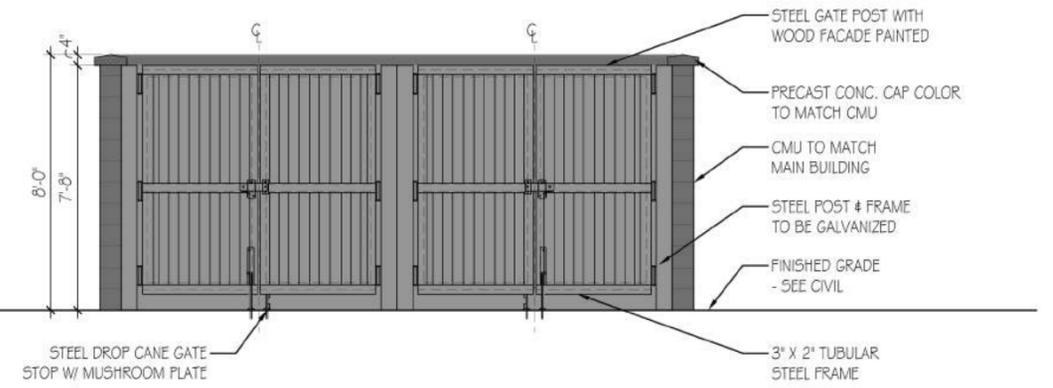
1 TRASH ENCLOSURE PLAN
Scale: 3/16"=1'-0"



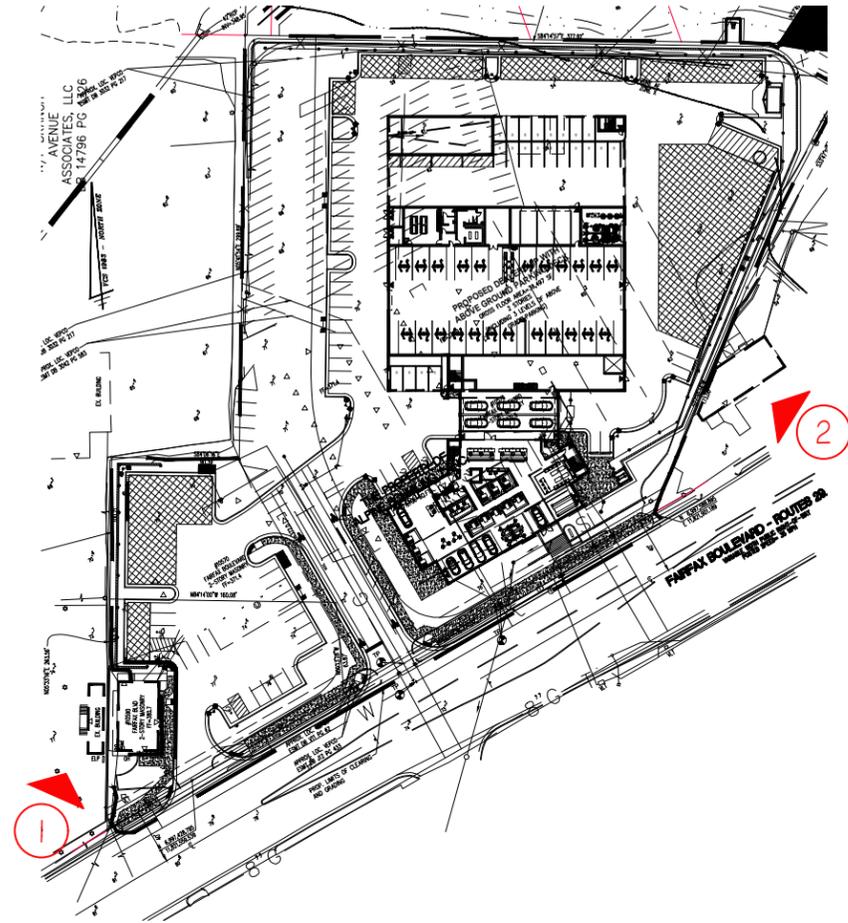
4 REAR ELEVATION
Scale: 3/16"=1'-0"



3 SIDE ELEVATION
Scale: 3/16"=1'-0"



2 FRONT ELEVATION
Scale: 3/16"=1'-0"



1 VIEW 1



1 VIEW 2

1



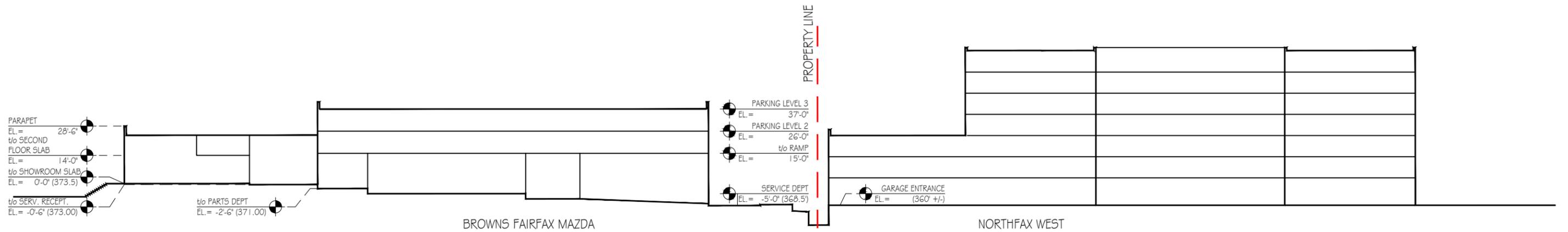
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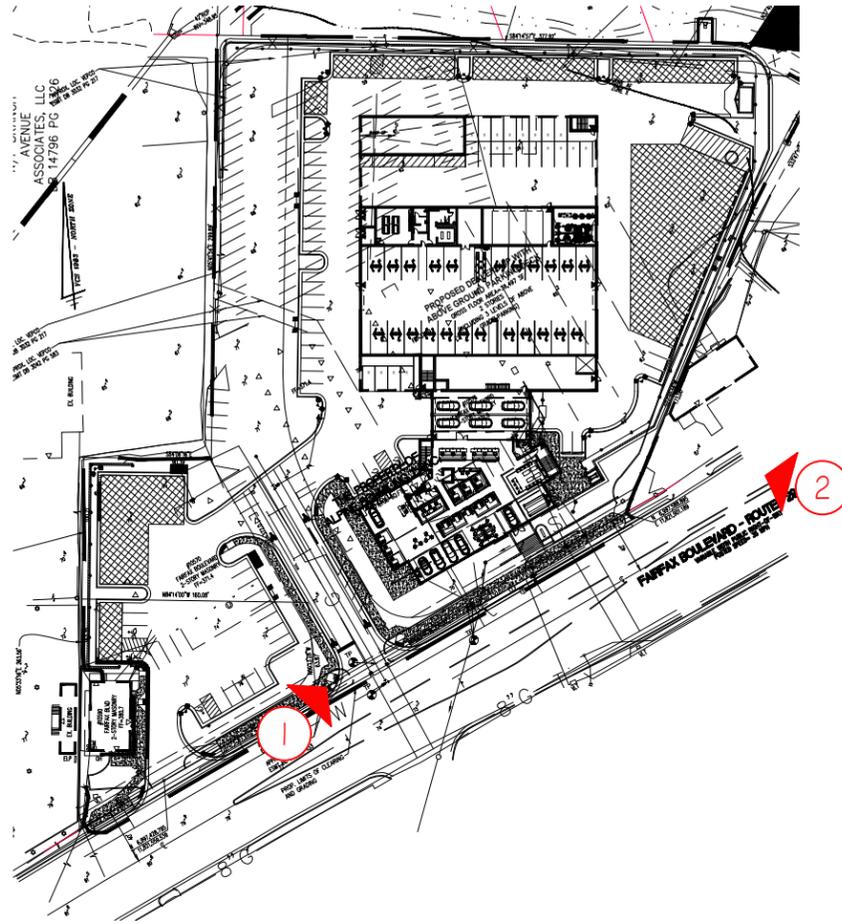


3



4





1 VIEW 1



2 VIEW 2



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Fairfax, VA 22083

Prototype Images
November 4, 2019

Browns Mazda Fairfax
10570 Fairfax Blvd
Fairfax, VA 22030
BRO001a

A-4
NTS
12 x 18









BRIGHTVIEW
SENIOR LIVING

SK+I LSG LANDSCAPE
ARCHITECTURE ARCHITECTURE

NorthFax Site | Fairfax, VA

Perspective from Southeast

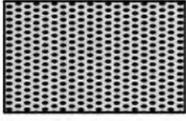
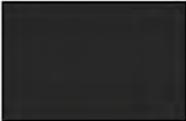


APRIL 24, 2020

03



MATERIAL LEGEND

 <p>MTP1</p>	<p>FLAT/CORRUGATED METAL PANEL: MEDIUM GREY</p>	 <p>PS1</p>	<p>FIBER CEMENT BOARD: WHITE</p>	 <p>PERFORATED METAL AT GARAGE FACADE: ANNODIZED ALUMINUM/ LIGHT GREY</p>	 <p>MAS1</p> <p>BRICK: DARK BRICK</p>
 <p>MTP2</p>	<p>FLAT/CORRUGATED METAL PANEL: DARK GREY</p>	 <p>PS2</p>	<p>FIBER CEMENT BOARD: WOOD GRAIN</p>	 <p>LOUVER AT GARAGE FACADE: WOOD GRAIN</p>	



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Elevations - South Elevation

APRIL 24, 2020

11



SCALE 1" = 20'-0"

