Meeting Date: 01/13/2025
Agenda Item: 8a.

MEMORANDUM

To: **Chair Feather and Members of the Planning Commission**

From: **Albert Frederick, Senior Planner**

Through: **Jason D. Sutphin, Community Development Division Chief**
Brooke Hardin, Director of Community Development and Planning

RE: **Work Session for redevelopment of Davies Property (4131 Chain Bridge Road)**

Meeting Date: January 13, 2025

The attached documents are inclusive of all materials for the Planning Commission Work Session on the above-referenced item. This memorandum serves to provide an explanation of the purpose of this item. The applicant is requesting a Zoning Map Amendment (Rezoning) pursuant to City Code Section 110-6.4 from RM Residential Medium district to CU Commercial Urban district while retaining the Transition Overlay District (TOD) and an approval of a General Development Plan with proffers for an upper-story mixed-use building that consists of 276 apartments, approximately 6,319 square feet of retail, approximately 4,188 office, and structured parking on 2.69 +/- acres.

The following items do not require a review and recommendation from Planning Commission, but will be reviewed by the Board of Architectural Review and City Council:

- Special Exceptions to permit less than 75% ground floor non-residential use in a mixed use building, to permit more than 24 dwelling units per acre, to permit height greater than forty-eight (48) feet, to eliminate the requirement for landscape strip and street trees along the access drive, to eliminate the requirement to provide vehicular access to abutting non-residential properties, to eliminate the requirement for a sidewalk on the northern side of the proposed access drive while providing it on the southern side, to modify transitional yards and to reduce the required canopy coverage, and
- A Major Certificate of Appropriateness for architecture and landscaping pursuant to City Code Section 110-6.5

CITY OF FAIRFAX

Department of Community Development & Planning

Zoning Map Amendment (Z-23-00073)
Special Exception (SE-23-00074)

WORK SESSION DATE

January 13, 2025

APPLICANT

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AGENT

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PARCEL DATA

Tax Map ID

- 57-4-02-040

Street Address

- 4131 Chain Bridge Road

Zoning District

- RM Residential Medium
- Old Town Fairfax Transition Overlay District

APPLICATION SUMMARY

The intent of this post-submission work session request is to receive feedback from the Planning Commission on a proposed Zoning Map Amendment (Rezoning) from RM Residential Medium to CU Commercial Urban while retaining the Old Town Fairfax Transition Overlay District (TOD); Special Exceptions to permit less than 75% ground floor non-residential use in a mixed use building, to permit more than 24 dwelling units per acre, to permit height greater than forty-eight (48) feet, to eliminate the requirement for landscape strip and street trees along the access drive, to eliminate the requirement to provide vehicular access to abutting non-residential properties, to eliminate the requirement for a sidewalk on the northern side of the proposed access drive while providing it on the southern side, to modify transitional yards and to reduce the required canopy coverage. The Applicant proposes to replace a single-family home with an upper story residential/mixed use building that consists of 276 apartments in two multi-family buildings, approximately 6,319 square feet of retail, approximately 4,188 square feet of office, and structured parking on 2.69 +/- acres.



Background Information

The site is currently developed with a vacant 3,448 square foot Colonial Revival style single-family home that was constructed around 1916. The subject property is commonly known as the Davies Property, and is located on the eastern side of Chain Bridge Road, at the intersection of Judicial Drive, and spans the block with frontage on the west side of University Drive, across from Breckinridge Lane, south of Sager Avenue and north of Armstrong Street. The Davies Property is approximately 2.69 acres as summarized in Table 1 (below):

Table 1: Property Information

Address	Description	Area	Current Zoning
4131 Chain Bridge Road	1916 Colonial Revival style single-family home	2.69 acres	RM Residential Medium/TOD

- 4131 Chain Bridge Road: a two and-a half story Colonial Revival style single-family home was constructed around 1916, a detached garage constructed around 1920, and a one-story concrete block shed (undetermined date). The western property line has a large retaining wall with plantings along Chain Bridge Road. The eastern property line along University Drive has a board-on-board privacy fence. The vehicular access point to the property is located on Chain Bridge Road.

The site has access from Chain Bridge Road. Further information on adjacent properties is provided in Table 2 (below):

Table 2: Surrounding Land Use and Zoning

	Existing Zoning	Existing Land Use	Future Land Use
Site	RM Residential Medium/Old Town Fairfax Transition Overlay District (TOD)	Single-family home	Activity Center/Old Town Fairfax Small Area Plan
North	CO Commercial Office/Old Town Fairfax Transition Overlay District (TOD)	Office building	Activity Center/Old Town Fairfax Small Area Plan
South	PDC Planned Development Commercial District/Old Town Fairfax Transition Overlay District (TOD)	Office building	Activity Center/Old Town Fairfax Small Area Plan
East	RT Residential Townhouse	Townhomes	Townhouse/Single-Family Attached Neighborhood
West	CR Commercial Retail/Old Town Fairfax Transition Overlay District (TOD) PDC Planned Development Commercial zoning in Fairfax County	Restaurant; Fairfax County Judicial Center (Fairfax County)	Commercial Corridor/Old Town Fairfax Small Area Plan Fairfax County Public Facilities

The Comprehensive Plan Future Land Use designation for the subject property is Activity Center, and the Old Town Fairfax Small Area Plan applies to this site. The subject property is currently zoned RM Residential Medium in the Old Town Fairfax Transition Overlay District. The subject site is located on the eastern side of Chain Bridge Road, at the intersection of Judicial Drive, and spans the block with frontage on University Drive, across from Breckinridge Lane. The three-story Fairfax County Judicial Complex in the County Public Facilities future land use designation and a vacant one-story restaurant in the Commercial Corridor Place

Type is located on the west side of Chain Bridge Road, a four-story office building in the Activity Center Place Type is located to the north, a three-story office-condo subdivision in the Activity Center Place Type is located to the south, and a three-story townhome community is located to the east of the site and across University Drive in Townhouse/Single-Family Attached Neighborhood Place Type.

Project History

On March 14, 2022, the Planning Commission held a pre-application briefing to review a concept plan for an apartment building with retail. Some of the comments voiced by the commissioners' included concerns about consistency with Small Area Plan, compliance with Affordable Dwelling Units Ordinance, pedestrian connections, proximity to George Mason University, cumulative traffic impacts on road network, fire and emergency access, and green building practices.

On April 5, 2022, the City Council held a pre-application briefing to review a concept plan for an apartment building with retail. The City Council expressed some concerns about density, height and building size, not enough commercial being proposed, lack of open space could be problematic, and this concept may not be the right project for this location.

On September 20, 2023, the Board of Architectural Review held a preliminary work session to discuss the proposed architecture for the proposed upper-story residential/mixed use building. Attachment 5 has the preliminary architecture for the proposed building. Section 6.17.5. (Special Exceptions) of the Zoning Ordinance requires the Board of Architectural Review (BAR) to make recommendations to the City Council on land use applications in the Transition Overlay District. One recommendation would be for the Special Exceptions and the second recommendation would be for the Major Certificate of Appropriateness for architecture and landscaping with a recommendation to the City Council. The Applicant is requesting a total of eight (8) Special Exceptions to allow the building height to exceed for 48 feet in the Transition Overlay District (TOD), to allow the density to exceed 24 units per acre, to reduce the 75% ground floor nonresidential use, to exceed the maximum lot coverage of 90%, to eliminate the requirement for inter-parcel vehicular access, to eliminate the transitional yard on the northern property line, to eliminate the sidewalk requirement on the north side of the private street and to modify the parking space dimensional requirement. The Applicant is required to go back to the BAR for another work session.

Some of the comments voiced by the BAR included concerns about the architecture and building does not blend in well with Old Town Fairfax, height, building massing, density, and monolithic appearance. The proposed mural was also a concern for the board. The special exceptions were not defined or discussed at this work session and will be discussed at a future work session with the BAR. There were several members of the public with comments in opposition to the proposed architecture.

On November 13, 2023, the Planning Commission held a post submission work session to discuss the proposed Map Amendment (Rezoning) from RM Residential Medium to CU Commercial Urban in the Old Town Fairfax Transition Overlay District (TOD) and General Development Plan. After a presentation by staff and the Applicant, the Planning Commission made the following comments and observations:

- Project could be scaled back in terms of height, density, massing and impervious surface area
- On-site Affordable Dwelling Units is a plus for the project
- Loss of trees and open space is a concern
- Road width of 26 feet and fire lane requirements are not negotiable
- The pedestrian pathway through the middle of the site is a key feature, could use some retail or other features to engage the public

- Traffic is a concern, provide more alternatives such as transit and bike share
- Traffic Impact Study should consider pre-pandemic numbers
- Explore the possibility of left turn movements out to University Drive, challenges with off-set alignment with Breckinridge Lane
- Provide EV stations to meet a growing demand
- Provide more retail than 5,000 square feet; potential to be multiple fast/casual restaurants, or a larger restaurant or fitness facility
- The Zoning Ordinance standards for the CU district needs to catch up with the Small Area Plan
- The Applicant has made a rational argument for compact spaces
- Inquiry was made on the types of tenants and number of units by type
- Need to consider all the units proposed throughout the city in Activity Centers

December 5, 2023, City Council held a post-submission work session with the Applicant, TDC Acquisitions, LLC to discuss the latest submission. After a presentation by staff and the Applicant, City Council Commission made the following comments and observations:

- Would the greenway as proposed align with the existing parking structure to the north? Yes.
- Would the greenway be designed to allow pedestrian access, as well as emergency vehicle access? Yes.
- Would the access drive on Chain Bridge Road and University Drive be limited to right-in, right-out? Yes.
- What is the recommended tree canopy for the site? The proposed tree canopy is under the required percentage, but the number has not been determined at this time.
- Concern with retail at this location because it is not recommended in the Small Area Plan.
- Project has potential but more tree canopy is needed and there could be a tradeoff for height with more tree canopy.
- Review of the transportation analysis is needed to evaluate the impacts on the road network and intersections.
- Would the required Affordable Dwelling Units (ADU) be distributed throughout both buildings? Yes.

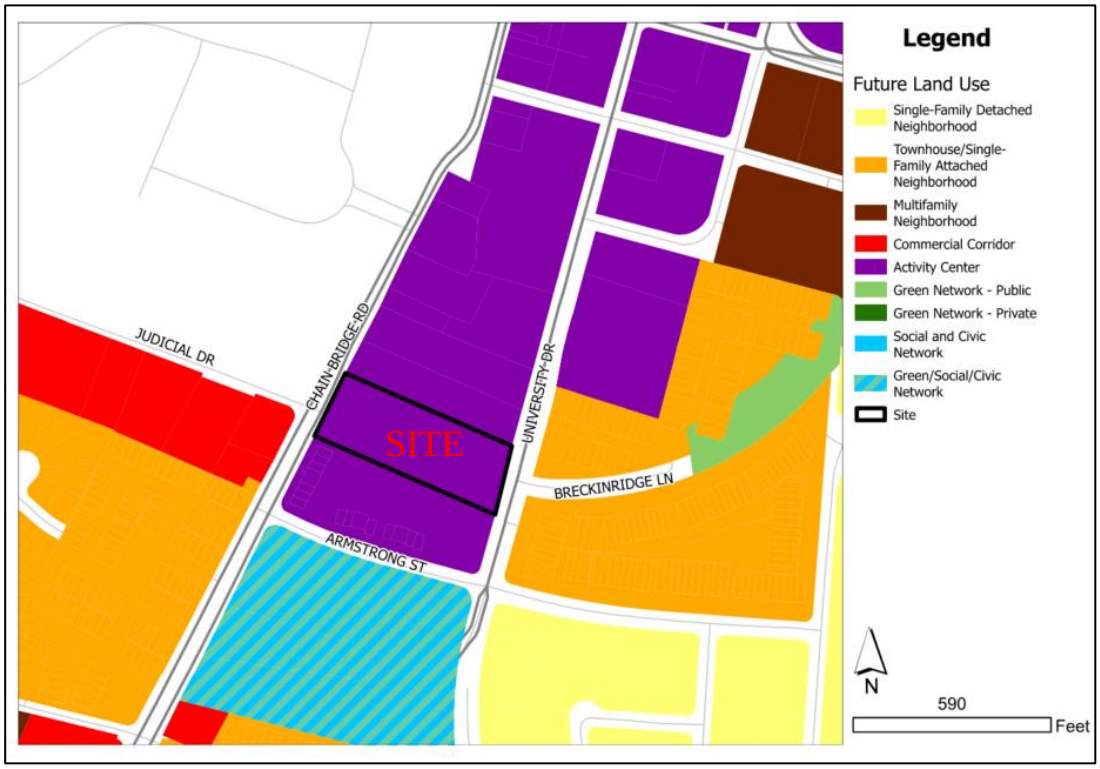
On September 6, 2024, the owner and Applicant submitted an updated land use applications and revised plans.

On December 4, 2024, the Board of Architectural Review held a work session to discuss the revised plans provided by the owner as Applicant.

COMPREHENSIVE PLAN

Land Use: The Comprehensive Plan provides a general plan and communicates a vision for future land use and development in the city; while the Zoning Ordinance provides the regulatory mechanism to ensure the new development and changes in land use are consistent with the vision. Figure 1 (next page) illustrates the Comprehensive Plan Future Land Use Map for the subject property and surrounding area:

Figure 1: Comprehensive Plan



The Activity Center Place Type 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, active streets accommodating multimodal transportation, and community serving commercial (City of Fairfax 2035 Comprehensive Plan, Page 32). New development in Activity Center Place Type should provide integrated uses with structured or below grade parking. The overall project design within an activity center should improve the streetscape and provide vehicular and pedestrian connections to the existing road network and surrounding uses as recommended by the Multimodal Transportation Chapter of the Comprehensive Plan (City of Fairfax 2035 Comprehensive Plan, Page 32). "While the Comprehensive Plan advises the Activity Center's development at a high level, Small Area Plans provide more specific guidance for each Activity Center, including the desired mix of uses, residential density, building density, design aesthetic, street locations, multimodal connections infrastructure improvements, parking, and open space. As each Small Area Plan is completed and adopted, its recommendations will supersede the pre-existing guidance in the 2035 Comprehensive Plan for its respective Activity Center" (City of Fairfax, https://www.fairfaxva.gov/government/community-development-planning/planning/current-studies-projects-plans/small-area-plans).

Refer to the Old Town Fairfax Small Area Plan, dated June 2020, for specific recommendations within Old Town Fairfax, including locations for future streets and open spaces, opportunities for pedestrian connections across Commercial Mains, building form (including appropriate locations for more or less restrictive building heights from the Activity Center standards), and general land use and development limitations (City of Fairfax 2035 Comprehensive Plan, Page 35).

Old Town Fairfax Small Area Plan

In June 2020, the City Council adopted the Old Town Fairfax Small Area Plan to provide guidance on a neighborhood level for development in the Activity Center Place Type. The guidance provides specifics on the desired mix of uses, recommended height and density, building typologies, street locations, multi-modal connections, infrastructure improvements, parking, and open space. Old Town Fairfax is intended to bring in regional populations to come visit, interact, work, play, shop and dine in the city. It is a unique place within the region, with its historical downtown fabric and its adjacency to George Mason University (Old Town Small Area Plan, Introduction, Page 2).

Mix of Uses

- Old Town has an opportunity to transform into a mixed-use Activity Center that centers and anchors the surrounding communities. Transitioning to a more balanced mix of uses will help create a better sense of place, bringing more activity around the clock, potentially reduce single-use peak traffic, and help create more dynamic public spaces.
- Residential uses are key to supporting new development in the Activity Centers, both of which are currently dominated by office space. New residential construction also provides diversification of residential product types since most of the City's existing residential inventory comprises older single-family homes and apartment complexes. Expanding residential choices to include new construction, including target market occupants (students and seniors), can help nurture a well-balanced sustainable community (Old Town Small Area Plan, Page 24).
- Retail thrives when concentrated in nodes of no more than two to three urban blocks, and in traditional two-sided walkable pedestrian friendly streets and continuous retail frontage. Public open space can be advantageously used by adjacent retail uses to strengthen the civic life of the park and help support the retail. Retail should be most concentrated in the pedestrian precinct and cultural core-building upon its unique existing retail opportunities (Old Town Small Area Plan, Page 21).
- In the medium to long term mix of uses, the following percentage of uses are anticipated:
    - Multifamily (52%)
    - Office (28%)
    - Retail (11%)
    - Hotel (5%)
    - Institutional (4%)
- Retail and office are not prescribed at this location. However, the Planning Commission and the City Council have encouraged developers to provide some commercial space at this location. The Applicant has proposed approximately 6,319 square feet of retail and approximately 4,188 square feet of office on Chain Bridge Road.

Height and Density

Density is not prescribed on a parcel-by-parcel basis. For a near term horizon of 15 years, it is estimated that Old Town will bring in substantial new development and land use changes, including:

- Residential: Increase of 1,250 residential units (includes townhouses, condos, market-rate apartments, senior living, student, and affordable housing units). To date, the city has approved 94 units in the Old Town Small Area Plan. The Applicant proposes to develop 276 apartments with 17 affordable dwelling units.
- Office: Increase of at least 25,000 GSF new office space. To date, the City has approved 18,663 square feet of office space and 18,199 square feet of financial institution (bank) in the Old Town Small Area

Plan. The Applicant is proposing to develop approximately 4,188 square feet of office space in Building A fronting on Chain Bridge Road.

- Retail: Increase of at least 60,000 GSF of new retail space and activation of at least 20,000 GSF of currently vacant retail space. To date, the city has approved 7,731 square feet of retail space in the Old Town Small Area Plan. The Applicant is proposing to develop approximately 6,319 square feet of retail space on the ground floor fronting Chain Bridge Road.
- Most of the properties within the Old Town study area regulated by the Old Town Historic Overlay District and the Old Town Transition Overlay District, which limits buildings to a maximum height of 3 stories and 4 stories, respectively. The plan focuses on larger scale redevelopment in Old Town North and Old Town South. Taller buildings conform to the existing character established by the larger existing office buildings and nearby tall structures at the Massey Complex (Old Town Small Area Plan, Page 25).
- Recommended up to four (4) stories fronting on University Drive and five (5) stories for the remainder of the subject property. The Applicant is proposing to a develop two buildings on the property: Building A is a five (5) story building on Chain Bridge Road and Building B is a four (4) story building for the first 70 feet measured from the property line along University Drive.

Building Typologies

A newly constructed building for the subject property should be designed with an architectural façade that is sensitive to University Drive. The building height is recommended for a limit of four and five stories. Adjustment of this site and building layouts may be necessary to allow an appropriate full intersection across from Breckinridge Lane. Public outdoor space may be included with site design.

- The Applicant is proposing the following building sizes: Building A is proposed as a U-shaped building with a courtyard opening on the internal private driveway. Building A is approximately 166 feet in length on Chain Bridge Road, approximately 200 feet in length on the proposed private street, approximately 166 feet in length on the proposed greenway, and approximately 200 feet on the southern property line. Building B is also proposed as a U-shaped building with a pool area and courtyard. Building B is approximately 280 feet in length along the private street, approximately 168 feet in length along University Drive, approximately 303 feet on the southern property line, and approximately 166 feet in length along the proposed greenway.
- The Applicant proposes a large step back of 70 feet that exceeds the recommended step back in the Old Town Small Area Plan. The previous application proposed a step back of 56 feet.
- The proposed building placement is approximately 10 feet from the southern property line, a setback of approximately 12 feet on Chain Bridge Road and with a setback of approximately 10 feet on University Drive.
- The proposal includes a public outdoor space forming a 43-foot wide greenway established by the edge of Building A and Building B. The greenway runs north-south through the middle of the site with plantings and a pedestrian pathway connecting to the parcels to the north and south.

Street Locations

- One of the key recommendations of the small area plan is to rethink the street grid and circulation system as a loop road surrounding a pedestrian precinct. Main Street, from West Street to Old Lee Highway, is Fairfax City's historic central street. Currently, Main Street is characterized by narrow sidewalks, no bicycle facilities, uncomfortable crossings, and traffic congestion.
- Main Street from Chain Bridge Road to Old Lee Highway, and University Drive from Sager Avenue to North Street can be designed as pedestrian-oriented streets. The Old Town Small Area Plan incorporates the 30% streetscape design plan as a near term recommendation for Main Street.

- The small area plan proposes new street connections to create more walkable blocks with a grid of connected streets. Not only is pedestrian connectivity enhanced by the creation of smaller blocks and higher intersection density, but a well-connected network allows choice for travelers to filter through a grid of streets and potentially shorten travel distances. The street grid will result in providing options for people to use other streets and may reduce additional traffic at major intersections than otherwise would be added in the absence of a new network (Old Town Small Area Plan, Page 28).
- The Applicant proposes a 26-foot private access drive near the northern property line from University Drive to Chain Bridge Road. The Applicant proposes a right-in, right-out on University Drive and Chain Bridge Road.

Multi-modal Connections

- As identified in the City's Multi-modal Transportation Plan, most of the trips on the City's roadway network are people driving in cars that start and end beyond the City's limits.
- The Small Area Plan provides a unique opportunity to fundamentally rethink the role and design of Old Town's streets to prioritize people over cars. With this approach, streets can be designed to focus on local activities and local trips made by all modes rather than regional car trips that do not serve the City's goals.
- Mixed-use redevelopment built as walkable districts invite more local travel and produce much higher rates of "internal capture" than typical single-use automobile-dependent developments.
- The small area plan proposes new street connections to create more walkable blocks with a grid of connected streets. New street and trail connections are proposed to the surrounding neighborhoods around Old Town. These new connections will help provide a more direct option for current residents to walk and bike much shorter distances to get to their destinations in Old Town.
- Provide comfortable sidewalks and street crossings throughout the Activity Center. Develop a complete network of safe and comfortable bicycle facilities linked to destinations beyond the Activity Center.
- Establish a Transportation Demand Management (TDM) program to encourage active modes of transportation.
- The Applicant proposes Transportation Demand Management strategies to help reduce the number of vehicle trips while promoting transit, carpool and rideshare programs.

Infrastructure Improvements

The small area plan recommends that future developments be encouraged to place existing overhead utilities underground.

- The Applicant states, "all new on-site utility conduit lines installed on the Property will be located underground, subject to the approval of the applicable utility companies. Also, all existing overhead utilities along the Chain Bridge Road frontage of the Property will be either removed or relocated underground. Utility plan sheets are included in the GDP" (Statement of Support, Page 15).

Parking

Parking management for the Activity Center relies on the following five strategies:

- Create a park-once and walk district
- Encourage shared parking
- Establish district-wide parking regulations
- Encourage the use of on demand mobile parking apps
- Manage curbside space

The proposal is required to have 403 parking spaces. The Applicant proposes to construct a parking garage with two levels and a total of 424 parking spaces. The Applicant has proposed 401 residential spaces to serve 276 apartments, 16 dedicated parking spaces for retail (6,381 sf) and 7 spaces for office (4,188 sf) patrons. As part of the parking plan, the Applicant has proposed to install a minimum of twenty (20) electric vehicle charging stations. The Applicant also proposes to provide five (5) parking spaces for pick-up/drop-off delivery and ride sharing companies. These spaces are shown on Sheet A.13 on Level B2 of the Garage Plan. The Applicant is also proposing one loading space per building, which exceeds the Zoning Ordinance requirement. In addition to vehicles spaces, the Applicant has provided bicycle storage areas within both buildings and on the west side of the building next to the retail entrance and proposed bus shelter on Chain Bridge Road.

Open Space

The small area plan calls for a variety of green spaces - from trails and natural spaces to neighborhood parks and plazas. The range of green and open spaces can allow a variety of activities to take place for the residents and visitors.

- The Applicant proposes to provide a north-south pedestrian greenway which may serve as an alleyway in the middle of the site that is consistent with the Old Town Small Area Plan. The proposed width of the open space is approximately 43 feet. The Applicant proposes a 6-foot sidewalk that is conveyed through an easement with connections to Building A and Building B.

2035 Comprehensive Plan Policies

Neighborhood: Neighborhood – the places where we live, learn, play, and increasingly work – constitute the largest geographical use of land in the city, though physical boundaries are not the only thing defining character trait of a neighborhood. The City's neighborhoods each have their own unique character and offer a variety of housing and lifestyle opportunities. Neighborhoods are supported by a separate Guiding Principle in this Plan due to their importance to residents. City growth and development policies must both preserve the quality of neighborhoods and protect neighborhoods from adverse consequences of growth. However, this should not imply that Fairfax's neighborhoods should remain static. Well-designed and properly scaled infill can be an appropriate strategy to foster walkability, better amenities, and housing affordability (City of Fairfax 2035 Comprehensive Plan, Chapter 2: Land Use, Page 45).

Neighborhood Goal 1
Enhance neighborhood character.

Outcome N1.1: Infill housing that complements the character of surrounding homes in existing neighborhoods.
Action N1.1.1: Maintain regulatory standards to ensure infill housing fits in with the surrounding neighborhood context.

Neighborhood Goal 2
Provide neighborhood pedestrian connections.

Outcome 2.1: Residents of all abilities safely and easily move about the community.

Action 2.1.1: Identify opportunities for future open space and trails in neighborhoods that are currently deficient in offering these amenities.

Action 2.1.2: Expand existing pedestrian network to increase connectivity within neighborhoods and to other destinations.

Commercial Corridors and Activity Centers: Fairfax's success in achieving the community's vision for future development hinges upon effective growth strategies for the City's areas of highest redevelopment potential. These areas will accommodate the majority of new commercial activity, higher density residential neighborhoods, and transportation improvements. Success in achieving this vision will be measured not by the magnitude of new investment, but rather by the attributes that can transform a disjointed pattern of development into an attractive and welcoming neighborhood. If the City's Commercial Corridors and Activity Centers can be transformed into areas with attractive physical characteristics and a mix of uses, then the city will realize a major aspect of its goal to be a vibrant 21st century community. While higher intensity mixed-use redevelopment of older commercial properties can provide economic and social benefits to the community, these benefits would be most realized if concentrated in key areas to allow new developments to complement each other, avoid oversaturating the market, and minimize impacts to existing neighborhoods. These types of uses are primarily envisioned in Activity Centers, as indicated on the Future Land Use Map. While a mix of uses and connected street grids are envisioned in all Activity Centers, such development is always encouraged in the Old Town Fairfax and Northfax Activity Centers (City of Fairfax 2035 Comprehensive Plan, Chapter 2: Land Use, Page 49).

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

Outcome CCAC2.1: Old Town Fairfax, including an expanded downtown area to its north and south, is a lively, economically viable, walkable cultural hub for the city.

Action CCAC2.1.4: Encourage redevelopment of privately-owned, underutilized sites north and south of Old Town Fairfax, such as the Courthouse Plaza shopping center and the area west of University Drive between Sager Avenue and Armstrong Street, as mixed-use developments.

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 CCAC2.3.1: Encourage structured parking and minimize surface parking, particularly adjacent to public rights-of-way.

Action CCAC2.3.2: Encourage structured parking and minimize surface parking, particularly adjacent to public rights-of-way.

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.

Housing: The Comprehensive Plan provides guidance to the types of housing choices that are necessary to meet the needs and demands of current and future residents. The 2035 Comprehensive Plan has identified a shortage of multifamily and condominiums. Although significant single-family development is not anticipated as the city is primarily built-out, potential redevelopment and infill housing that keep up with modern expectations and meet demand are encouraged, provided they comply with the Zoning Ordinance

(Comprehensive Plan, Page 54). Therefore, the Comprehensive Plan encourages redevelopment and infill housing to meet the demand for underrepresented types of housing in the City's housing stock.

Housing Goal 1

Support a wide range of housing.

Outcome H1.1: Continued development of housing types that are underrepresented in the City's existing stock of housing units.

It is vital that a variety of high-quality, attractive housing choices continue to be available in the city to support differing needs and demands of residents. Housing needs and demands are reflective of the existing housing stock and fluctuating market trends, making them subject to change over time. Specific housing types are identified in the Land Use Strategies Section of the Comprehensive Plan. Current shortages could include multifamily rentals and condominiums, of which the majority of the City's stock was built in the 1960s, and townhomes, of which the city currently has a lower ratio than many surrounding communities in Fairfax County (Comprehensive Plan, pg. 54).

Housing Goal 2

Ensure availability of housing that is affordable.

Outcome H2.1: Affordable housing units have been added to the City's housing stock through redevelopment and strategic investments.

There are several tools available to encourage the establishment of new affordable residential units as well as to preserve existing "naturally occurring affordable housing" that is affordable to families earning below the region's median household income. Affordable housing should be encouraged in higher density areas of the city, particularly in the Activity Centers. (Comprehensive Plan, Page 56).

The Applicant is proposing 276 apartments on 2.69 +/- acres with a density of 102.6 dwelling units per acre. This land use application is subject to Section 3.9 (Affordable Dwelling Units) of the Zoning Ordinance, which states "the provision of affordable dwelling units shall apply to any site, or any portion thereof, at one location which is the subject of a complete Land Use Application submitted after the effective date of the city's Program, whenever such an application includes, upon approval, a total of 30 or more dwelling units. Any Affordable Dwelling Unit Development is allowed to apply the Affordable Dwelling Unit Development Regulations to that development as set forth in Section 3.9.3 of this Ordinance" (Zoning Ordinance, Page 3-69). The Applicant is required to set aside a minimum of 6% (or 17 units) of the total units in this upper story/mixed use residential development for affordable dwelling units. The Applicant states, "these units will further the City's goals of promoting the development of a full range of housing choices, and constructing units that are affordable to households whose collective income is seventy percent (70%) or less of the area median income in the Washington Metropolitan Statistical Area. Of the affordable units to be provided, each unit type in the project will be represented at the required percentage. Therefore, there will be two studio units, ten one-bedroom units and five two-bedroom units, which is representative of the unit mix in the buildings" (Statement of Support, Page 15). The Applicant has also identified the location of the proposed affordable dwelling units on the Architectural Plan Set Sheets A.14 through A.17 consistent with Section 3.9 of the Zoning Ordinance.

Community Design: An attractive, well-designed City instills civic pride; improves the visual character of the community; creates a strong, positive image; and attracts quality developments. Community Design relates not just to what buildings look like, but to the spaces between buildings, as well as to the street and public realm. While accommodating new growth and change, consideration must be given to preserving significant elements of the community that contribute to the City's unique character. The intent of the Community Design and Historic Preservation Guiding Principle is to capitalize on unique features of the city in a manner reflecting the community's values and its connection to the history and traditions that distinguish it from other communities in the region (City of Fairfax 2035 Comprehensive Plan, Chapter 2: Land Use, Page 61).

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.

Multimodal Transportation: Transportation is about more than mere movement – transportation grants us access to the needs of everyday life. Sustainable, connected, and integrated transportation is fundamental to the success and livability of the city. Multimodal refers to the multiple ways people use to get around – car, bus, train, bike, walking, etc. – and a multimodal plan incorporates these various transportation modes into an efficient and connected system (City of Fairfax 2035 Comprehensive Plan, Chapter 2: Land Use, Page 67).

Multimodal Transportation Goal 2
Provide viable and attractive mobility choices.

Outcome MM2.1: Pedestrian safety is improved.

Action MM2.1.1: Fill critical gaps in the pedestrian network. Develop and act on a prioritized list of sidewalk improvements in the commercial areas and provide sidewalks on at least one side of every residential street in neighborhoods that are in agreement.

Action MM2.1.2: Ensure the pedestrian network is accessible to all and meets the requirements of the Americans with Disabilities Act (ADA).

Multimodal Transportation Goal 3
Integrate transportation with land use.

Outcome MM3.2: Walkability to and within Activity Centers and between neighborhoods is increased.

Action MM3.2.1 Whenever possible, increase connections – particularly nonmotorized connections – between neighborhoods, community facilities, and Activity Centers.

Action MM3.2.2 With development projects, break up large blocks to a more walkable scale. Pursue additional secondary and tertiary street network opportunities. Streets should be well-designed as complete streets and align at regular intersections for a continuous street grid.

Action MM3.2.4 Improve the overall pedestrian environment, including pedestrian crossings, street trees, and furnishing zones; buffering sidewalk from vehicle travel lanes; improved pedestrian scale lighting; and active ground floor uses along primary street edges.

The applicant has proposed several options to access the site: first, by car with the proposed construction of an east-west private drive from University Drive to Chain Bridge Road; second, mass transit as the site is located on a transit route and the Applicant proposes to install a bus shelter or make a contribution towards the installation of a bus shelter; third, the Applicant has proposed to install a bicycle storage area in both buildings and on Chain Bridge Road near the retail entrance; fourth, the Applicant proposes pedestrian access via a publicly accessible greenway that is consistent with the recommendations from the Old Town Small Area Plan and 10-foot sidewalks on University Drive and Chain Bridge Road consistent with the Multi-Modal Transportation Plan.

Environment and Sustainability

Sustainability is often defined as development that meets the needs of the present without compromising the ability of future generations to meet their own needs (Comprehensive Plan, Page 112). The city should seize the opportunity to promote energy efficient and sustainable redevelopments and retrofits of aging buildings while encouraging designs that fit within the context of the existing community (Comprehensive Plan, Page 113). The city should seek specific actions that support sustainable practices that can decrease greenhouse gas emissions from both building energy use and transportation, increase energy efficiency, increase utilization of renewable energy, increase waste reduction and recycling, conserve water, and support healthy lifestyles (Comprehensive Plan, Page 98).

> Sustainability Initiatives
>
> Outcome SI1.1: Energy demand is minimized with the application of energy efficient design features, technologies, and best practices.
>
> Action SI1.1 Implement and continually improve the green building policy to achieve the goals outlined in the policy.
>
> Outcome SI1.5 Use of electric and alternative fuel vehicles and infrastructure is expanded.

The city is currently working on a green building policy. The Applicant has proposed to incorporate green building design into the building through pursuing LEED certification or an equivalent certification and use energy efficient appliances and fixtures. The Applicant has proposed to install a minimum of twenty (20) designated Electric Vehicle Charging Stations. Likewise, the Applicant has proposed to incorporate a publicly accessible greenway that is consistent with the recommendations from the Old Town Small Area Plan. The proposal also includes stormwater management facilities where none exists today with the existing single-family home.

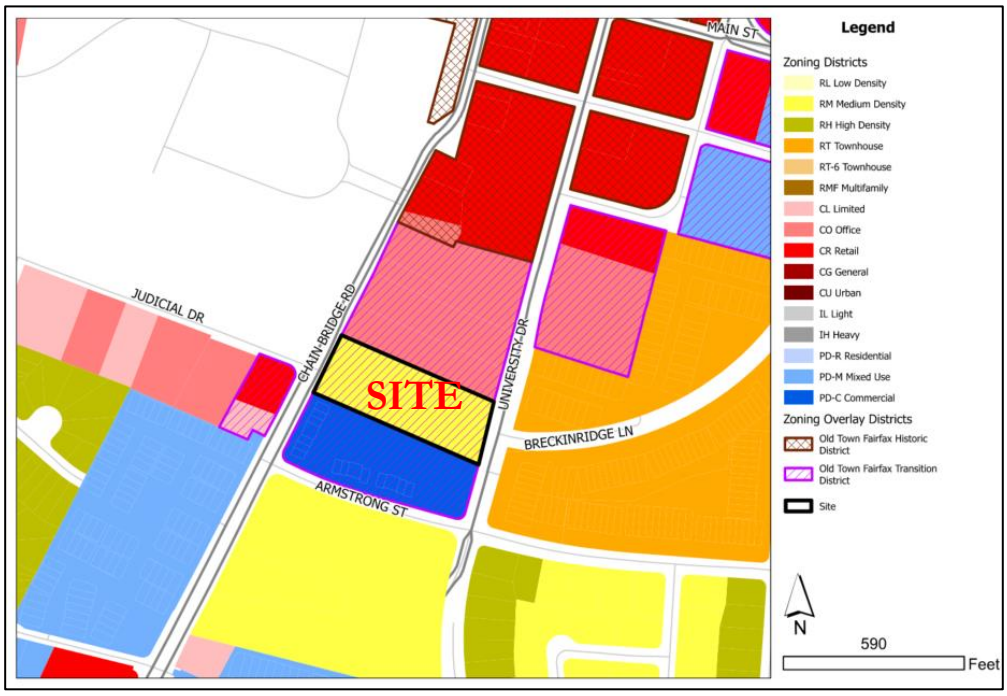
Rezoning: The Applicant is requesting a Zoning Map Amendment (Rezoning) from RM Residential Medium to CU Commercial Urban while retaining the Old Town Fairfax Transition Overlay District (TOD).

> Zoning Ordinance § 3.2.1.A.2 The RM Residential Medium District is established to provide areas for single-family detached residences with a minimum lot area of 7,500 square feet.
>
> Zoning Ordinance § 3.2.1.B.1.d. The CU Commercial Urban District is established to provide an urban, mixed use development option for appropriate parts of the downtown area and sites in the general vicinity of the three key Fairfax Boulevard intersections: Main Street, Chain Bridge Road, and Old Lee Highway, or as may be more precisely specified by a current or future adopted plan.

> The Transition District is established in areas surrounding Old Town Fairfax as a means to ensure the character of those areas complements that of the historic districts. This is accomplished through regulations in the Zoning Ordinance limiting the height of new construction, encouraging buildings to be oriented toward the street, and requiring more extensive streetscape improvements than the base standards (The City of Fairfax, 2035 Comprehensive Plan, Page 64).

Figure 2 (below) illustrates the zoning districts for the subject property and the surrounding properties.

Figure 2: Current Zoning Map



The subject site is located on the eastern side of Chain Bridge Road, at the intersection of Judicial Drive, and spans the block with frontage on University Drive, across from Breckinridge Lane. The Fairfax County Judicial Complex across Chain Bridge Road to the west has PDC Planned Development Commercial zoning in Fairfax County and CR Commercial Retail for the vacant restaurant in the City, commercial office to the north has Commercial Office zoning and the office to the south is in Planned Development-Mixed Use zoning district, and single-family townhomes are to the east and across University Drive in Residential Townhouse zoning district. The subject site is located within the Old Town Activity Center and is currently zoned RM Residential Medium. The site is located within the Old Town Fairfax Transition Overlay District and Old Town Fairfax Small Area Plan.

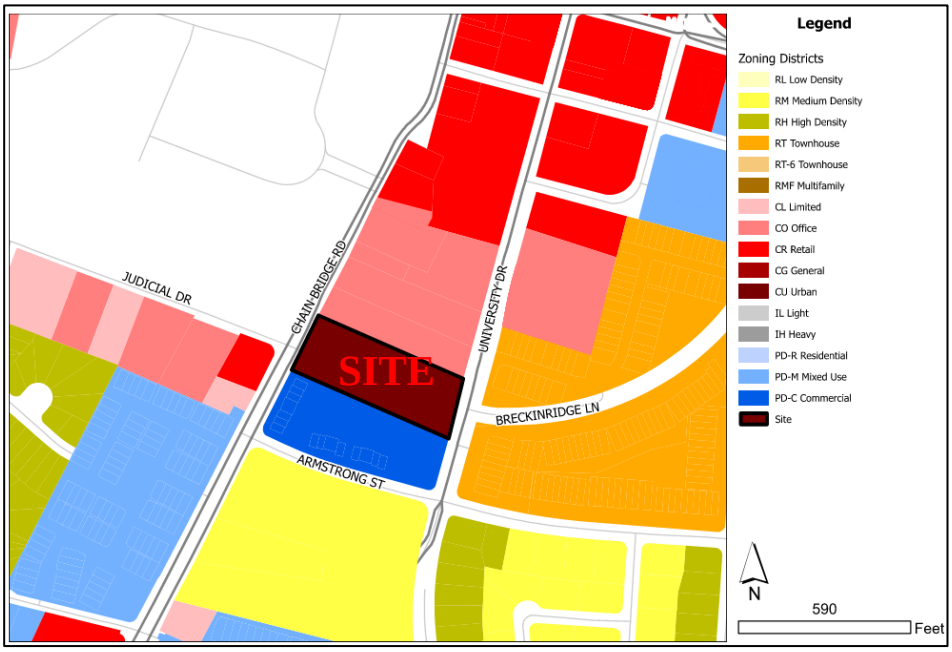
Under the current configuration, the proposal could not be developed, and the site would remain with single family residential uses because multifamily residential and commercial uses are not permitted in the RM Residential Medium zoning district. Therefore, the Applicant has requested to rezone the property from RM Residential Medium to CU Commercial Urban. The Applicant could develop up to fifteen (15) single-family homes on the site (not including roads and stormwater management improvements).

> Zoning Ordinance §3.2.1.B.1.d. The CU, Commercial Urban District is established to provide an urban, mixed use development option for appropriate parts of the downtown area and sites in the

general vicinity of the three key Fairfax Boulevard intersections: Main Street, Chain Bridge Road, and Old Lee Highway, or as may be more precisely specified by a current or future adopted plan.

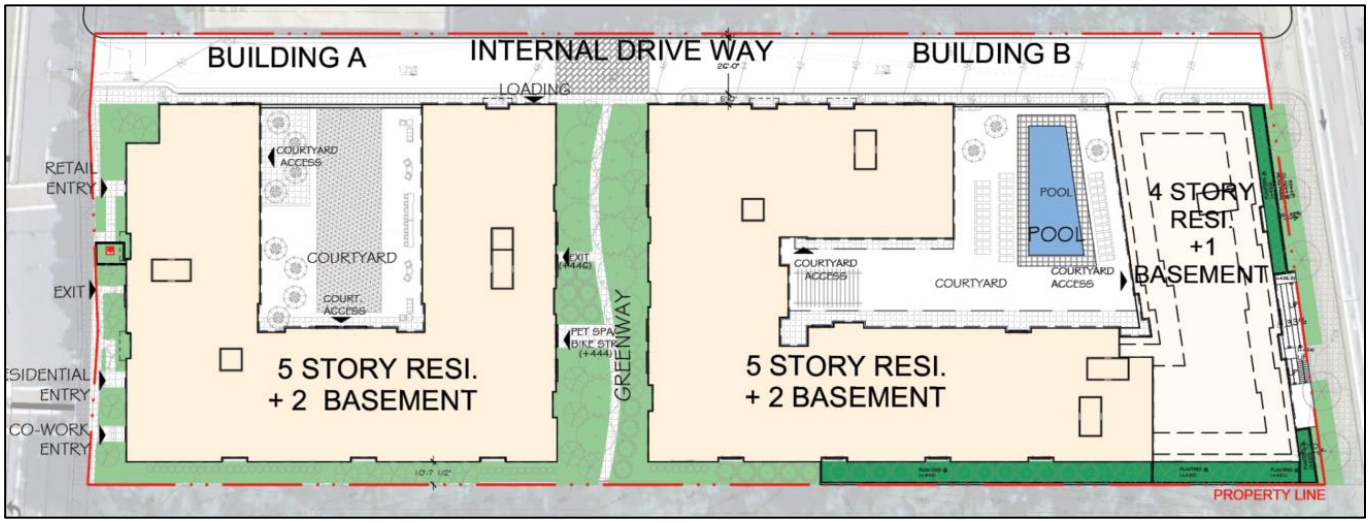
Figure 3 (below) shows the proposed CU Commercial Urban district and the zoning designations of the surrounding area.

Figure 3: Proposed Zoning Map



The proposed rezoning from RM Residential Medium to CU Commercial Urban could allow for the site to be developed with an upper story residential/mixed use building. An upper story residential/mixed use building is permitted use in the Transitional Overlay District where the underlying general zoning district is commercial. Figure 4 (below) shows the building footprint for the proposed general development plan.

Figure 4: General Development Plan



Description of the General Development Plan

The Applicant proposes to develop two buildings with up to 276 apartments, approximately 6,319 square feet of retail, approximately 4,188 square feet of office, a 26-foot private access drive near the northern property line from University Drive to Chain Bridge Road, a 10-foot sidewalk on Chain Bridge Road, a 10-foot sidewalk on University Drive and a 5-foot sidewalk on the south side of the private access drive on 2.69-acres. Both access points are designed as right-in and right-out. Building A is a five-story building consisting of 114 units with 6,319 square feet of retail and approximately 4,188 square feet of office on the ground floor level fronting on Chain Bridge Road. Building A has separate entrances for retail, office (co-work) and residential units. Building A has a bicycle storage area on the first floor. Building A is proposed as 166 feet in length on Chain Bridge Road, 100 feet in length on the proposed private street with a large break in the building wall for a courtyard, 166 feet in length on the proposed greenway, and 200 feet on the southern property line.

Building B is proposed to consist of 162 units, a courtyard with a pool area and amenities, and a residential lobby and leasing area fronting on University Drive. The building height for Building B is proposed as four (4) stories along University Drive and five (5) stories near the center of the building as the building has a step back of approximately 70 feet from the property line on University Drive. Building B is proposed as 200 feet in length along the private street with a break in the building wall for a pool and courtyard, 166 feet in length along University Drive, 300 feet on the southern property line, and 166 feet in length along the proposed greenway.

The proposed general development plan has two-levels of structured parking with a total of 426 spaces. Building A has retail parking spaces on the first level. Building B has the only vehicular entrance and exit into the parking garage. Both buildings have a loading zone and trash room interior to the buildings along the private, internal street driveway.

The Applicant has proposed to provide a 43-foot separation between Building A and Building B with a greenway. This area is proposed to be landscaped with meandering sidewalk with connections to both buildings.

The Applicant has proposed to seek LEED or a comparable green building certification program to help minimize greenhouse gas emissions, reduce energy use, and construction waste. The Applicant states that "energy saving devices will be incorporated into the project such as, Energy Star appliances, energy efficient mechanical systems, recycling for occupant refuse, energy efficient lighting and insulation that meets or exceeds applicable energy code requirements" (Statement of Support, Page 16).

Requests

Rezoning application

The proposed redevelopment is dependent on City Council approval of a Map Amendment (Rezoning) from RM Residential Medium to CU Commercial Urban. The Applicant proposes to replace a single-family home with an upper-story mixed use building that consists of 276 apartments, approximately 6,319 square feet of retail and approximately 4,188 square feet of office. The Applicant is the owner of the 2.69-acre parcel in this land use application. In determining whether to approve or disapprove a proposed rezoning to any district other than a rezoning requesting a planned development district, the planning commission and city council shall consider any proffers, and the specific standards listed in Section 6.4.9.A-G. In granting applications for rezoning to districts other than planned development districts, the city council may accept, through proffering or otherwise as permitted by law, development of the subject property as shown on a general development plan (Section 6.4.10.B). Where the underlying zoning is the CL, CO, CR, CG or CU district in the Transition

Overlay District, uses permitted include upper story residential/mixed use (Zoning Ordinance, Section 3.7.3.B.1.a).

Scale: The building form and mix of uses as prescribed by the Old Town Fairfax Small Area Plan provides guidance to the height and bulk size of the proposed building. The typical land use prescribed for this location is residential multifamily buildings with green space. Building height is recommended at four story on University Drive and five story on Chain Bridge Road. The plan focuses on larger scale redevelopment in Old Town North and Old Town South. Taller buildings conform to the existing character established by the larger existing office buildings and nearby tall structures at the Massey Complex (Old Town Small Area Plan, Page 25). Figure 5 (below) shows the building heights in the Old Town Small Area Plan:

Figure 5: Building Heights in Old Town SAP

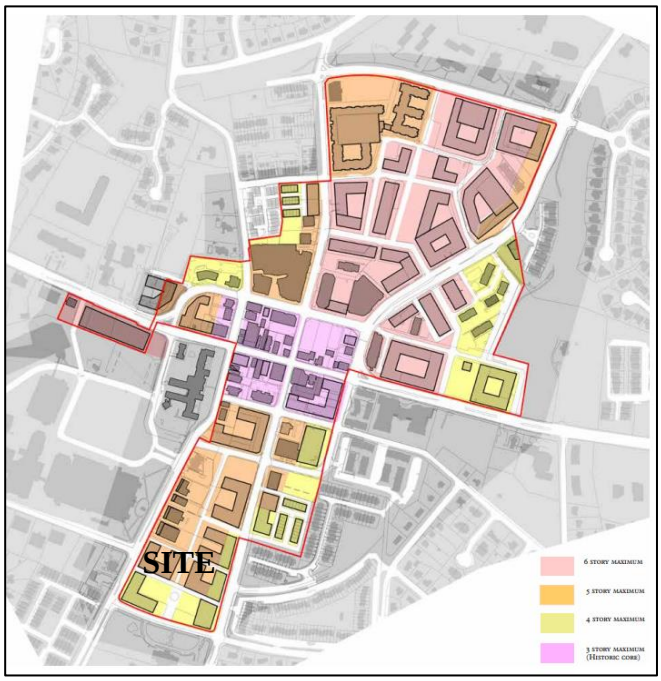


Table 3 (below) provides a comparison of building heights for the proposed development and other buildings in the city and general vicinity of the site.

Table 3: Building Height Comparison

Name	Floors	Height
Davies Property	Building A: 5-stories Building B: 4-stories & 5-stories	Building A: 58 +/- feet Building B: 58 +/- feet
City Centre West	7-stories (east side of building) 9-stories (west side of building)	94 +/- feet
Capstone Collegiate	5-stories	64 +/- feet
Fairfax at Gateway (The Point at Fairfax)	5-stories	41-69 +/-feet
Scout on the Circle	6-stories	85 +/- feet
N29 WillowWood Phase I	9-stories	87 +/- feet

- The Applicant has requested a special exception for the maximum height requirement of 48 feet in the Transition Overlay District (TOD). Staff believes that the height, as shown, is consistent with the recommendations of the Small Area Plan.
- The subject property has a significant change in elevation from Chain Bridge Road (458 feet) to University Drive (426 feet).

In addition to a special exception for height, the Applicant has requested a special exception for density to exceed 24 units per acre in the CU Commercial Urban district. The density for the proposed project is 102.6 dwelling units per acre. The overall residential densities and heights for other approved developments as compared to the subject land use application are provided in Table 4 (below):

Table 4: Project Comparisons

Project	Site Area (Acres)	Number of Units	Density (Units/Acres)
Davies Property	2.69	276	102.6
City Centre West	1.78	79	44.3
Capstone Collegiate	6.15	275	44.7
Fairfield at Gateway (The Point at Fairfax)	8.32	403	48.4
Scout on the Circle	8.69	400	46
N29 WillowWood Phase I	2.96	260	87.8

Building Coverage: Building coverage is the percentage of lot area that is permitted to be covered by buildings, including both principal structures and accessory buildings (Zoning Ordinance, Section 1.5.7.A.1, Page 1-5). The requirement for maximum building coverage in the Transition Overlay District is 80%. The existing building coverage is 3.1%. The Applicant states the proposed building coverage is 52.3%.

Lot coverage: Lot coverage is the percentage of lot area that may be covered by buildings, including both principal and accessory structures, impervious surfaces such as driveways, uncovered porches or patios, swimming pools, or roof overhangs of more than three feet (Zoning Ordinance, Section 1.5.7.B, Page 1-6). The requirement for maximum lot coverage in the TOD is 90%. The existing lot coverage is 6.8%. The Applicant has provided a building and lot coverage sheet in the general development plan and states the proposed lot coverage is approximately 86% and the proposed building coverage is approximately 52%.

Tree Canopy: The Comprehensive Plan and Small Area Plan both depict street trees along Chain Bridge and University Drive. There are five (5) street trees shown along University Drive, four (4) street trees depicted along Chain Bridge Road, and eight (8) canopy trees shown along the proposed greenway. Section 4.5.6 of the Zoning Ordinance prescribes a 10-year minimum tree canopy requirement by district. The CU Commercial Urban district has a 10% tree canopy requirement. The Applicant is proposing a minimum of tree canopy 6,600 square feet (5.64%). The Applicant seeks a Special Exception to the tree canopy requirement and provides a voluntary contribution in lieu of the difference in required tree canopy. The Applicant proposes a contribution of $28,416, which represents the current pricing index of twenty-six (26) 2" caliper deciduous trees.

Utilities: All on-site utilities shall be installed underground at the Applicant's expense in accordance with city and applicable utility company standards; provided that temporary overhead facilities required for construction purposes shall be permitted (Section 4.11.B). When the proposed development will result in moving or relocating existing overhead utilities located in adjoining rights-of-way, the Applicant shall be responsible for placing such utilities underground and dedicating any additional right-of-way or easement that is necessary. Equipment such as electric distribution transformers, switch gear, meter pedestals and telephone pedestals which is normally installed above ground in accordance with generally accepted utility practice for underground distribution may be so installed (Section 4.11.C).

- The Applicant states, "all new on-site utility conduit lines installed on the Property will be located underground, subject to the approval of the applicable utility companies. Also, all existing overhead utilities along the Chain Bridge Road frontage of the Property will be either removed or relocated underground. Utility plan sheets are included in the GDP" (Statement of Support, Page 15).
- Staff recommends that the Applicant provide an exhibit to demonstrate how the overhead on-site utilities would be placed underground according to Section 4.11 of the Zoning Ordinance.

Transportation: The proposed development is bound by Chain Bridge Road, University Drive, Sager Avenue and Armstrong Street. Chain Bridge Road is classified as a principal arterial street with four lanes with a range of 20,000 to 28,000 average daily trips. Judicial Drive is a collector street with two lanes and 9,000 average daily trips. University Drive is a four-lane collector road with a range of 10,000 to 15,000 average daily trips. Table 5 (below) provides a summary of proposed trips based on the submitted scoping document:

Table 5: Trip Generation

Trip Analysis from Scoping Document										
				AM Peak Hour			**PM Peak Hour**			**Daily Total**
Land Use	**ITE Code**	**Size**	**Units**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	
Current Use										
Single-family Detached Home	210	1	DU	0	1	1	1	0	1	15
Proposed Uses										
Multifamily Housing (Mid-Rise)	221	276	DU	25	85	110	66	42	108	1,270
Retail-Shopping Center	822	6,319	Sq. Ft.	13	8	21	28	28	56	496
Office	710	4,188	Sq. Ft.	10	1	11	2	10	12	73
Total				48	94	142	96	80	176	1,839
Net Total (Proposed – Existing)				48	93	141	95	80	175	1,824

Public Transportation Facilities: The subject property has several mass transportation routes in the vicinity of the subject property, such as the City's CUE Bus Gold and Green Routes, MetroBus Route 29G, MetroBus Route 17G, and Fairfax Connector Route 306. The Applicant proposes to "coordinate with the City's Public Works Department and either install a bus shelter at the stop in the general location as identified on the GDP or contribute the sum of $10,000 to the city towards the cost of the bus shelter" (Statement of Support, Page 15).

Circulation/Pedestrian Access: The Applicant proposes to construct a new private street from Chain Bridge Road in an east-west direction to University Drive along the northern property line. The proposed private

street is 26 feet in width with 12-foot travel lanes. The Applicant proposes right-in, right-out at Chain Bridge Road and University Drive. Building B has the only vehicular entrance and exit into the parking garage. Both buildings have a loading zone and trash room interior to the buildings along the private, internal street driveway.

The Multi-Modal Transportation Plan requires a 10-foot wide sidewalk on Chain Bridge Road and University Drive. The Applicant is proposing a sidewalk on Chain Bridge Road and University Drive, and a sidewalk on the south side of the east-west private street. The general development plan does not show a sidewalk on the north side of the east-west road necessitating a special exception for sidewalks on both sides of the street. The Applicant is proposing a public pedestrian path (alley) that runs north south and through the center of the property. The proposed alley is 43 feet in width with a mix of plantings on both sides of the path between Building A and Building B. The Applicant is seeking a special exception to Section 4.3.3.B of the Zoning Ordinance to eliminate the requirement to provide vehicular access to abutting nonresidential properties to the north and the south.

The Applicant proposes a residential entryway to the lobby, office entryway and retail entryway from Chain Bridge Road to Building A. Building B has a set of stairs and handicap ramp on east side of the building fronting University Drive that leads to the lobby and leasing area. The Applicant proposes an entry point on the north side of the Building B fronting the private street.

Parking: The subject property is in the Old Town Fairfax Transitional Overlay District and the minimum required parking shall be reduced by 50 percent for all uses, provided that each dwelling unit shall have no less than 1.50 spaces and can be further reduced by 10% with a parking garage in CU district. Table 6 (below) summarizes the required parking requirements.

Table 6: Parking Requirements

Use	Units	Zoning Requirement	Required Spaces	CU Reduction	TOD Reduction	Required After Reductions
Studio/Efficiency	31	1.25 spaces per unit	39	35	n/a	35
1-bedroom	155	1.5 spaces per 1 bed unit	233	210	n/a	210
2-bedroom/ 3-bedroom	90	2 spaces per 2 bed unit	180	162	135	135
Retail	6,319 sf	1 space/200 sf	32	29	15	15
Office	4,188 sf	1 space/300 sf	14	13	7	7
Total			498	449	402	402

The Applicant proposes 424 parking spaces in a two-level garage exceeding the required 402 parking spaces.

- The minimum required parking of Section 4.2.3.E "shall be reduced by 50 percent for all uses, provided that each dwelling unit shall have no less than 1.50 spaces, unless otherwise specified in Section 4.2.3.E" (Zoning Ordinance, Section 3.7.3.F, Page 3-58). This application is eligible for a parking reduction in the CU district when structured parking is provided. The minimum required parking of Section 4.2.3.E shall be reduced by the following (maximum) percentages: (c) Within the CU, Commercial Urban District, where structured parking is provided: 10 percent (Zoning Ordinance, Section 4.2.3.D, Page 4-2, 4-3).

Loading Zone: The Applicant proposes a mixed-use building with 376 units, 6,319 square feet of retail space and 4,188 square feet of office. The overall loading space requirement is one space for 50+ units in an upper story residential/mixed use building (4+ stories). The retail space does not require a loading zone space because the retail space is less than 10,000 square feet. The Applicant has proposed a loading space in Building A and Building B to be accessed from the private street.

Bicycle Parking: Section 4.2.8.C of the Zoning Ordinance states that bicycle parking shall be in a visible, well-illuminated area that does not conflict with automobile or pedestrian traffic. The requirement is 20 spaces. The Applicant has provided bicycle storage within both buildings and on the west side of the building next to the retail entrance and proposed bus shelter on Chain Bridge Road. The Applicant has proposed 26 bicycle spaces in Building A and 20 bicycle spaces in Building B.

Inter-parcel connection: Section 4.3.3.B of the Zoning Ordinance states, "All street frontages adjacent to building sites shall be improved in accordance with the standards in the public facilities manual to city standards, provided that residential lots lawfully existing as of the effective date of this chapter may be developed without providing frontage improvements." (City of Fairfax, Zoning Ordinance, Page 4-11). The Applicant is seeking a special exception to Section 4.3.3.B of the Zoning Ordinance to eliminate the requirement to provide vehicular access to abutting nonresidential properties to the north and the south. The Applicant proposes access easements on the northern and southern property lines (Sheet 06). A retaining wall is proposed to be installed on the southern property line due to a change in grade.

Stormwater Management: Stormwater BMPs, on-site detention facilities, and on-site drainage facilities shall be designed and maintained in such a manner as to minimize economic and environmental costs to the city and its inhabitants (Zoning Ordinance, Section 4.16.2, Page 4-77). Development activity on the subject property preceded local and state stormwater regulations and therefore, the site does not have an existing stormwater system. The site has a significant elevation change from west to east causing the site to drain towards University Drive. The Applicant is "proposing stormwater management vaults to serve as the BMP facilities for the Property. These facilities will provide a minimum of 20% reduction in the total phosphorous runoff. Final engineering of the BMP facilities may also include below grade storm filters and Jellyfish filters. The vaults will control the one, two and ten year 24-hour storm and release stormwater runoff into a proposed closed conduit storm sewer system located parallel to University Drive. This closed conduit system will also collect stormwater runoff from the proposed improvement located inside the right-of-way along University Drive. At this point, stormwater runoff from the right-of-way and the Property (Drainage Area 'A' on the plans) will converge and be released at an outfall point located inside a mapped flood plain per the City of Fairfax GIS Map" (Statement of Support, Page 16).

In addition to the rezoning request from RM Residential Medium to CU Commercial Urban in the Old Town Fairfax Transition Overlay District (TOD). The Applicant proposes the following land use requests for City Council action; however, formal action and recommendations by the Planning Commission are not required for the following items:

- **Special Exceptions** to permit less than 75% ground floor non-residential use in a mixed use building, to permit more than 24 dwelling units per acre, to permit height greater than forty-eight (48) feet, to eliminate the requirement for landscape strip and street trees along the access drive, to eliminate the requirement to provide vehicular access to abutting non-residential properties, to eliminate the requirement for a sidewalk on the northern side of the proposed access drive while providing it on the southern side, to modify transitional yards and to reduce the required canopy coverage.
- **Major Certificate of Appropriateness** for architecture and landscaping

Historic Resources: The small area plan recommended further evaluation of potentially historic properties in Old Town. The City's most recent survey of historic properties was conducted in 2020-2021 and noted that the Davies property as one needing more historical study and investigation. period. Photo documentation, measured drawings, an architectural study, and oral history interviews with family descendants and the current property owner will help answer questions about the structure's architectural importance and satisfy the recommendation in the Traceries report. Also, city archaeological surveys (1994 and 2008) highlight this property as having high potential for archaeological artifacts, especially from the Civil War.

The city notes the developer's commitments. However, City staff recommends these studies and reports be completed prior to any City action approving the redeveloper's application and these reports be part of the package presented to city officials. Doing these studies just prior to demolition and site work, as suggested by the developer, will be too late in the process to determine the feasibility of saving the house and fully evaluating the landscape. While the Davies House wasn't a unique architectural form in the early 20th century, the house is a unique survival in the city of that architectural style.

The Davies House was originally the home of attorney and politician Richard Ewell Thornton (1865-1928). Elected first president of the National Bank of Fairfax in 1902, Thornton served as state senator from Virginia's 14th District from 1905 – 1920. He resigned his elected office to accept an appointment as a Major in the U.S. Army and worked to codify military laws. Thornton is buried in Arlington National Cemetery.

Code Administration: The Applicant should ensure no plantings are directly in front of or within three (3) feet in all directions of the proposed Fire Department Connection locations. The Applicant is required to show the fire lane markings on the general development plan. The entire private lane from University Drive to Chain Bridge Road is a fire lane. The Applicant is required to post signs as well as curb/surface marking in red paint as stated in the City's Fire Lane Marking Requirements.

City Schools: The subject site is in the following City School enrollment zones: Daniels Run Elementary School, Katherine Johnson Middle School, and Fairfax High School. The proposed land use action has the potential to generate an estimated enrollment of 27 students.

Police: City Police provided the Applicant with comments based on the principles of Crime Prevention Through Environmental Design (CPTED).

Fiscal Impact: The fiscal impact analysis is under review and staff estimates that this proposal would most likely bring a modest net fiscal benefit to the city. The estimated net fiscal balance is calculated as a range between -$310,000 and +$317,000 annually (avg. = +$7,000).

Attachments

A1 – Statement of Support

A1a – General Notes and Details

A1b – Landscape Computations

A2 – General Development Plan

A3 – Technical Deficiencies with Application

A4 – Draft Proffers

A5 – BAR Work Session Staff Report

PREPARED BY:



Albert Frederick
Senior Planner

1/8/2025
DATE



Jason D. Sutphin
Community Development Division Chief

1/8/2025
DATE



Brooke Hardin
Director, Community Development & Planning

1/8/2025
DATE

Attachment 1

STATEMENT OF SUPPORT

THE HILL, A DAVIES FAMILY LLC

4131 CHAIN BRIDGE ROAD

ZONING MAP AMENDMENT AND SPECIAL EXCEPTION APPLICATIONS

DECEMBER 10, 2024

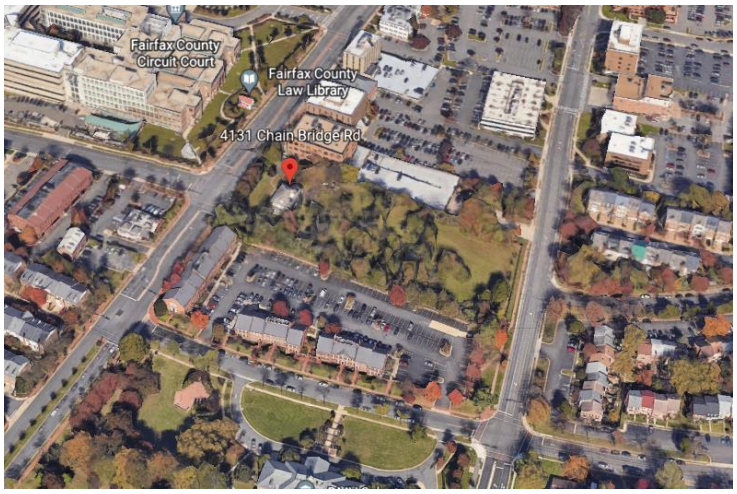
The Hill, a Davies Family LLC, as property owner and applicant ("Applicant"), proposes an upper story multifamily residential project at 4131 Chain Bridge Road, commonly known as the Davies Property (the "Property"). As explained below, the proposed project will play a key role in realizing the future vision for Old Town Fairfax, as set forth in the Old Town Fairfax Small Area Plan adopted by the City Council on June 23, 2020.

The Applicant is requesting a Zoning Map Amendment (Rezoning) from RM Residential Medium to CU Commercial Urban within the Old Town Fairfax Transition Overlay District ("TOD"). Development of the Property shall be in substantial conformance with the General Development Plan (the "GDP") prepared by Urban, Ltd. and Lessard Design, dated December 2, 2024. The Applicant is proposing up to 276 upper-story residential apartments in two buildings, over 10,500 square feet of retail, office or other nonresidential uses on the ground floor, and 424 shared parking spaces in one parking structure on approximately 2.69 acres.

Property Overview

The Property has a site area of 2.69 acres (117,082 square feet) and is zoned to the RM Residential Medium District. It is located within the Old Town Fairfax Transition Overlay District, is bordered by an office building and parking deck to the north, the Inns of Court townhouse business park and large surface parking lot to the south, Chain Bridge Road to the west, and University Drive to the East. The Fairfax County court complex sits opposite the Property across Chain Bridge Road, as does the now-closed restaurant Red, Hot & Blue. The Breckinridge Lane and Courthouse Square townhome communities are located to the east across University Drive at Breckinridge Lane and Courthouse Drive. The City Hall complex is located a short distance south across Armstrong Street.

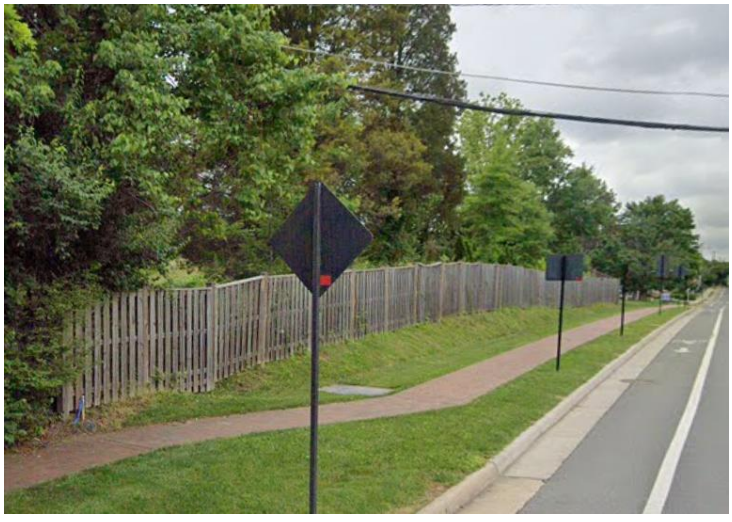
The Property currently has very little street presence. A large brick retaining wall and shrubbery along Chain Bridge largely obscure the aging single-family home that exists on the Property, which is accessed via a driveway on Chain Bridge Road. A simple board on board privacy fence faces pedestrians and passing motorists along the Property's frontage on University, as shown in the images below:



Aerial View of the Property



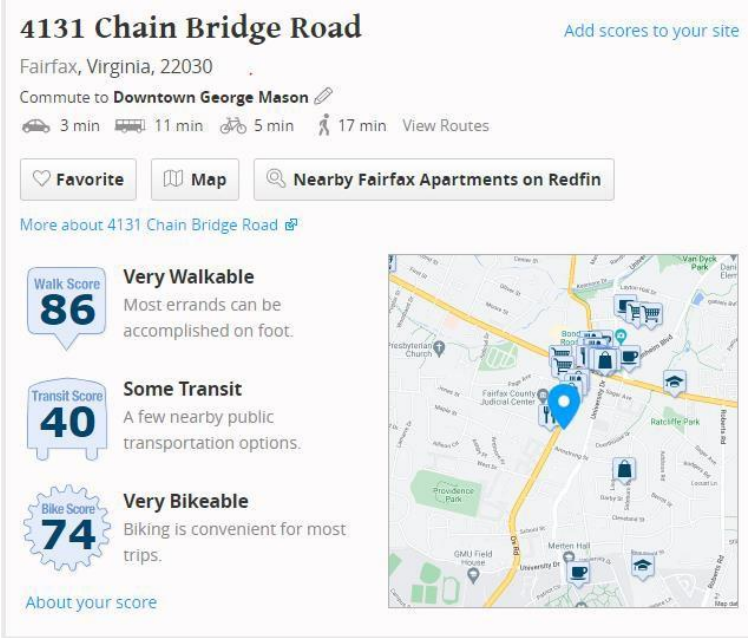
View Along Chain Bridge Road



View Along University Drive

Walk Score

Given the location of the Property, it is useful to look at the walkability and "bikeability" of the Property. The company Walk Score provides walkability analysis and apartment search tools through its "walkability index." They give the Property a Walk Score of 86, which is "very walkable" and meaning that "most errands can be accomplished on foot." They also give the Property a Bike Score of 74 ("very bikeable" meaning "biking is convenient for most trips").



Walk Score and Bike Score for the Property

Background and Past Redevelopment Efforts

The owners of the Property have long intended to see it redeveloped into a higher and better use more in keeping with surrounding development and the future vision for Old Town. Hence, there have been many unsuccessful attempts by talented and experienced players in the real estate market to redevelop the Property over the years with apartments, townhomes, and senior living projects. Going forward, it is useful to look back at these past efforts to avoid repeating past mistakes. They are therefore each briefly summarized below:

2016

In a 2016 work session before the City Council, Paradigm Development Company presented its initial proposal to construct 315 apartments on the Property ranging in height from four (4) to seven (7) stories. A large parking garage with 527 spaces was proposed at the core of the Property with the apartments flanking either side of it. All vehicular access to parking and loading was proposed to be handled by a single driveway entrance on University Drive. The proposed site plan and elevations are pictured below:



Paradigm Apartment Site Plan 2016



Paradigm Proposed Heights 2016





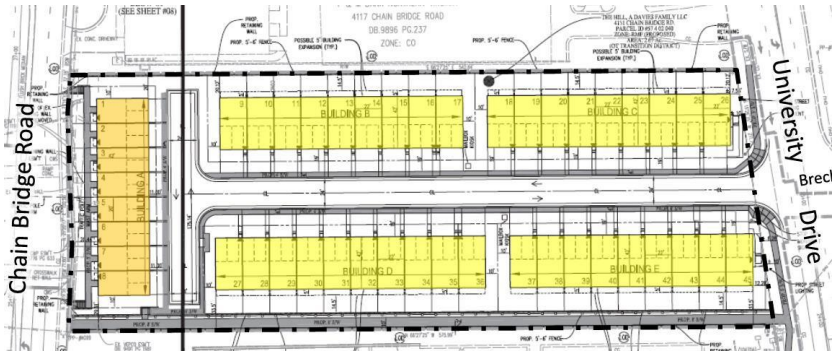


Paradigm Elevations 2016

The Council stated at the work session that the height, bulk, and density of the building was simply too great for this part of the City. Concerns were also expressed about sole access off of University and the residential-only nature of the proposal. It was also noted that a holistic planning approach was needed for the entire area along University Drive between Sager Avenue and Armstrong Street. The proposal was eventually withdrawn.

2017

The following year, in 2017, another City Council work session was held at which staff and Paradigm presented new plans by Paradigm and Craftmark Homes (a townhouse developer) to redevelop the Property with forty-five (45), four (4)-story townhomes, as pictured below:



Paradigm Townhome Site Plan 2017

Council expressed concern over the lack of green space/amenities, lack of community parking, sole access from University Drive, and the proposed height for townhomes so close to University Drive.

2018

Based upon the feedback received from the Council in 2017, Paradigm revised its townhouse proposal to include a central open space and community parking, pictured below:

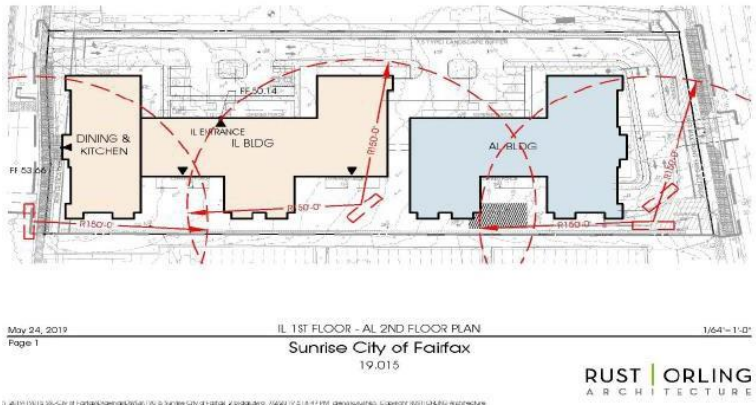


Paradigm Townhome Site Plan 2018

Again, the proposal was ultimately withdrawn.

2019

In 2019, a new potential developer, Sunrise Senior Living, presented the Council with a vision for a two-building senior living development on the project, the site plan for which is pictured below:



Sunrise Senior Living Site Plan 2019

2021

Based upon the feedback received from the Council in 2019, Sunrise modified its senior living development proposal in 2021 to include a single building on Chain Bridge. The proposed building was seventy-five (75) feet tall with primary vehicular access off of University Drive. Open space was planned for a large portion of the eastern side of the Property facing University Drive:



Sunrise Senior Living Site Plan 2021

Although the feedback at the work session was largely positive, this proposed use was ultimately considered to not be the best use of the Property in terms of providing vibrancy and activation to Old Town. This proposal was therefore ultimately withdrawn.

2022-2023

The original applicant for this application was TDC Acquisitions, LLC ("TDC"), as contract purchaser of the Property. TDC conducted pre-application briefings in 2022, and work sessions with the BAR, Planning Commission and City Council in 2023. After the last work session with the City Council on December 5, 2023, TDC chose to terminate the purchase contract. TDC's desired to develop two upper-story mixed use buildings consisting of 355 apartments and approximately 4,810 square feet of retail space. The layout for the project (shown below) included

a bridge connection between the two buildings and a parking structure that included approximately thirty percent (30%) compact parking spaces.



After TDC chose to terminate the contract, the Davies family decided to continue to process this application after retaining a development consultant (Paradigm Development Company), a new architectural firm (Lessard Design, Inc.) and a new civil engineering and landscape architecture firm (Urban, Ltd.). With the new consultants, the Applicant redesigned the project to address the numerous comments as reflected in the most recent resubmission of the development plans.

Comprehensive Plan

Development of the Property, as with any development in the City, is to be guided by the City's Comprehensive Plan. The Property is identified in the Comprehensive Plan as part of the Old Town Fairfax Activity Center, as shown below. Activity Centers are described in the Comprehensive Plan as "locations in the City where pedestrian-oriented, mixed-use development is strongly encouraged." The Comprehensive Plan further states that Activity Centers "should support a connected street network" with "improved streetscape and pedestrian connections to surrounding uses." Buildings should also be oriented toward streets and parking "should be provided in structured or below-grade facilities where reasonable."



The Comprehensive Plan further makes clear that development in Activity Centers must meet the Code of Virginia definition for Urban Development Area (Virginia Code § 15.2-2223.1). In terms of density, such development must also provide at least .4 FAR and a minimum of twelve (12)

multifamily units per acre. Heights should predominately be around five (5) stories unless otherwise specified in the adopted Small Area Plan. Below are precedent images for Activity Centers that are included in the Comprehensive Plan:



Photo Credit: Hord Coplan Macht

Precedent Images for Activity Centers from Comprehensive Plan

The Comprehensive Plan describes the Old Town Fairfax Activity Center as a "cultural hub" for the City that can "capitalize on its proximity to George Mason University to attract university supported businesses and arts and entertainment venues."

Old Town Fairfax Small Area Plan

An extension of the City's Comprehensive Plan, the Old Town Fairfax Small Area Plan (the "Small Area Plan") provides more detailed, fine-grained recommendations for redevelopment in Old Town. One thing that hampered prior redevelopment efforts on the Property was the lack of a cohesive planning vision for Old Town. That all changed in 2020 when the City took the bold step of adopting the Small Area Plan, which sets out a clear roadmap for future development in this part of the City.

Key Ideas

The Small Area Plan identified a number of "key ideas" essential to future success of Old Town. The key ideas with the most applicability to the Property are summarized below:

Old Town as a Cultural Destination

Among the factors that will help establish Old Town as a cultural destination are restaurants, the arts, and George Mason University.

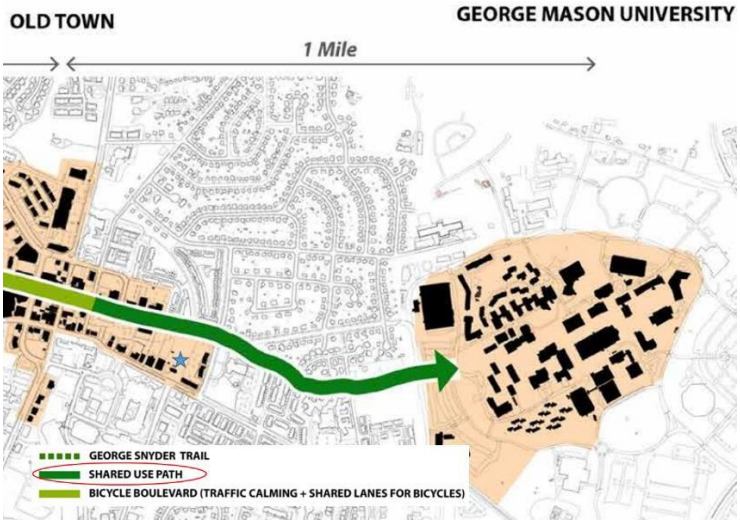
A Balanced Activity Center

The Small Area Plan states that Old Town is replete with car-focused single-use development, much of which is in "non-historic structures [that] are nearing the end of their useful lifespan." Therefore, "Old Town has an opportunity to transform in a mixed-use Activity Center that centers and anchors the surrounding communities." A more balanced mix of uses "will help create a better sense of place, bring more activity around the clock, potentially reduce single-use peak traffic, and help create more dynamic public spaces." Furthermore, the Small Area Plan continues, the "existing offices would be greatly enhanced by additional daytime retail, including restaurants,

and a **larger nearby residential population**" (emphasis added). Thus, "a sizable infusion" of residential and retail uses is needed to "help bolster Old Town" over the "medium-term of 15 years."

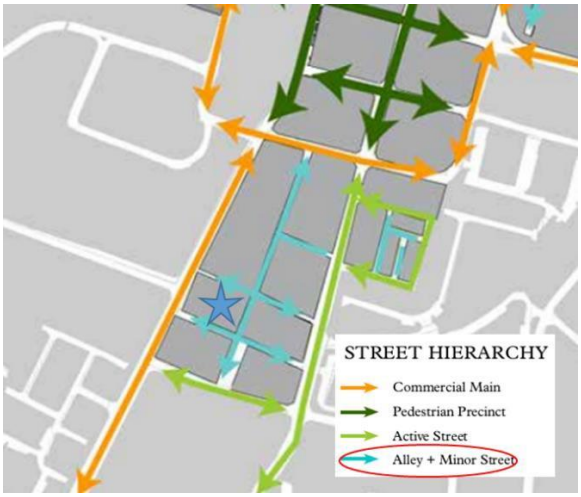
The Spine

The "Spine" is envisioned in the Small Area Plan as a "safe and comfortable pedestrian and bicycle connection linking Northfax, Old Town, and the George Mason University campus. The Spine takes the form of a shared use path along University Drive on the western edge of the Property:



Street Hierarchy

The Small Area Plan establishes a street hierarchy to help break up large blocks with a functional street grid with a "pedestrian oriented core." As shown below, "Alley + Minor Street" is the street typology planned to the north, south, and through the center of the Property:



Small Area Plan Street Hierarchy

The Greenway

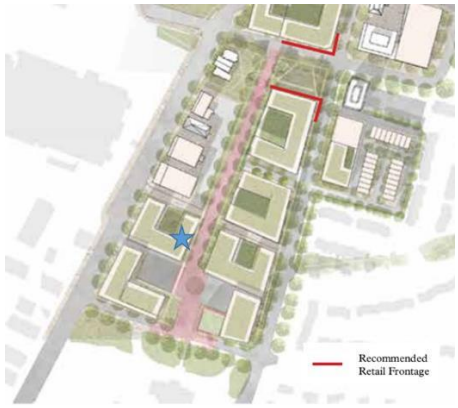
A critical piece of the vision for Old Town South is a "shared green way-service street that can serve as a community backyard for the new mixed use residential buildings and existing office units." A concept plan and precedent images for the Greenway from the Small Area Plan are provided below:



Greenway Concept Plan and Precedent Images from Small Area Plan

Retail Frontage

The Small Area Plan acknowledges the fact that "there are limitations on the quantity and location of retail frontage in [Old Town]." It therefore identifies recommended retail frontage areas while recognizing that "retail opportunities sometimes occur outside of recommended areas." No retail frontage is recommended for the Property and the majority of Old Town South:



Recommended Retail Frontage in Small Area Plan

Land Use and Economics

The Land Use and Economics section of the Small Area Plan emphasizes that the right land use mix is critical to the fiscal health of the City. It also reiterates the fact that the "retail market is limited by a finite amount of regional and local demand," noting that the primary demand sources for Old Town will largely come from the Judicial Complex, George Mason University, and local and regional households. In addition, it highlights the "strong potential for institutional based partnerships (i.e., George Mason University) for added cultural and arts space."

Residential uses, the Small Area Plan states, are "key to supporting new development in the Activity Centers, both of which are currently dominated by office space." Since most of the

City's existing housing stock is comprised of older, single-family homes and apartment complexes, new residential development will also help diversity residential product type. After all, expanding "residential choices to include new construction, including target market occupants (students and seniors), can help nurture a well-balanced sustainable community."

The Small Area Plan specifically labeled the Property as a "Key Near Term Opportunity Site" and stated that "The City should pave the way for approval of existing properties already under review for redevelopment."

Building Heights

The Small Area Plan astutely observes that "the current zoning and other regulations may be hindering optimal land development patterns." Therefore, one major goal of the Small Area Plan is to recommend "modifying existing zoning regulations, including land use, massing and height, to allow for better long-term development outcomes." As recognized in the Comprehensive Plan and market research "a **critical mass of height, density and public amenities**" (emphasis added) are needed to make developments achievable. The Small Area Plan therefor recommends heights up to six (6) stories, with height tapering down near existing residential areas. For the Property, the recommended height for the majority of the Property is five (5) stories, tapering down to four (4) stories adjacent to University Drive:



Proposed Heights in Small Area Plan

Zoning and Regulatory Recommendations

The Small Area Plan notes that there are some zoning regulations that will have to be adjusted to allow for the plan's development vision to be achieved. These include the current height limitation in the Old Town Transition District Overlay of forty-eight (48) feet. The plan recommends that development heights therefore be based on the plan vision rather than the zoning height restrictions.

Density

It is notable that the Small Area Plan does not specify any maximum densities for the future development of Old Town. Instead, it sets forth a vision that is form-based based on a recommended street grid, land use, and height. Thus, allowable density is based on these factors rather than an arbitrary FAR or units per acre specification.

Metropolitan Washington Council of Governments

According to the Metropolitan Washington Council of Governments' report *The Future of Housing in Greater Washington* published in September 2019, "[a]t least 320,000 housing units should be added in the region between 2020 and 2030" to meet the region's housing target. The report goes on to note that this enormous figure is an "additional 75,000 units beyond the units already forecast for this period." To achieve the region's additional targets for housing accessibility and affordability, the report states that "[a]t least 75% of all new housing should be in Activity Centers [such as the City of Fairfax]" and "[a]t least 75% of new housing should be affordable to low- and middle-income households."

As part of the Old Town Fairfax Activity Center, the proposed development is exactly the type of project that the City can contribute toward the region's ambitious but critical housing goals.

Proposed Development

As shown below and as depicted on the GDP prepared by Urban Ltd., as the project civil engineer and landscape architect, and Lessard Design, Inc., as the project architect, dated December 2, 2024, the proposed development consists of two hundred seventy-six (276) apartments in two new multifamily buildings ("Building A" and "Building B") with interior courtyards for residents. Building A has frontage on Chain Bridge Road and will be five stories, while Building B has frontage on University Drive and is four stores along the road and then five stores further back.



Proposed Site Plan

Approximately 10,569 square feet of retail, commercial co-working space, or other nonresidential uses are proposed on the ground floor of Building A fronting on Chain Bridge Road. This location is ideal for the retail component of this project as it will be very close to other commercial uses found on Chain Bridge Road. It will also provide convenient access for customers coming from the Judicial Complex and the center of Old Town to the north. A retail entrance is proposed on the northwest corner of Building A, the commercial co-working entry is proposed on the southwest corner of Building A, and the residential lobby entrance is

proposed in between the retail and commercial entrances.

An amenity courtyard for residents Building A will be provided in the center of the building and an expanded sidewalk on Chain Bridge will be dedicated for easier travel for the public. As recommended in the Small Area Plan, Building A will be five (5) stories in height (60 feet maximum) on Chain Bridge Road.

Vehicular access to loading areas and the parking facilities for the two buildings will be provided via the new east west access drive that will be provided. Parking access will be provided via a vehicular entrance in Building B.

Building B will have its own residential lobby at its southeast corner facing University Drive. A large amenity courtyard for residents will be located in the center of the building. The height of Building B is five (5) stories (60 feet maximum) at the center of the Property, tapering down to four (4) stories along University Drive to provide for a better transition to the townhome communities further to the east. The step back area has been significantly increased since the last submission based on staff feedback.

Both buildings will meet the Upper Story Residential/Mixed Use standards contained in Section 3.5.1.D of the Zoning Ordinance in terms of use, dimensional standards prescribed in Section 3.6.2 for lot area, yards, height, building coverage and lot coverage, except as stated in the next sentence below, and floor height for ground floor and upper stories. The Applicant is requesting Special Exception relief from the requirement that at least seventy-five (75%) of the floor area on the ground floor be used solely for nonresidential uses and from the maximum density requirement. These requests are discussed below.

The two buildings will be separated by the proposed "Greenway," a key feature of the Small Area Plan, that will run through the north-south center of the Property. This public pedestrian space is envisioned as being lined with trees and landscaping overlooked by unit balconies. The Greenway could be further activated by public visual art displays and is envisioned as a key connector to Old Town that will only grow in vibrancy as the office properties to the north also redevelop.

The Applicant proposes a slight deviation from the Streetscape Standard in the Small Area Plan along Chain Bridge Road and University Drive to address safety and utility issues. The modification is requested in order to provide the streetscapes depicted on Sheet 32 in lieu of what is encouraged in the Small Area Plan along the roadways. Large deciduous street trees have been revised/added to both Chain Bridge Road and University Drive. These street trees are located behind the required 10 foot sidewalk on both streets to prevent vehicular line-of-sight encroachments and disturbance to existing dry utility alignments. The Small Area Plan's typical street sections depict the street trees between the curb and the sidewalk. The Applicant feels the 10 foot walk width is ample distance from the curb to provide pedestrian safety and the placement of trees behind the walk is safest for vehicular drivers exiting the site. The proposed street trees would still provide shade.

Structured parking will be provided primarily below grade on two levels. A total of 380 spaces are proposed to serve the apartments at a blended parking ratio of approximately 1.38 spaces

per dwelling unit, which includes a ten percent (10%) reduction within the CU and Old Town Fairfax Transitional Overlay Districts. No compact parking spaces are proposed. An additional twenty-three (23) spaces are proposed to meet the requirement for the retail and nonresidential uses. The parking provided for the retail is derived from the standard parking rate of one (1) space per 200 square feet, reduced by fifty percent (50%), as permitted in the Old Town Fairfax Transition Overlay District, and ten percent (10%) as permitted within the CU District. The total number of spaces required for the project is 403. The Applicant proposes to provide a total of 424 parking spaces. The parking garage will be constructed to accommodate a minimum of twenty (20) electric vehicle charging spaces. Five transient spaces will be reserved for delivery and ride sharing companies such as Lift/Uber, Door Dash, Amazon, etc. One (1) loading space is provided for each building, for a total of two, which exceeds the minimum required by the Zoning Ordinance.

The Applicant will also be complying with the Bicycle Parking standards contained in Section 4.2.8 of the Zoning Ordinance. Both Buildings A and B will provide a bike storage area accessible from inside their respective buildings, as well as from the greenway, across from each other. The bike storage room on Building A provides U-shaped racks for 26 bicycles and the bike storage room on Building B provides U-shaped racks for 20 bicycles. See Sheet A.14. The number of bicycle spaces exceeds the Ordinance requirement. Bike parking has also been provided outside the retail entrance on Chain Bridge Road.

There is an existing bus stop on Chain Bridge Road in front of the Property and Building A. The Applicant proposes to coordinate with the City's Public Works Department and either install a bus shelter at the stop in the general location as identified on the GDP, or contribute the sum of $10,000 to the City towards the cost of the bus shelter.

In accordance with Section 4.11 of the Zoning Ordinance, all new on-site utility conduit lines installed on the Property will be located underground, subject to the approval of the applicable utility companies. Also, all existing overhead utilities along the Chain Bridge Road frontage of the Property will be either removed or relocated underground. Utility plan sheets are included in the GDP.

In keeping with the City's affordable housing goals and regulations and Comprehensive Plan Housing Goal 2, the Applicant is proposing to provide six percent (6%) of the total number of units, or seventeen (17) units, as affordable pursuant to Section 3.9 (Affordable Dwelling Units) of the Zoning Ordinance. These units will further the City's goals of promoting the development of a full range of housing choices, and constructing units that are affordable to households whose collective income is seventy percent (70%) or less of the area median income in the Washington Metropolitan Statistical Area. Of the affordable units to be provided, each unit type in the project will be represented at the required percentage. Therefore, there will be two studio units, ten one-bedroom units and five two-bedroom units, which is representative of the unit mix in the buildings. The location of the units is depicted on Architectural Sheets A.14, A.15, A.16 and A.17. These sheets have been incorporated into the GDP.

The following is provided to summarize the site density tabulations:

Site Area	2.688 ac
Maximum Allowed Density (CU)	24 du/ac
Proposed Density	102.68 du/ac

Regarding Stormwater Management, this application proposes two multifamily dwelling buildings with ground floor nonresidential uses in one building, and a shared parking garage. As a result, the amount of impervious surface on the Property is increasing. The topography of the site consists of one drainage area, which drains to the east towards University Drive. See Sheet 15 of the General Development Plan for the pre-development computations.

While all stormwater management facilities shall be selected and final engineered at the time of final site plan, the Applicant is proposing stormwater management vaults to serve as the BMP facilities for the Property. These facilities will provide a minimum of 20% reduction in the total phosphorous runoff. Final engineering of the BMP facilities may also include below grade storm filters and Jellyfish filters.

The vaults will control the one, two and ten year 24-hour storm and release stormwater runoff into a proposed closed conduit storm sewer system located parallel to University Drive. This closed conduit system will also collect stormwater runoff from the proposed improvement located inside the right-of-way along University Drive. At this point, stormwater runoff from the right-of-way and the Property (Drainage Area 'A' on the plans) will converge and be released at an outfall point located inside a mapped flood plain per the City of Fairfax GIS Map. See Sheet 21 for the location.

The proposed closed conduit storm system located along University Drive will be final engineered during the site plan review phase of the project to adequately convey the two year 24-hour storm and prevent erosion at the outfall point, in compliance with Channel Protection Section 9VAC25-870-66.B.1 of the Virginia Stormwater Regulations.

To meet the City's green building and sustainability goals articulated in the Small Area Plan and the Comprehensive Plan, the Applicant intends to seek LEED or another comparable green building certification program. The project will be constructed to reduce energy use, greenhouse gas emissions and construction waste. Energy saving devices will be incorporated which may include the use of ENERGY STAR® appliances, energy efficient mechanical systems, recycling for occupant refuse, energy efficient lighting and insulation that meets or exceeds applicable energy code requirements. These commitments are documented in the proposed Proffers (see Proffers 9.A. and B.).

The project will require the demolition of the existing structures on the Property, including a single family dwelling that is over 100 years old. In order to address this, after this application is approved, the Applicant has offered to retain a historian to conduct an architectural history report of the Property and provide it to the City. The report shall include, to the extent feasible, a history of the home, a title bringdown on the property and title documents from 1850 to the

present day, a description of the home's architectural evolution (e.g., approximate dates and types of additions to the home), a measured plan of the home's first floor, and a discussion of the Davies family and their significance in local history. Further, the Applicant has agreed to commission a Phase I or II Cultural Resources Survey for the Property and provide the results of such survey to the City.

Rezoning Considerations, § 6.4.9 of the Zoning Ordinance

The proposed rezoning meets the approval considerations specified in § 6.4.9 of the City of Fairfax Zoning Ordinance ("Zoning Ordinance"):

A. Substantial conformance with the comprehensive plan.

The proposed rezoning to the CU District is consistent with the Comprehensive Plan's designation of the Property as part of the Old Town Fairfax Activity Center and the associated goal of achieving pedestrian-oriented, mixed-use developments in such areas.

B. Any greater benefits the proposed rezoning provides to the city than would a development carried out in accordance with the current zoning district (§3.2), and otherwise applicable requirements of this chapter.

The proposed rezoning will help achieve the vision of the Small Area Plan by providing much needed multifamily housing, new street and pedestrian connections, a crucial portion of the Greenway, new retail and commercial opportunities, seventeen (17) affordable housing units, and additional fiscal benefits to the City.

C. Suitability of the subject property for the development and uses permitted by the current versus the proposed district.

A rezoning of the Property to the CU District will allow for the development of multifamily housing consistent with the Small Area Plan recommendations for the Property. Furthermore, the introduction of multifamily will help diversify housing options in the City and provide additional residents to support local business in Old Town.

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

The Property is well-served by public transportation facilities, including the CUE Bus Green Routes 1 and 2, Gold Routes 1 and 2, and WMATA Routes 17G, 29K, and 306. Existing public safety facilities, public school facilities, and public parks, including a portion of the proposed Greenway, will all be adequate to serve existing community needs and the proposed development.

E. Adequacy of existing and proposed public utility infrastructure.

Existing public utility infrastructure has been deemed adequate for the proposed development.

F. Compatibility of the proposed development with adjacent and nearby communities.

The proposed multifamily development will be compatible with adjacent and nearby commercial and residential development. The heights of the proposed buildings taper in height as recommended by the Small Area Plan to be compatible with the townhomes to the east. The architecture will also be of high quality and designed to complement the architecture and historic nature of the surrounding area.

G. Consistency with the stated purpose of the proposed district.

The proposed development will be consistent with the stated purpose of the proposed CU District zoning, which is to "provide an urban, mixed use development option for appropriate parts of the downtown area and sites in the general vicinity of the three key Fairfax Boulevard intersections: Main Street, Chain Bridge Road, and Old Lee Highway, or as may be more precisely specified by a current or future adopted plan." The proposed mixed-use, residential development will be more urban in character and CU zoning will allow for retail use and the recommended height transitions, consistent with the Small Area Plan.

Special Exception Approval Criteria, § 6.17.7.A

The following Special Exceptions are requested pursuant to § 6.17.1 of the Zoning Ordinance along with justification for the request:

1. A modification of § 3.5.1.D to permit less than 75% ground floor nonresidential use in a mixed use building;

   75% ground floor nonresidential use, which would be approximately 30,000 square feet, would entail more retail than the surrounding area could support, particularly given the large amount of retail already present in the Old Town area to the north and declining population needed to support a thriving retail corridor. The amount of retail, commercial and nonresidential space for Building A has been increased from earlier plans for the Property. No retail or commercial is proposed for Building B to be in keeping with the Small Area Plan and the wishes of the residential communities to the east of University Drive.

2. A modification of § 3.6.2 to permit more than 24 dwelling units per acre.

   The proposed density is simply a product of the Property's relatively small site area of 2.69 acres and the proposed height, which is recommended by the Small Area Plan. The proposed 276 units and 10,569 square feet of retail, commercial and nonresidential space, however, is reasonable given the major street access on either side of the Property for vehicular parking. The density now proposed represents a twenty-two percent (22%) decrease from the previous proposal.

3. A modification of § 3.7.3.C.2 for the Old Town Fairfax Transition Overlay District to permit height greater than forty-eight (48) feet.

   The proposed height relief is necessary to achieve the vision for the area specified in the Small Area Plan for the Property.

4. A modification of Section 3.7.3.E to eliminate the requirement for a landscape strip and street trees along the internal access drive.

   There is insufficient land for the landscape strip and street trees in the internal access drive. Especially, after widening the drive to 26 feet and adding a five foot wide walkway. The internal access drive is not classified as a "street" itself and is therefore not required to provide street trees. Additionally, in comparison to previous applications, the required widening of the access drive from 23 ft. to 26 ft., providing an ADA compliant adjacent walk, and providing an additional 11 foot planted buffer along the southern property line, while maintaining the minimum building programming requirements, prevents the ability to provide space for street trees along this access drive aisle. Due to these site constraints and the fact that there is no street tree requirement for an access drive, the Applicant feels the internal access drive as designed with this submission is adequate. See GDP Sheet 32.

5. A waiver of § 4.3.3.B to eliminate the requirement to provide vehicular access to abutting non-residential properties.

   The grading of the Greenway has been adjusted to allow future pedestrian and vehicular connections with the adjacent properties. Proposed access easements are also shown on the GDP. Neither abutting property, as currently develop, would benefit from interparcel access.

6. A modification of § 4.4.4 to eliminate the requirement for a sidewalk on the northern side of the proposed access drive while providing it on the southern side.

   The Applicant is providing more than its fair share of the proposed access drive and southern sidewalk. The northern sidewalk can be provided when the property to the north is redeveloped.

7. A modification of § 4.5.6.A to allow a minimum tree canopy of less than ten percent (10%).

   The recently adopted Zoning Ordinance Amendment added a minimum tree canopy requirement in the Commercial Urban Zoning District of ten percent (10%). This equates to 11,708 square feet. The Applicant is proposing a minimum tree canopy of 6,600 square feet (5.64%), although there is an additional 1,000 square feet of canopy provided in the right-of-way for a total of 7,600 square feet (65%). In order to mitigate the shortage, the Applicant has proffered an in-lieu monetary contribution towards the tree planting equivalent to the unit price for 2" caliper deciduous trees using Fairfax

County's most recent unit price schedule (2024, 2" caliper deciduous, $1,093 each) for the remaining tree canopy requirement. As stated in proposed Proffer 6.C., the Applicant shall contribute an amount equal to $28,418, representing the current pricing index for twenty-six (26) 2" caliper deciduous trees, for use in tree planting, establishment and maintenance in the City of Fairfax.

8. A modification to the Transitional Yard required in §4.5.5 for Buffer A-B and C-D (as depicted on Sheet 32).

   The Applicant proposes to provide a six foot fence for Buffer A-B only because by increasing the access drive width from 23 feet to 26 feet and providing a five foot wide sidewalk on the southern side of the drive there is insufficient room available to include the TY 1 buffer of 7.5 feet without disrupting the program of uses and amenities. For Buffer C-D, the Applicant is proposing a buffer of 11 feet in width when the TY 3 standard is 15 feet. Also, 27 small deciduous trees and 7 evergreen trees will be planted and a six foot fence will be installed. The Applicant believes this is an adequate buffer considering the existing vegetation and buffer for the abutting Inns of Court property. See the table labeled "Transitional Yard Calculations" on GDP Sheet 33.

The proposed development will meet the following criteria for special exceptions specified in § 6.17.7.A of the Zoning Ordinance:

1. Ensure the same general level of land use compatibility as the otherwise applicable standards.

The proposed development will be compatible with the surrounding commercial and residential development.

2. Not materially and adversely affect adjacent land uses and the physical character of uses in the immediate vicinity of the proposed development because of inadequate transitioning, screening, setbacks and other land use considerations.

The proposed development will be harmonious with surrounding land uses and help create a vibrant, mixed-use community in keeping with the Small Area Plan vision.

3. Be generally consistent with the purposes and intent of this chapter and the comprehensive plan.

The proposed development will be consistent with the purpose and intent of the Zoning Ordinance and the Small Area Plan to create a successful and well-balanced mix of uses in the City's urban activity centers.

4. Be based on the physical constraints and land use specifics, rather than on economic hardship of the applicant.

The requested special exceptions are necessary to achieve the mixed-use goals articulated in the Small Area Plan.

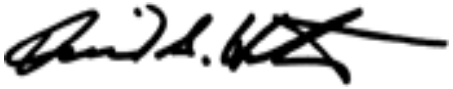
Conclusion

The proposed development of the Property represents a major step forward in advancing the vision of the Small Area Plan for this part of Old Town Fairfax. It will also provide a key segment of the Greenway, add to the vibrancy of the area, provide needed apartment housing, help the City meet its sustainability goals, and increase City tax revenue. The development will also help the City contribute toward meeting the Washington region's goals of increasing the vital supply of accessible and affordable housing in Activity Centers.

The Applicant, as the long-time property owner, and the consultant team look forward to working with the City on this exciting project. Please do not hesitate to let me know if you have any questions or need any additional information to process these applications.

Respectfully submitted,

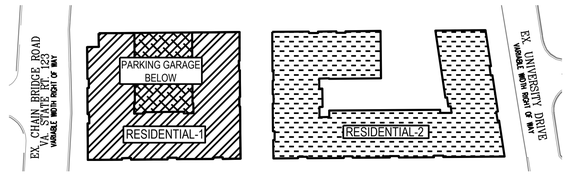
Bean, Kinney & Korman, PC



By: _____
David S. Houston
Counsel for Owner/Applicant

BUILDING DATA

BUILDING DATA			
RESIDENTIAL-1 *Chain Bridge Rd.*		**RESIDENTIAL-2** *University Dr.*	
Gross Area	117,455 SF	Gross Area	169,976 SF
Amenities		***Amenities***	
Gross Area	7,320 SF	Gross Area	6,724 SF
GARAGE			
Gross Area	172,271 SF		



ZONING STANDARDS

SEC. 110-671: PROPOSED ZONING BULK AND LOT AREA REQUIREMENTS PER CU DISTRICT

MIN. LOT AREA (AC)		30,000 SF
BLDG. HEIGHT (FT)	REQUIRED PROVIDED	60' OR 5 STORIES 60'-0" OR 5 STORIES
PARKING. HEIGHT (FT)	PROVIDED	24'-0"
REQUIRED YARDS FRONT/SIDE STREET		15' MAX / 0' MIN
SIDE (ADJ. TO RES.)		25'
SIDE (NOT ADJ. TO RES.)		0'
REAR (ADJ. TO RES.)		25'
REAR (NOT ADJ. TO RES.)		0'
BUILDING AREA COVERAGE:	ALLOWED PROVIDED	80% MAX ± 52.30%
LOT AREA COVERAGE:	ALLOWED PROVIDED	100% ± 85.85%
DENSITY:	MAXIMUM PROVIDED	20 (GENERAL) / 24 (AFFORDABLE DWELLING UNIT) 102.68 UNITS/GROSS ACRE (276 UNITS TOTAL)
FLOOR AREA RATIO:	REQUIRED PROVIDED	N/A 0.526
FLOODPLAIN AREA:		0.00 SF

SEC. 110-1046: ZONING BULK AND LOT AREA REQUIREMENTS PER OLD TOWN TRANSITION OVERLAY DISTRICT

MIN. LOT AREA (AC)		NONE
MIN. LOT WIDTH (FT)		NONE
BLDG. HEIGHT (FT)	REQUIRED PROVIDED	48' 60'-0"
MIN. YARD REQUIREMENTS:	FRONT SIDE REAR	10' NONE NONE
LOT COVERAGE:	MAXIMUM PROVIDED	90% 85.85%
BUILDING COVERAGE:	MAXIMUM PROVIDED	80% 52.30%

SITE DATA

ZONING:	EXISTING..... PROPOSED.....	R-M COMMERCIAL URBAN (CU)
USE:	EXISTING..... PROPOSED.....	RESIDENTIAL MULTIFAMILY DWELLING
LOT AREA (SQUARE-FEET):	117,082 (2.69 ACRES)	

SEC. 110-255, 258, 259: LANDSCAPING & SCREENING

MIN. TREE COVER :	EXISTING PROPOSED	* R-M COMMERCIAL URBAN (CU)
TOTAL CANOPY REQUIRED (INCLUDING PLANTING)		10%
SCREENING REQUIRED:	NORTH SOUTH EAST WEST	NONE * IN CONTEXT OF CDP/GDP * *
PERIMETER	PARKING LOT LANDSCAPING	N/A

*SEE ZONING MODIFICATION REQUEST TO BE APPROVED BY CITY COUNCIL

SEC. 110-155, 156: OFF-STREET PARKING AND LOADING (ENTIRE SITE)

4131 CHAIN BRIDGE ROAD PARKING TABULATIONS

PARKING

276 UNITS

RESIDENTIAL PARKING REQUIRED

UNIT TYPE	MIX%	# UNITS	PS RATIO	PS	CU REDUCTION (10%)	TOD REDUCTION (50% EXCEPT FOR 1.5 MINIMUM PER DU)	PS AFTER REDUCTION
STUDIO	11	31	1.25	38	35	N/A	35
1 BR	58	155	1.5	236	210	N/A	210
2 BR	9	90	2	178	162	135	135
		276					**380**

COMMERCIAL PARKING REQUIRED

RETAIL 1 PS/ 200 SF	6,381	32	29	16	16
OFFICE 1 PS/ 300 SF	4,188	14	13	7	7
					23

TOTAL PARKING REQUIRED
403

RESIDENTIAL PARKING PROVIDED
401

RETAIL PARKING PROVIDED
23

TOTAL PARKING PROVIDED
424

TOTAL BICYCLE PARKING REQUIRED
20

TOTAL BICYCLE PARKING PROVIDED
46

TOTAL LOADING REQUIRED
1

TOTAL LOADING PROVIDED
2

GENERAL NOTES

1. THE PROPERTY DELINEATED HEREON IS LOCATED IN THE CITY OF FAIRFAX TAX MAP #57-4-02-040, WITHIN THE OLD TOWN HISTORIC TRANSITION DISTRICT.
2. THE PROPERTY IS CURRENTLY ZONED R-M (RESIDENTIAL). IT IS ALSO SUBJECT TO THE OLD TOWN TRANSITION DISTRICT REGULATION.
3. BOUNDARY AND TOPOGRAPHIC INFORMATION PROVIDED BY URBAN, LTD.
4. THE SITE IS PRESENTLY SERVED BY FAIRFAX WATER.
5. THE PROPOSED IMPROVEMENTS RESULT IN AN INCREASE OF IMPERVIOUS AREA IN THE SUBJECT PROPERTY – PER THE VIRGINIA RUNOFF REDUCTION METHOD (VRRM) REDEVELOPMENT REQUIREMENTS A COMBINATION OF PROPOSED BMP REQUIREMENTS SHALL PROVIDE A MINIMUM OF 20% REDUCTION IN TOTAL PHOSPHOROUS RUNOFF.
6. UNDERGROUND PRIVATE UTILITY LOCATIONS ARE APPROXIMATE AND THOSE SHOWN HAVE NOT BEEN SURVEYED. EASEMENTS CONTAINED WITHIN OWNERS TITLE REPORT HAVE BEEN PLOTTED ON THE SURVEY BASE.
7. INDIVIDUAL UTILITY PLANS AND PROFILES WILL BE SUBMITTED WITH THE FINAL SITE PLAN.
8. THERE ARE NO KNOWN HAZARDOUS OR TOXIC SUBSTANCES ON THIS SITE. IF ANY SUBSTANCES ARE FOUND, THE METHODS FOR DISPOSAL SHALL ADHERE TO CITY, COUNTY, STATE, AND FEDERAL LAW.
9. THERE ARE NO KNOWN BURIAL SITES OR ARCHEOLOGICAL FEATURES ON THIS SITE.
10. EXISTING STRUCTURES TO REMAIN ARE SHOWN SHADED ON THE REZONING & CONCEPTUAL DEVELOPMENT PLAN.
11. THERE IS NO CITY, COUNTY, OR FEMA FLOODPLAIN ON THE PROPERTY.
12. THE SUBJECT PROPERTY LIES IN ZONE "X" PER FIRM MAP COMMUNITY PANEL NUMBER 515524005D.
13. DIMENSIONS AND SIZES AS SCALED ARE APPROXIMATE AND MAY VARY DEPENDING ON THE FINAL USE AND ARCHITECTURAL/ENGINEERING DESIGN. THE FINAL DESIGN SHALL BE IN SUBSTANTIAL CONFORMANCE WITH THE CONCEPTUAL DEVELOPMENT PLAN.
14. THIS APPLICATION PROPOSES REZONING FROM RM RESIDENTIAL MEDIUM TO CU COMMERCIAL URBAN IN THE OLD TOWN FAIRFAX TRANSITION OVERLAY DISTRICT. THE SITE IS ALSO LOCATED IN THE ACTIVITY CENTER PLACE TYPE AND OLD TOWN SMALL AREA PLAN.

THIS APPLICATION REQUIRES THE FOLLOWING ZONING MODIFICATIONS FROM THE CITY COUNCIL:

110-225,258,259 SEE LANDSCAPE SHEET FOR MODIFICATION REQUESTS FOR LANDSCAPE AND SCREENING.

FIRE MARSHALL NARRATIVE

THE PROPOSED BUILDING SHALL BE 5 STORIES. CONSTRUCTION TYPE FOR THE RESIDENTIAL PORTION FROM 2ND TO 5TH FLOOR SHALL BE 3A AND THE RESIDENTIAL 1ST FLOOR SHALL BE 1A. CONSTRUCTION TYPE FOR THE GARAGE SHALL BE 1A. THE EXTERIOR FINISH OF THE BUILDING SHALL BE CONSTRUCTED OF NON-COMBUSTIBLE MATERIALS. THE SPRINKLER SYSTEM FOR THE PROPOSED BUILDING SHALL BE NFPA-13.

LIST OF SPECIAL EXCEPTIONS

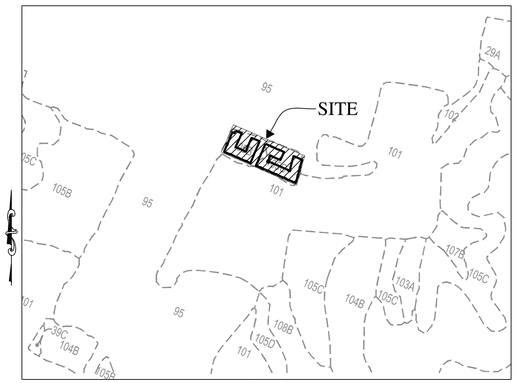
1. A MODIFICATION OF SECTION 3.5.1.D TO PERMIT LESS THAN 75% GROUND FLOOR NONRESIDENTIAL USE IN A MIXED USE BUILDING.
2. A MODIFICATION OF SECTION 3.6.2 TO PERMIT MORE THAN 24 DWELLING UNITS PER ACRE.
3. A MODIFICATION OF SECTION 3.7.3.C.2 TO PERMIT HEIGHT GREATER THAN FORTY-EIGHT (48) FEET.
4. A MODIFICATION OF SECTION 3.7.3.E TO ELIMINATE THE REQUIREMENT FOR A LANDSCAPE STRIP AND STREET TREES ALONG THE ACCESS DRIVE.
5. A WAIVER OF SECTION 4.3.3.B TO ELIMINATE THE REQUIREMENT TO PROVIDE VEHICULAR ACCESS TO ABUTTING NON-RESIDENTIAL PROPERTIES.
6. A MODIFICATION OF SECTION 4.4.4 TO ELIMINATE THE REQUIREMENT FOR A SIDEWALK ON THE NORTHERN SIDE OF THE PROPOSED ACCESS DRIVE WHILE PROVIDING IT ON THE SOUTHERN SIDE.
7. A MODIFICATION TO OVERALL CANOPY COVERAGE REQUIRED (Z.O. SECTION 4.5.6) IS HEREBY REQUESTED TO BE REVISED FROM 10% TO 5.64%.
8. A MODIFICATION TO TRANSITIONAL YARD REQUIRED (Z.O. SECTION 4.5.5) FOR BUFFER A-B AND C-D IS HEREBY REQUESTED TO BE REVISED AS INDICATED IN THE "TRANSITIONAL YARD CALCULATIONS" TABLE ON SHEET 33.

VICINITY MAP



SCALE: 1" = 1000'

SOILS MAP



SCALE: 1" = 500'

SOIL ID NUMBERS	SOIL SERIES NAME	FOUNDATION SUPPORT	SOIL DRAINAGE	EROSION POTENTIAL
105B	WHEATON GLENELG COMPLEX 2-7 % SLOPES	GOOD	GOOD	HIGH
105C	WHEATON GLENELG COMPLEX 7-15 % SLOPES	GOOD	GOOD	HIGH
101	URBAN LAND - GLENELD COMPLEX 2-7%	GOOD	FAIR	HIGH
95	URBAN LAND	N/A	N/A	N/A

LEGEND:

- EXISTING STORM DRAIN STRUCTURE
- PROPOSED STORM DRAIN STRUCTURE
- EXISTING CONTOUR (1')
- PROPOSED CONTOUR (1')
- EXISTING CONTOUR (5')
- PROPOSED CONTOUR (5')
- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER
- EXISTING WATER LINE
- PROPOSED WATER LINE
- EXISTING TREE LINE
- EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE
- EXISTING PROPERTY LINE PIPES
- PROPOSED PROPERTY LINE PIPES
- PROPOSED CURB & GUTTER
- EXISTING CURB & GUTTER
- EXISTING TRAFFIC POLE
- EXISTING SPOT ELEVATION
- PROP. SPOT ELEVATION
- EXISTING FENCE
- EXISTING LIGHTING
- EXISTING TREE
- PROPOSED TREE
- PROJECTED TRAFFIC COUNT (BASED ON 6TH ED. OF ITE TRIP GENERATION BOOK)
- EXISTING OVERHEAD WIRE
- PROP. FENCE

No.	DATE	DESCRIPTION
		REVISIONS

PLAN DATE
05-04-2016
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COMMONWEALTH OF VIRGINIA
CLAYTON C. LUPTON
LIC. No. 036790
PROFESSIONAL ENGINEER
12/02/2024

GENERAL NOTES & DETAILS

4131 CHAIN BRIDGE ROAD REZONING CDP-GDP

CITY OF FAIRFAX, VIRGINIA

DATE: DEC., 2024

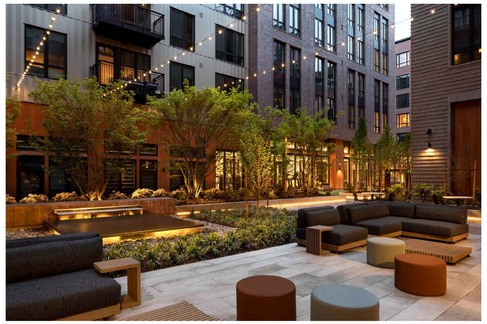
SCALE: AS NOTED C.I.= N/A

SHEET 02 OF 38

FILE No. RZ-12787

Urban, Ltd. - J:\JOBS\4131 Chain Bridge Rd\Rezoning\12787-02-Gnotes.dwg [GNOTES] December 10, 2024 - 10:33am aarensberg

FOR ILLUSTRATIVE PURPOSES ONLY



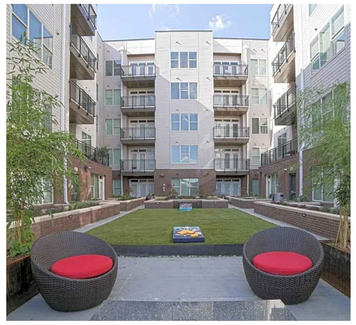
OUTDOOR LOUNGE AREA



POOL



OVERHEAD ARBOR



SYNTHETIC LAWN



GRILLING STATIONS & DINING TABLES / CHAIRS

NOTE: THIS PLAN REFLECTS THE GENERAL CHARACTER AND INTENT OF THE PROPOSED DEVELOPMENT BASED ON PRELIMINARY ENGINEERING, ARCHITECTURAL, AND LANDSCAPE ARCHITECTURAL DESIGN. MINOR VARIATIONS IN PLANT SELECTIONS, TREE QUANTITIES, USE OF BONUS MULTIPLIERS AS ALLOWED BY THE PUBLIC FACILITIES MANUAL FOR CANOPY COVERAGE CREDIT SUCH AS FOR WILDLIFE BENEFITS, NATIVE TREES, AND IMPROVED CULTIVARS MULTIPLIERS , AND VARIATION IN INSTALLED SIZES OF TREES TO INCLUDE MINIMUM 2' CALIPER DECIDUOUS TREES AND MINIMUM 8' HEIGHT EVERGREEN TREES. PLANTS TO IMPROVE SURVIVABILITY, MAY OCCUR WITH THE FINAL BUILDING DESIGN AND SUBDIVISION PLAN. THE GENERAL DENSITY OF TREES SHOWN AND MINIMUM CANOPY COVERAGE REQUIREMENTS SPECIFIED IN THE PUBLIC FACILITIES MANUAL WILL BE PROVIDED.

10-YEAR TREE CANOPY REQUIREMENT CALCULATIONS		
Net Site Area (s.f.)		117,082
Zone: [CU]	Use: [Multifamily]	
Tree Canopy Required (s.f.)	10%	11,708
10-YEAR TREE CANOPY PROVIDED		
Total Canopy Area Provided Through Tree Preservation (s.f.)		0
Total Proposed Canopy Area Provided (s.f.)		7,600
DEDUCTION: Canopy Area Provided in Right-Of-Way		-1,000
Total Tree Canopy Provided (s.f.)	5.64%	6,600

TRANSITIONAL YARD CALCULATIONS

Onsite Zoning District: CU (Multifamily)	REQUIRED							PROVIDED				
Adjacent Zoning District	Transitional Yard Minimum Fence or Wall	Width (l.f.)	Total Length (l.f.)	Net Length (l.f.)	CANOPY	UNDERSTORY	SHRUBS	Minimum Fence or Wall	Width (l.f.)	TREES QTY	TREES TYPE	Shrubs
Buffer A-B: CO: COMMERCIAL OFFICE	TY1 6' Fence or Wall	7.5	543	543	0	22	0	6' Fence	0	0 0	Large Deciduous Trees Small Deciduous Trees	0
Buffer B-C: UNIVERSITY DRIVE	None per Z.O. 3.7.3.E	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A N/A	Large Deciduous Trees Small Deciduous Trees	N/A
Buffer C-D: PD-C: PLANNED DEVELOPMENT COMMERCIAL	TY3 6' Fence or Wall	15	576	576	23	23	23	6' Fence	11	0 27 7	Large Deciduous Trees Small Deciduous Trees Evergreen Trees	0
Buffer D-A: CHAIN BRIDGE ROAD	None per Z.O. 3.7.3.E	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A N/A	Large Deciduous Trees Small Deciduous Trees	N/A

SAMPLE PLANT SCHEDULE

QTY	Symbol	Botanical Name	Common Name	Size	Type	Remarks	Total Canopy Coverage (SF)
		Canopy Trees					
13		Celtis occidentalis	Common Hackberry	2" Cal.	B & B	Uniform branching pattern	2,600
		Tilia americana	American Linden	2" Cal.	B & B	Uniform branching pattern	
		Quercus shumardii	Shumard Oak	2" Cal.	B & B	Uniform branching pattern	
		Zelkova serrata	Japanese Zelkova	2" Cal.	B & B	Uniform branching pattern	
		Canopy Trees (Offsite: in R.O.W.), See Note 1					
5		Platanus acerifolia	London Planetree	2" Cal.	B & B	Uniform branching pattern	1,000
		Ulmus americana 'Valley Forge'	Valley Forge Elm	2" Cal.	B & B	Uniform branching pattern	
		Quercus phellos	Willow Oak	2" Cal.	B & B	Uniform branching pattern	
		Small Deciduous Trees					
32		Cercis canadensis	Eastern Redbud	2" Cal.	B & B	Uniform branching pattern	3,200
		Cornus florida	Flowering Dogwood	2" Cal.	B & B	Uniform branching pattern	
		Magnolia virginiana	Sweetbay Magnolia	2" Cal.	B & B	Uniform branching pattern	
		Evergreen Trees					
8		Chamaecyparis thyoides	Atlantic Whitecedar	6' Ht.	B & B	Uniform branching pattern	800
		Ilex opaca	American Holly	6' Ht.	B & B	Uniform branching pattern	
		Juniperus virginiana	Eastern Redcedar	6' Ht.	B & B	Uniform branching pattern	
		Shrubs					
138		Clethra alnifolia	Summersweet	24" Ht.	As Shown	Cont.	0
		Ilex verticillata	Winterberry	24" Ht.	As Shown	Cont.	
		Itea virginica	Virginia Sweetspire	24" Ht.	As Shown	Cont.	
		Fothergilla gardenii	Dwarf Fothergilla	24" Ht.	As Shown	Cont.	
						TOTAL:	7,600

Note:
1. Tree Canopy Provided in R.O.W. is NOT counted towards 10-Year Tree Canopy Requirement.

MODIFICATIONS/WAIVERS REQUESTED

- A MODIFICATION TO OVERALL CANOPY COVERAGE REQUIRED (Z.O. SECTION 4.5.6) IS HEREBY REQUESTED TO BE REVISED FROM 10% TO 5.64%.
- A MODIFICATION TO TRANSITIONAL YARD REQUIRED (Z.O. SECTION 4.5.5) FOR BUFFER A-B AND C-D IS HEREBY REQUESTED TO BE REVISED AS INDICATED IN THE "TRANSITIONAL YARD CALCULATIONS" TABLE ABOVE.

LANDSCAPE NOTES:

1. THIS PLAN IS SCHEMATIC AND REFLECTS THE GENERAL CHARACTER AND INTENT OF THE PROPOSED DEVELOPMENT BASED ON PRELIMINARY ENGINEERING, ARCHITECTURE, AND LANDSCAPE ARCHITECTURE DESIGN. MODIFICATIONS AND VARIATIONS MAY OCCUR WITH FINAL BUILDING DESIGN AND SITE PLAN.
2. TREE LOCATION, TREE QUANTITY, AND TREE SPECIES ARE SUBJECT TO CHANGE BASED ON CHANGES THAT MAY OCCUR WITH FINAL BUILDING DESIGN AND SITE PLAN. SPECIES DIVERSITY SHALL BE MET AND DEMONSTRATED AS SUCH AT TIME OF SITE PLAN. MODIFICATIONS TO THE LANDSCAPE PLAN ARE SUBJECT TO APPROVAL OF THE CITY'S URBAN FORESTER.
3. LANDSCAPING PLAN SUBJECT TO CHANGE WITH APPROVAL FROM CITY OF FAIRFAX URBAN FORESTER.

REVISIONS

No.	DATE	DESCRIPTION

PLAN DATE
05-04-2016
10-18-2016
04-22-2024
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09-03-2024
12-02-2024

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COMMONWEALTH OF VIRGINIA
John Lightle
Lic. No. 1957
12/02/2024
LANDSCAPE ARCHITECT

LANDSCAPE COMPUTATIONS

4131 CHAIN BRIDGE ROAD
REZONING CDP-GDP

CITY OF FAIRFAX, VIRGINIA

DATE: DEC., 2024
C.I.= 2'
SCALE: 1"=30'

SHEET
33
OF
38

FILE No.
RZ-12787

Urban, Ltd. – J:\JOBS\4131 Chain Bridge Rd\Rezoning\12787-33-LANDSCAPE.dwg [LANDSCAPE COMPS] December 10, 2024 – 10:33am aarensberg

Attachment 2

4131 CHAIN BRIDGE ROAD
DAVIES PROPERTY
REZONING
GENERAL DEVELOPMENT PLAN
CITY OF FAIRFAX, VIRGINIA

DECEMBER 2nd - 2024 - REVISED

PROPERTY OWNER / APPLICANT

THE HILL, A DAVIES FAMILY LLC
C/O DAVIES & DAVIES
5531 LEE HWY
SUITE 206
ARLINGTON, VA 22207

DEVELOPER

PARADIGM DEVELOPMENT COMPANY
1415 NORTH COURTHOUSE ROAD SUITE 600
ARLINGTON, VA 22201-2909
PH. 703-527-7500
CONTACT: MICHELINE CASTAN-SMITH

LEGAL COUNSEL

BEAN KINNEY & KORMAN
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ARLINGTON, VA 22201
PH. 703-525-4000
CONTACT: DAVID HOUSTON

ARCHITECT/PLANNER

LESSARD DESIGN
8521 LEESBURG PIKE, SUITE 700
VIENNA, VA 22182
PH. 571-830-1869
CONTACT: ULISES MONTES DE OCA

ENGINEER

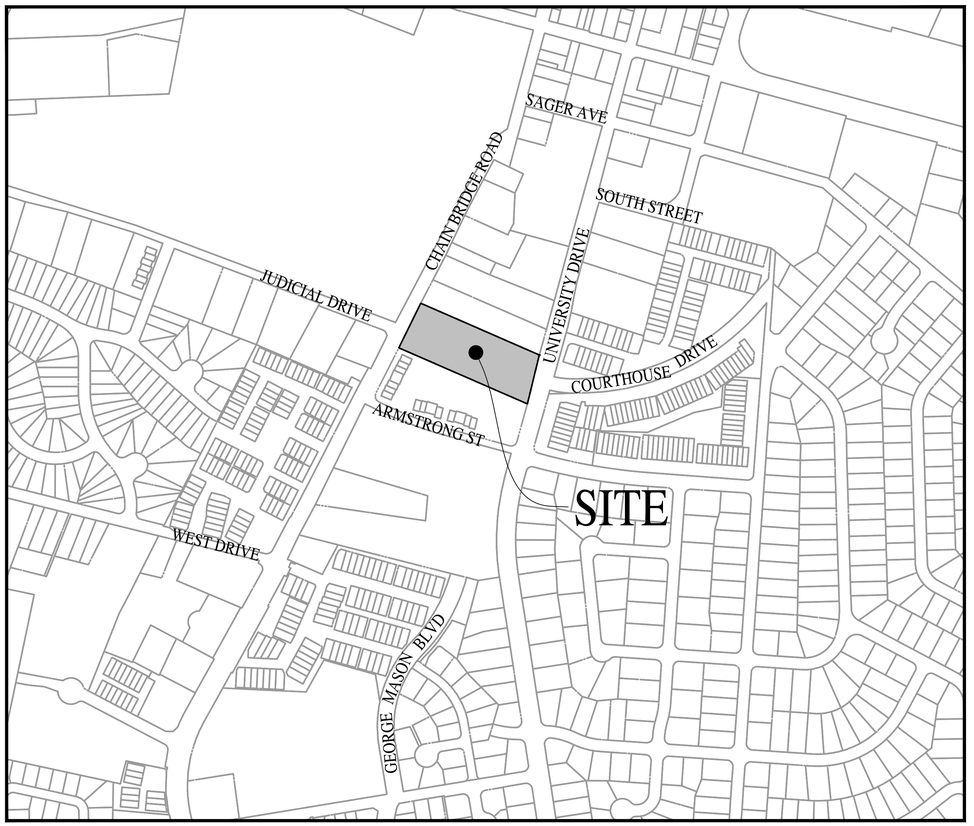
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CONTACT: CLAYTON TOCK

LANDSCAPE ARCHITECT

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ANNANDALE, VA 22003
PH. 703-642-8080
CONTACT: JOHN LIGHTLE

TRAFFIC ENGINEER

GOROVE SLADE ASSOCIATES
15125 WASHINGTON STREET SUITE 316
HAYMARKET, VA 20169
PH. 571-248-0992
CONTACT: SASHA REDMON



VICINITY MAP
SCALE: 1"=300'

CIVIL SHEET INDEX

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02	GENERAL NOTES & DETAILS
03	EXISTING CONDITIONS PLAN
04	EASEMENT EXHIBIT
05	DEMOLITION PLAN
06	GENERAL DEVELOPMENT PLAN
07	GRADING PLAN
08	SIDEWALK SLOPE EXHIBIT
09	AVERAGE GRADE EXHIBIT
10	UTILITY PLAN
11	DRY UTILITY PLAN
12	PEDESTRIAN CIRCULATION PLAN
13	BUILDING LOT COVERAGE
14	STORMWATER MANAGEMENT PRE-DEVELOPMENT
15	PRE-DEVELOPMENT COMPUTATIONS
16	SWM POST-DEVELOPMENT PLAN
17	SWM POST-DEVELOPMENT COMPS
18	SWM POST-DEVELOPMENT DETAILS
19	BMP POST-DEVELOPMENT COMPS
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23	SANITARY ANALYSIS
24-25	SIGHT DISTANCE PROFILES
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28	FIRETRUCK AUTOTURN ANALYSIS
29	BOX TRUCK AUTOTURN ANALYSIS
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32	LANDSCAPE PLAN
33	LANDSCAPE COMPUTATIONS
34	PHOTOMETRIC PLAN
35	PHOTOMETRIC DETAILS
36	BUILDING SECTION
37	CERTIFIED PLAT
38	PRELIMINARY SIGNAL CONCEPT

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A.07-A.10	3D VIEW
A.11	PHOTOS OF ADJOINING SITES
A.12	B3 - GARAGE PLAN
A.13	B2 - GARAGE PLAN
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A.15	R1-R2 FLOOR PLAN
A.16	R2-R3 FLOOR PLAN
A.17	TYPICAL 1-TYPICAL 2 FLOOR PLAN
A.18	ROOF PLAN
A.19	BUILDING BEFORE VS AFTER
A.20	SETBACK FROM PROPERTY LINE DIAGRAM
A.21	SIGHT DISTANCE DIAGRAM
A.22	BUILDING SECTIONS
A.23	SIGHT LINE SECTIONS
A.24	PARAPET AND ROOF PROJECTION DIAGRAMS
A.25	COMPOSITION EXHIBIT - BUILDING A
A.26	COMPOSITION EXHIBIT - BUILDING B
A.27	COMPOSITION EXHIBIT - SITE ELEVATIONS
A.28	BUILDING A - ELEVATIONS
A.29	BUILDING B - ELEVATIONS
A.30	SITE ELEVATIONS
A.31	ENLARGED ELEVATIONS
A.32-A.33	SIGNAGE EXHIBITS
A.34	RETAIL PARKING WAYFINDING CONCEPT
A.35	ARCHITECTURAL PALETTES
A.36-A.37	BUILDING ELEVATIONS BEFORE VS AFTER
A.38-A.39	MATERIAL BOARD
A.40	BUILDING TABULATIONS
A.41	ZONING TABULATIONS

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CLAYTON C. TOCK
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PROFESSIONAL ENGINEER
12/02/2024

COVER SHEET
4131 CHAIN BRIDGE ROAD
REZONING CDP-GDP
CITY OF FAIRFAX, VIRGINIA
DATE: DEC., 2024
SCALE: AS NOTED
C.I.= N/A

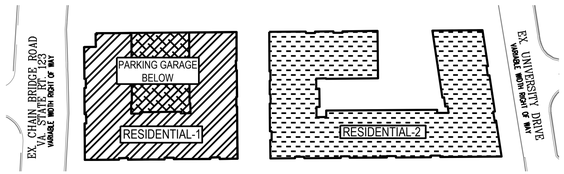
SHEET 01 OF 38

FILE No.
RZ-12787

Urban, Ltd. - J:\JOBS\4131 Chain Bridge Rd\Rezoning\12787-01-Cover.dwg [COVER] December 03, 2024 - 10:53am aarensberg

BUILDING DATA

BUILDING DATA			
RESIDENTIAL-1 *Chain Bridge Rd.*		**RESIDENTIAL-2** *University Dr.*	
Gross Area	117,455 SF	Gross Area	169,976 SF
Amenities		***Amenities***	
Gross Area	7,320 SF	Gross Area	6,724 SF
GARAGE			
Gross Area	172,271 SF		



ZONING STANDARDS

SEC. 110-671: PROPOSED ZONING BULK AND LOT AREA REQUIREMENTS PER CU DISTRICT

MIN. LOT AREA (AC)		30,000 SF
BLDG. HEIGHT (FT)	REQUIRED PROVIDED	60' OR 5 STORIES 60'-0" OR 5 STORIES
PARKING. HEIGHT (FT)	PROVIDED	24'-0"
REQUIRED YARDS	FRONT/SIDE STREET SIDE (ADJ. TO RES.) SIDE (NOT ADJ. TO RES.) REAR (ADJ. TO RES.) REAR (NOT ADJ. TO RES.)	15' MAX / 0' MIN 25' 0' 25' 0'
BUILDING AREA COVERAGE:	ALLOWED PROVIDED	80% MAX ± 52.30%
LOT AREA COVERAGE:	ALLOWED PROVIDED	100% ± 85.85%
DENSITY:	MAXIMUM PROVIDED	20 (GENERAL) / 24 (AFFORDABLE DWELLING UNIT) 102.68 UNITS/GROSS ACRE (276 UNITS TOTAL)
FLOOR AREA RATIO:	REQUIRED PROVIDED	N/A 0.526
FLOODPLAIN AREA:		0.00 SF

SEC. 110-1046: ZONING BULK AND LOT AREA REQUIREMENTS PER OLD TOWN TRANSITION OVERLAY DISTRICT

MIN. LOT AREA (AC)		NONE
MIN. LOT WIDTH (FT)		NONE
BLDG. HEIGHT (FT)	REQUIRED PROVIDED	48' 60'-0"
MIN. YARD REQUIREMENTS:	FRONT SIDE REAR	10' NONE NONE
LOT COVERAGE:	MAXIMUM PROVIDED	90% 85.85%
BUILDING COVERAGE:	MAXIMUM PROVIDED	80% 52.30%

SITE DATA

ZONING:	EXISTING..... PROPOSED.....	R-M COMMERCIAL URBAN (CU)
USE:	EXISTING..... PROPOSED.....	RESIDENTIAL MULTIFAMILY DWELLING
LOT AREA (SQUARE-FEET):	117,082 (2.69 ACRES)	

SEC. 110-255, 258, 259: LANDSCAPING & SCREENING

MIN. TREE COVER :	EXISTING PROPOSED	* R-M COMMERCIAL URBAN (CU)
TOTAL CANOPY REQUIRED (INCLUDING PLANTING)		10%
SCREENING REQUIRED:	NORTH SOUTH EAST WEST	NONE * IN CONTEXT OF CDP/GDP * *
PERIMETER	PARKING LOT LANDSCAPING	N/A

*SEE ZONING MODIFICATION REQUEST TO BE APPROVED BY CITY COUNCIL

SEC. 110-155, 156: OFF-STREET PARKING AND LOADING (ENTIRE SITE)

4131 CHAIN BRIDGE ROAD PARKING TABULATIONS

PARKING

276 UNITS

RESIDENTIAL PARKING REQUIRED

UNIT TYPE	MIX%	# UNITS	PS RATIO	PS	CU REDUCTION (10%)	TOD REDUCTION (50% EXCEPT FOR 1.5 MINIMUM PER DU)	PS AFTER REDUCTION
STUDIO	11	31	1.25	38	35	N/A	35
1 BR	58	155	1.5	236	210	N/A	210
2 BR	9	90	2	178	162	135	135
		276					380

COMMERCIAL PARKING REQUIRED

RETAIL 1 PS/ 200 SF	6,381	32	29	16	16
OFFICE 1 PS/ 300 SF	4,188	14	13	7	7
					23

TOTAL PARKING REQUIRED
403

RESIDENTIAL PARKING PROVIDED
401

RETAIL PARKING PROVIDED
23

TOTAL PARKING PROVIDED
424

TOTAL BICYCLE PARKING REQUIRED
20

TOTAL BICYCLE PARKING PROVIDED
46

TOTAL LOADING REQUIRED
1

TOTAL LOADING PROVIDED
2

GENERAL NOTES

1. THE PROPERTY DELINEATED HEREON IS LOCATED IN THE CITY OF FAIRFAX TAX MAP #57-4-02-040, WITHIN THE OLD TOWN HISTORIC TRANSITION DISTRICT.
2. THE PROPERTY IS CURRENTLY ZONED R-M (RESIDENTIAL). IT IS ALSO SUBJECT TO THE OLD TOWN TRANSITION DISTRICT REGULATION.
3. BOUNDARY AND TOPOGRAPHIC INFORMATION PROVIDED BY URBAN, LTD.
4. THE SITE IS PRESENTLY SERVED BY FAIRFAX WATER.
5. THE PROPOSED IMPROVEMENTS RESULT IN AN INCREASE OF IMPERVIOUS AREA IN THE SUBJECT PROPERTY – PER THE VIRGINIA RUNOFF REDUCTION METHOD (VRRM) REDEVELOPMENT REQUIREMENTS A COMBINATION OF PROPOSED BMP REQUIREMENTS SHALL PROVIDE A MINIMUM OF 20% REDUCTION IN TOTAL PHOSPHOROUS RUNOFF.
6. UNDERGROUND PRIVATE UTILITY LOCATIONS ARE APPROXIMATE AND THOSE SHOWN HAVE NOT BEEN SURVEYED. EASEMENTS CONTAINED WITHIN OWNERS TITLE REPORT HAVE BEEN PLOTTED ON THE SURVEY BASE.
7. INDIVIDUAL UTILITY PLANS AND PROFILES WILL BE SUBMITTED WITH THE FINAL SITE PLAN.
8. THERE ARE NO KNOWN HAZARDOUS OR TOXIC SUBSTANCES ON THIS SITE. IF ANY SUBSTANCES ARE FOUND, THE METHODS FOR DISPOSAL SHALL ADHERE TO CITY, COUNTY, STATE, AND FEDERAL LAW.
9. THERE ARE NO KNOWN BURIAL SITES OR ARCHEOLOGICAL FEATURES ON THIS SITE.
10. EXISTING STRUCTURES TO REMAIN ARE SHOWN SHADED ON THE REZONING & CONCEPTUAL DEVELOPMENT PLAN.
11. THERE IS NO CITY, COUNTY, OR FEMA FLOODPLAIN ON THE PROPERTY.
12. THE SUBJECT PROPERTY LIES IN ZONE "X" PER FIRM MAP COMMUNITY PANEL NUMBER 515524005D.
13. DIMENSIONS AND SIZES AS SCALED ARE APPROXIMATE AND MAY VARY DEPENDING ON THE FINAL USE AND ARCHITECTURAL/ENGINEERING DESIGN. THE FINAL DESIGN SHALL BE IN SUBSTANTIAL CONFORMANCE WITH THE CONCEPTUAL DEVELOPMENT PLAN.
14. THIS APPLICATION PROPOSES REZONING FROM RM RESIDENTIAL MEDIUM TO CU COMMERCIAL URBAN IN THE OLD TOWN FAIRFAX TRANSITION OVERLAY DISTRICT. THE SITE IS ALSO LOCATED IN THE ACTIVITY CENTER PLACE TYPE AND OLD TOWN SMALL AREA PLAN.

THIS APPLICATION REQUIRES THE FOLLOWING ZONING MODIFICATIONS FROM THE CITY COUNCIL:

110-225,258,259 SEE LANDSCAPE SHEET FOR MODIFICATION REQUESTS FOR LANDSCAPE AND SCREENING.

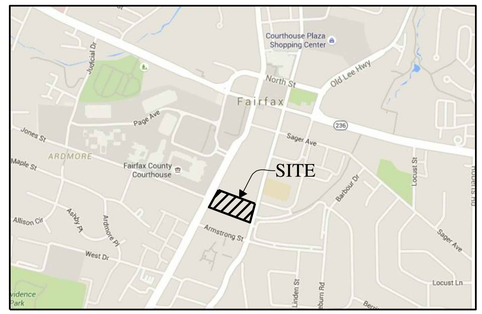
FIRE MARSHALL NARRATIVE

THE PROPOSED BUILDING SHALL BE 5 STORIES. CONSTRUCTION TYPE FOR THE RESIDENTIAL PORTION FROM 2ND TO 5TH FLOOR SHALL BE 3A AND THE RESIDENTIAL 1ST FLOOR SHALL BE 1A. CONSTRUCTION TYPE FOR THE GARAGE SHALL BE 1A. THE EXTERIOR FINISH OF THE BUILDING SHALL BE CONSTRUCTED OF NON-COMBUSTIBLE MATERIALS. THE SPRINKLER SYSTEM FOR THE PROPOSED BUILDING SHALL BE NFPA-13.

LIST OF SPECIAL EXCEPTIONS

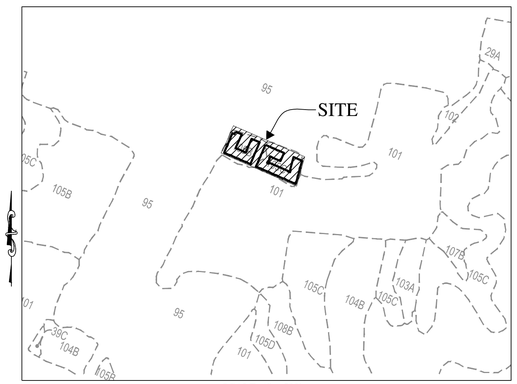
1. A MODIFICATION OF SECTION 3.5.1.D TO PERMIT LESS THAN 75% GROUND FLOOR NONRESIDENTIAL USE IN A MIXED USE BUILDING.
2. A MODIFICATION OF SECTION 3.6.2 TO PERMIT MORE THAN 24 DWELLING UNITS PER ACRE.
3. A MODIFICATION OF SECTION 3.7.3.C.2 TO PERMIT HEIGHT GREATER THAN FORTY-EIGHT (48) FEET.
4. A MODIFICATION OF SECTION 3.7.3.E TO ELIMINATE THE REQUIREMENT FOR A LANDSCAPE STRIP AND STREET TREES ALONG THE ACCESS DRIVE.
5. A WAIVER OF SECTION 4.3.3.B TO ELIMINATE THE REQUIREMENT TO PROVIDE VEHICULAR ACCESS TO ABUTTING NON-RESIDENTIAL PROPERTIES.
6. A MODIFICATION OF SECTION 4.4.4 TO ELIMINATE THE REQUIREMENT FOR A SIDEWALK ON THE NORTHERN SIDE OF THE PROPOSED ACCESS DRIVE WHILE PROVIDING IT ON THE SOUTHERN SIDE.
7. A MODIFICATION OF SECTION 4.4.5.C.1 TO ELIMINATE THE REQUIREMENT FOR A TRANSITIONAL YARD 2 BETWEEN THE EXISTING CL ZONED PROPERTY TO THE NORTH OF THE PROPERTY.
8. A MODIFICATION TO OVERALL CANOPY COVERAGE REQUIRED (Z.O. SECTION 4.5.6) IS HEREBY REQUESTED TO BE REVISED FROM 10% TO 5.64%.
9. A MODIFICATION TO TRANSITIONAL YARD REQUIRED (Z.O. SECTION 4.5.5) FOR BUFFER A-B AND C-D IS HEREBY REQUESTED TO BE REVISED AS INDICATED IN THE "TRANSITIONAL YARD CALCULATIONS" TABLE ON SHEET 33.
10. A MODIFICATION TO STREETSCAPE STANDARD ALONG CHAIN BRIDGE ROAD AND UNIVERSITY DRIVE REQUIRED (SMALL AREA PLAN) IS HEREBY REQUESTED TO BE REVISED AS SHOWN ON SHEET 32.

VICINITY MAP



SCALE: 1" = 1000'

SOILS MAP



SCALE: 1" = 500'

SOIL ID NUMBERS	SOIL SERIES NAME	FOUNDATION SUPPORT	SOIL DRAINAGE	EROSION POTENTIAL
105B	WHEATON GLENELG COMPLEX 2-7 % SLOPES	GOOD	GOOD	HIGH
105C	WHEATON GLENELG COMPLEX 7-15 % SLOPES	GOOD	GOOD	HIGH
101	URBAN LAND - GLENELG COMPLEX 2-7%	GOOD	FAIR	HIGH
95	URBAN LAND	N/A	N/A	N/A

LEGEND:

- EXISTING STORM DRAIN STRUCTURE
- PROPOSED STORM DRAIN STRUCTURE
- EXISTING CONTOUR (1')
- PROPOSED CONTOUR (1')
- EXISTING CONTOUR (5')
- PROPOSED CONTOUR (5')
- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER
- EXISTING WATER LINE
- PROPOSED WATER LINE
- EXISTING TREE LINE
- EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE
- EXISTING PROPERTY LINE PIPES
- PROPOSED PROPERTY LINE PIPES
- PROPOSED CURB & GUTTER
- EXISTING CURB & GUTTER
- EXISTING TRAFFIC POLE
- EXISTING SPOT ELEVATION
- PROP. SPOT ELEVATION
- EXISTING FENCE
- EXISTING LIGHTING
- EXISTING TREE
- PROPOSED TREE
- PROJECTED TRAFFIC COUNT (BASED ON 6TH ED. OF ITE TRIP GENERATION BOOK)
- EXISTING OVERHEAD WIRE
- PROP. FENCE

No.	DATE	DESCRIPTION
		REVISIONS

PLAN DATE
05-04-2016
10-18-2016
04-22-2024
06-11-2024
09-03-2024
12-02-2024

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COMMONWEALTH OF VIRGINIA
CLAYTON E. CARLSON
LIC. NO. 036790
PROFESSIONAL ENGINEER
12/02/2024

GENERAL NOTES & DETAILS

4131 CHAIN BRIDGE ROAD REZONING CDP-GDP

CITY OF FAIRFAX, VIRGINIA

DATE: DEC., 2024

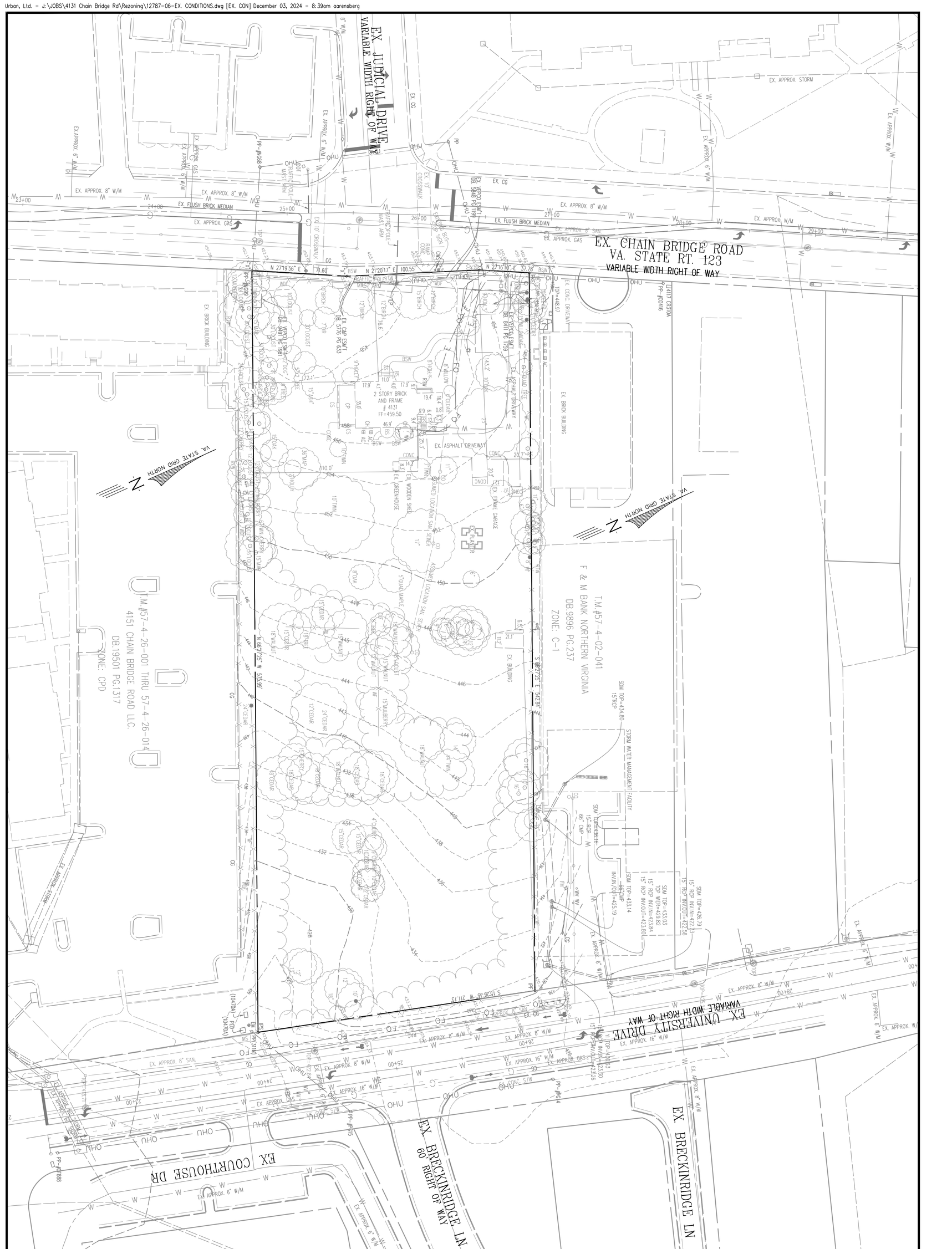
SCALE: AS NOTED

C.I.= N/A

SHEET
02
OF
38

FILE No.
RZ-12787

Urban, Ltd. - J:\JOBS\4131 Chain Bridge Rd\Rezoning\12787-02-Gnotes.dwg [GNOTES] December 03, 2024 - 8:39am aarensberg



EXISTING CONDITIONS PLAN

4131 CHAIN BRIDGE ROAD REZONING CDP-GDP

CITY OF FAIRFAX, VIRGINIA

SCALE: 1"=30' C.I.= 2' DATE: DEC., 2024

FILE No. RZ-12787

SHEET 03 OF 38

COMMONWEALTH OF VIRGINIA
CLAYTON C. TOCK
Lic. No. 036790
PROFESSIONAL ENGINEER
12/02/2024

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PLAN DATE
05-04-2016
10-18-2016
04-22-2024
06-11-2024
09-03-2024
12-02-2024

No.	DATE	DESCRIPTION
		REVISIONS

EX. CHAIN BRIDGE ROAD
VA. STATE RT. 123
VARIABLE WIDTH RIGHT OF WAY

EX. UNIVERSITY DRIVE
VARIABLE WIDTH RIGHT OF WAY

EX. BRECKINRIDGE LN

EX. BRECKINRIDGE LN
60' RIGHT OF WAY

EX. COURTHOUSE DR

EX. JUDICIAL DRIVE
VARIABLE WIDTH RIGHT OF WAY

T.M.#57-4-02-041
F & M BANK NORTHERN VIRGINIA
DB.9896 PG.237
ZONE: C-1

STORM WATER MANAGEMENT FACILITY

T.M.#57-4-26-001 THRU 57-4-26-014
4151 CHAIN BRIDGE ROAD LLC.
DB.19501 PG.1317
ZONE: CPD

EX. VEPCO ESM'T
DB. 8411 PG 1759

EX. VEPCO ESM'T
DB. 5848 PG 1199

EX. C&P ESM'T
DB. 5776 PG 633

EX. VEPCO ESM'T
DB. 9491 PG 1981

EX. FLUSH BRICK MEDIAN

EX. CG

CG

CG X3

REVISIONS

No.	DATE	DESCRIPTION
-	-	-

PLAN DATE
05-04-2016
10-18-2016
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COMMONWEALTH OF VIRGINIA
CLAYTON C. PEARCE
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12/02/2024

EASEMENT EXHIBIT
4131 CHAIN BRIDGE ROAD REZONING CDP-GDP
CITY OF FAIRFAX, VIRGINIA

SCALE: 1"=30' C.I.= 2' DATE: DEC., 2024

SHEET
04
OF
38

FILE No.
RZ-12787

Urban, Ltd. - J:\JOBS\4131 Chain Bridge Rd\Rezoning\12787-06-EX. CONDITIONS.dwg [EASEMENT EXHIBIT] December 03, 2024 - 8:39am aprensberg

EX. CHAIN BRIDGE ROAD
VA. STATE RT. 423
VARIABLE WIDTH RIGHT-OF WAY

EX. UNIVERSITY DRIVE
VARIABLE WIDTH RIGHT OF WAY

EX. BRECKINRIDGE LN
60' RIGHT OF WAY

EX. JUDICIAL DRIVE
VARIABLE WIDTH RIGHT OF WAY

EX. COURTHOUSE DR

T.M.#57-4-02-041
F & M BANK NORTHERN VIRGINIA
DB.9896 PG.237
ZONE: C-1

T.M.#57-4-26-001 THRU 57-4-26-014
4151 CHAIN BRIDGE ROAD LLC.
DB.19501 PG.1317
ZONE: CPD

EX. BRICK BUILDING

EX. FRAME GARAGE

EX. GREENHOUSE

EX. WOODEN SHED

EX. PLANTER

EX. BUILDING

2 STORY BRICK AND FRAME #4131 FF=459.50

STORM WATER MANAGEMENT FACILITY

SDM TOP=426.79
15" RCP INV.IN=422.73
15" RCP INV.OUT=422.58

SDM TOP=433.03
TOP WIER=429.82
15" RCP INV.IN=423.84
15" RCP INV.OUT=423.80

SDM TOP=434.80
15"RCP

SDM TOP=433.14
66"CMP
INV.IN/OUT=425.19

SDM TOP=436.16
15" RCP
66" CMP

SDM TOP=430.63
15" RCP INV.IN=423.30
15" RCP INV.OUT=423.26

S 88°27'25" E 542.84'

N 66°27'25" W 575.99'

S 15°28'35" W 211.73'

N 27°19'56" E 76.66'

N 21°20'17" E 100.55'

N 27°19'56" E 37.78'

DB. 8411 PG 1750

EX. VEPCO ESM'T
DB. 5848 PG 1199

EX. C&P ESM'T
DB. 5776 PG 633

EX. VEPCO ESM'T
DB. 9491 PG 1981

EX. ASPHALT DRIVEWAY

ASSUMED LOCATION SAN. SEWER

EX. CONC. DRIVEWAY

EX. FLUSH BRICK MEDIAN

EX. 10' CROSSWALK

EX. APPROX. 6" W/M

EX. APPROX. 8" W/M

EX. APPROX. 16" W/M

EX. APPROX. GAS

EX. APPROX. STORM

EX. CG

EX. OHU

EX. FO

EX. CO

EX. WV

EX. WF

EX. WW

EX. WM

EX. WG

EX. WS

EX. WW

EX. WM

EX. WG

EX. WS

EX. WW

EX. WM

EX. WG

EX. WS

EX. CHAIN BRIDGE ROAD
VA. STATE RT. 423
VARIABLE WIDTH RIGHT OF WAY

EX. UNIVERSITY DRIVE
VARIABLE WIDTH RIGHT OF WAY

EX. JUDICIAL DRIVE
VARIABLE WIDTH RIGHT OF WAY

EX. BRECKINRIDGE LN
60' RIGHT OF WAY

EX. COURTHOUSE DR

T.M.#57-4-02-041
F & M BANK NORTHERN VIRGINIA
DB.9896 PG.237
ZONE: C-1

T.M.#57-4-26-001 THRU 57-4-26-014
4151 CHAIN BRIDGE ROAD LLC.
DB.19501 PG.1317
ZONE: CPD

VA. STATE GRID NORTH

MATCHLINE
SEE THIS SHEET

PROPOSED RIGHT IN, RIGHT OUT ONLY ACCESS

PROPOSED RIGHT IN, RIGHT OUT ONLY ACCESS; MOUNTABLE CURB PROVIDED

26' WIDE ACCESS DRIVE

PROP. ACCESS EASEMENT

CROSS ACCESS EASEMENT PROVIDED TO THE NORTHERN PROPERTY

CROSS ACCESS EASEMENT PROVIDED TO THE SOUTHERN PROPERTY

PROP. BUS STOP SIGN

PROP. BUS SHELTER PAD

EX. FLUSH BRICK MEDIAN

EX. 10' CROSSWALK

EXISTING RAMP TO REMAIN

16' RAMP @ 5%

10' RAMP @ 5%

PROP. WALL

PROP. TRASH TRUCK LOADING AREA

PROP. ACCESS EASEMENT

PROP. GREENWAY MAY ACT AS A SERVICE ALLEY AS WELL AS A PEDESTRIAN CONNECTION AND GREEN SPACE

PARKING GARAGE BELOW SEE ARCH. SHEETS FOR DETAIL

GREENWAY

RETAIL
6,381 GSF

COURTYARD

POOL

RESIDENTIAL-1
(BLDG A)

RESIDENTIAL-2
(BLDG B)

CO-WORK
2,653 GSF

BUSINESS CENTER
1,535 GSF

LOBBY - BELOW
4,157 GSF

INTAKE VENT

STORM WATER MANAGEMENT FACILITY

SDM TOP=426.79
15" RCP INV.IN=422.73
15" RCP INV.OUT=422.58

SDM TOP=433.03
TOP WER=429.82
15" RCP INV.IN=423.84
15" RCP INV.OUT=423.80

SDM TOP=434.80
15"RCP

SDM TOP=433.14
66"CMP
INV.IN/OUT=425.19

SDM TOP=436.16
15" RCP
66" CMP

S 66°27'25" E 542.84'

N 66°27'25" W 575.99'

N 27°10'10" E 37.76'

N 27°17'56" E 100.55'

N 27°19'56" E 66.60'

POSSIBLE STREET LIGHT LOCATION

TRAFFIC POLE MAST ARM

VDOT TRAFFIC POLE MAST ARM

EX. APPROX. W/M

EX. APPROX. 6" W/M

EX. APPROX. 8" W/M

EX. APPROX. 16" W/M

EX. APPROX. GAS

EX. APPROX. STORM

EX. APPROX. 8" SAN.

EX. CG

EX. APPROX. 6" STORM

PROP. WALL (TYP.)

TOP=448.97

TOP=422.84

TOP=418.71

TOP=430.63

INV.IN=423.30

INV.OUT=423.26

29+00

28+00

24+00

23+00

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No.	DATE	DESCRIPTION
		REVISIONS

PLAN DATE
05-04-2016
10-18-2016
04-22-2024
06-11-2024
09-03-2024
12-02-2024

COMMONWEALTH OF VIRGINIA
CLAYTON E. CRAMER
Lic. No. 036790
12/02/2024
PROFESSIONAL ENGINEER

GENERAL DEVELOPMENT PLAN
4131 CHAIN BRIDGE ROAD
REZONING CDP-GDP
CITY OF FAIRFAX, VIRGINIA

SCALE: 1"=30' C.I.= 2' DATE: DEC., 2024

SHEET
06
OF
38

FILE No.
RZ-12787

Urban, Ltd. – J:\JOBS\4131 Chain Bridge Rd\Rezoning\12787-07-SUP.dwg [SUP] December 03, 2024 - 8:39am aprensberg

EX. CHAIN BRIDGE ROAD
VA. STATE RT. 423
VARIABLE WIDTH RIGHT OF WAY

EX. UNIVERSITY DRIVE
VARIABLE WIDTH RIGHT OF WAY

EX. JUDICIAL DRIVE
VARIABLE WIDTH RIGHT OF WAY

EX. BRECKINRIDGE LN

EX. BRECKINRIDGE LN
60' RIGHT OF WAY

EX. COURTHOUSE DR

VA. STATE GRID NORTH

T.M.#57-4-02-041
F & M BANK NORTHERN VIRGINIA
DB.9896 PG.237
ZONE: C-1

T.M.#57-4-26-001 THRU 57-4-26-014
4151 CHAIN BRIDGE ROAD LLC.
DB.19501 PG.1317
ZONE: CPD

26' WIDE ACCESS DRIVE
1.25%

PROPOSED RIGHT IN, RIGHT OUT ONLY ACCESS

PROPOSED RIGHT IN, RIGHT OUT ONLY ACCESS; MOUNTABLE CURB PROVIDED

CROSS ACCESS EASEMENT PROVIDED TO THE NORTHERN PROPERTY

PROP. ACCESS EASEMENT

CROSS ACCESS EASEMENT PROVIDED TO THE SOUTHERN PROPERTY

PROP. FENCE

PROP. WALL WITH FENCE

PROP. RETAINING WALL WITH FENCE

PROP. BUS SHELTER PAD

PROP. BUS STOP SIGN

EX. BUS STOP SIGN

EX. VEPCO ESM'T DB. 5848 PG.1199

EX. C&P ESM'T DB. 5778 PG.633

EX. VEPCO ESM'T DB. 9491 PG.1961

EX. 10' CROSSWALK

EXISTING RAMP TO REMAIN

16' RAMP @ 5%

10' RAMP @ 5%

PROP. WALL

POSSIBLE STREET LIGHT LOCATION

RETAIL
6,381 GSF

COURTYARD

PARKING GARAGE BELOW
SEE ARCH. SHEETS FOR DETAIL

GREENWAY

RESIDENTIAL-1
(BLDG A)

RESIDENTIAL-2
(BLDG B)

POOL

CO-WORK
2,654 GSF

BUSINESS CENTER
1,535 GSF

LOBBY - BELOW
4,157 GSF

STORM WATER MANAGEMENT FACILITY

INTAKE VENT

S 68°27'25" E 542.84'

N 66°27'25" W 575.99'

MATCHLINE
SEE THIS SHEET

MATCHLINE
SEE THIS SHEET

No.	DATE	DESCRIPTION
		REVISIONS

PLAN DATE
05-04-2016
10-18-2016
04-22-2024
06-11-2024
09-03-2024
12-02-2024
- - -
- - -

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COMMONWEALTH OF VIRGINIA
CLAYTON E. GRAY
LIC. NO. 036790
PROFESSIONAL ENGINEER
12/02/2024

GRADING PLAN
4131 CHAIN BRIDGE ROAD REZONING CDP-GDP
CITY OF FAIRFAX, VIRGINIA

SCALE: 1"=30' | C.I.= 2' | DATE: DEC., 2024

SHEET 07 OF 38

FILE No. RZ-12787

Urban, Ltd. – J:\JOBS\4131 Chain Bridge Rd\Rezoning\12787-07-SUP.dwg [GRADING PLAN] December 03, 2024 - 8:39am oprensberg

T.M.#57-4-02-04

F & M BANK NORTHERN VIRGINIA

DB.9896 PG.237

ZONE: C-1

PROP. FENCE

LOD

26' WIDE ACCESS DRIVE

1.25%

3%

3.44%

1.25% SLOPE

PROP. 6" LAT

2.27% SLOPE

PROP. BUS SHELTER PAD

MATCHLINE SEE THIS SHEET

7.5%

6.6%

PROP. LANDING (TYP.)

6.6% SLOPE

4.25% SLOPE

No.	DESCRIPTION	DATE
-	REVISIONS	PLAN DATE
-		05-04-2016
-		10-18-2016
-		04-22-2024
-		06-11-2024
-		09-03-2024
-		12-02-2024

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COMMONWEALTH OF VIRGINIA
Tyler Clayton Fisher
LICENSE NO. 086790
PROFESSIONAL ENGINEER
12/02/2024

SIDEWALK SLOPE EXHIBIT

4131 CHAIN BRIDGE ROAD
REZONING CDP-GDP

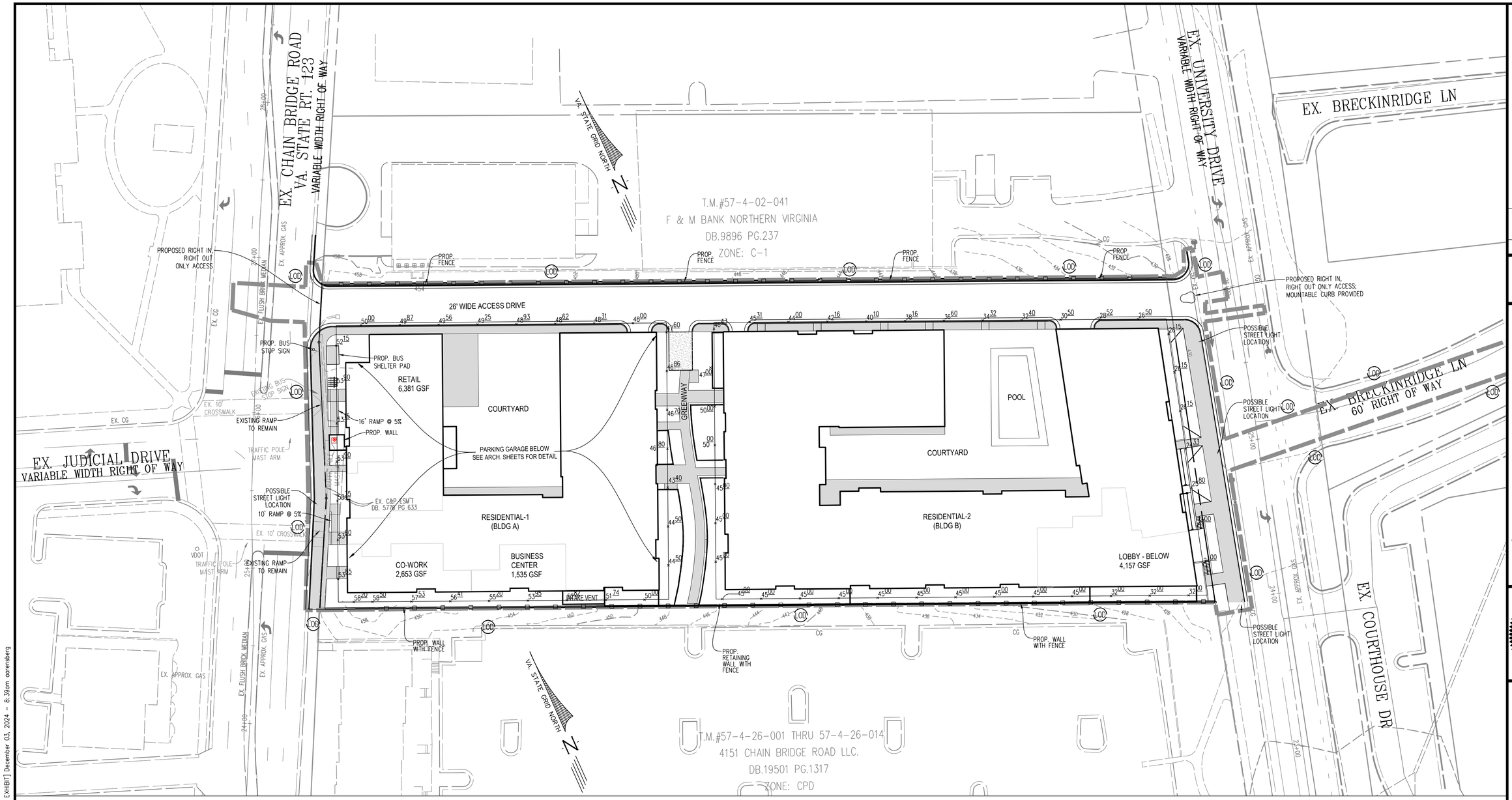
CITY OF FAIRFAX, VIRGINIA

SCALE: 1"=30' C.I.= 2' DATE: DEC., 2024

SHEET 08 OF 38

FILE No. RZ-12787

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AVERAGE GRADE - BUILDING 1

Spot #	Proposed		
1	450.00	17	452.15
2	444.50	18	453.90
3	444.50	19	453.15
4	443.40	20	453.90
5	446.80	21	453.35
6	446.70	22	453.80
7	446.86	23	453.85
8	447.60	24	458.20
9	448.00	25	458.50
10	448.31	26	457.53
11	448.62	27	453.41
12	448.93	28	455.20
13	449.25	29	453.95
14	449.56	30	452.82
15	449.87	31	451.74
16	450.00	32	450.00
		AVERAGE	450.89

AVERAGE GRADE - BUILDING 2

Spot #	Proposed		
1	450.00	20	424.33
2	450.00	21	426.15
3	450.00	22	426.15
4	450.00	23	426.15
5	450.00	24	426.50
6	450.00	25	428.52
7	450.00	26	430.50
8	450.00	27	432.40
9	450.00	28	434.32
10	450.00	29	436.60
11	450.00	30	438.16
12	450.00	31	440.10
13	450.00	32	442.16
14	432.00	33	444.00
15	432.00	34	445.31
16	432.00	35	446.43
17	424.00	36	447.00
18	427.00	37	450.00
19	425.80	38	450.00
		AVERAGE	439.94

No.	DATE	DESCRIPTION
		REVISIONS

PLAN DATE
05-04-2016
10-18-2016
04-22-2024
06-11-2024
09-03-2024
12-02-2024

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COMMONWEALTH OF VIRGINIA
CRAIG A. TOOK
LIC. No. 036790
PROFESSIONAL ENGINEER
12/02/2024

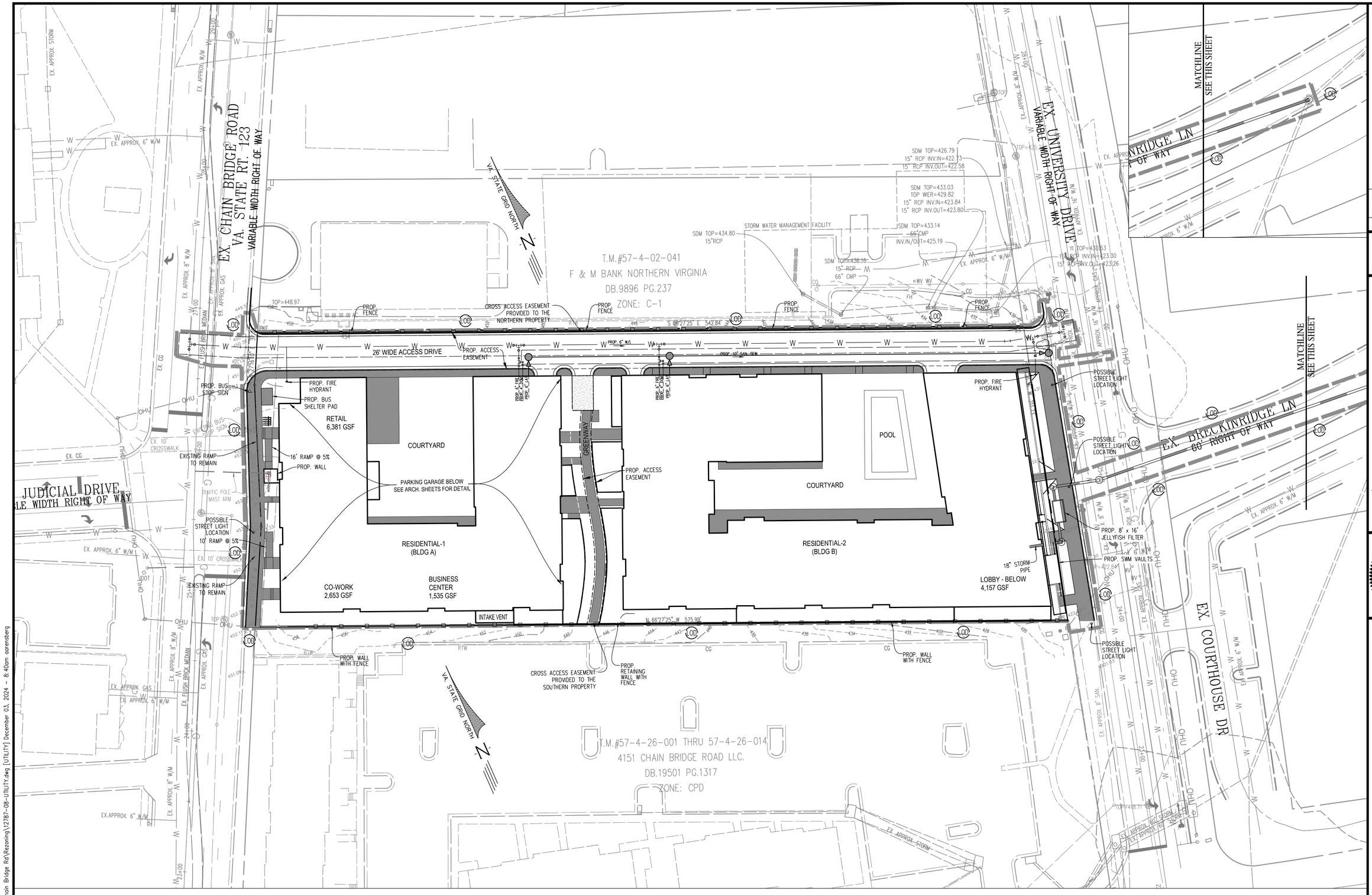
AVERAGE GRADE EXHIBIT
4131 CHAIN BRIDGE ROAD REZONING CDP-GDP
CITY OF FAIRFAX, VIRGINIA

SCALE: 1"=30' C.I.= 2' DATE: DEC., 2024

SHEET 09 OF 38

FILE No. RZ-12787

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FIRE NOTES:

3. HYDRANT LOCATION IS CONCEPTUAL. FINAL LOCATION TO BE DETERMINED AT TIME OF FINAL SITE PLAN.
4. TWO FDC'S SHALL BE PROVIDED, ONE ON THE EAST SIDE AND ONE ON THE WEST. FINAL LOCATION TO BE DETERMINED AT TIME OF FINAL SITE PLAN.

STORM SEWER NOTES:

1. PROPOSED STORM SEWER TO CONNECT TO EXISTING STORM SEWER MANHOLE LOCATED ON EX. BRECKINRIDGE LN.

SANITARY SEWER NOTES:

1. SANITARY LATERAL TO CONNECT INTO EXISTING SANITARY SEWER MAIN THAT RUNS ALONG UNIVERSITY DRIVE. FINAL LOCATION AND ALIGNMENT WILL BE PROVIDED AT THE TIME OF SITE PLAN.
2. SANITARY FLOWS AND DEMAND WILL BE PROVIDED AT THE TIME OF SITE PLAN. A CAPACITY ANALYSIS SHALL BE PERFORMED AT THE TIME OF FINAL SITE PLAN TO VERIFY THE ADEQUACY OF THE EXISTING DOWNSTREAM SANITARY SYSTEM.

WATER MAIN NOTES:

1. WATER MAIN TO CONNECT INTO EXISTING WATER LINE THAT RUNS ALONG UNIVERSITY DRIVE. FINAL LOCATION AND ALIGNMENT WILL BE PROVIDED AT THE TIME OF SITE PLAN.
2. A HYDRAULIC ANALYSIS WILL BE DONE AT THE TIME OF SITE PLAN WHICH WILL VERIFY THE ADEQUACY OF THE EXISTING WATER MAIN AND PROPOSED WATER METER SIZE.

No.	DATE	DESCRIPTION
		REVISIONS

PLAN DATE
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06-11-2024
09-03-2024
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COMMONWEALTH OF VIRGINIA
CLAIRE M. TOOK
LICENSE NO. 036790
PROFESSIONAL ENGINEER
12/02/2024

UTILITY PLAN

4131 CHAIN BRIDGE ROAD REZONING CDP-GDP

CITY OF FAIRFAX, VIRGINIA

SCALE: 1"=30' | C.I.= N/A | DATE: DEC., 2024

SHEET 10 OF 38

FILE No. RZ-12787

Urban, Ltd. - x:\JOBS\4131 Chain Bridge Rd\Rezoning\12787-08-UTILITY.dwg [UTILITY] December 03, 2024 - 8:40am aprensberg

EX. CHAIN BRIDGE ROAD
VA. STATE RT. 123
VARIABLE WIDTH RIGHT-OF-WAY

EX. UNIVERSITY DRIVE
VARIABLE WIDTH RIGHT-OF-WAY

JUDICIAL DRIVE
VARIABLE WIDTH RIGHT OF WAY

EX. BRECKINRIDGE LN
60' RIGHT OF WAY

MATCHLINE
SEE THIS SHEET

VA. STATE GRID NORTH

T.M.#57-4-02-041
F & M BANK NORTHERN VIRGINIA
DB.9896 PG.237
ZONE: C-1

T.M.#57-4-26-001 THRU 57-4-26-014
4151 CHAIN BRIDGE ROAD LLC.
DB.19501 PG.1317
ZONE: CPD

STORM WATER MANAGEMENT FACILITY

SDM TOP=426.79
15" RCP INV.IN=422.13
15" RCP INV.OUT=422.58

SDM TOP=433.03
TOP WER=429.82
15" RCP INV.IN=423.84
15" RCP INV.OUT=423.80

SDM TOP=433.14
66" CMP
INV.IN/OUT=425.19

SDM TOP=434.80
15"RCP

SDM TOP=436.16
15" RCP
66" CMP

SDM TOP=430.63
15" RCP INV.IN=423.30
15" RCP INV.OUT=423.26

EX. OVERHEAD ELECTRIC LINES TO BE UNDERGROUNDED

EX. UTILITY POLE TO BE REMOVED

PROP. TRANSFORMER ACCESS DOORS

PROP. EXTENTS OF TRANSFORMER

PROP. FENCE

26' WIDE ACCESS DRIVE

PROP. BUS STOP SIGN

PROP. BUS SHELTER PAD

RETAIL
6,381 GSF

COURTYARD

GREENWAY

POOL

RESIDENTIAL-1
(BLDG A)

RESIDENTIAL-2
(BLDG B)

CO-WORK
2,653 GSF

BUSINESS
CENTER
1,535 GSF

LOBBY - BELOW
4,157 GSF

PARKING GARAGE BELOW
SEE ARCH. SHEETS FOR DETAIL

INTAKE VENT

EXISTING RAMP TO REMAIN

16' RAMP @ 5%

10' RAMP @ 5%

PROP. WALL

EX. TRAFFIC POLE TO REMAIN

TRAFFIC POLE MAST ARM

POSSIBLE STREET LIGHT LOCATION

EX. 10' CROSSWALK

PROP. WALL WITH FENCE

PROP. RETAINING WALL WITH FENCE

EX. COURTHOUSE DR

EX. APPROX. STORM

EX. APPROX. 6" W/M

EX. APPROX. 8" W/M

EX. APPROX. GAS

EX. FLUSH BRICK MEDIAN

EX. APPROX. 8" SAN.

EX. APPROX. 16" W/M

EX. APPROX. 12" W/M

EX. APPROX. 6" STORM

EX. APPROX. 60" STORM

VDOT

N 66°27'25" W 575.98'

S 66°27'25" E 542.84'

LEGEND:

- PROP. ELECTRIC LINE
- EXISTING ELECTRIC LINES TO BE UNDERGROUNDED
- PROP. GAS LINE

DRY UTILITY NOTES:

1. DRY UTILITY ALIGNMENT SHOWN IS CONCEPTUAL IN NATURE AND IS SUBJECT TO CHANGE WITH FINAL ENGINEERING. FINAL DESIGN WILL BE DETERMINED AT TIME OF FINAL SITE PLAN.
2. UNDERGROUNDING OF EXISTING OVERHEAD CABLES SHOWN ON PLAN IS CONCEPTUAL IN NATURE AND FINAL DESIGN SHALL BE DETERMINED AT TIME OF FINAL SITE PLAN.

No.	DATE	DESCRIPTION
		REVISIONS

PLAN DATE
05-04-2016
10-18-2016
04-22-2024
06-11-2024
09-03-2024
12-02-2024

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COMMONWEALTH OF VIRGINIA
CLAYTON C. GRAY
Lic. No. 038790
PROFESSIONAL ENGINEER
12/02/2024

DRY UTILITY PLAN

4131 CHAIN BRIDGE ROAD REZONING CDP-GDP

CITY OF FAIRFAX, VIRGINIA

SCALE: 1"=30' C.I.= N/A DATE: DEC., 2024

SHEET
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FILE No.
RZ-12787

Urban, Ltd. - J:\JOBS\4131 Chain Bridge Rd\Rezoning\12787-08-UTILITY.dwg [DRY UTILITY PLAN] December 03, 2024 - 8:40am aprensberg

LEGEND

EX. PEDESTRIAN ROUTES

PROP. PEDESTRIAN ROUTES

EX. CHAIN BRIDGE ROAD
VA. STATE RT. 123
VARIABLE WIDTH RIGHT OF WAY

EX. UNIVERSITY DRIVE
VARIABLE WIDTH RIGHT OF WAY

EX. BRECKINRIDGE LN

EX. BRECKINRIDGE LN
60' RIGHT OF WAY

EX. COURTHOUSE DR

EX. JUDICIAL DRIVE
VARIABLE WIDTH RIGHT OF WAY

VA. STATE GRID NORTH

T.M.#57-4-02-041
F & M BANK NORTHERN VIRGINIA
DB.9896 PG.237
ZONE: C-1

T.M.#57-4-26-001 THRU 57-4-26-014
4151 CHAIN BRIDGE ROAD LLC.
DB.19501 PG.1317
ZONE: CPD

26' WIDE ACCESS DRIVE

PROP. FENCE

PROP. BUS STOP SIGN

PROP. BUS SHELTER PAD

RETAIL
6,381 GSF

COURTYARD

EXISTING BUS STOP SIGN

EX. 10' CROSSWALK

EXISTING RAMP TO REMAIN

16' RAMP @ 5%

PROP. WALL

PARKING GARAGE BELOW
SEE ARCH. SHEETS FOR DETAIL

TRAFFIC POLE MAST ARM

POSSIBLE STREET LIGHT LOCATION

10' RAMP @ 5%

VDOT TRAFFIC POLE MAST ARM

RESIDENTIAL-1
(BLDG A)

CO-WORK
2,653 GSF

BUSINESS CENTER
1,535 GSF

INTAKE VENT

POOL

RESIDENTIAL-2
(BLDG B)

LOBBY - BELOW
4,157 GSF

PROP. WALL WITH FENCE

PROP. RETAINING WALL WITH FENCE

EX. APPROX. STORM

EX. APPROX. 60" STORM

EX. FLUSH BRICK MEDIAN

EX. CG

CG

29+00

28+00

27+00

26+00

25+00

24+00

23+00

No.	DATE	REVISIONS
-	-	-

PLAN DATE
05-04-2016
10-18-2016
04-22-2024
06-13-2024
09-03-2024
12-02-2024

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COMMONWEALTH OF VIRGINIA
CLAIRE M. CONNER
Lic. No. 038700
12/02/2024
PROFESSIONAL ENGINEER

PEDESTRIAN CIRCULATION PLAN
4131 CHAIN BRIDGE ROAD
REZONING CDP-GDP
CITY OF FAIRFAX, VIRGINIA

SCALE: 1"=30' | C.I.= N/A | DATE: DEC., 2024

SHEET
12
OF
38

FILE No.
RZ-12787

Urban, Ltd. - J:\JOBS\4131 Chain Bridge Rd\Rezoning\12787-33-PED CIRC.dwg [PED CIRC] December 03, 2024 - 8:40am aarensberg

EX. CHAIN BRIDGE ROAD
VA. STATE RT. 123
VARIABLE WIDTH RIGHT OF WAY

EX. UNIVERSITY DRIVE
VARIABLE WIDTH RIGHT OF WAY

EX. BRECKINRIDGE LN

EX. BRECKINRIDGE LN
60' RIGHT OF WAY

EX. COURTHOUSE DR

EX. JUDICIAL DRIVE
VARIABLE WIDTH RIGHT OF WAY

VA. STATE GRID NORTH

T.M.#57-4-02-041
F & M BANK NORTHERN VIRGINIA
DB.9896 PG.237
ZONE: C-1

T.M.#57-4-26-001 THRU 57-4-26-014
4151 CHAIN BRIDGE ROAD LLC.
DB.19501 PG.1317
ZONE: CPD

STORM WATER MANAGEMENT FACILITY

PROPOSED RIGHT IN, RIGHT OUT ONLY ACCESS

PROPOSED RIGHT IN, RIGHT OUT ONLY ACCESS; MOUNTABLE CURB PROVIDED

CROSS ACCESS EASEMENT PROVIDED TO THE NORTHERN PROPERTY

CROSS ACCESS EASEMENT PROVIDED TO THE SOUTHERN PROPERTY

26' WIDE ACCESS DRIVE

PROP. ACCESS EASEMENT

PROP. FENCE

PROP. WALL WITH FENCE

PROP. RETAINING WALL WITH FENCE

PROP. BUS STOP SIGN

PROP. BUS SHELTER PAD

EXISTING BUS STOP SIGN

EX. 10' CROSSWALK

EXISTING RAMP TO REMAIN

16' RAMP @ 5%

10' RAMP @ 5%

PROP. WALL

PARKING GARAGE BELOW
SEE ARCH. SHEETS FOR DETAIL

TRAFFIC POLE MAST ARM

POSSIBLE STREET LIGHT LOCATION

RETAIL
6,381 GSF

COURTYARD

GREENWAY

POOL

RESIDENTIAL-1
(BLDG A)

RESIDENTIAL-2
(BLDG B)

CO-WORK
2,653 GSF

BUSINESS
CENTER
1,535 GSF

LOBBY - BELOW
4,157 GSF

INTAKE VENT

EX. FLUSH BRICK MEDIAN

EX. CG

CG

PKE

S 66°27'25" E 542.84'

N 66°27'25" W 575.99'

N 27°16'10" E 37.00'

N 27°20'17" E 100.55'

N 27°19'56" E 560.60'

29+00

28+00

25+00

24+00

23+00

BUILDING LOT COVERAGE CALCULATION

ADJUSTED SITE AREA = ± 2.69 AC.

– BUILDING LOT COVERAGE =± 1.407 AC. OR 52.30%

No.	DATE	DESCRIPTION
		REVISIONS
	05-04-2016	
	10-18-2016	
	04-22-2024	
	06-11-2024	
	09-03-2024	
	12-02-2024	

PLAN DATE

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COMMONWEALTH OF VIRGINIA
CLAYTON E. PECK
Lic. No. 036790
PROFESSIONAL ENGINEER
12/02/2024

BUILDING LOT COVERAGE

4131 CHAIN BRIDGE ROAD REZONING CDP-GDP

CITY OF FAIRFAX, VIRGINIA

DATE: DEC., 2024

SCALE: 1"=30'

C.I.= N/A

SHEET
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OF
38

FILE No.
RZ-12787

Urban, Ltd. – J:\JOBS\4131 Chain Bridge Rd\Rezoning\12787-10-Open Space.dwg (OPEN SPACE PLAN) December 03, 2024 - 8:40am aprensberg

EX. CHAIN BRIDGE ROAD
VA. STATE RT. 123
VARIABLE WIDTH RIGHT OF WAY

EX. UNIVERSITY DRIVE
VARIABLE WIDTH RIGHT OF WAY

EX. JUDICIAL DRIVE
VARIABLE WIDTH RIGHT OF WAY

EX. BRECKINRIDGE LN
60' RIGHT OF WAY

EX. COURTH

95

T.M.#57-4-02-041
F & M BANK NORTHERN VIRGINIA
DB.9896 PG.237
ZONE: C-1

101

T.M.#57-4-26-001 THRU 57-4-26-014
4151 CHAIN BRIDGE ROAD LLC.
DB.19501 PG.1317
ZONE: CPD

105C (C)

DA "A" = 2.29 AC
CN=83
TC=11.9 MIN

105B (C)

DA "B" = 0.40 AC
CN=84
TC=5 MIN

STORM WATER MANAGEMENT FACILITY

EX. BRICK BUILDING

EX. BUILDING

EX. FRAME GARAGE

EX. GREENHOUSE

EX. WOODEN SHED

EX. PLANTER

EX. ASPHALT DRIVEWAY

EX. CONC. DRIVEWAY

EX. VEPCO ESM'T DB. 8411 PG 1759

EX. VEPCO ESM'T DB. 5848 PG 1199

EX. VEPCO ESM'T DB. 9491 PG 1981

EX. CO ESM'T DB. PG 633

EX. FLUSH BRICK MEDIAN

EX. 10' CROSSWALK

TRAFFIC POLE MAST ARM

EX. APPROX. STORM

EX. APPROX. W/M

EX. APPROX. 6" W/M

EX. APPROX. 8" W/M

EX. APPROX. 16" W/M

EX. APPROX. GAS

EX. APPROX. CO

EX. APPROX. OHU

EX. APPROX. 6" S.SAN

EX. APPROX. STORM

SDM TOP=426.79
15" RCP INV.IN=422.73
15" RCP INV.OUT=422.58

SDM TOP=433.03
TOP WER=429.82
15" RCP INV.IN=423.84
15" RCP INV.OUT=423.80

SDM TOP=433.14
66" CMP
INV.IN/OUT=425.19

SDM TOP=436.18
15" RCP
66" CMP

SDM TOP=434.80
15"RCP

SDM TOP=430.63
15" RCP INV.IN=423.50
15" RCP INV.OUT=423.26

TOP=448.97

N 27°05'16" E 37.78'

N 27°05'16" E 575.99'

VA. STATE GRID NORTH

LEGEND

- SHEET FLOW PATH
- SHALLOW CONCENTRATED FLOW PATH
- SOIL DIVIDES
- DRAINAGE DIVIDES
- IMPERVIOUS AREA = 0.50 AC.
- PERVIOUS AREA = 2.19 AC.

No.	DATE	DESCRIPTION
		REVISIONS

PLAN DATE
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COMMONWEALTH OF VIRGINIA
CRAIG T. FOSTER
LICENSE NO. 036790
PROFESSIONAL ENGINEER
12/02/2024

STORMWATER MANAGEMENT PRE-DEVELOPMENT

4131 CHAIN BRIDGE ROAD REZONING CDP-GDP

CITY OF FAIRFAX, VIRGINIA

SCALE: 1"=30' C.I.= 2' DATE: DEC., 2024

SHEET
14
OF
38

FILE No.
RZ-12787

Urban, Ltd. – J:\JOBS\4131 Chain Bridge Rd\Rezoning\12787-21-swm-bmp-PRE.dwg [1] December 03, 2024 - 8:40am aarensberg

DRAINAGE AREA A

Curve Number Calculations

	Area (ac)	CN	Description
	1.824	79	50-75% Grass cover, Fair, HSG C
*	0.370	98	Paved HSG C
	0.043	84	50-75% Grass cover, Fair, HSG D
*	0.053	98	Paved HSG D
	2.290	83	Weighted Average
	1.867		81.53% Pervious Area
	0.423		18.47% Impervious Area

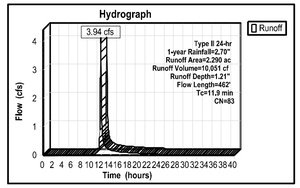
Time of Concentration Calculations

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
9.0	100	0.0667	0.18		**Sheet Flow,** Grass: Dense n= 0.240 P2= 3.05"
2.9	362	0.0888	2.09		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
11.9	462	Total			

1 Year Flow Calculations

Runoff = 3.94 cfs @ 12.04 hrs , Volume= 10,051 cf , Depth= 1.21"

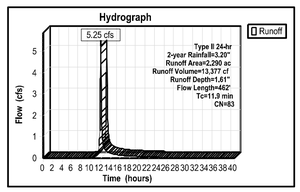
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-40.00 hrs, dt= 0.05 hrs
Type II 24-hr 1-year Rainfall=2.70"



2 Year Flow Calculations

Runoff = 5.25 cfs @ 12.04 hrs , Volume= 13,377 cf , Depth= 1.61"

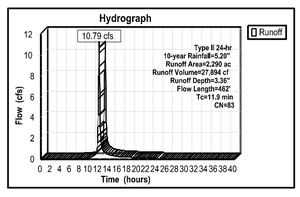
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-40.00 hrs, dt= 0.05 hrs
Type II 24-hr 2-year Rainfall=3.20"



10 Year Flow Calculations

Runoff = 10.79 cfs @ 12.04 hrs , Volume= 27,894 cf , Depth= 3.36"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-40.00 hrs, dt= 0.05 hrs
Type II 24-hr 10-year Rainfall=5.20"



DRAINAGE AREA B

Curve Number Calculations

	Area (ac)	CN	Description
	0.256	79	50-75% Grass cover, Fair, HSG C
*	0.070	98	Paved HSG C
	0.041	84	50-75% Grass cover, Fair, HSG D
*	0.033	98	Paved HSG D
	0.400	84	Weighted Average
	0.297		74.25% Pervious Area
	0.103		25.75% Impervious Area

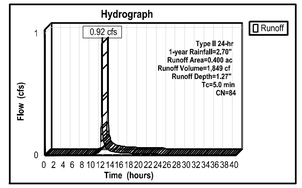
Time of Concentration Calculations

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

1 Year Flow Calculations

Runoff = 0.92 cfs @ 11.96 hrs , Volume= 1,849 cf , Depth= 1.27"

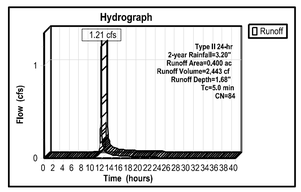
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-40.00 hrs, dt= 0.05 hrs
Type II 24-hr 1-year Rainfall=2.70"



2 Year Flow Calculations

Runoff = 1.21 cfs @ 11.96 hrs , Volume= 2,443 cf , Depth= 1.68"

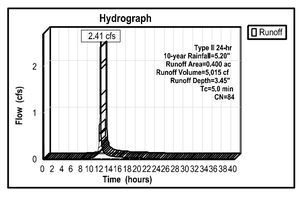
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-40.00 hrs, dt= 0.05 hrs
Type II 24-hr 2-year Rainfall=3.20"



10 Year Flow Calculations

Runoff = 2.41 cfs @ 11.95 hrs , Volume= 5,015 cf , Depth= 3.45"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-40.00 hrs, dt= 0.05 hrs
Type II 24-hr 10-year Rainfall=5.20"



No.	DATE	DESCRIPTION
		REVISIONS

PLAN DATE
05-04-2016
10-18-2016
04-22-2024
05-17-2024
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12-02-2024

Urban, Ltd.
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COMMONWEALTH OF VIRGINIA
CLAIRE M. STACK
Lic. No. 036790
PROFESSIONAL ENGINEER
12/02/2024

PRE-DEVELOPMENT COMPUTATIONS
4131 CHAIN BRIDGE ROAD
REZONING CDP-GDP
CITY OF FAIRFAX, VIRGINIA
DATE: DEC., 2024
SCALE: N/A
C.I.= N/A

SHEET
15
OF
38

FILE No.
RZ-12787

Urban, Ltd. – J:\JOBS\4131 Chain Bridge Rd\Rezoning\12787-21-swm-bmp-PRE.dwg [2] December 03, 2024 – 8:40am aarensberg

STORMWATER MANAGEMENT NARRATIVE:

THIS APPLICATION PROPOSES A MULTIFAMILY DWELLING WITH ASSOCIATED GARAGE PARKING THUS INCREASING THE IMPERVIOUS AREA IN THE SUBJECT SITE. THE TOPOGRAPHY OF THE SITE CONSISTS OF ONE DRAINAGE AREA, WHICH DRAINS TO THE EAST TOWARDS UNIVERSITY BOULEVARD.

SEE SHEET 15 FOR PRE-DEVELOPMENT COMPUTATIONS.

A STORMWATER MANAGEMENT VAULT WILL SERVE AS THE STORMWATER MANAGEMENT FACILITY FOR THIS SITE, WHICH WILL CONTROL THE 1, 2 & 10 YEAR 24HR STORM AND RELEASE STORMWATER RUNOFF INTO A PROPOSED CLOSED CONDUIT STORM SEWER SYSTEM LOCATED PARALLEL TO UNIVERSITY DRIVE. THIS CLOSED CONDUIT SYSTEM WILL ALSO COLLECT STORMWATER RUNOFF FROM THE PROPOSED IMPROVEMENT LOCATED INSIDE THE RIGHT OF WAY ALONG UNIVERSITY BOULEVARD. AT THIS POINT, STORMWATER RUNOFF FROM THE RIGHT OF WAY AND THE SITE (DRAINAGE AREA 'A') WILL CONVERGE AND BE RELEASED AT AN OUTFALL POINT LOCATED INSIDE A MAPPED FLOOD PLAIN PER THE CITY OF FAIRFAX GIS MAP (SEE SHEET #21 FOR LOCATION).

PER THE CHANNEL PROTECTION SECTION 9VAC25-870-66.B.1 OF THE VIRGINIA STORMWATER REGULATION, "WHEN STORMWATER FROM A DEVELOPMENT IS DISCHARGED TO A MANMADE STORMWATER CONVEYANCE SYSTEM, THE MANMADE CONVEYANCE SYSTEM SHALL CONVEY THE POST DEVELOPMENT PEAK FLOW RATE FROM THE TWO YEAR 24-HOUR STORM EVENT WITHOUT CAUSING EROSION OF THE SYSTEM." THEREFORE, THE PROPOSED STORM LOCATED ALONG UNIVERSITY BOULVEARD WILL BE FINAL ENGINEERED DURING THE SITE PLAN PHASE TO ADEQUATELY CONVEY THE TWO YEAR 24-HOUR STORM AND PREVENT EROSION AT THE OUTFALL POINT.

SEE THIS SHEET FOR POST DEVELOPMENT DIVIDES AND SHEET 17 FOR POST-DEVELOPMENT COMPUTATIONS.

EX. CHAIN BRIDGE RD
VA. STATE RT. 123
VARIABLE WIDTH RIGHT OF WAY

EX. UNIVERSITY DRIVE
VARIABLE WIDTH RIGHT OF WAY

EX. JUDICIAL DRIVE
VARIABLE WIDTH RIGHT OF WAY

EX. BRECKINRIDGE LN
60' RIGHT OF WAY

VA. STATE GRID NORTH

N 95 (D)
T.M.#57-4-02-041
F & M BANK NORTHERN VIRGINIA
DB.9896 PG.237
ZONE: C-1

101(C)
T.M.#57-4-26-001 THRU 57-4-26-014
4151 CHAIN BRIDGE ROAD LLC.
DB.19501 PG.1317
ZONE: CPD

RETAIL
6,381 GSF

COURTYARD

PARKING GARAGE BELOW
SEE ARCH. SHEETS FOR DETAIL

RESIDENTIAL-1
(BLDG A)

CO-WORK
2,653 GSF

BUSINESS
CENTER
1,935 GSF

COURTYARD

POOL

RESIDENTIAL-2
(BLDG B)

LOBBY - BELOW
4,157 GSF

26' WIDE ACCESS DRIVE

STORM WATER MANAGEMENT FACILITY

PROPOSED RIGHT IN, RIGHT OUT ONLY ACCESS

PROPOSED RIGHT IN, RIGHT OUT ONLY ACCESS; MOUNTABLE CURB PROVIDED

CROSS ACCESS EASEMENT PROVIDED TO THE NORTHERN PROPERTY

CROSS ACCESS EASEMENT PROVIDED TO THE SOUTHERN PROPERTY

PROP. ACCESS EASEMENT

PROP. FIRE HYDRANT

PROP. BUS SHELTER PAD

EXISTING BUS STOP SIGN

EXISTING RAMP TO REMAIN

16' RAMP @ 5%

PROP. WALL

PROP. FENCE

PROP. WALL WITH FENCE

PROP. RETAINING WALL WITH FENCE

POSSIBLE STREET LIGHT LOCATION

POSSIBLE STREET LIGHT LOCATION 10' RAMP @ 5%

PROP. 8" x 16' JELLYFISH FILTER

PROP. SWM VAULTS

18" STORM PIPE

EX. COURTHOUSE DR

EX. FLUSH BRICK MEDIAN

EX. APPROX. GAS

EX. APPROX. 6" W/M

EX. APPROX. 8" W/M

EX. APPROX. 8" SAN

EX. APPROX. 16" W/M

EX. CONC. DRIVEWAY

EX. CROSSWALK

EX. CG

EX. VEPCO ESMT. DB. 5848 PG.1199

EX. C&P ESMT. DB. 5128 PG.633

EX. APPROX. STORM

SDM TOP=426.79
15" RCP INV.IN=422.73
15" RCP INV.OUT=422.58

SDM TOP=433.03
TOP WER=429.82
15" RCP INV.IN=423.84
15" RCP INV.OUT=423.80

SDM TOP=434.80
15"RCP

SDM TOP=433.14
66"CMP
INV.IN/OUT=425.19

SDM TOP=436.16
15" RCP
66" CMP

TOP=448.97

TW=452.00
BW=446.90

TW=452.00
BW=446.80

TW=450.00
BW=443.50

TW=450.00
BW=443.50

TW=445.00
BW=442.60

TW=448.00
BW (1)=443.06
BW (2)=442.00

TW=448.35
BW (1)=443.23
BW (2)=442.00

TW=448.00
BW=443.00

TW=445.00
BW=442.00

TW=445.00
BW=441.18

TW=445.00
BW=438.00

TW=445.00
BW=436.00

TW=445.00
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BW=430.00

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TW=456.00
BW=454.00

TW=458.00
BW=454.00

TW=451.00
BW=442.00

TW=450.00
BW=442.00

TW=432.00
BW=426.00

TW=432.00
BW=428.00

TW=432.00
BW=428.00

MATCHLINE SEE THIS SHEET

MATCHLINE SEE THIS SHEET

LEGEND

- SOIL DIVIDES
- DRAINAGE DIVIDES
- IMPERVIOUS AREA = 2.35 AC.
- PERVIOUS AREA = 0.34 AC.

No.	DATE	REVISIONS DESCRIPTION

PLAN DATE
05-04-2016
10-18-2016
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06-13-2024
09-03-2024
12-02-2024

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COMMONWEALTH OF VIRGINIA
CRAIG A. FOLK
LIC. NO. 036790
PROFESSIONAL ENGINEER
12.02.2024

SWM POST-DEVELOPMENT PLAN
4131 CHAIN BRIDGE ROAD REZONING CDP-GDP
CITY OF FAIRFAX, VIRGINIA

SCALE: 1"=30' C.I.= 2' DATE: DEC., 2024

SHEET 16 OF 38

FILE No. RZ-12787

C:\Users\Urban, Ltd. - J:\JOBS\4131 Chain Bridge Rd\Rezoning\12787-21-swm bmp POST.dwg [post dev swm plan] December 03, 2024 - 8:41am sorensberg

Summary for 1-Year Post-Development Area

[49] Hint: Tc<2dt may require smaller dt

Runoff = 9.91 cfs@ 11.95 hrs, Volume= 22,041 cf, Depth=2.26"
Routed to Pond 28P : Vault A

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-40.00 hrs, dt= 0.05 hrs
Type II 24-hr 1-year Rainfall=2.70"

Area (ac)	CN	Description
0.340	79	50-75% Grass cover, Fair, HSG C
2.350	98	Paved parking, HSG C
2.690	96	Weighted Average
0.340		12.64% Pervious Area
2.350		87.36% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Summary for 2-Year Post-Development Area

[49] Hint: Tc<2dt may require smaller dt

Runoff = 11.92 cfs@ 11.95 hrs, Volume= 26,844 cf, Depth=2.75"
Routed to Pond 28P : Vault A

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-40.00 hrs, dt= 0.05 hrs
Type II 24-hr 2-year Rainfall=3.20"

Area (ac)	CN	Description
0.340	79	50-75% Grass cover, Fair, HSG C
2.350	98	Paved parking, HSG C
2.690	96	Weighted Average
0.340		12.64% Pervious Area
2.350		87.36% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Summary for 10-Year Post-Development Area

[49] Hint: Tc<2dt may require smaller dt

Runoff = 19.86 cfs @ 11.95 hrs, Volume= 46,200 cf, Depth=4.73"
Routed to Pond 28P : Vault A

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-40.00 hrs, dt= 0.05 hrs
Type II 24-hr 10-year Rainfall=5.20"

Area (ac)	CN	Description
0.340	79	50-75% Grass cover, Fair, HSG C
2.350	98	Paved parking, HSG C
2.690	96	Weighted Average
0.340		12.64% Pervious Area
2.350		87.36% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Summary for 1-Year Outflow to Vault

Inflow Area = 117,176 sf, 87.36% Impervious, Inflow Depth = 2.26" for 1-year event
Inflow = 9.91 cfs@ 11.95 hrs, Volume= 22,041 cf
Outflow = 2.50 cfs@ 12.11 hrs, Volume= 22,041 cf, Atten= 75%, Lag= 9.5 min
Primary = 2.50 cfs@ 12.11 hrs, Volume= 22,041 cf
Routed to Link 5L : Outfall A

Routing by Stor-Ind method, Time Span= 0.00-40.00 hrs, dt= 0.05 hrs
Peak Elev= 6.01' @ 12.11 hrs Surf.Area= 1,684 sf Storage= 10,119 cf

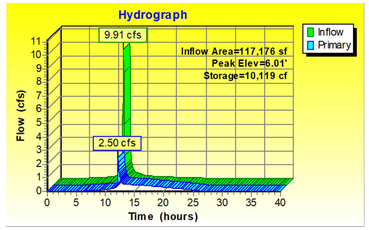
Plug-Flow detention time= 184.3 min calculated for 22,041 cf (100% of inflow)
Center-of-Mass det. time= 184.1 min (958.8 - 774.7)

Volume	Invert	Avail.Storage	Storage Description
#1	0.00'	16,840 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
0.00	1,684	0	0
10.00	1,684	16,840	16,840

Device	Routing	Invert	Outlet Devices
#1	Primary	0.00'	**3.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	5.56'	**24.0" W x 6.0" H Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=2.42 cfs @ 12.11 hrs HW=6.00' (Free Discharge)
1=Orifice/Grate (Orifice Controls 0.57 cfs @ 11.67 fps)
2=Orifice/Grate (Orifice Controls 1.84 cfs @ 2.12 fps)



Summary for 2-Year Outflow to Vault

Inflow Area = 117,176 sf, 87.36% Impervious, Inflow Depth = 2.75" for 2-year event
Inflow = 11.92 cfs@ 11.95 hrs Volume= 26,844 cf
Outflow = 5.17 cfs@ 12.06 hrs Volume= 26,844 cf, Atten= 57%, Lag= 6.7 min
Primary = 5.17 cfs@ 12.06 hrs Volume= 26,844 cf
Routed to Link 5L : Outfall A

Routing by Stor-Ind method, Time Span= 0.00-40.00 hrs, dt= 0.05 hrs
Peak Elev= 6.71' @ 12.06 hrs Surf.Area= 1,684 sf Storage= 11,300 cf

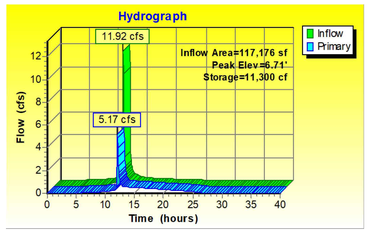
Plug-Flow detention time= 167.8 min calculated for 26,844 cf (100% of inflow)
Center-of-Mass det. time= 167.6 min (937.2 - 769.6)

Volume	Invert	Avail.Storage	Storage Description
#1	0.00'	16,840 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
0.00	1,684	0	0
10.00	1,684	16,840	16,840

Device	Routing	Invert	Outlet Devices
#1	Primary	0.00'	**3.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	5.56'	**24.0" W x 6.0" H Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=5.05 cfs @ 12.06 hrs HW=6.67' (Free Discharge)
1=Orifice/Grate (Orifice Controls 0.60 cfs @ 12.32 fps)
2=Orifice/Grate (Orifice Controls 4.45 cfs @ 4.45 fps)



Summary for 10-Year Outflow to Vault

Inflow Area = 117,176 sf, 87.36% Impervious, Inflow Depth = 4.73" for 10-year event
Inflow = 19.86 cfs @ 11.95 hrs, Volume= 46,200 cf
Outflow = 10.24 cfs @ 12.05 hrs, Volume= 46,199 cf, Atten= 48%, Lag= 5.8 min
Primary = 10.24 cfs @ 12.05 hrs, Volume= 46,199 cf
Routed to Link 5L : Outfall A

Routing by Stor-Ind method, Time Span= 0.00-40.00 hrs, dt= 0.05 hrs
Peak Elev= 9.71' @ 12.05 hrs Surf.Area= 1,684 sf Storage= 16,356 cf

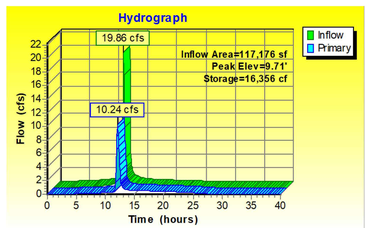
Plug-Flow detention time= 135.4 min calculated for 46,199 cf (100% of inflow)
Center-of-Mass det. time= 135.2 min (892.0 - 756.8)

Volume	Invert	Avail.Storage	Storage Description
#1	0.00'	16,840 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
0.00	1,684	0	0
10.00	1,684	16,840	16,840

Device	Routing	Invert	Outlet Devices
#1	Primary	0.00'	**3.0" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#2	Primary	5.56'	**24.0" W x 6.0" H Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

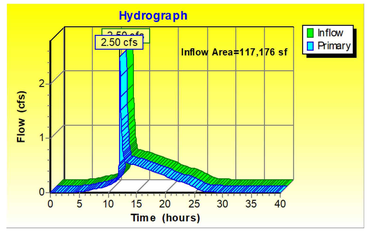
Primary OutFlow Max=10.22 cfs @ 12.05 hrs HW=9.69' (Free Discharge)
1=Orifice/Grate (Orifice Controls 0.73 cfs @ 14.89 fps)
2=Orifice/Grate (Orifice Controls 9.48 cfs @ 9.48 fps)



1-Year Study Point Summary

Inflow Area = 117,176 sf, 87.36% Impervious, Inflow Depth = 2.26" for 1-year event
Inflow = 2.50 cfs@ 12.11 hrs Volume= 22,041 cf
Primary = 2.50 cfs@ 12.11 hrs Volume= 22,041 cf, Atten= 0%, Lag= 0.0 min

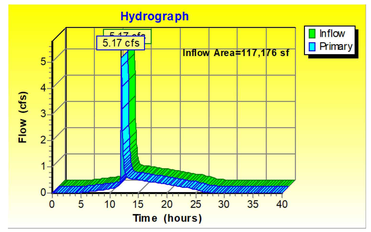
Primary outflow = Inflow, Time Span= 0.00-40.00 hrs, dt= 0.05 hrs



2-Year Study Point Summary

Inflow Area = 117,176 sf, 87.36% Impervious, Inflow Depth = 2.45" for 2-year event
Inflow = 5.17 cfs@ 12.06 hrs, Volume= 26,844 cf
Primary = 5.17 cfs@ 12.06 hrs, Volume= 26,844 cf, Atten= 0%, Lag= 0.0 min

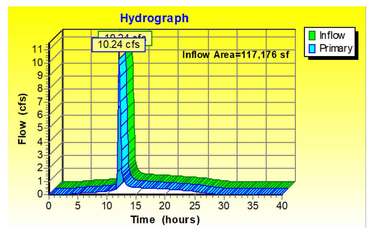
Primary outflow = Inflow, Time Span= 0.00-40.00 hrs, dt= 0.05 hrs



10-Year Study Point Summary

Inflow Area = 117,176 sf, 87.36% Impervious, Inflow Depth = 4.39" for 10-year event
Inflow = 10.24 cfs@ 12.05 hrs, Volume= 46,199 cf
Primary = 10.24 cfs@ 12.05 hrs, Volume= 46,199 cf, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-40.00 hrs, dt= 0.05 hrs



No.	DATE	DESCRIPTION
		REVISIONS

PLAN DATE
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COMMONWEALTH OF VIRGINIA
CLAY PYNE
Lic. No. 036790
PROFESSIONAL ENGINEER
12/02/2024

SWM POST-DEVELOPMENT COMPS
4131 CHAIN BRIDGE ROAD
REZONING CDP-GDP
CITY OF FAIRFAX, VIRGINIA
SCALE: N/A
C.I.= N/A
DATE: DEC., 2024

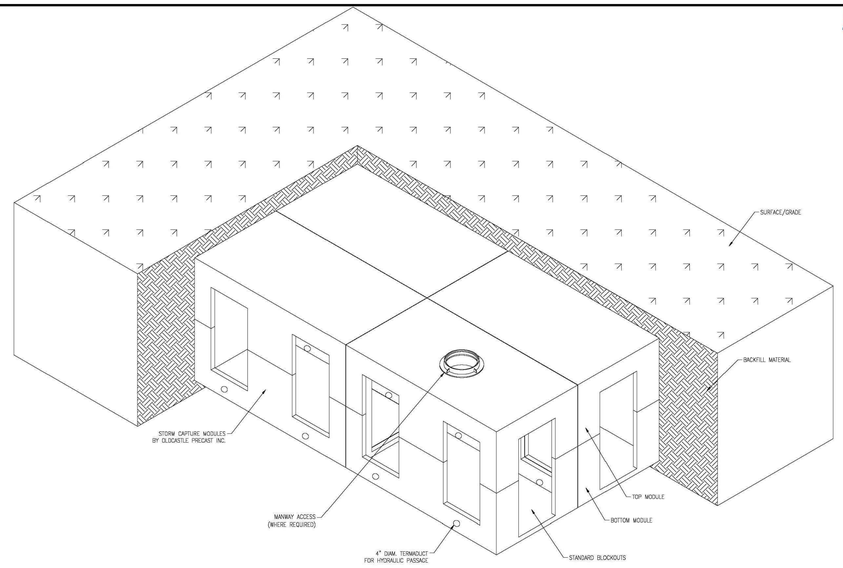
SHEET
17
OF
38

FILE No.
RZ-12787

Urban, Ltd. - J:\JOBS\4131 Chain Bridge Rd\Rezoning\12787-21-swm bmp POST.dwg [post dev swm comps] December 03, 2024 - 8:41am parensberg

POSSIBLE SWM VAULT STANDARD DETAILS (OR APPROVED EQUAL)

STORMCAPTURE®



NOTE: THIS VIEW IS FOR ILLUSTRATION PURPOSES ONLY TO SHOW FEATURES OF THE SYSTEM. ACTUAL LAYOUT VARIES BY PROJECT, SEE SITE PLAN LAYOUT. ALL PERIMETER WALLS ARE SOLID.

TYPICAL ISO VIEW
N.T.S.

Oldcastle® Stormwater Solutions
900 SOUTHPARK BLVD, SUITE 200, LITTLETON, CO 80120
PHONE 1.800.579.3557 FAX 303.794.1947

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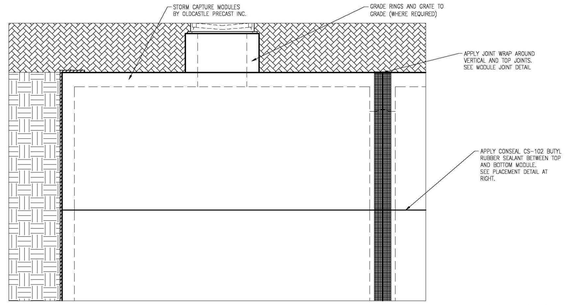
STORMCAPTURE

CUSTOMER

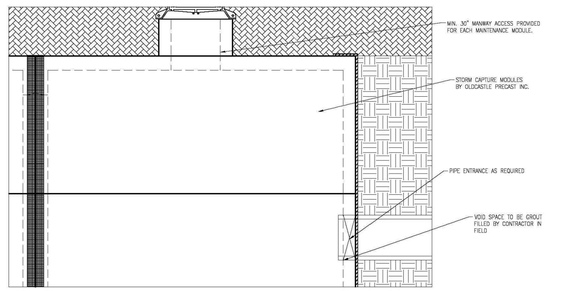
DATE	SALES	DRAWN	ENGINEER	CHECKED	SALES CHECK

DRAWING NUMBER | REVISION | SHEET
REV DATE

STORMCAPTURE®



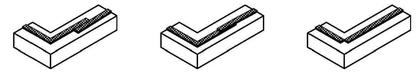
GRATE INLET DETAIL
SCALE: 3/4" = 1'-0"



MANWAY ACCESS DETAIL
SCALE: 3/8" = 1'-0"

NOTE: WEIR PLATES, IF REQUIRED, MAY BE INSTALLED WITH RED-HEAD ANCHORS BY OTHERS, ELEVATIONS TO BE DETERMINED BY PROJECT DESIGN ENGINEER

KEYWAYS MUST BE FREE OF DIRT, ROCKS, AND WATER. ROCKS AND DIRT PREVENT THE VAULT SECTIONS FROM SEATING AND SEALING PROPERLY. REMOVE ALL PROTECTIVE PAPER FROM RUBBER SEALANT MATERIAL. SPLICE RUBBER SEALANT MATERIAL WITH A "BOC BY SIDE" JOINT, AWAY FROM CORNERS. CORNER SPLICING WILL NOT SEAL PROPERLY.

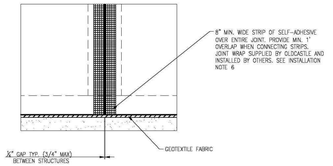


CORRECT – INSTALL RUBBER SEALANT MATERIAL AT THE OUTER EDGE OF THE KEYWAY. RUBBER SEALANT SHOULD BE CONTINUOUS AROUND CORNERS.

INCORRECT – DO NOT OVERLAP THE RUBBER SEALANT MATERIAL AT SPLICE.

INCORRECT – DO NOT SPLICE RUBBER SEALANT MATERIAL AT A CORNER. RUBBER SEALANT SHOULD BE CONTINUOUS AROUND CORNERS.

CONSEAL CS-102 BUTYL RUBBER SEALANT PLACEMENT DETAIL
NTS



MODULE JOINT DETAIL
SCALE: 1/2" = 1'-0"

Oldcastle® Stormwater Solutions
900 SOUTHPARK BLVD, SUITE 200, LITTLETON, CO 80120
PHONE 1.800.579.3557 FAX 303.794.1947

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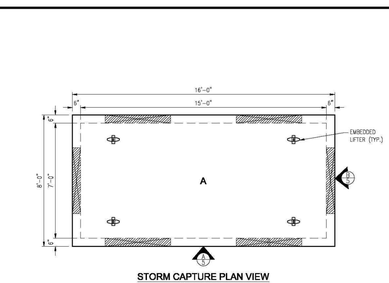
STORMCAPTURE
EXTERIOR DETAILS

CUSTOMER

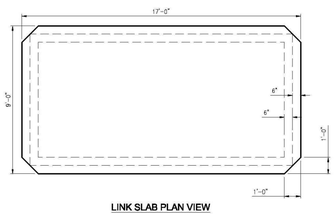
DATE	SALES	DRAWN	ENGINEER	CHECKED	SALES CHECK

DRAWING NUMBER | REVISION | SHEET
REV DATE

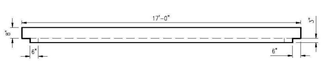
STORMCAPTURE®



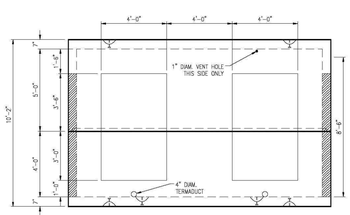
STORM CAPTURE PLAN VIEW
SCALE: 1/4" = 1'-0"



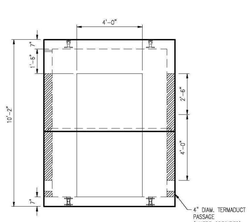
LINK SLAB PLAN VIEW
SCALE: 1/4" = 1'-0"



LINK SLAB ELEVATION VIEW
SCALE: 1/4" = 1'-0"



VIEW A
SCALE: 1/4" = 1'-0"



VIEW B
SCALE: 1/4" = 1'-0"

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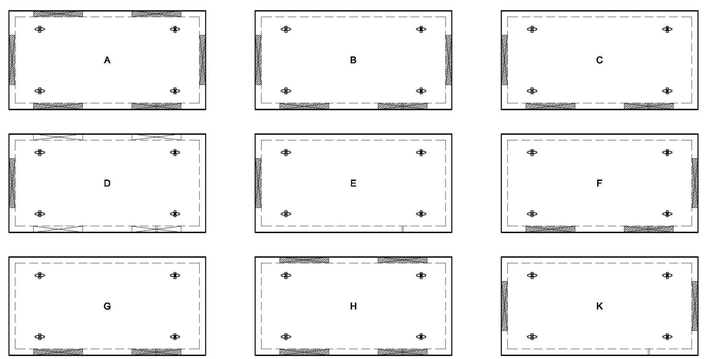
STORMCAPTURE
INTERIOR DETAILS

CUSTOMER

DATE	SALES	DRAWN	ENGINEER	CHECKED	SALES CHECK

DRAWING NUMBER | REVISION | SHEET
REV DATE

STORMCAPTURE®



STORM CAPTURE CONFIGURATIONS
SCALE: 3/16" = 1'-0"

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STORMCAPTURE
CONFIGURATIONS

CUSTOMER

DATE	SALES	DRAWN	ENGINEER	CHECKED	SALES CHECK

DRAWING NUMBER | REVISION | SHEET
REV DATE

NOTE:
ALL STORMWATER MANAGEMENT FACILITIES SHALL BE SELECTED & FINAL ENGINEEERED AT TIME OF FINAL SITE PLAN. APPLICANT RESERVES THE RIGHT TO SELECT ALTERNATE FACILITY TYPES EQUIVALENT TO THE DETAILS PROVIDED ON THIS SHEET.

NOTE:
FINAL DETAILS OF VAULT GEOMETRY, SIZE AND CONTROL STRUCTURES SHALL BE DETERMINED AT THE TIME OF SITE PLAN.

REVISIONS

No.	DATE	DESCRIPTION

PLAN DATE
05-04-2016
10-18-2016
04-22-2024
09-03-2024
12-02-2024

Urban, Ltd.
4200 TECHNOLOGY CT.
CHANTILLY, VA. 20151
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Planners • Engineers • Landscape Architects • Land Surveyors

COMMONWEALTH OF VIRGINIA
CLAYTON T. GARRISON
LIC. No. 036790
PROFESSIONAL ENGINEER
12/02/2024

SWM POST-DEVELOPMENT DETAILS
4131 CHAIN BRIDGE ROAD
REZONING CDP-GDP
CITY OF FAIRFAX, VIRGINIA
DATE: DEC., 2024
SCALE: AS NOTED
C.I.= N/A

SHEET
18
OF
38

FILE No.
RZ-12787

Urban, Ltd. – J:\JOBS\4131 Chain Bridge Rd\Rezoning\12787-21-swm bmp POST.dwg [post dev swm details] December 03, 2024 – 8:41am parensberg

Project Name: **4131 Chain Bridge Road**
Date: **Nov-24**
Linear Development Project? No

CLEAR ALL (Ctrl+Shift+R)

data input cells
constant values
calculation cells
final results

Site Information

Post-Development Project (Treatment Volume and Loads)

Enter Total Disturbed Area *(acres)* → 2.69

Maximum reduction required:	*20%*
The site's net increase in impervious cover (acres) is:	*1.85*
Post-Development TP Load Reduction for Site (lb/yr):	*3.50*

Check:
BMP Design Specifications List: 2011 Stds & Specs
Linear project? No
Land cover areas entered correctly? ✓
Total disturbed area entered? ✓

Pre-ReDevelopment Land Cover (acres)

	A Soils	B Soils	C Soils	D Soils	Totals
Forest/Open Space (acres) -- undisturbed, protected forest/open space or reforested	0.00	0.00	0.00	0.00	0.00
Managed Turf (acres) -- disturbed, graded for yards or other turf to be	0.00	0.00	2.11	0.08	2.19
Impervious Cover (acres)	0.00	0.00	0.46	0.04	0.50
					2.69

Post-Development Land Cover (acres)

	A Soils	B Soils	C Soils	D Soils	Totals
Forest/Open Space (acres) -- undisturbed, protected forest/open space or reforested	0.00	0.00	0.00	0.00	0.00
Managed Turf (acres) -- disturbed, graded for yards or other turf to be	0.00	0.00	0.33	0.01	0.34
Impervious Cover (acres)	0.00	0.00	2.24	0.11	2.35
Area Check	OK.	OK.	OK.	OK.	2.69

Constants

Annual Rainfall (inches)	43
Target Rainfall Event (inches)	1.00
Total Phosphorus (TP) EMC (mg/L)	0.26
Total Nitrogen (TN) EMC (mg/L)	1.86
Target TP Load (lb/acre/yr)	0.41
Pj (unitless correction factor)	0.90

Runoff Coefficients (Rv)

	A Soils	B Soils	C Soils	D Soils
Forest/Open Space	0.02	0.03	0.04	0.05
Managed Turf	0.15	0.20	0.22	0.25
Impervious Cover	0.95	0.95	0.95	0.95

LAND COVER SUMMARY -- PRE-REDEVELOPMENT

Land Cover Summary-Pre

Pre-ReDevelopment	Listed	Adjusted[1]
Forest/Open Space Cover (acres)	0.00	0.00
Weighted Rv(forest)	0.00	0.00
% Forest	0%	0%
Managed Turf Cover (acres)	2.19	0.34
Weighted Rv(turf)	0.22	0.22
% Managed Turf	81%	40%
Impervious Cover (acres)	0.50	0.50
Rv(impervious)	0.95	0.95
% Impervious	19%	60%
Total Site Area (acres)	**2.69**	**0.84**
Site Rv	**0.36**	**0.65**

Treatment Volume and Nutrient Load

Pre-ReDevelopment Treatment Volume (acre-ft)	0.0799	0.0458
Pre-ReDevelopment Treatment Volume (cubic feet)	3,482	1,997
Pre-ReDevelopment TP Load (lb/yr)	**2.19**	**1.25**
Pre-ReDevelopment TP Load per acre (lb/acre/yr)	0.81	1.49
Baseline TP Load (lb/yr) (**0.41 lbs/acre/yr** applied to pre-redevelopment area excluding pervious land proposed for new impervious cover)		*0.34*

[1] *Adjusted Land Cover Summary:*
Pre ReDevelopment land cover minus pervious land cover (forest/open space or managed turf) acreage proposed for new impervious cover.

Adjusted total acreage is consistent with Post-ReDevelopment acreage (minus acreage of new impervious cover).

Column I shows load reduction requriement for new impervious cover (based on new development load limit, 0.41 lbs/acre/year).

LAND COVER SUMMARY -- POST DEVELOPMENT

Land Cover Summary-Post (Final)

Post ReDev. & New Impervious	
Forest/Open Space Cover (acres)	0.00
Weighted Rv(forest)	0.00
% Forest	0%
Managed Turf Cover (acres)	0.34
Weighted Rv (turf)	0.22
% Managed Turf	13%
Impervious Cover (acres)	2.35
Rv(impervious)	0.95
% Impervious	87%
Final Site Area (acres)	**2.69**
Final Post Dev Site Rv	**0.86**

Land Cover Summary-Post

Post-ReDevelopment	
Forest/Open Space Cover (acres)	0.00
Weighted Rv(forest)	0.00
% Forest	0%
Managed Turf Cover (acres)	0.34
Weighted Rv (turf)	0.22
% Managed Turf	40%
ReDev. Impervious Cover (acres)	0.50
Rv(impervious)	0.95
% Impervious	60%
Total ReDev. Site Area (acres)	**0.84**
ReDev Site Rv	**0.65**

Land Cover Summary-Post

Post-Development New Impervious	
New Impervious Cover (acres)	1.85
Rv(impervious)	0.95

Treatment Volume and Nutrient Load

Final Post-Development Treatment Volume (acre-ft)	0.1923	**Post-ReDevelopment Treatment Volume (acre-ft)**	0.0458	**Post-Development Treatment Volume (acre-ft)**	0.1465
Final Post-Development Treatment Volume (cubic feet)	8,377	**Post-ReDevelopment Treatment Volume (cubic feet)**	1,997	**Post-Development Treatment Volume (cubic feet)**	6,380
Final Post-Development TP Load (lb/yr)	**5.26**	**Post-ReDevelopment Load (TP) (lb/yr)***	**1.25**	**Post-Development TP Load (lb/yr)**	**4.01**
Final Post-Development TP Load per acre (lb/acre/yr)	1.96	Post-ReDevelopment TP Load per acre (lb/acre/yr)	1.49		
		Max. Reduction Required (Below Pre-ReDevelopment Load)	**20%**		
		TP Load Reduction Required for Redeveloped Area (lb/yr)	**0.25**	**TP Load Reduction Required for New Impervious Area (lb/yr)**	**3.25**

Post-Development Requirement for Site Area

TP Load Reduction Required (lb/yr)	**3.50**

Nitrogen Loads (Informational Purposes Only)

Pre-ReDevelopment TN Load (lb/yr)	15.65	Final Post-Development TN Load (Post-ReDevelopment & New Impervious) (lb/yr)	37.65

Drainage Area A

Drainage Area A Land Cover (acres)

	A Soils	B Soils	C Soils	D Soils	Totals	Land Cover Rv
Forest/Open Space (acres)	0.00	0.00	0.00	0.00	0.00	0.00
Managed Turf (acres)	0.00	0.00	0.33	0.01	0.34	0.22
Impervious Cover (acres)	0.00	0.00	2.24	0.11	2.35	0.95
				Total	2.69	

CLEAR BMP AREAS

Total Phosphorus Available for Removal in D.A. A (lb/yr) 5.26
Post Development Treatment Volume in D.A. A (ft³) 8,377

Stormwater Best Management Practices (RR = Runoff Reduction)

--Select from dropdown lists--

Practice	Runoff Reduction Credit (%)	Managed Turf Credit Area (acres)	Impervious Cover Credit Area (acres)	Volume from Upstream Practice (ft³)	Runoff Reduction (ft³)	Remaining Runoff Volume (ft³)	Total BMP Treatment Volume (ft³)	Phosphorus Removal Efficiency (%)	Phosphorus Load from Upstream Practices (lb)	Untreated Phosphorus Load to Practice (lb)	Phosphorus Removed By Practice (lb)	Remaining Phosphorus Load (lb)	Downstream Practice to be Employed
14. Manufactured Treatment Devices (no RR)													
14.a. Manufactured Treatment Device-Hydrodynamic	0	0.34	2.35	0	0	8,377	8,377	50	0.00	5.26	2.63	2.63	14.b. MTD - Filtering

TOTAL IMPERVIOUS COVER TREATED (ac)	2.35	AREA CHECK: OK.
TOTAL MANAGED TURF AREA TREATED (ac)	0.34	AREA CHECK: OK.

TOTAL PHOSPHORUS REMOVAL REQUIRED ON SITE (lb/yr)	3.50
TOTAL PHOSPHORUS AVAILABLE FOR REMOVAL IN D.A. A (lb/yr)	5.26
TOTAL PHOSPHORUS REMOVED WITHOUT RUNOFF REDUCTION PRACTICES IN D.A. A (lb/yr)	3.68
TOTAL PHOSPHORUS REMOVED WITH RUNOFF REDUCTION PRACTICES IN D.A. A (lb/yr)	0.00
TOTAL PHOSPHORUS LOAD REDUCTION ACHIEVED IN D.A. A (lb/yr)	3.68
TOTAL PHOSPHORUS REMAINING AFTER APPLYING BMP LOAD REDUCTIONS IN D.A. A (lb/yr)	1.58

SEE WATER QUALITY COMPLIANCE TAB FOR SITE COMPLIANCE CALCULATIONS

NITROGEN REMOVED WITH RUNOFF REDUCTION PRACTICES IN D.A. A (lb/yr)	0.00
NITROGEN REMOVED WITHOUT RUNOFF REDUCTION PRACTICES IN D.A. A (lb/yr)	0.00
TOTAL NITROGEN REMOVED IN D.A. A (lb/yr)	0.00

Site Results (Water Quality Compliance)

Area Checks	D.A. A	D.A. B	D.A. C	D.A. D	D.A. E	AREA CHECK
FOREST/OPEN SPACE (ac)	0.00	0.00	0.00	0.00	0.00	OK.
IMPERVIOUS COVER (ac)	2.35	0.00	0.00	0.00	0.00	OK.
IMPERVIOUS COVER TREATED (ac)	2.35	0.00	0.00	0.00	0.00	OK.
MANAGED TURF AREA (ac)	0.34	0.00	0.00	0.00	0.00	OK.
MANAGED TURF AREA TREATED (ac)	0.34	0.00	0.00	0.00	0.00	OK.
AREA CHECK	OK.	OK.	OK.	OK.	OK.	

Site Treatment Volume (ft³) 8,377

Runoff Reduction Volume and TP By Drainage Area

	D.A. A	D.A. B	D.A. C	D.A. D	D.A. E	TOTAL
RUNOFF REDUCTION VOLUME ACHIEVED (ft³)	0	0	0	0	0	0
TP LOAD AVAILABLE FOR REMOVAL (lb/yr)	5.26	0.00	0.00	0.00	0.00	5.26
TP LOAD REDUCTION ACHIEVED (lb/yr)	3.68	0.00	0.00	0.00	0.00	3.68
TP LOAD REMAINING (lb/yr)	1.58	0.00	0.00	0.00	0.00	1.58
NITROGEN LOAD REDUCTION ACHIEVED (lb/yr)	0.00	0.00	0.00	0.00	0.00	0.00

Total Phosphorus

FINAL POST-DEVELOPMENT TP LOAD (lb/yr)	5.26
TP LOAD REDUCTION REQUIRED (lb/yr)	3.50
TP LOAD REDUCTION ACHIEVED (lb/yr)	3.68
TP LOAD REMAINING (lb/yr):	1.58
REMAINING TP LOAD REDUCTION REQUIRED (lb/yr):	0.00 **

** TARGET TP REDUCTION EXCEEDED BY 0.18 LB/YEAR **

Total Nitrogen (For Information Purposes)

POST-DEVELOPMENT LOAD (lb/yr)	37.65
NITROGEN LOAD REDUCTION ACHIEVED (lb/yr)	0.00
REMAINING POST-DEVELOPMENT NITROGEN LOAD (lb/yr)	37.65

NOTE:
ALL STORMWATER MANAGEMENT FACILITIES SHALL BE SELECTED & FINAL ENGINEEERED AT TIME OF FINAL SITE PLAN. APPLICANT RESERVES THE RIGHT TO SELECT ALTERNATE FACILITY TYPES EQUIVALENT TO THE DETAILS PROVIDED ON THIS SHEET.

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BMP NARRATIVE:
THIS PLAN PROPOSES A MULTIFAMILY DWELLING WITH AN ASSOCIATED GARAGE PARKING. THE RESULT OF THE IMPROVEMENTS IS AN INCREASE OF APPROXIMATELY 1.85 AC OF IMPERVIOUS AREA WITHIN THE SUBJECT PROPERTY. PER THE VIRGINIA RUNOFF REDUCTION METHOD (VRRM) REDEVELOPMENT REQUIREMENTS, A COMBINATION OF PROPOSED BMP FACILITIES SHALL PROVIDE A MINIMUM OF 20% REDUCTION IN TOTAL PHOSPHOROUS RUNOFF.

BMP REQUIREMENTS FOR THIS SITE MAY INCLUDE BUT ARE NOT LIMITED TO: BELOW GRADE STORM FILTERS AND JELLYFISH FILTERS. PLEASE SEE THIS SHEET FOR THE PRELIMINARY COMPUTATIONS WHICH SHOW THAT, BY TREATING ± 2.05 ACRES OF IMPERVIOUS AREA WITH VARIOUS TREATMENT METHODS, THE REQUIRED PHOSPHORUS REMOVAL CAN BE ACHIEVED.

THE PROPOSED BMP FACILITIES SHALL BE PRIVATELY MAINTAINED BY THE PROPERTY OWNER. VIRGINIA'S STORMWATER MANAGEMENT REGULATIONS REQUIRE INSPECTIONS TWICE A YEAR, AND AFTER ANY STORM EVENT THAT EXCEEDS THE CAPACITY OF THE FACILITY TO ENSURE THAT THE FACILITIES REMAIN OPERATIONAL. A DETAILED INSPECTION SHALL BE PERFORMED ANNUALLY BY A QUALIFIED PROFESSIONAL IN ORDER TO ENSURE THAT THE FACILITIES ARE OPERATIONAL AS DESIGNED, AND TO PROVIDE AN OPPORTUNITY TO SCHEDULE ANY MAINTENANCE THAT THE FACILITIES MAY REQUIRE.

No. | DATE | DESCRIPTION
REVISIONS

PLAN DATE
05-04-2016
10-18-2016
04-22-2024
06-11-2024
09-03-2024
12-02-2024

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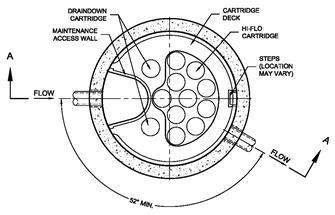
COMMONWEALTH OF VIRGINIA
Frank Stearns
LICENSE NO. 036790
PROFESSIONAL ENGINEER
12/02/2024

BMP POST-DEVELOPMENT COMPS
4131 CHAIN BRIDGE ROAD
REZONING CDP-GDP
CITY OF FAIRFAX, VIRGINIA
DATE: DEC., 2024
C.I.= N/A
SCALE: N/A

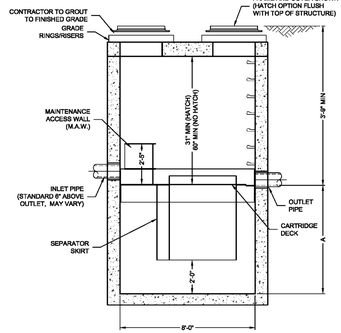
SHEET 19 OF 38
FILE No. RZ-12787

Urban, Ltd. -- J:\JOBS\4131 Chain Bridge Rd\Rezoning\12787-21-swm bmp POST.dwg [post bmp comps and details 1] December 03, 2024 -- 8:41am oarensberg

POSSIBLE JELLYFISH FILTER STANDARD DETAIL (OR APPROVED EQUAL)



PLAN VIEW



SECTION A-A

Jellyfish® Filter

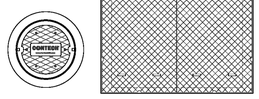
THIS PRODUCT MAY BE PROTECTED BY ONE OR MORE OF THE FOLLOWING: U.S. PATENT NO. 9,861,28, 9,87,918 & US & 9,925,809; OTHER INTERNATIONAL PATENTS PENDING

JELLYFISH DESIGN NOTES

JELLYFISH TREATMENT CAPACITY IS A FUNCTION OF THE CARTRIDGE SELECTION AND THE NUMBER OF CARTRIDGES. THE STANDARD MANHOLE STYLE IS SHOWN. 2590" MANHOLE JELLYFISH PEAK TREATMENT CAPACITY IS 1.90 CFS. IF THE SITE CONDITIONS EXCEED 1.90 CFS AN UPSTREAM BYPASS STRUCTURE IS REQUIRED.

CARTRIDGE SELECTION

CARTRIDGE DEPTH	54"	40"	27"	15"
OUTLET INVERT TO STRUCTURE INVERT (A)	6'-0"	5'-3"	4'-0"	3'-2"
FLOW RATE: HIGH-FLO / DRAINDOWN (cfs) (per cart)	0.18 / 0.09	0.13 / 0.065	0.09 / 0.045	0.05 / 0.025
MAX. CARTS HIGH-FLO / DRAINDOWN	10 / 2			



FRAME AND COVER
(DIAMETER VARIES)
N.T.S.

HATCH
(72" x 72" CAST INTO SLAB)
N.T.S.

SITE SPECIFIC DATA REQUIREMENTS

STRUCTURE ID		*
WATER QUALITY FLOW RATE (cfs)		*
PEAK FLOW RATE (cfs)		*
RETURN PERIOD OF PEAK FLOW (yrs)		*
# OF CARTRIDGES REQUIRED (H* / DD)		*/*
CARTRIDGE SIZE		*
PIPE DATA:	I.E. / MATERIAL	DIAMETER
INLET PIPE #1	* / *	*
INLET PIPE #2	* / *	*
OUTLET PIPE	* / *	*
RIM ELEVATION		*
ANTI-FLOTATION BALLAST	WIDTH: *	HEIGHT: *

NOTES/SPECIAL REQUIREMENTS:

* PER ENGINEER OF RECORD

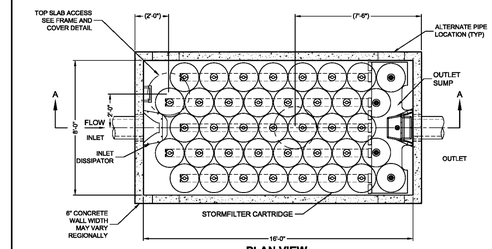
GENERAL NOTES:
1. CONTECH TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
2. FOR SITE SPECIFIC DRAWINGS WITH DETAILED STRUCTURE DIMENSIONS AND WEIGHT, PLEASE CONTACT YOUR CONTECH ENGINEERED SOLUTIONS REPRESENTATIVE. www.ContechES.com
3. JELLYFISH WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING. CONTRACTOR TO CONFIRM STRUCTURE MEETS REQUIREMENTS OF PROJECT.
4. STRUCTURE SHALL MEET AASHTO HS-20 OR PER APPROVING JURISDICTION REQUIREMENTS, WHICHEVER IS MORE STRINGENT, ASSUMING EARTH COVER OF 0' - 3', AND GROUNDWATER ELEVATION AT, OR BELOW, THE OUTLET PIPE INVERT ELEVATION. ENGINEER OF RECORD TO CONFIRM ACTUAL GROUNDWATER ELEVATION. CASTINGS SHALL MEET AASHTO M306 LOAD RATING AND BE CAST WITH THE CONTECH LOGO.
5. STRUCTURE SHALL BE PRECAST CONCRETE CONFORMING TO ASTM C-478 AND AASHTO LOAD FACTOR DESIGN METHOD.
6. NO PRODUCT SUBSTITUTIONS SHALL BE ACCEPTED UNLESS SUBMITTED 10 DAYS PRIOR TO PROJECT BID DATE, OR AS DIRECTED BY THE ENGINEER OF RECORD.

INSTALLATION NOTES
A. ANY SUB-BASE, BACKFILL DEPTH, AND/OR ANTI-FLOTATION PROVISIONS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY ENGINEER OF RECORD.
B. CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE STRUCTURE (LIFTING CLUTCHES PROVIDED)
C. CONTRACTOR WILL INSTALL AND LEVEL THE STRUCTURE, SEALING THE JOINTS, LINE ENTRY AND EXIT POINTS (NON-SHRINK GROUT WITH APPROVED WATERSTOP OR FLEXIBLE BOOT)
D. CONTRACTOR TO TAKE APPROPRIATE MEASURES TO PROTECT CARTRIDGES FROM CONSTRUCTION-RELATED EROSION RUNOFF.
E. CARTRIDGE INSTALLATION, BY CONTECH, SHALL OCCUR ONLY AFTER SITE HAS BEEN STABILIZED AND THE JELLYFISH UNIT IS CLEAN AND FREE OF DEBRIS. CONTACT CONTECH TO COORDINATE CARTRIDGE INSTALLATION WITH SITE STABILIZATION AT (866) 740-3318.

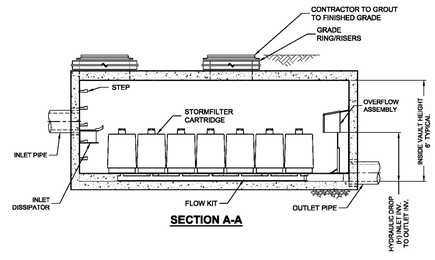
CONTECH ENGINEERED SOLUTIONS LLC
www.ContechES.com
9025 Centre Pointe Dr., Suite 400, West Chester, OH 45069
800-338-1122 513-645-7000 513-645-7993 FAX

JELLYFISH JF8
STANDARD DETAIL
OFFLINE CONFIGURATION

POSSIBLE STORM FILTER STANDARD DETAIL (OR APPROVED EQUAL)



PLAN VIEW
VAULT STYLE: OUTLET SUMP (NS)



SECTION A-A

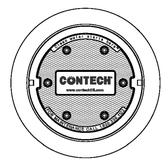
StormFilter®
The Stormwater Management StormFilter
U.S. Patent Nos. 6,027,64, 6,649,048, 6,991,723, 7,186,33, 7,296,692, 7,297,27, 7,513,37, 7,563,36, 7,625,48, 7,959,79, 8,057,67, 8,303,81, 8,454,82, 8,501,00, 8,512,56, 8,790,51, 8,969,75, 9,039,90, 9,352,26, 9,795,90, 9,861,91, 9,861,92, 9,925,48, 9,943,78, 10,137,39, 10,159,91, 10,159,92, 10,159,93, 10,159,94, 10,159,95, 10,159,96, 10,159,97, 10,159,98, 10,159,99, 10,159,100, 10,159,101, 10,159,102, 10,159,103, 10,159,104, 10,159,105, 10,159,106, 10,159,107, 10,159,108, 10,159,109, 10,159,110, 10,159,111, 10,159,112, 10,159,113, 10,159,114, 10,159,115, 10,159,116, 10,159,117, 10,159,118, 10,159,119, 10,159,120, 10,159,121, 10,159,122, 10,159,123, 10,159,124, 10,159,125, 10,159,126, 10,159,127, 10,159,128, 10,159,129, 10,159,130, 10,159,131, 10,159,132, 10,159,133, 10,159,134, 10,159,135, 10,159,136, 10,159,137, 10,159,138, 10,159,139, 10,159,140, 10,159,141, 10,159,142, 10,159,143, 10,159,144, 10,159,145, 10,159,146, 10,159,147, 10,159,148, 10,159,149, 10,159,150, 10,159,151, 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10,159,484, 10,159,485, 10,159,486, 10,159,487, 10,159,488, 10,159,489, 10,159,490, 10,159,491, 10,159,492, 10,159,493, 10,159,494, 10,159,495, 10,159,496, 10,159,497, 10,159,498, 10,159,499, 10,159,500, 10,159,501, 10,159,502, 10,159,503, 10,159,504, 10,159,505, 10,159,506, 10,159,507, 10,159,508, 10,159,509, 10,159,510, 10,159,511, 10,159,512, 10,159,513, 10,159,514, 10,159,515, 10,159,516, 10,159,517, 10,159,518, 10,159,519, 10,159,520, 10,159,521, 10,159,522, 10,159,523, 10,159,524, 10,159,525, 10,159,526, 10,159,527, 10,159,528, 10,159,529, 10,159,530, 10,159,531, 10,159,532, 10,159,533, 10,159,534, 10,159,535, 10,159,536, 10,159,537, 10,159,538, 10,159,539, 10,159,540, 10,159,541, 10,159,542, 10,159,543, 10,159,544, 10,159,545, 10,159,546, 10,159,547, 10,159,548, 10,159,549, 10,159,550, 10,159,551, 10,159,552, 10,159,553, 10,159,554, 10,159,555, 10,159,556, 10,159,557, 10,159,558, 10,159,559, 10,159,560, 10,159,561, 10,159,562, 10,159,563, 10,159,564, 10,159,565, 10,159,566, 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10,159,650, 10,159,651, 10,159,652, 10,159,653, 10,159,654, 10,159,655, 10,159,656, 10,159,657, 10,159,658, 10,159,659, 10,159,660, 10,159,661, 10,159,662, 10,159,663, 10,159,664, 10,159,665, 10,159,666, 10,159,667, 10,159,668, 10,159,669, 10,159,670, 10,159,671, 10,159,672, 10,159,673, 10,159,674, 10,159,675, 10,159,676, 10,159,677, 10,159,678, 10,159,679, 10,159,680, 10,159,681, 10,159,682, 10,159,683, 10,159,684, 10,159,685, 10,159,686, 10,159,687, 10,159,688, 10,159,689, 10,159,690, 10,159,691, 10,159,692, 10,159,693, 10,159,694, 10,159,695, 10,159,696, 10,159,697, 10,159,698, 10,159,699, 10,159,700, 10,159,701, 10,159,702, 10,159,703, 10,159,704, 10,159,705, 10,159,706, 10,159,707, 10,159,708, 10,159,709, 10,159,710, 10,159,711, 10,159,712, 10,159,713, 10,159,714, 10,159,715, 10,159,716, 10,159,717, 10,159,718, 10,159,719, 10,159,720, 10,159,721, 10,159,722, 10,159,723, 10,159,724, 10,159,725, 10,159,726, 10,159,727, 10,159,728, 10,159,729, 10,159,730, 10,159,731, 10,159,732, 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10,159,982, 10,159,983, 10,159,984, 10,159,985, 10,159,986, 10,159,987, 10,159,988, 10,159,989, 10,159,990, 10,159,991, 10,159,992, 10,159,993, 10,159,994, 10,159,995, 10,159,996, 10,159,997, 10,159,998, 10,159,999, 10,159,1000

STORMFILTER DESIGN NOTES

STORMFILTER TREATMENTCAPACITY IS A FUNCTION OF THE CARTRIDGE SELECTION AND THE NUMBER OF CARTRIDGES. THE STANDARD VAULT STYLE IS SHOWN WITH THE MAXIMUM NUMBER OF CARTRIDGES (36). VAULT STYLE OPTIONS INCLUDE INLET BAY (32), INLET BAYOUTLET BAY (27), OUTLET BAY (34), INLET BAYIFULL HEIGHT BAFFLE (23), FULL HEIGHT BAFFLE WALL (20).
STORMFILTER 6X16 PEAK HYDRAULIC CAPACITY IS 1.8 CFS. IF THE SITE CONDITIONS EXCEED 1.8 CFS AN UPSTREAM BYPASS STRUCTURE IS REQUIRED.

CARTRIDGE SELECTION

CARTRIDGE HEIGHT	27"		18"		LOW DROP	
RECOMMENDED HYDRAULIC DROP (H)	3.09'		2.3'		1.8'	
SPECIFIC FLOW RATE (gpm/sf)	2 gpm/ft²	1 gpm/ft²	2 gpm/ft²	1 gpm/ft²	2 gpm/ft²	1 gpm/ft²
CARTRIDGE FLOW RATE (gpm)	22.5	11.25	15	7.5	10	5



FRAME AND COVER
(DIAMETER VARIES)
N.T.S.

SITE SPECIFIC DATA REQUIREMENTS

STRUCTURE ID		*
WATER QUALITY FLOW RATE (cfs)		*
PEAK FLOW RATE (cfs)		*
RETURN PERIOD OF PEAK FLOW (yrs)		*
# OF CARTRIDGES REQUIRED		*
CARTRIDGE FLOW RATE		*
MEDIA TYPE (CS*, PERL/TE, ZPG, GAC, PHS)		*
PIPE DATA:	I.E. / MATERIAL	DIAMETER
INLET PIPE #1	* / *	*
INLET PIPE #2	* / *	*
OUTLET PIPE	* / *	*
UPSTREAM RIM ELEVATION		*
DOWNSTREAM RIM ELEVATION		*
ANTI-FLOTATION BALLAST	WIDTH: *	HEIGHT: *

NOTES/SPECIAL REQUIREMENTS:

* PER ENGINEER OF RECORD

GENERAL NOTES
1. CONTECH TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
2. DIMENSIONS MARKED WITH ( ) ARE REFERENCE DIMENSIONS. ACTUAL DIMENSIONS MAY VARY.
3. FOR SITE SPECIFIC DRAWINGS WITH DETAILED VAULT DIMENSIONS AND WEIGHTS, PLEASE CONTACT YOUR CONTECH ENGINEERED SOLUTIONS LLC REPRESENTATIVE. www.ContechES.com
4. STORMFILTER WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING.
5. STRUCTURE SHALL MEET AASHTO HS20 LOAD RATING, ASSUMING EARTH COVER OF 0' - 5' AND GROUNDWATER ELEVATION AT, OR BELOW, THE OUTLET PIPE INVERT ELEVATION. ENGINEER OF RECORD TO CONFIRM ACTUAL GROUNDWATER ELEVATION. CASTINGS SHALL MEET AASHTO M306 AND BE CAST WITH THE CONTECH LOGO.
6. FILTER CARTRIDGES SHALL BE MEDIA-FILLED, PASSIVE, SIPHON ACTUATED, RADIAL FLOW, AND SELF CLEANING. RADIAL MEDIA DEPTH SHALL BE 7-INCHES. FILTER MEDIA CONTACT TIME SHALL BE AT LEAST 39 SECONDS.
7. SPECIFIC FLOW RATE IS EQUAL TO THE FILTER TREATMENT CAPACITY (gpm) DIVIDED BY THE FILTER CONTACT SURFACE AREA (sq ft).

INSTALLATION NOTES
1. ANY SUB-BASE, BACKFILL DEPTH, AND/OR ANTI-FLOTATION PROVISIONS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY ENGINEER OF RECORD.
2. CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE STORMFILTER VAULT (LIFTING CLUTCHES PROVIDED)
3. CONTRACTOR TO INSTALL JOINT SEALANT BETWEEN ALL VAULT SECTIONS AND ASSEMBLE VAULT.
4. CONTRACTOR TO PROVIDE, INSTALL, AND GROUT PIPES. MATCH OUTLET PIPE INVERT WITH OUTLET BAY FLOOR.
5. CONTRACTOR TO TAKE APPROPRIATE MEASURES TO PROTECT CARTRIDGES FROM CONSTRUCTION-RELATED EROSION RUNOFF.

CONTECH ENGINEERED SOLUTIONS LLC
www.ContechES.com
9025 Centre Pointe Dr., Suite 400, West Chester, OH 45069
800-338-1122 513-645-7000 513-645-7993 FAX

SF0816
STORMFILTER
STANDARD DETAIL

NOTE:
ALL STORMWATER MANAGEMENT FACILITIES SHALL BE SELECTED & FINAL ENGINEEERED AT TIME OF FINAL SITE PLAN. APPLICANT RESERVES THE RIGHT TO SELECT ALTERNATE FACILITY TYPES EQUIVALENT TO THE DETAILS PROVIDED ON THIS SHEET.

NOTE:
FINAL DETAILS OF VAULT GEOMETRY, SIZE AND CONTROL STRUCTURES SHALL BE DETERMINED AT THE TIME OF SITE PLAN.

NOTE:
FINAL SIZING OF BMP STRUCTURES SHALL BE DETERMINED AT THE TIME OF SITE PLAN.

No.	DATE	DESCRIPTION
		REVISIONS

PLAN DATE
05-04-2016
10-18-2016
04-22-2024
08-12-2024
09-03-2024
12-02-2024
- - - -

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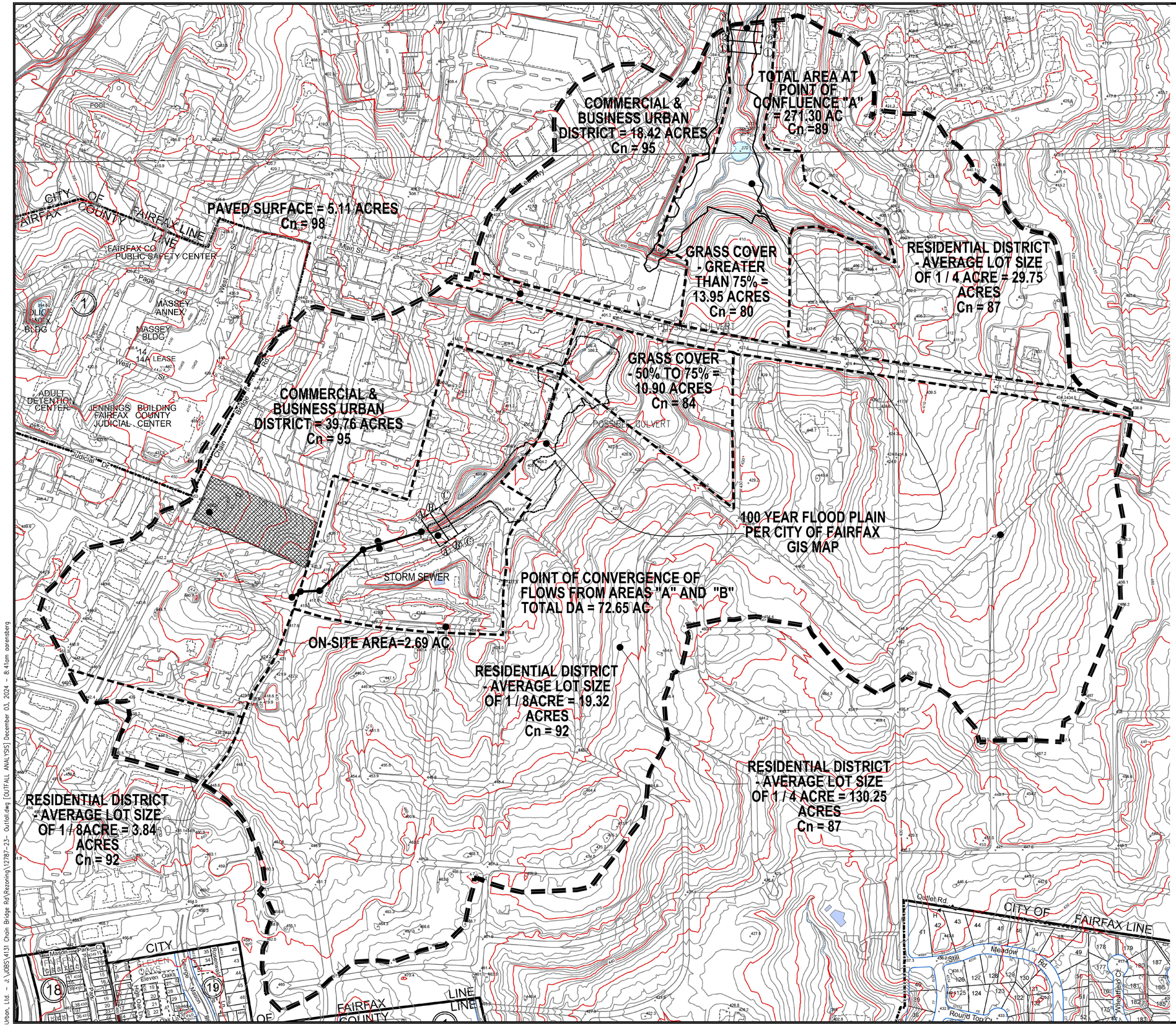
COMMONWEALTH OF VIRGINIA
CLAYTON C. TOTH
Lic. No. 036790
PROFESSIONAL ENGINEER
12/02/2024

BMP POST-DEVELOPMENT DETAILS
4131 CHAIN BRIDGE ROAD
REZONING CDP-GDP
CITY OF FAIRFAX, VIRGINIA
SCALE: AS NOTED C.I.= N/A DATE: DEC., 2024

SHEET
20
OF
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FILE No.
RZ-12787

Urban, Ltd. – J:\JOBS\4131 Chain Bridge Rd\Rezoning\12787-21-swm bmp POST.dwg [post bmp comps and details 2] December 03, 2024 – 8:41am aarensberg



ADEQUATE OUTFALL ANALYSIS NARRATIVE:

THE SUBJECT SITE IS LOCATED BETWEEN CHAIN BRIDGE ROAD AND UNIVERSITY BOULEVARD. THE TOPOGRAPHY OF THE SITE CONSISTS OF ONE DRAINAGE AREA, WHICH DRAINS TO THE EAST TOWARDS UNIVERSITY BOULEVARD. STORMWATER RUNOFF IS COLLECTED BY STORM SEWER INLETS AND CONVEYED VIA AN UNDERGROUND STORM SEWER SYSTEM TO THE POINT OF CONVERGENCE, WHICH IS LOCATED INSIDE A 100 YEAR FLOOD PLAIN PER THE CITY OF FAIRFAX GIS MAP(SEE THIS SHEET FOR LOCATION).

AS SHOWN ON THE SWM ANALYSIS SHEETS, THE SITE HAS BEEN ENGINEERED TO REDUCE THE POST-DEVELOPMENT PEAK FLOWS FOR THE 1 YR , 2YR AND 10 YR 24-HR STORM FOR BOTH DRAINAGE AREAS. IN ACCORDANCE WITH SECTION 9VAC25-870-66.B.4a OF THE STORMWATER REGULATIONS "STORM CONVEYANCE SYSTEM SHALL BE ANALYZED FOR COMPLIANCE WITH CHANNEL PROTECTION CRITERIA TO A POINT WHERE BASED ON LAND AREA, THE SITE'S CONTRIBUTING DRAINAGE AREA IS LESS THAN OR EQUAL TO 1.0% OF THE TOTAL WATERSHED AREA". POINT OF CONFLUENCE "A" HAS BEEN DETERMINED TO SHOW COMPLIANCE WITH THIS SECTION SINCE THIS POINT RECEIVES A TOTAL OF 271.01 AC OF STORMWATER RUNOFF. THREE CROSS SECTIONS HAVE BEEN PROVIDED AT EVERY 50 FEET ON THIS SHEET AND VERIFIED THAT EXISTING CHANNEL WILL ADEQUATELY CONVEYED THE 2-YEAR VELOCITY AT THE POINT OF CONFLUENCE.

FURTHERMORE COMPLIANCE WITH FLOOD PROTECTION IS BASED ON SECTION 9VAC25-870-66.C WHERE "THE DOWNSTREAM LIMITS OF ANALYSIS SHALL BE ANALYZED TO A POINT WHERE STORMWATER CONVEYANCE SYSTEM ENTERS A MAPPED FLOODPLAIN OR OTHER FLOOD PRONE AREA, ADOPTED BY ORDINANCE, OF ANY LOCALITY". POINT OF CONFLUENCE "A" IS LOCATED INSIDE A MAPPED FLOOD PLAIN PER THE CITY OF FAIRFAX GIS MAP. THE THREE CROSS SECTIONS PROVIDED AT THIS POINT VERIFY THAT THE 10 YEAR WATER SURFACE ELEVATION WILL OVERTOP THE EMBANKMENT.

AS A PROFESSIONAL ENGINEER, IT IS THE OPINION OF URBAN ENGINEERING & ASSOCIATES, INC THAT AN ADEQUATE OUTFALL EXISTS FOR THIS SITE:

Clayton Tock 12/02/2024

URBAN ENGINEERING & ASSOCIATES, INC. DATE
CLAYTON C TOCK, P.E., SR. ASSOCIATE

VA. STATE GRID NORTH

LEGEND

- 100 YEAR FLOOD PLAIN
- DIVIDE BETWEEN DISTRICTS
- DRAINAGE DIVIDE TO POINT OF CONFLUENCE
- SITE = 2.69AC

No.	DATE	DESCRIPTION
		REVISIONS

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05-04-2016
10-18-2016
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09-03-2024
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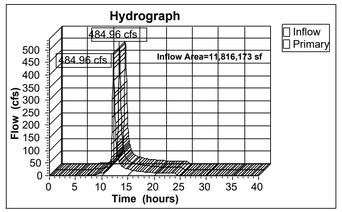
COMMONWEALTH OF VIRGINIA
CLAYTON C. TOCK
LIC. No. 036790
PROFESSIONAL ENGINEER
12/02/2024

OUTFALL ANALYSIS
4131 CHAIN BRIDGE ROAD
REZONING CDP-GDP
CITY OF FAIRFAX, VIRGINIA
SCALE: 1"=200' C.I.= 2' DATE: DEC., 2024

SHEET 21 OF 38

FILE No. RZ-12787

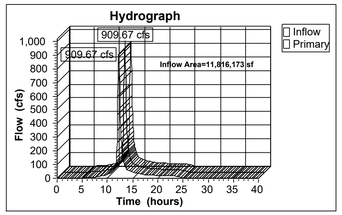
Urban, Ltd. – J:\JOBS\4131 Chain Bridge Rd\Rezoning\12787-23- Outfall.dwg [OUTFALL ANALYSIS] December 03, 2024 – 8:41am aarensberg



Summary for Link 25L: Point of confluence

Inflow Area = 11,816,173 sf 48.03%Impervious Inflow Depth =2.09" for 2-year event
Inflow = 484.96 cfs@ 12.24 hrs, Volume= 2,055,025 cf
Primary = 484.96 cfs@ 12.24 hrs, Volume= 2,055,025 cf, Atten= 0%, Lag= 0.0 min

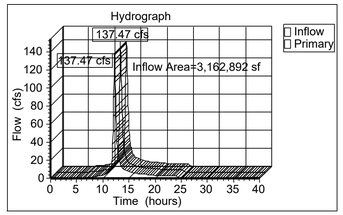
Primary outflow = Inflow, Time Span= 0.00-40.00 hrs, dt= 0.05 hrs



Summary for Link 25L: Point of confluence

Inflow Area = 11,816,173 sf 48.03%Impervious Inflow Depth =3.97" for 10-year event
Inflow = 909.67 cfs@ 12.23 hrs, Volume= 3,908,967 cf
Primary = 909.67 cfs@ 12.23 hrs, Volume= 3,908,967 cf, Atten= 0%, Lag= 0.0 min

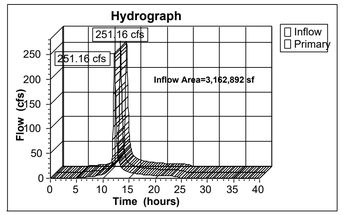
Primary outflow = Inflow, Time Span= 0.00-40.00 hrs, dt= 0.05 hrs



Summary for Link 31L: Point of confluence

Inflow Area = 3,162,892 sf 63.88%Impervious Inflow Depth =2.27" for 2-year event
Inflow = 137.47 cfs@ 12.24 hrs, Volume= 598,891 cf
Primary = 137.47 cfs@ 12.24 hrs, Volume= 598,891 cf, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-40.00 hrs, dt= 0.05 hrs

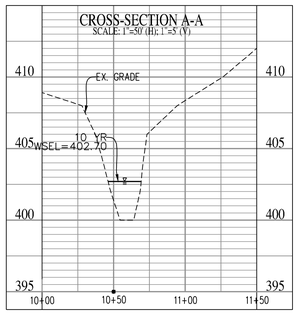


Summary for Link 31L: Point of confluence

Inflow Area = 3,162,892 sf 63.88%Impervious Inflow Depth =4.19" for 10-year event
Inflow = 251.16 cfs@ 12.23 hrs, Volume= 1,104,758 cf
Primary = 251.16 cfs@ 12.23 hrs, Volume= 1,104,758 cf, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-40.00 hrs, dt= 0.05 hrs

OUTFALL ANALYSIS CROSS SECTIONS AT POINT OF CONVERGENCE

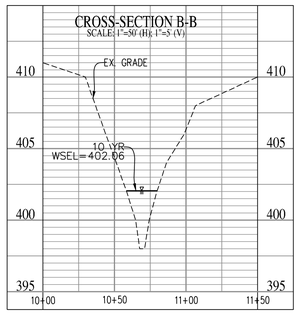


POST-DEVELOPMENT CONDITIONS - POINT OF CONFLUENCE:
CROSS SECTION A -A

DA	=	72.65 AC.
'Cn'	=	92
I2	=	5.45 IN/HR
I10	=	7.27 IN/HR
Q2	=	137.47 CFS
Q10	=	251.16 CFS
CHANNEL SLOPE	=	1.5 %
'n' FACTOR	=	0.05 (NATURAL STONY STREAM)

V2 = 4.57 FPS
D10 = 2.70 FT.

**PERMISSIBLE VELOCITY 5 FT/SEC (EROSION POTENTIAL LOW) PER TABLE 3.18A FROM THE VIRGINIA E&S HANDBOOK.*

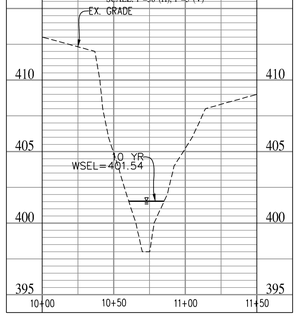


POST-DEVELOPMENT CONDITIONS - POINT OF CONFLUENCE:
CROSS SECTION B -B

DA	=	72.65 AC.
'Cn'	=	92
I2	=	5.45 IN/HR
I10	=	7.27 IN/HR
Q2	=	137.47 CFS
Q10	=	251.16 CFS
CHANNEL SLOPE	=	1.5 %
'n' FACTOR	=	0.05 (NATURAL STONY STREAM)

V2 = 4.90 FPS
D10 = 4.06 FT.

**PERMISSIBLE VELOCITY 5 FT/SEC (EROSION POTENTIAL LOW) PER TABLE 3.18A FROM THE VIRGINIA E&S HANDBOOK.*



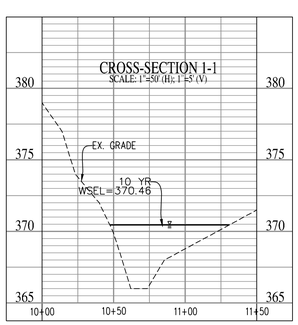
POST-DEVELOPMENT CONDITIONS - POINT OF CONFLUENCE:
CROSS SECTION B -B

DA	=	72.65 AC.
'Cn'	=	92
I2	=	5.45 IN/HR
I10	=	7.27 IN/HR
Q2	=	137.47 CFS
Q10	=	251.16 CFS
CHANNEL SLOPE	=	1.5 %
'n' FACTOR	=	0.05 (NATURAL STONY STREAM)

V2 = 4.74 FPS
D10 = 3.54 FT.

**PERMISSIBLE VELOCITY 5 FT/SEC (EROSION POTENTIAL LOW) PER TABLE 3.18A FROM THE VIRGINIA E&S HANDBOOK.*

OUTFALL ANALYSIS CROSS SECTIONS AT POINT OF CONFLUENCE "A"

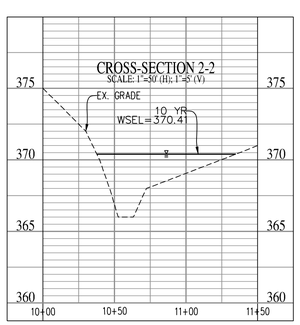


POST-DEVELOPMENT CONDITIONS - POINT OF CONFLUENCE:
CROSS SECTION 1 - 1

DA	=	271.30 AC.
'Cn'	=	89
I2	=	5.45 IN/HR
I10	=	7.27 IN/HR
Q2	=	484.96 CFS
Q10	=	909.67 CFS
CHANNEL SLOPE	=	1.20%
'n' FACTOR	=	0.05 (NATURAL STONY STREAM)

V2 = 4.60 FPS
D10 = 4.46 FT.

**PERMISSIBLE VELOCITY 5 FT/SEC (EROSION POTENTIAL LOW) PER TABLE 3.18A FROM THE VIRGINIA E&S HANDBOOK.*

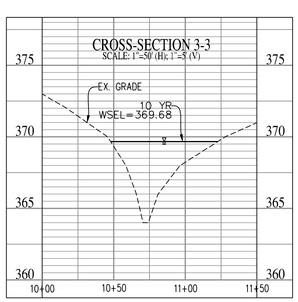


POST-DEVELOPMENT CONDITIONS - POINT OF CONFLUENCE:
CROSS SECTION 2 - 2

DA	=	271.30 AC.
'Cn'	=	89
I2	=	5.45 IN/HR
I10	=	7.27 IN/HR
Q2	=	484.96 CFS
Q10	=	909.67 CFS
CHANNEL SLOPE	=	1.20 %
'n' FACTOR	=	0.05 (NATURAL STONY STREAM)

V2 = 4.35 FPS
D10 = 4.41 FT.

**PERMISSIBLE VELOCITY 5 FT/SEC (EROSION POTENTIAL LOW) PER TABLE 3.18A FROM THE VIRGINIA E&S HANDBOOK.*



POST-DEVELOPMENT CONDITIONS - POINT OF CONFLUENCE:
CROSS SECTION 2 - 2

DA	=	271.30 AC.
'Cn'	=	89
I2	=	5.45 IN/HR
I10	=	7.27 IN/HR
Q2	=	484.96 CFS
Q10	=	909.67 CFS
CHANNEL SLOPE	=	1.20 %
'n' FACTOR	=	0.05 (NATURAL STONY STREAM)

V2 = 4.96 FPS
D10 = 5.68 FT.

**PERMISSIBLE VELOCITY 5 FT/SEC (EROSION POTENTIAL LOW) PER TABLE 3.18A FROM THE VIRGINIA E&S HANDBOOK.*

REVISIONS

No.	DATE	DESCRIPTION

PLAN DATE
05-04-2016
10-18-2016
04-22-2024
06-11-2024
09-03-2024
12-02-2024
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ENGINEER
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12/02/2024

OUTFALL ANALYSIS
4131 CHAIN BRIDGE ROAD
REZONING CDP-GDP
CITY OF FAIRFAX, VIRGINIA

SCALE: 1"=40' C.I.= 2' DATE: DEC., 2024

SHEET 22 OF 38

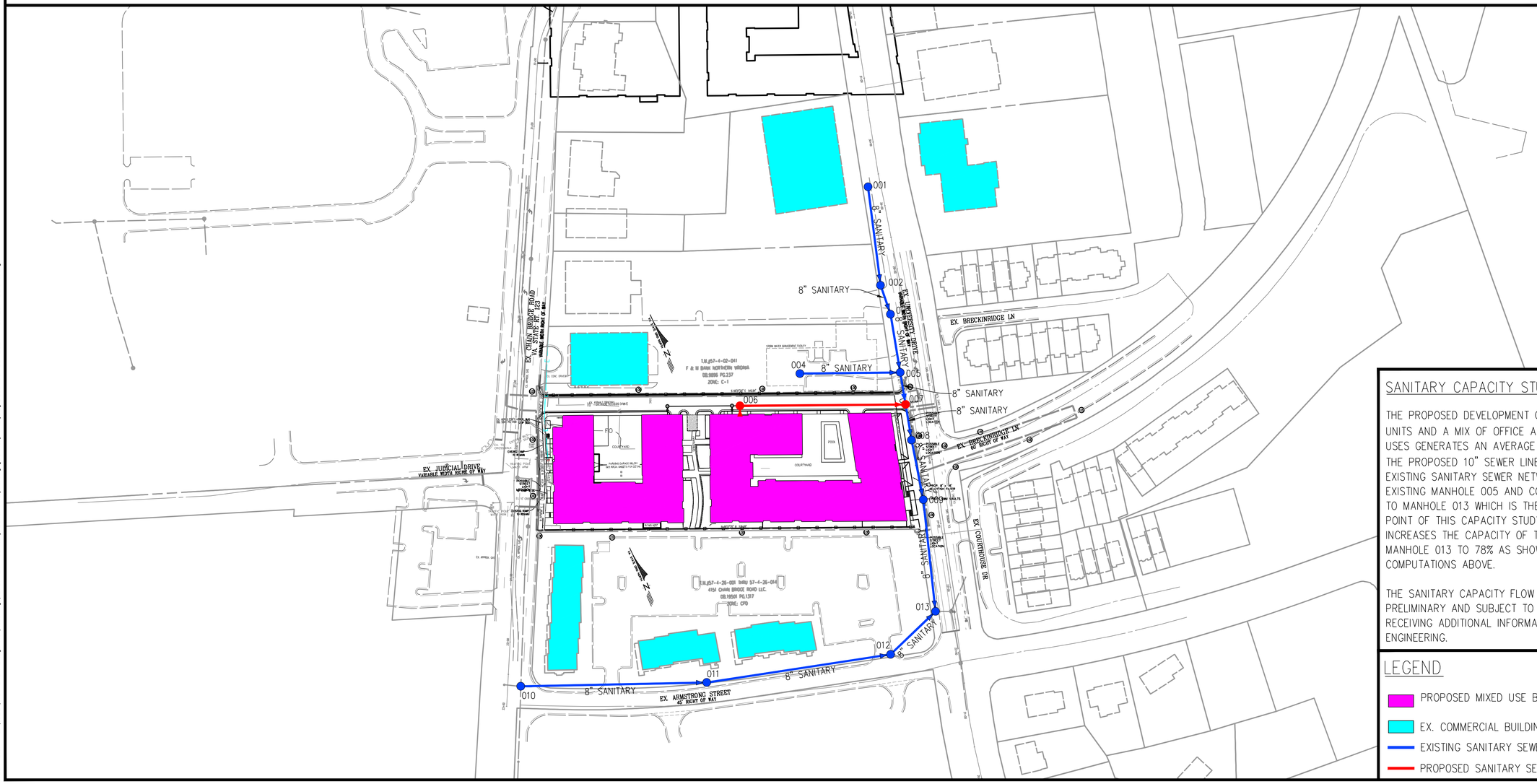
FILE No. RZ-12787

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4131 Chain Bridge Road Sanitary Analysis

Pipe Characteristics					Flow Characteristics									Total Flow				Capacity Information				
Upstream MH	Downstream MH	Diameter (inches)	Slope %	Length (ft)	Number of Residential Units	Average flow for units (130 gpd / unit)	Nonresidential space	Average flow for Nonresidential (0.046 gpd/SF)	SF of Office Space	Average Flow for retail (0.20 gpd/SF)	SF of Retail Space	Average Flow for Retail (0.046 gpd/SF)	Additional Known Peak Flow (MGD)	KnownCumulative Peak Flow (MGD)	Total Incremental flow (gpd)	Total Cumulative Flow (gpd)	Peak Flow Factor	Peak Hour Flow (MGD)	Full Capacity of Pipe (MGD)	% full	Velocity in pipe (fps)	velocity OK?	NOTES
TRIBUTARY 1:																						
1	2	8	0.1	398.3		0		0	28126	5625.2		0	0	0	5625.2	5625.2	10.03804586	0.056466016	0.305707182	18%	1.04	no	
2	3	8	0.2	402.8		0		0		0		0	0	0	0	5625.2	10.03804586	0.056466016	0.362625637	16%	1.17	no	
3	4	8	0.1	152.6		0		0		0		0	0	0	0	5625.2	10.03804586	0.056466016	0.265288275	21%	0.94	no	
4	5	8	0.7	151.5		0		0	9699	902.01		0	0	0	902.007	6527.207	9.762722716	0.063723312	0.690768945	9%	1.92	yes	
5	6	8	0.5	301.8		0		0		0		0	0	0	0	6527.207	9.762722716	0.063723312	0.617939685	10%	1.77	yes	
6	7	10	1.3	270	276	96600		0	4188	389.48	6319	290.674	0	0	97280.158	103807.37	5.819562121	0.604113409	1.768824766	34%	4.56	yes	
7	8	8	0.6	197.7		0		0		0		0	0	0	0	103807.37	5.819562121	0.604113409	0.628238648	96%	3.18	yes	
8	9	8	0.3	286		0		0		0		0	0	0	0	103807.37	5.819562121	0.604113409	0.455797118	133%	2.03	no	
9	10	8	0.8	199.7		0		0		0		0	0	0	0	103807.37	5.819562121	0.604113409	0.750215761	81%	3.71	yes	
10	11	8	4.6	89.32		0		0	8756	814.31		0	0	0	814.308	104621.67	5.811064891	0.607963331	1.817050584	33%	7.27	yes	
11	12	8	0.3	253.1		0		0	10842	1008.3		0	0	0	1008.306	105629.98	5.800651452	0.612722691	0.490332272	125%	2.18	no	
12	13	8	0.9	227.2		0		0		0		0	0	0	0	105629.98	5.800651452	0.612722691	0.787775739	78%	3.87	yes	

n = 0.012



SANITARY CAPACITY STUDY NARRATIVE:

THE PROPOSED DEVELOPMENT OF 276 RESIDENTIAL UNITS AND A MIX OF OFFICE AND RETAIL/RESTAURANT USES GENERATES AN AVERAGE FLOW OF 97,280 GPD. THE PROPOSED 10" SEWER LINE WILL CONNECT TO THE EXISTING SANITARY SEWER NETWORK UPSTREAM OF EXISTING MANHOLE 005 AND CONTINUE DOWNSTREAM TO MANHOLE 013 WHICH IS THE FINAL ANALYSIS POINT OF THIS CAPACITY STUDY. THE PROPOSED FLOW INCREASES THE CAPACITY OF THE EXISTING SEWER AT MANHOLE 013 TO 78% AS SHOWN IN THE COMPUTATIONS ABOVE.

THE SANITARY CAPACITY FLOW CALCULATIONS ARE PRELIMINARY AND SUBJECT TO CHANGE UPON RECEIVING ADDITIONAL INFORMATION AND FINAL ENGINEERING.

LEGEND

- PROPOSED MIXED USE BUILDING
- EX. COMMERCIAL BUILDING
- EXISTING SANITARY SEWER NETWORK
- PROPOSED SANITARY SEWER NETWORK

No.	DATE	DESCRIPTION
		REVISIONS

PLAN DATE
05-04-2016
10-18-2016
04-22-2024
06-11-2024
09-03-2024
12-02-2024
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COMMONWEALTH OF VIRGINIA
CLAYTON T. TOK
LIC. No. 036790
PROFESSIONAL ENGINEER
12.02.2024

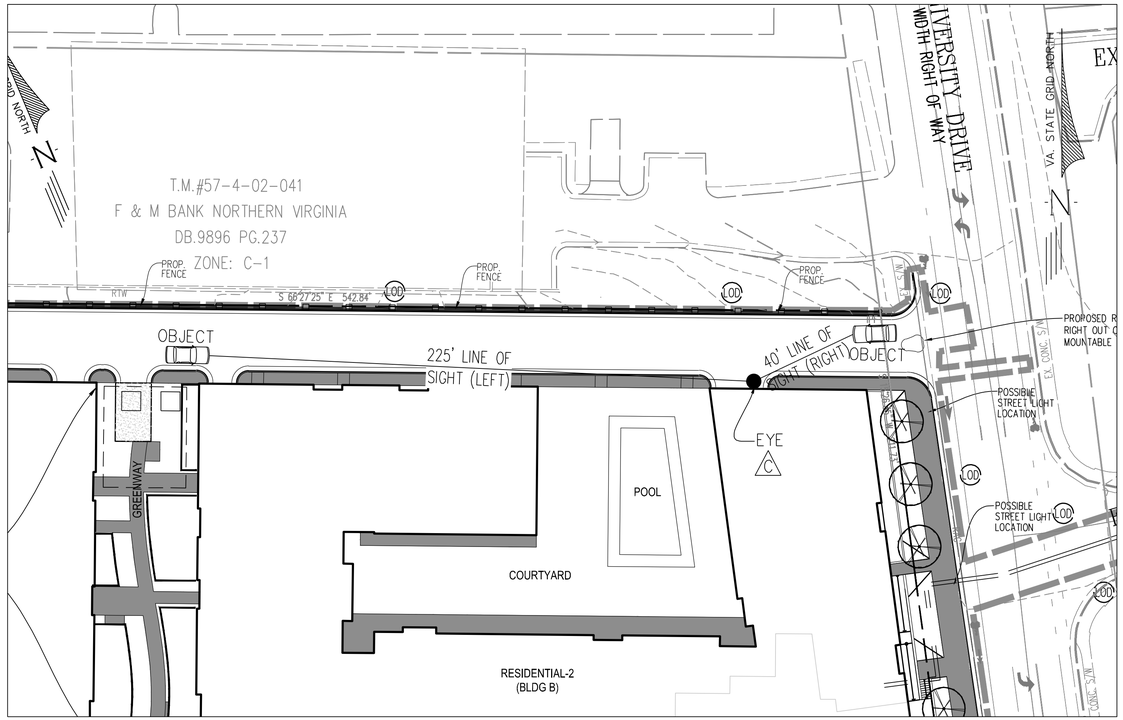
SANITARY ANALYSIS
4131 CHAIN BRIDGE ROAD REZONING CDP-GDP
CITY OF FAIRFAX, VIRGINIA

SCALE: 1"=100' C.I.= 2' DATE: DEC., 2024

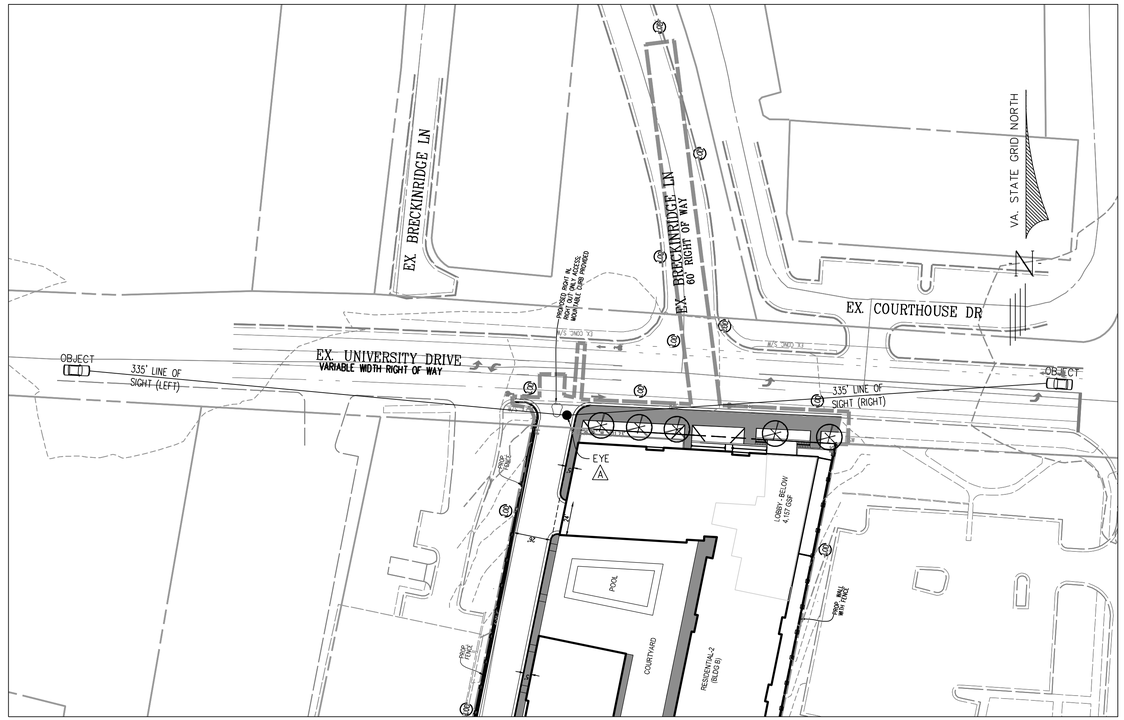
SHEET 23 OF 38

FILE No. RZ-12787

Urban, Ltd. - J:\JOBS\4131 Chain Bridge Rd\Rezoning\12787-24- Sanitary Sewer Analysis.dwg [Sanitary Analysis] December 03, 2024 - 8:42am aarensberg



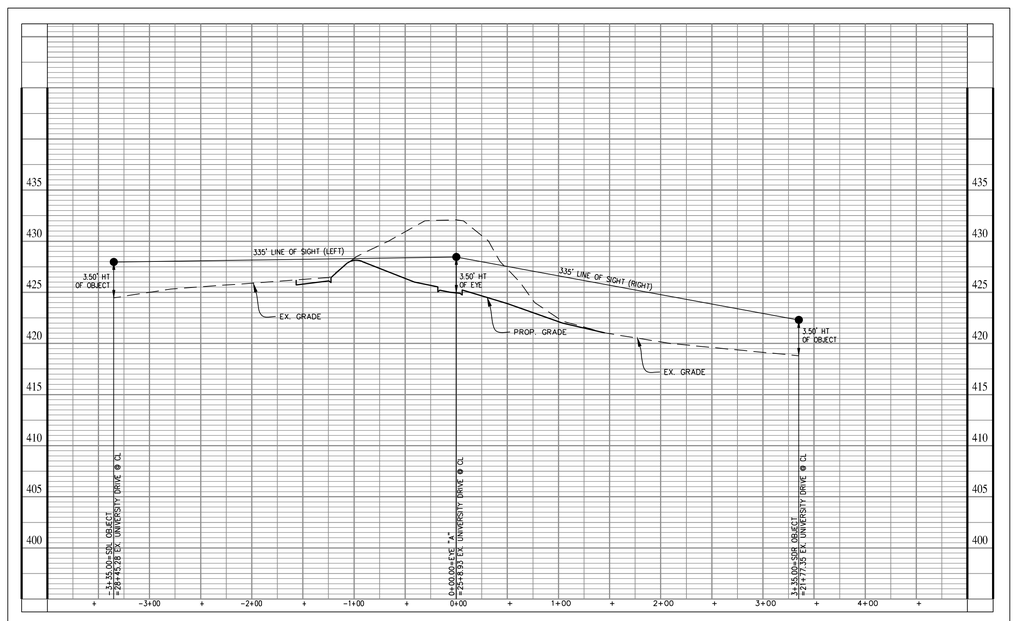
PLAN VIEW
SCALE: 1"=30'



PLAN VIEW
SCALE: 1"=50'

GARAGE ENTRANCE ON ACCESS DRIVE
EYE "C"
DESIGN SPEED = 25 MPH

SIGHT DISTANCE PROFILE
MAIN ENTRANCE ON UNIVERSITY DRIVE
EYE "A"
POSTED SPEED = 25 MPH
DESIGN SPEED = 30 MPH



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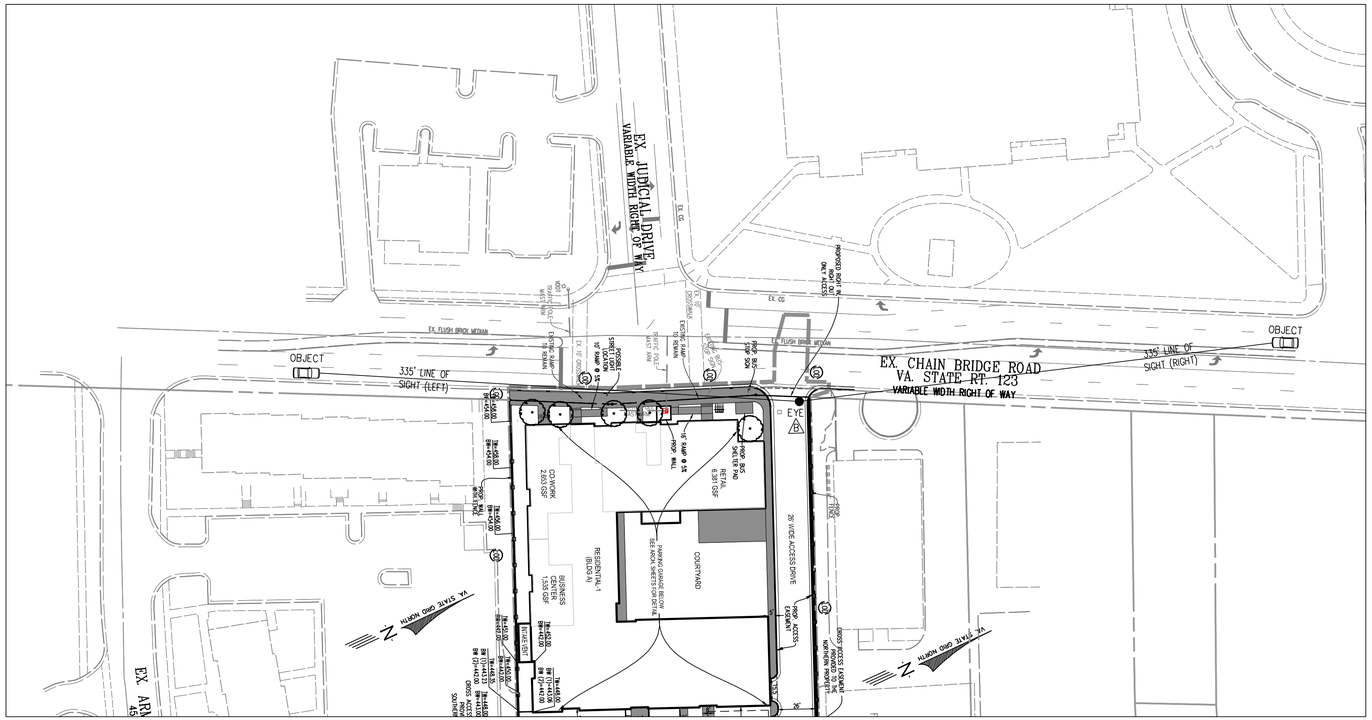
COMMONWEALTH OF VIRGINIA
CLAYTON T. PARK
Lic. No. 036790
PROFESSIONAL ENGINEER
12/02/2024

SIGHT DISTANCE PROFILES
4131 CHAIN BRIDGE ROAD
REZONING CDP-GDP
CITY OF FAIRFAX, VIRGINIA
DATE: DEC., 2024
SCALE: 1"=50' (H); 1"=50 (V) C.I.= 2'

SHEET
24
OF
38

FILE No.
RZ-12787

Urban, Ltd. – J:\JOBS\4131 Chain Bridge Rd\Rezoning\12787-31-SIGHT D.dwg [SIGHT D-B &C] December 03, 2024 – 8:42am agreisberg


EX. JUDICIAL DRIVE
VARIABLE WIDTH RIGHT OF WAY
EX. CHAIN BRIDGE ROAD
VA. STATE RT. 123
VARIABLE WIDTH RIGHT OF WAY
OBJECT
335' LINE OF SIGHT (LEFT)
335' LINE OF SIGHT (RIGHT)
EX. FLUSH BRICK MEDIAN
EX. CG
EYE
PROP. 30' ACCESS EASEMENT
PROP. 24' ACCESS EASEMENT
PROP. 24' ACCESS EASEMENT (NO PARKING)
PROP. 24' ACCESS EASEMENT (NO PARKING)
PROP. 24' ACCESS EASEMENT (NO PARKING)
PROP. 30' ACCESS EASEMENT
PROP. 24' ACCESS EASEMENT
PROP. 24' ACCESS EASEMENT (NO PARKING)
PROP. 24' ACCESS EASEMENT (NO PARKING)
PROP. 24' ACCESS EASEMENT (NO PARKING)

EX. CHAIN BRIDGE
VA. STATE RT.
VARIABLE WIDTH RIGHT O

UNIVERSITY DRIVE
OTH RIGHT OF WAY

VA. STATE GRID NORTH
N

T.M.#57-4-02-041
F & M BANK NORTHERN VIRGINIA
DB.9896 PG.237
ZONE: C-1

STORM WATER MANAGEMENT FACILITY

EX. FLUSH BRICK MEDIAN

EXISTING BUS STOP SIGN

TRAFFIC POLE
MAST ARM

EX. 10' CROSSWALK

S 66°27'25" E 542.84'

N 27°19'56" E 71.60'

N 21°20'17" E 100.55'

N 27°16'10" E 37.78'

S 15°26'35" W 211.73'

N 66°27'25" W 575.99'

IPF

IPS

CG

WF

WDF

EX. 99

590 589 588 591 592 593 597 599 675 699 700 704 705 781 780 779 706 674 594 596 598 595 668 669 76 642 673 672 671 75 74 73 670 72 1060 1059 1299 1300 1399 1879 1878 1877 1876 1875 1884 1297 1296 1298 1295 1186 1076 1077 1080 1880 1881 1882 1883 1100 1185 1083 1084 895 896 1057 1058 894 893 892 891 784 793 792 791 794 790 789 788 787 786 785 782 783 890 879 880 881 882 883 878 887 884 885 886 888 889 797 798 799 854 800 855 856 857 858 859 860 861 862 864 863 868 867 866 865 872 871 870 869 873 874 875 876 877

T.M.#57-4-26-001 THRU 57-4-26-014
4151 CHAIN BRIDGE ROAD LLC.
DB.19501 PG.1317
ZONE: CPD

This Plan Prepared or Approved by:
John Lightle, ISA Certified Arborist
MA-5174A

LEGEND
591 TREE NUMBER
TRUNK LOCATION
DRIPLINE

No.	DATE	DESCRIPTION
		REVISIONS

PLAN DATE
10-18-2016
04-22-2024
06-11-2024
09-03-2024
12-02-2024

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COMMONWEALTH OF VIRGINIA
John Lightle
Lic. No. 1957
12/02/2024
LANDSCAPE ARCHITECT

TREE INVENTORY
4131 CHAIN BRIDGE ROAD
REZONING CDP-GDP
CITY OF FAIRFAX, VIRGINIA
DATE: DEC., 2024
SCALE: N/A
C.I.= N/A

SHEET
26
OF
38

FILE No.
RZ-12787

Urban, Ltd. – J:\JOBS\4131 Chain Bridge Rd\Rezoning\12787-34-Tree Inventory.dwg, [TREE INVENTORY PLAN] December 03, 2024 – 8:42am aarensberg

TREE NO.	BOTANICAL NAME	COMMON NAME	SIZE	CANOPY	CRZ	CONDITION RATING	POOR CONDITION?	CO-OWNED/ OFFSITE	STATUS	COMMENTS
			(in)	R (ft.)	R (ft.)	%			(Remove or Preserve)	
72	Zelkova serrata	Japanese Zelkova	10"	10'	10'	87.50			Remove	
73	Zelkova serrata	Japanese Zelkova	12"	12'	12'	87.50			Remove	
74	Zelkova serrata	Japanese Zelkova	12"	12'	12'	87.50			Remove	
75	Zelkova serrata	Japanese Zelkova	15"	15'	15'	87.50			Remove	
76	Zelkova serrata	Japanese Zelkova	12"	12'	12'	87.50			Remove	
588	*Quercus falcata*	Southern Red Oak	12"	15'	12'	18.75	Yes		Remove	Leader removed
589	*Juniperus virginiana*	Eastern Redcedar	8"	8'	8'	37.50	Yes		Remove	
590	*Juniperus virginiana*	Eastern Redcedar	23"	12'	23'	37.50	Yes	Co-Owned	Remove	Multi-stem
591	*Acer rubrum*	Red Maple	24"	12'	24'	50.00		Co-Owned	Remove	Ivy
592	*Quercus phellos*	Willow Oak	15"	8'	15'	65.63			Remove	
593	*Juniperus virginiana*	Eastern Redcedar	10"	10'	10'	37.50	Yes		Remove	Ivy
594	*Ilex opaca*	American Holly	9"	7'	9'	18.75	Yes		Remove	Ivy; dying
595	*Ilex opaca*	American Holly	9"	7'	9'	78.13			Remove	
596	*Quercus falcata*	Southern Red Oak	10"	13'	10'	59.38			Remove	Ivy
597	*Lagerstroemia indica*	Crape Myrtle	8"	6'	8'	81.25			Remove	
598	*Ulmus americana*	American Elm	25"	25'	25'	56.25			Remove	Ivy
599	*Juglans nigra*	Black Walnut	9"	8'	9'	15.63	Yes		Remove	Ivy; dying
642	*Ilex opaca*	American Holly	8"	6'	8'	53.13			Remove	
668	*Thuja occidentalis*	Arborvitae	6"	4'	6'	68.75			Remove	Multi-stem
669	*Prunus subhirtella*	Weeping Cherry	8"	8'	8'	68.75			Remove	
670	*Ilex opaca*	American Holly	9"	6'	9'	75.00			Remove	
671	*Ilex opaca*	American Holly	7"	6'	7'	65.63			Remove	
672	*Ulmus americana*	American Elm	7"	7'	7'	56.25			Remove	Co-dominant
673	*Juglans nigra*	Black Walnut	11"	10'	11'	68.75			Remove	
674	*Juglans nigra*	Black Walnut	15"	8'	15'	71.88			Remove	
675	*Unknown*	Unknown	11"	10'	11'	0.00	Yes	Co-Owned	Remove	Dead
699	*Unknown*	Unknown	6"	6'	6'	18.75	Yes		Remove	Dying
700	*Unknown*	Unknown	7"	5'	7'	0.00	Yes	Co-Owned	Remove	Dead
704	*Unknown*	Unknown	7"	5'	7'	0.00	Yes	Offsite	Remove	Dead
705	*Acer rubrum*	Red Maple	9"	5'	9'	0.00	Yes	Co-Owned	Remove	Dead
706	*Ulmus americana*	American Elm	17"	12'	17'	71.88			Remove	
779	*Robinia pseudoacacia*	Black Locust	11"	10'	11'	0.00	Yes		Remove	Dead
780	*Juglans nigra*	Black Walnut	9"	8'	9'	25.00	Yes	Co-Owned	Remove	Dying
781	*Juniperus virginiana*	Eastern Redcedar	8"	8'	8'	75.00		Co-Owned	Remove	
782	*Juglans nigra*	Black Walnut	17"	23'	17'	62.50			Remove	Co-dominant
783	*Acer platanoides*	Norway Maple	20"	12'	20'	68.75			Remove	Multi-stem
784	*Carya glabra*	Pignut Hickory	6"	6'	6'	59.38			Remove	
785	*Juniperus virginiana*	Easter Redcedar	9"	8'	9'	43.75			Remove	Ivy
786	*Juglans nigra*	Black Walnut	12"	10'	12'	53.13			Remove	
787	*Ulmus americana*	American Elm	6"	6'	6'	34.38	Yes		Remove	
788	*Morus rubra*	Mulberry	17"	15'	17'	37.50	Yes		Remove	Trunk decay
789	*Celtis Occidentalis*	Hackberry	9"	8'	9'	46.88			Remove	Ivy
790	Celtis Occidentalis	Hackberry	6"	6'	6'	62.50			Remove	
791	Juniperus virginiana	Eastern Redcedar	22"	18'	22'	43.75			Remove	Co-dominant; ivy
792	Juniperus virginiana	Eastern Redcedar	14"	14'	14'	46.88			Remove	Ivy
793	Morus rubra	Mulberry	7"	6'	7'	18.75	Yes		Remove	Diseased
794	Morus rubra	Mulberry	12"	10'	12'	12.50	Yes		Remove	Dying
797	Juglans nigra	Black Walnut	16"	16'	16'	62.50			Remove	
798	Morus rubra	Mulberry	10"	12'	10'	37.50	Yes		Remove	Co-dominant; trunk wound
799	Morus rubra	Mulberry	16"	14'	16'	40.63			Remove	Co-dominant; leaning
800	Unknown	Unknown	7"	6'	7'	0.00	Yes	Co-Owned	Remove	Dead
854	Prunus serotina	Black Cherry	13"	12'	13'	53.13		Co-Owned	Remove	
855	Ulmus americana	American Elm	14"	13'	14'	62.50			Remove	Co-dominant
856	Juniperus virginiana	Eastern Redcedar	28"	18'	28'	68.75			Remove	Co-dominant
857	Juglans nigra	Black Walnut	18"	16'	18'	53.13			Remove	Co-dominant
858	Juniperus virginiana	Eastern Redcedar	18"	16'	18'	46.88			Remove	Co-dominant; ivy
859	Juniperus virginiana	Eastern Redcedar	18"	18'	18'	43.75			Remove	Ivy
860	Juglans nigra	Black Walnut	18"	18'	18'	0.00	Yes		Remove	Dead
861	Juniperus virginiana	Eastern Redcedar	18"	18'	18'	40.63			Remove	Co-dominant
862	Juniperus virginiana	Eastern Redcedar	18"	16'	18'	43.75			Remove	Ivy
863	Juniperus virginiana	Eastern Redcedar	18"	16'	18'	34.38	Yes		Remove	Co-dominant; 1 broken
864	Prunus serotina	Black Cherry	15"	12'	15'	56.25			Remove	Multi-leader
865	Juniperus virginiana	Eastern Redcedar	15"	12'	15'	37.50	Yes		Remove	Ivy; broken branches
866	Juniperus virginiana	Eastern Redcedar	15"	13'	15'	37.50	Yes		Remove	Ivy; broken branches
867	Prunus serotina	Black Cherry	4"	6'	4'	46.88			Remove	Multi-leader
868	Prunus serotina	Black Cherry	9"	9'	9'	53.13			Remove	Multi-leader; ivy
869	Juniperus virginiana	Eastern Redcedar	10"	10'	10'	56.25			Remove	
870	Juniperus virginiana	Eastern Redcedar	10"	8'	10'	53.13			Remove	
871	Juniperus virginiana	Eastern Redcedar	10"	8'	10'	46.88			Remove	
872	Juniperus virginiana	Eastern Redcedar	12"	12'	12'	53.13			Remove	Co-dominant
873	Juniperus virginiana	Eastern Redcedar	10"	13'	10'	71.88			Remove	
874	Juniperus virginiana	Eastern Redcedar	12"	18'	12'	68.75			Remove	Co-dominant
875	Juniperus virginiana	Eastern Redcedar	18"	14'	18'	65.63			Remove	
876	Juniperus virginiana	Eastern Redcedar	12"	12'	12'	68.75			Remove	
877	Juniperus virginiana	Eastern Redcedar	13"	12'	13'	68.75			Remove	
878	Morus rubra	Mulberry	15"	14'	15'	46.88			Remove	
879	Gleditsia triavanthos var. inermis	Thornless Honeylocust	18"	16'	18'	53.13			Remove	Tristed Leader
880	Juglans nigra	Black Walnut	12"	12'	12'	46.88			Remove	Curved
881	Juglans nigra	Black Walnut	15"	10'	15'	56.25			Remove	Multi-leader
882	Juglans nigra	Black Walnut	18"	16'	18'	75.00			Remove	
883	Celtis Occidentalis	Hackberry	8"	7'	8'	65.63			Remove	
884	Juglans nigra	Black Walnut	15"	16'	15'	53.13			Remove	
885	Juniperus virginiana	Eastern Redcedar	15"	12'	15'	65.63			Remove	
886	Ulmus americana	American Elm	18"	15'	18'	78.13			Remove	
887	Juniperus virginiana	Eastern Redcedar	36"	20'	36'	53.13			Remove	
888	Juniperus virginiana	Eastern Redcedar	15"	12'	15'	46.88			Remove	Ivy
889	Juglans nigra	Black Walnut	18"	16'	18'	59.38			Remove	
890	Quercus palustris	Pin Oak	8"	9'	8'	81.25			Remove	
891	Acer platanoides	Norway Maple	15"	12'	15'	68.75		Co-Owned	Remove	
892	Juglans nigra	Black Walnut	36"	18'	36'	37.50	Yes	Offsite	Remove	Ivy
893	Juglans nigra	Black Walnut	6"	10'	6'	34.38	Yes		Remove	Ivy; co-dominant
894	Juglans nigra	Black Walnut	12"	10'	12'	37.50	Yes	Offsite	Remove	Ivy
895	Morus rubra	Mulberry	12"	10'	12'	28.13	Yes	Offsite	Remove	Leaning; trunk wound
896	Prunus serotina	Black Cherry	15"	12'	15'	53.13		Co-Owned	Remove	Co-dominant
1057	Robinia pseudoacacia	Black Locust	12"	12'	12'	37.50	Yes	Offsite	Remove	Co-dominant; ivy
1058	Robinia pseudoacacia	Black Locust	12"	12'	12'	37.50	Yes	Offsite	Remove	Ivy
1059	Tilia americana	American Linden	42"	28'	42'	68.75			Remove	
1060	Ulmus americana	American Elm	10"	6'	10'	0.00	Yes		Remove	Dead
1076	Acer rubrum	Red Maple	36"	15'	36'	43.75			Remove	Leader broken off
1077	Ilex opaca	American Holly	12"	6'	12'	62.50			Remove	
1080	Quercus palustris	Pin Oak	15"	10'	15'	84.38			Remove	
1083	Robinia pseudoacacia	Black Locust	10"	6'	10'	56.25			Remove	
1084	Prunus serotina	Black Cherry	12"	12'	12'	56.25		Offsite	Preserve	Curved trunk

TREE NO.	BOTANICAL NAME	COMMON NAME	SIZE	CANOPY	CRZ	CONDITION RATING	POOR CONDITION?	CO-OWNED/ OFFSITE	STATUS	COMMENTS
			(in)	R (ft.)	R (ft.)	%			(Remove or Preserve)	
1100	Robinia pseudoacacia	Black Locust	15"	6'	15'	53.13		Offsite	Preserve	Multi-leader
1185	Robinia pseudoacacia	Black Locust	24"	16'	24'	37.50	Yes		Remove	Ivy
1186	Cornus florida	Flowering Dogwood	8"	8'	8'	65.63			Remove	
1295	Cornus florida	Flowering Dogwood	6"	6'	6'	68.75			Remove	
1296	Robinia pseudoacacia	Black Locust	30"	20'	30'	59.38			Remove	Ivy; large trunk wound
1296	Cornus florida	Flowering Dogwood	4"	6'	4'	75.00			Remove	Multi-stem
1298	Ligustrum ovalifolium	Privet	9"	6'	9'	46.88			Remove	Co-dominant; 1 dying
1299	Prunus serotina	Black Cherry	15"	12'	15'	59.38			Remove	Trunk decay
1300	Betula papyrifera	Paper Birch	10"	8'	10'	43.75			Remove	Co-dominant
1399	Cornus florida	Flowering Dogwood	12"	6'	12'	68.75			Remove	
1875	Robinia pseudoacacia	Black Locust	12"	15'	12'	43.75		Offsite	Remove	Co-dominant; ivy
1876	Robinia pseudoacacia	Black Locust	30"	16'	30'	46.88			Remove	Ivy
1877	Robinia pseudoacacia	Black Locust	10"	8'	10'	62.50			Remove	
1878	Robinia pseudoacacia	Black Locust	30"	6'	30'	12.50	Yes		Remove	Broken in half
1879	Tsuga canadensis	Canadian Hemlock	7"	8'	7'	71.88			Remove	
1880	Robinia pseudoacacia	Black Locust	30"	18'	30'	46.88			Remove	Ivy
1881	Acer platanoides	Norway Maple	15"	12'	15'	68.75		Co-Owned	Remove	Multi-stem
1882	Robinia pseudoacacia	Black Locust	30"	22'	30'	46.88		Co-Owned	Remove	Ivy
1883	Robinia pseudoacacia	Black Locust	24"	18'	24'	31.25	Yes	Offsite	Remove	Open trunk wound
1884	Morus rubra	Mulberry	12"	12'	12'	53.13		Offsite	Remove	

NOTES:

1. TREE INVENTORY DATA COLLECTED ON DECEMBER 08, 2017, BY JOHN LIGHTLE, ISA-CA #MA-5174A.
2. ALL OFFSITE AND CO-OWNED TREES PROPOSED TO BE REMOVED AT TIME OF SITE PLAN SHALL HAVE APPROVAL LETTERS FOR REMOVAL, SIGNED BY THE OFFSITE OWNERS, AND RECEIVED BY THE CITY'S URBAN FORESTER PRIOR TO APPROVAL OF THE SITE PLAN.

This Plan Prepared or Approved by:
John Lightle, ISA Certified Arborist
MA-5174A

REVISIONS

No.	DATE	DESCRIPTION

PLAN DATE
10-18-2016
04-22-2024
06-11-2024
09-03-2024
12-02-2024

Urban, Ltd.
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www.urban-ltd.com
Planners • Engineers • Landscape Architects • Land Surveyors

COMMONWEALTH OF VIRGINIA
John Lightle
Lic. No. 1957
12/02/2024
LANDSCAPE ARCHITECT

TREE INVENTORY
4131 CHAIN BRIDGE ROAD
REZONING CDP-GDP
CITY OF FAIRFAX, VIRGINIA

DATE: DEC., 2024
C.I.= N/A
SCALE: N/A

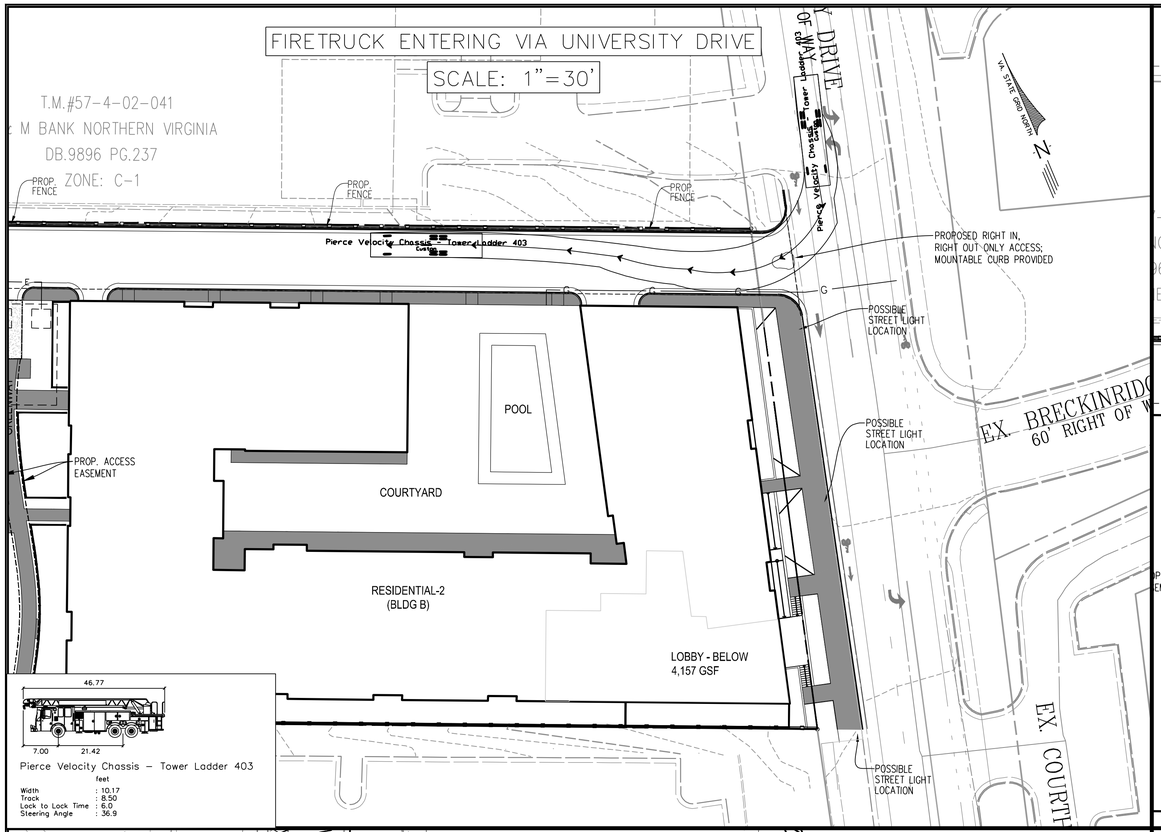
SHEET 27 OF 38

FILE No. RZ-12787

Urban, Ltd. – J:\JOBS\4131 Chain Bridge Rd\Rezoning\12787-34- Tree Inventory.dwg [TREE INVENTORY PLAN 2] December 03, 2024 – 8:42am aarensberg

FIRETRUCK ENTERING VIA UNIVERSITY DRIVE

SCALE: 1"=30'



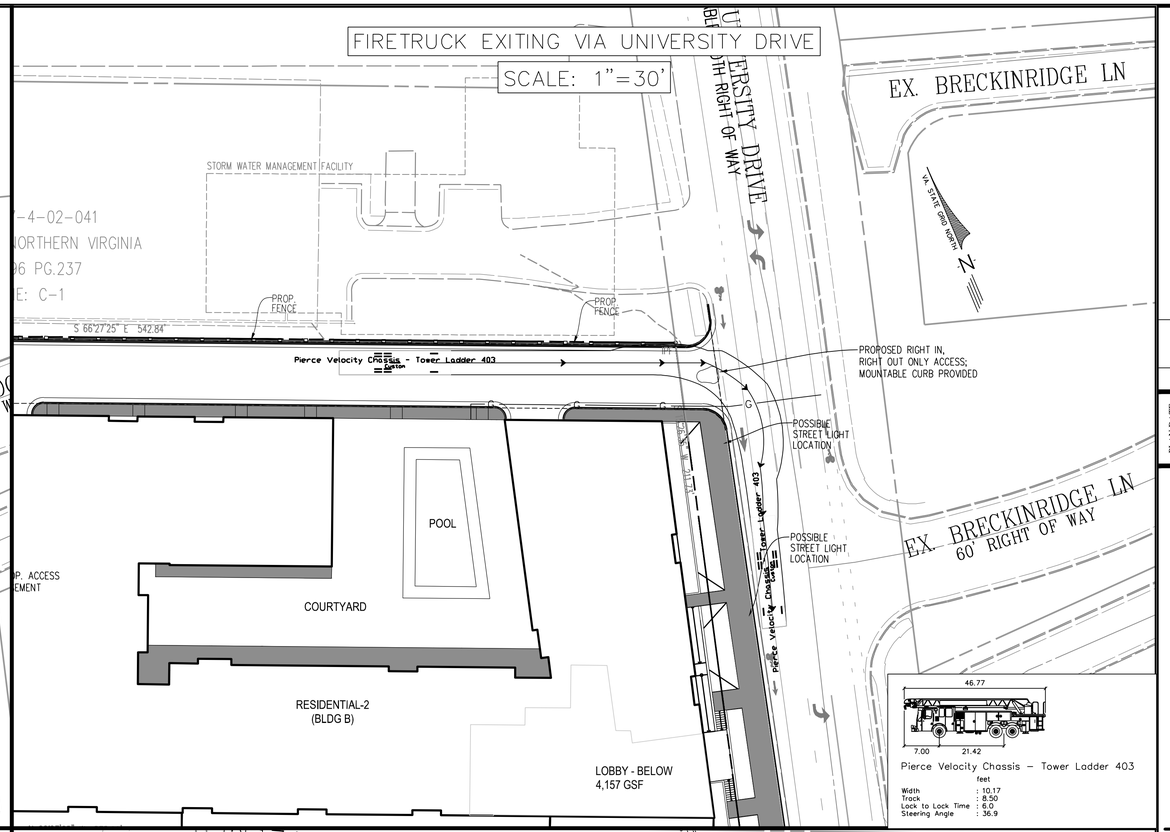
Pierce Velocity Chassis – Tower Ladder 403

feet

Width	: 10.17
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.9

FIRETRUCK EXITING VIA UNIVERSITY DRIVE

SCALE: 1"=30'



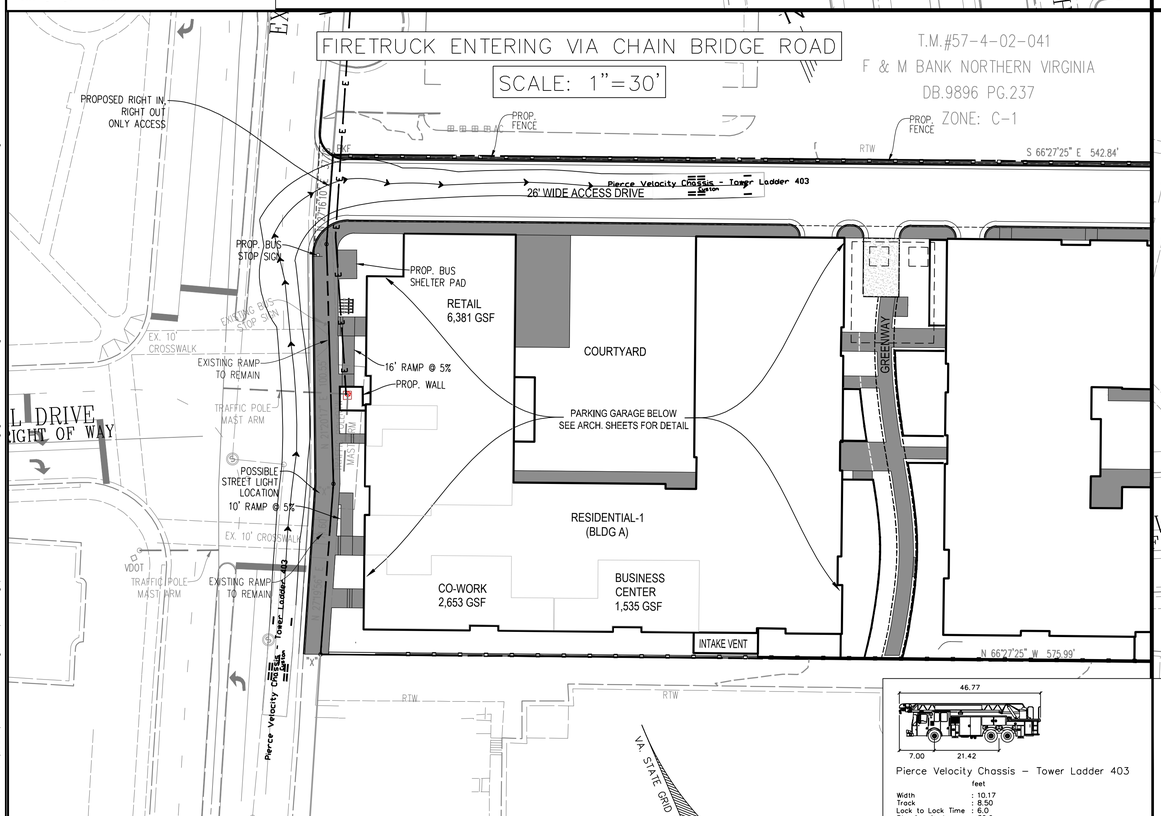
Pierce Velocity Chassis – Tower Ladder 403

feet

Width	: 10.17
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.9

FIRETRUCK ENTERING VIA CHAIN BRIDGE ROAD

SCALE: 1"=30'



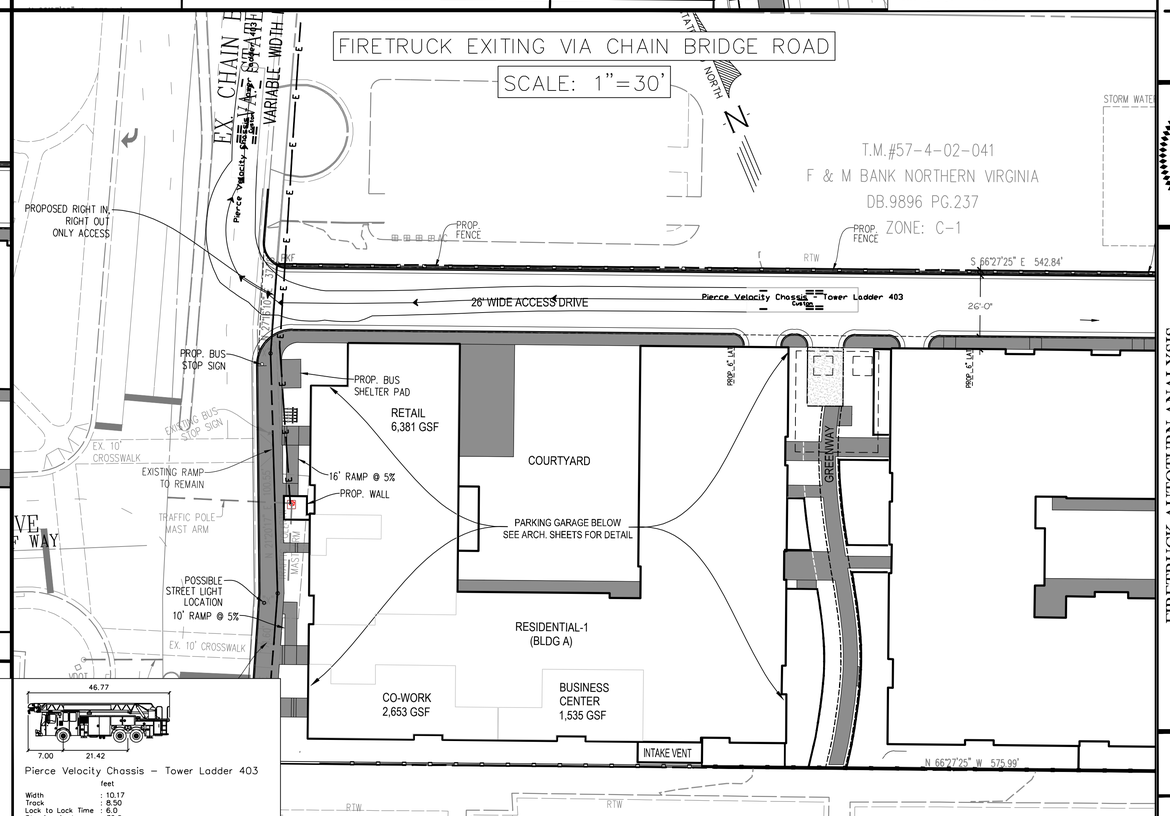
Pierce Velocity Chassis – Tower Ladder 403

feet

Width	: 10.17
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.9

FIRETRUCK EXITING VIA CHAIN BRIDGE ROAD

SCALE: 1"=30'



Pierce Velocity Chassis – Tower Ladder 403

feet

Width	: 10.17
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.9

No.	DATE	DESCRIPTION
		REVISIONS

PLAN DATE
05-04-2016
10-18-2016
04-22-2024
06-11-2024
09-03-2024
12-02-2024
- - - -

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COMMONWEALTH OF VIRGINIA
PROFESSIONAL ENGINEER
CLAYTON E. FOCK
LICENSE NO. 036790
12/02/2024

FIRETRUCK AUTOTURN ANALYSIS
4131 CHAIN BRIDGE ROAD
REZONING CDP-GDP
CITY OF FAIRFAX, VIRGINIA
SCALE: AS NOTED
C.I.= N/A
DATE: DEC., 2024

SHEET
28
OF
38

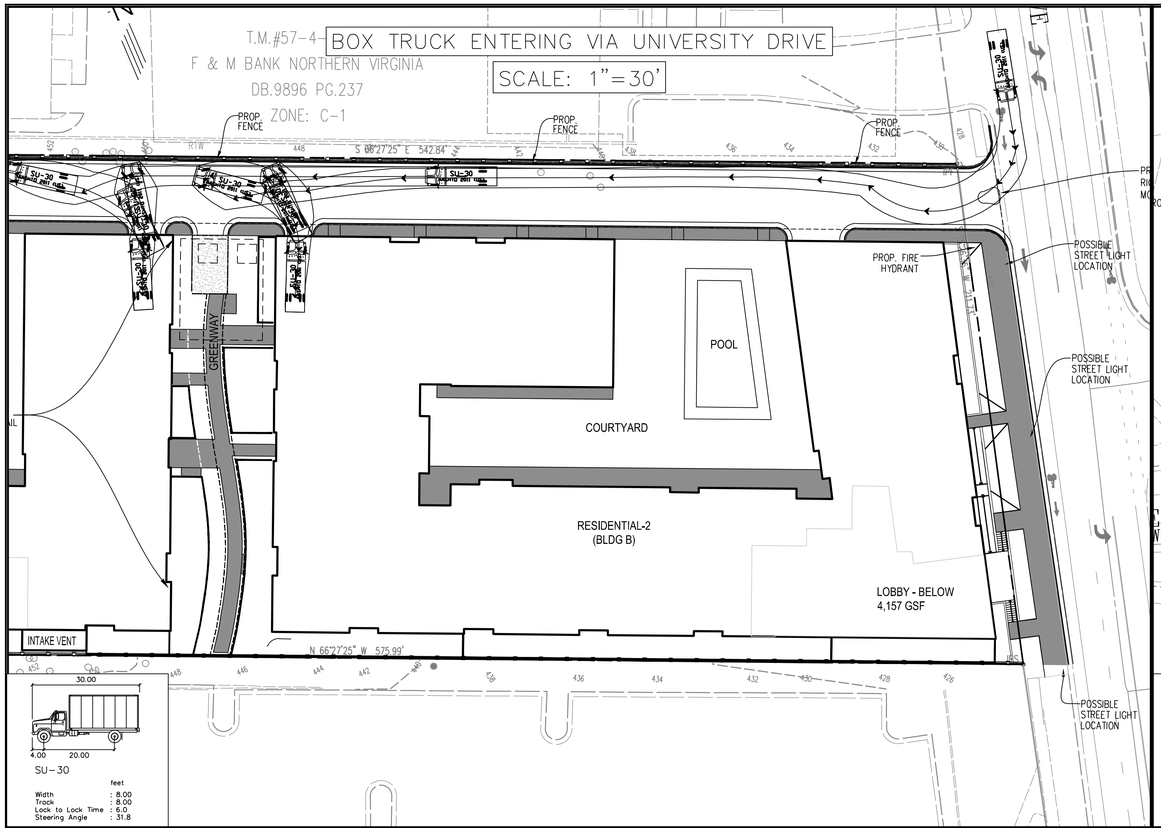
FILE No.
RZ-12787

Urban, Ltd. – J:\JOBS\4131 Chain Bridge Rd\Rezoning\12787-33-Auto Turn Exhibit.dwg [Firetruck Autoturn] December 03, 2024 - 8:42am aarensberg

BOX TRUCK ENTERING VIA UNIVERSITY DRIVE

SCALE: 1"=30'

T.M.#57-4-
F & M BANK NORTHERN VIRGINIA
DB.9896 PG.237
PROP. ZONE: C-1

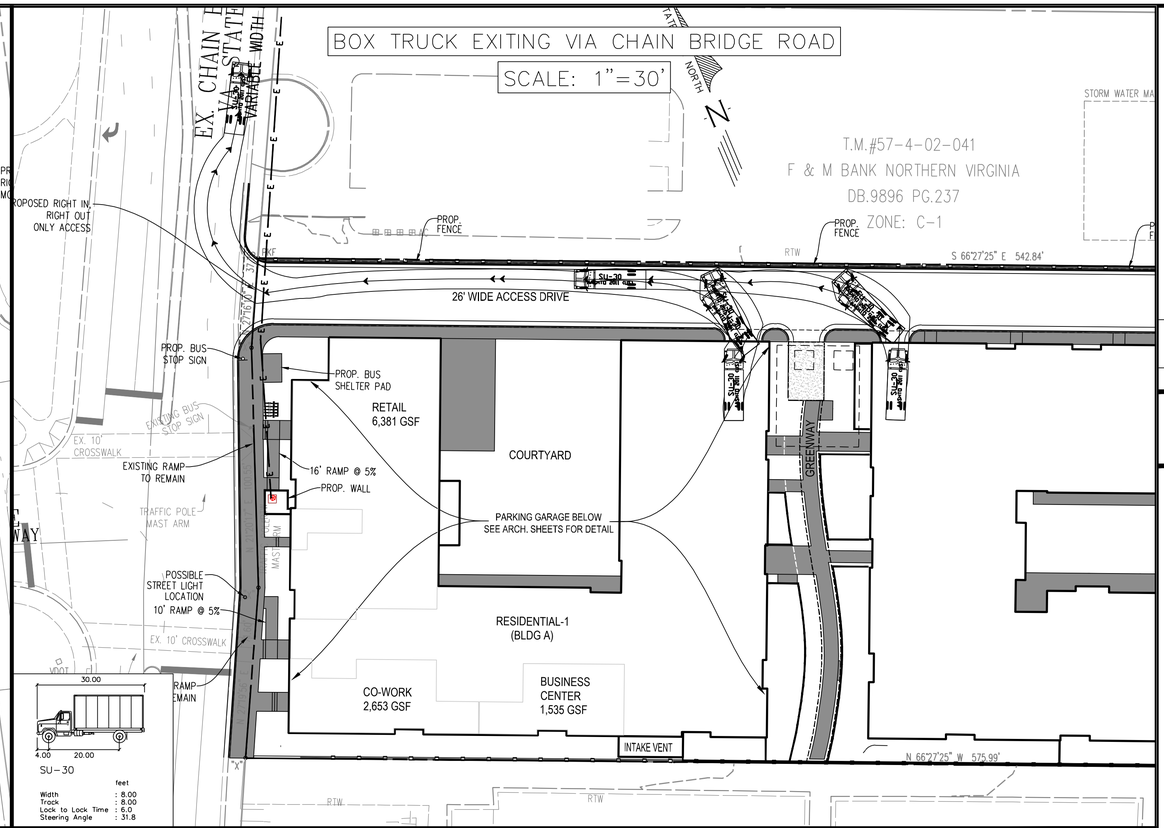


SU-30

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.8

BOX TRUCK EXITING VIA CHAIN BRIDGE ROAD

SCALE: 1"=30'

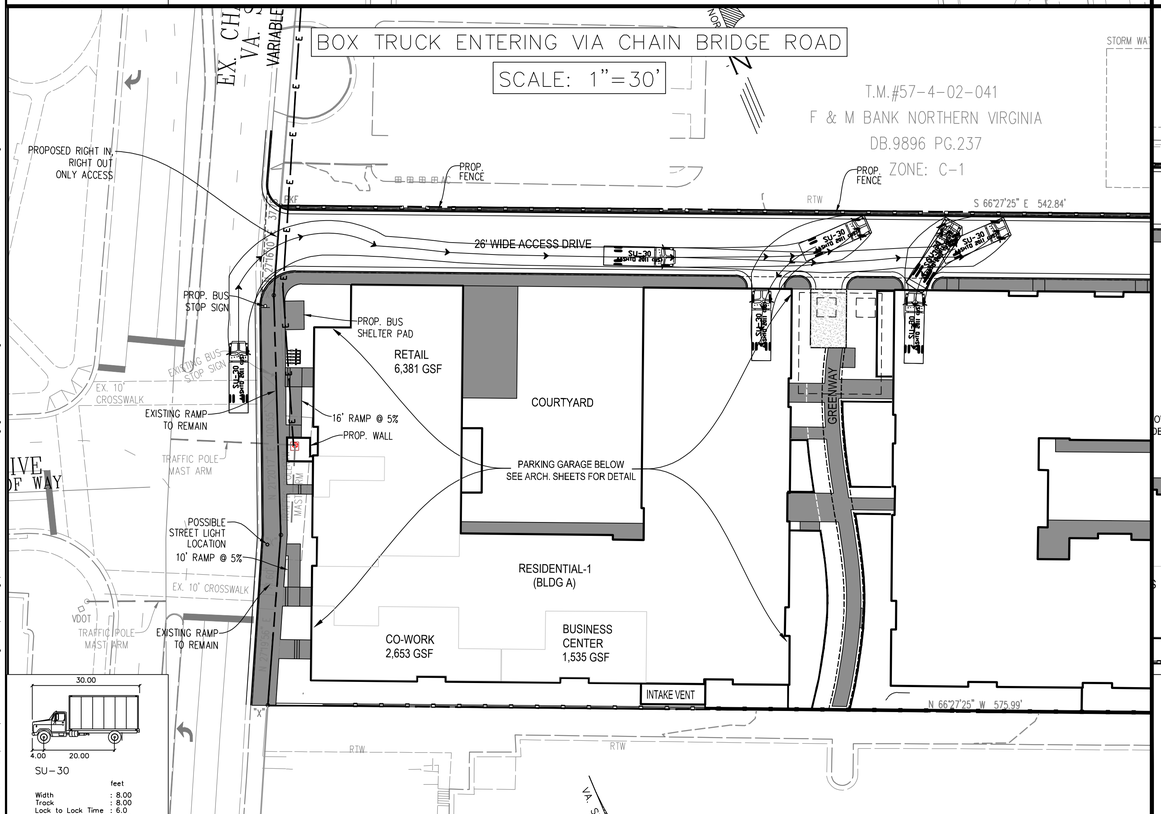


SU-30

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.8

BOX TRUCK ENTERING VIA CHAIN BRIDGE ROAD

SCALE: 1"=30'

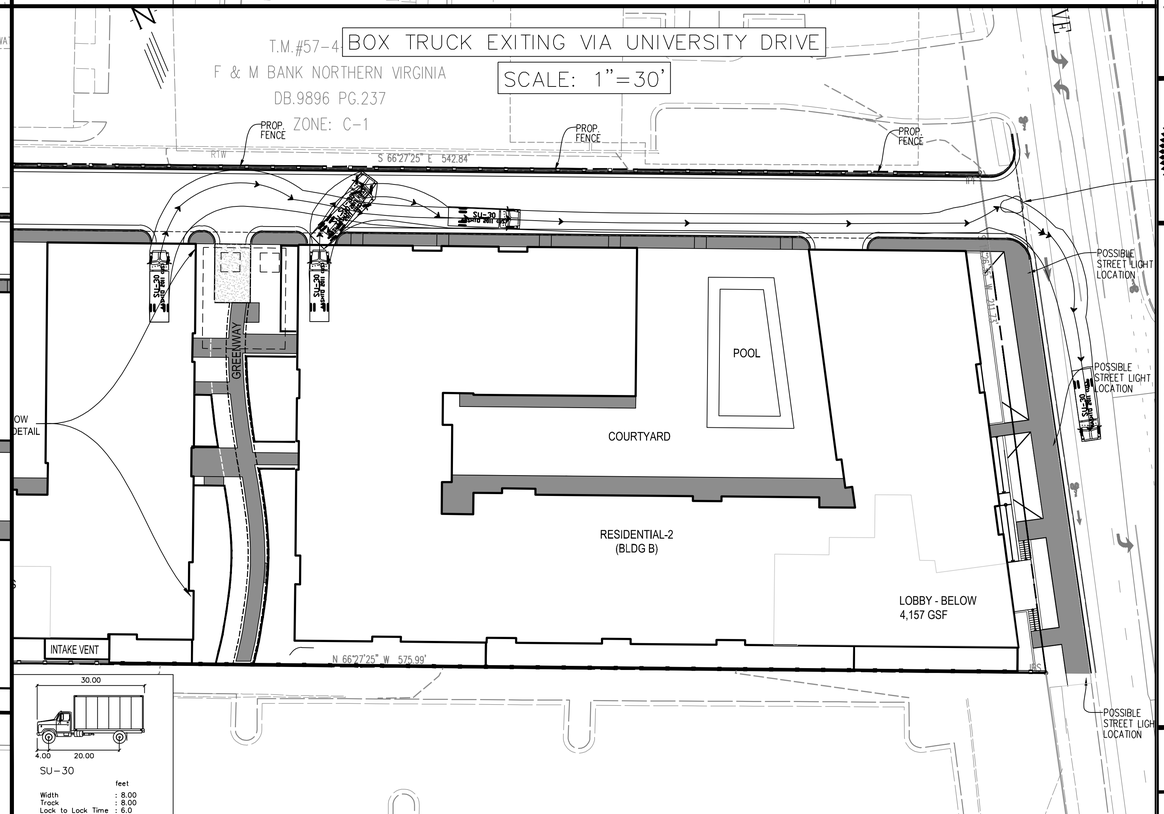


SU-30

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.8

BOX TRUCK EXITING VIA UNIVERSITY DRIVE

SCALE: 1"=30'



SU-30

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.8

No.	DATE	DESCRIPTION
-	- - - -	REVISIONS

PLAN DATE
05-04-2016
10-18-2016
04-22-2024
06-11-2024
09-03-2024
12-02-2024

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4200 TECHNOLOGY CT.
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COMMONWEALTH OF VIRGINIA
CLAYTON T. TACK
LIC. No. 036790
PROFESSIONAL ENGINEER
12/02/2024

BOX TRUCK AUTOTURN ANALYSIS
4131 CHAIN BRIDGE ROAD REZONING CDP-GDP
CITY OF FAIRFAX, VIRGINIA

SCALE: AS NOTED
C.I.= N/A
DATE: DEC., 2024

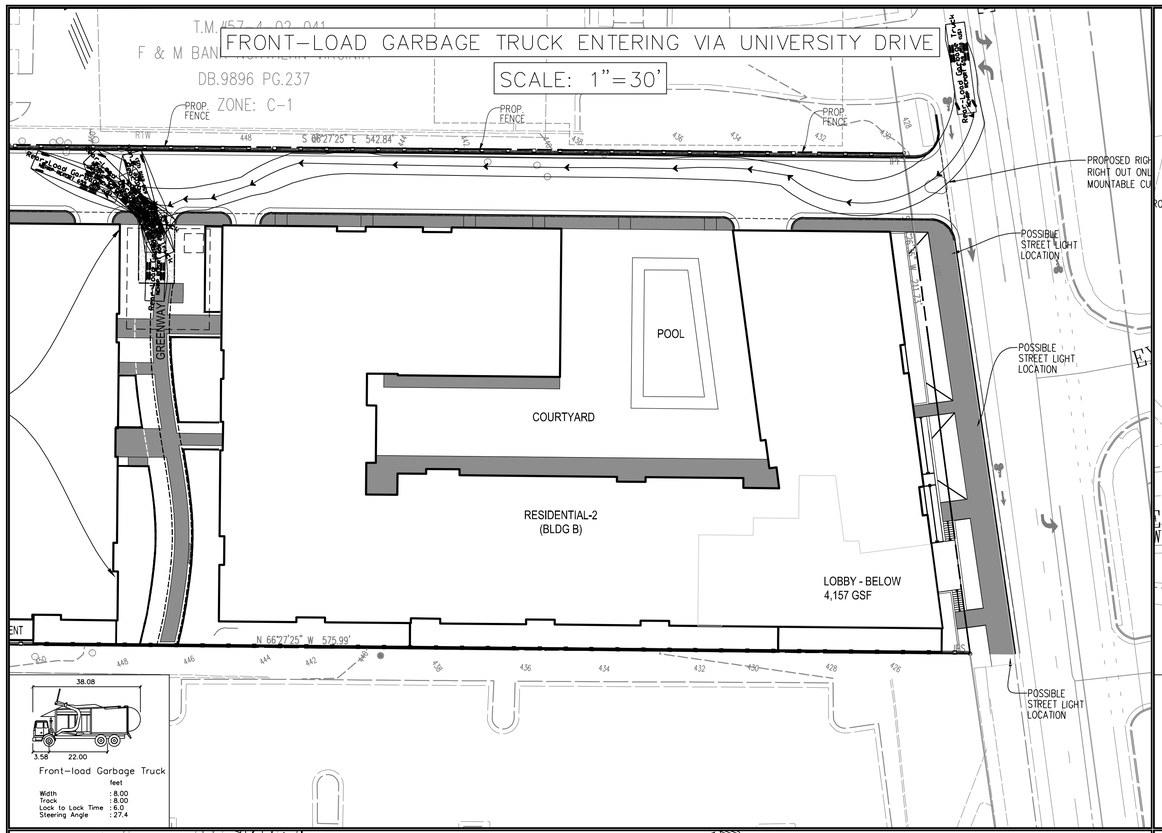
SHEET
29
OF
38

FILE No.
RZ-12787

Urban, Ltd. - J:\JOBS\4131 Chain Bridge Rd\Rezoning\12787-33-Auto Turn Exhibit.dwg [SU-30 Autoturn] December 03, 2024 - 8:43am aarensberg

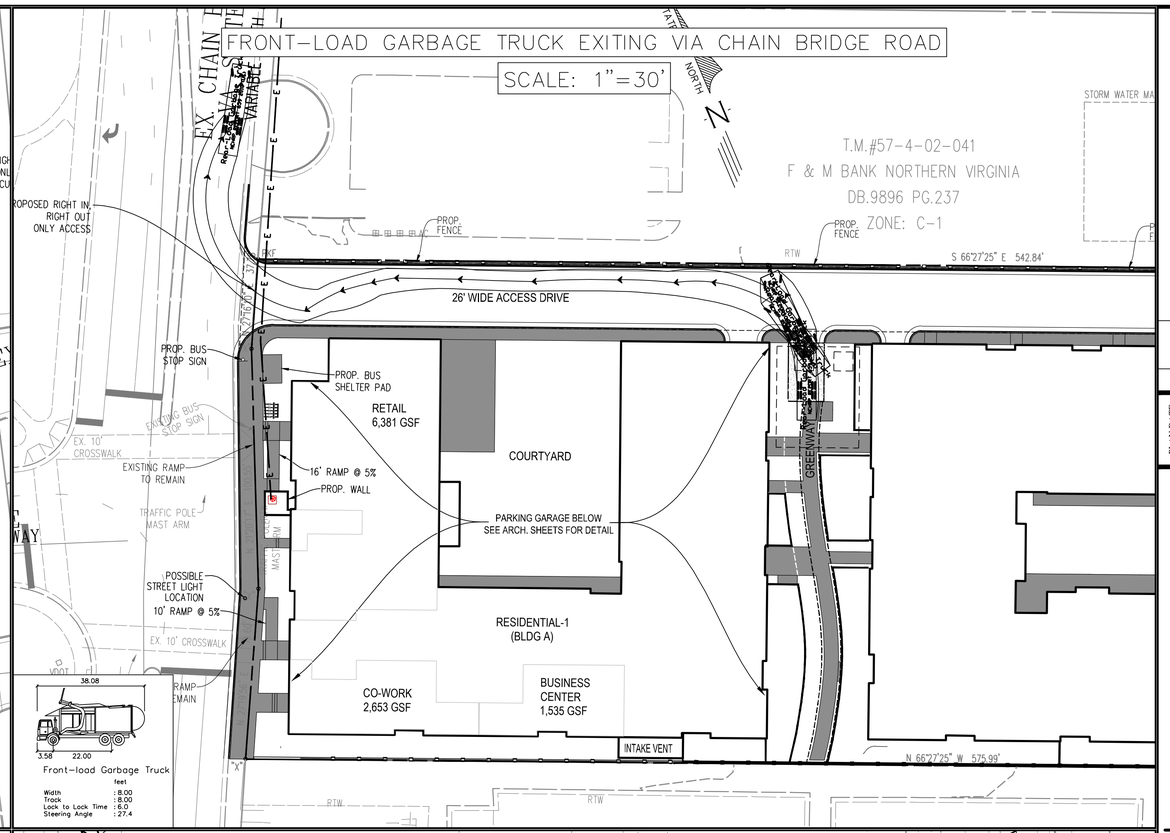
FRONT-LOAD GARBAGE TRUCK ENTERING VIA UNIVERSITY DRIVE

SCALE: 1"=30'



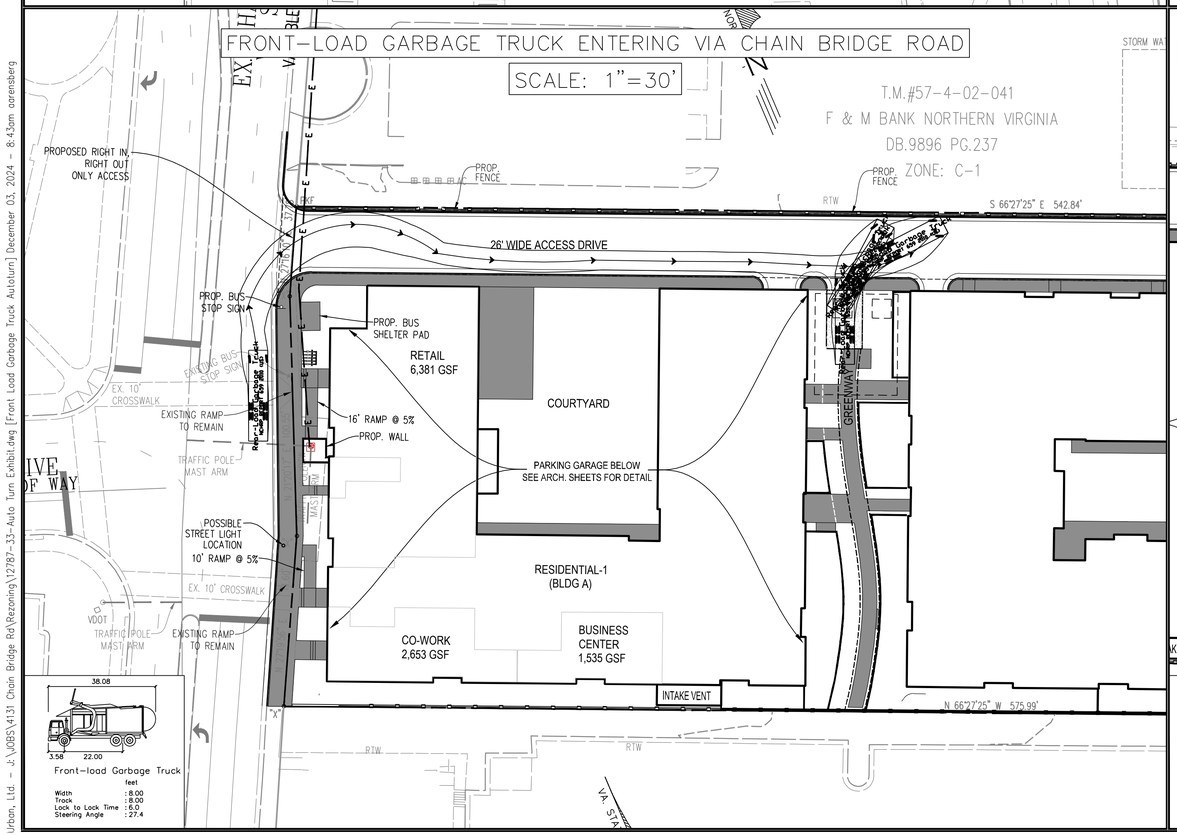
FRONT-LOAD GARBAGE TRUCK EXITING VIA CHAIN BRIDGE ROAD

SCALE: 1"=30'



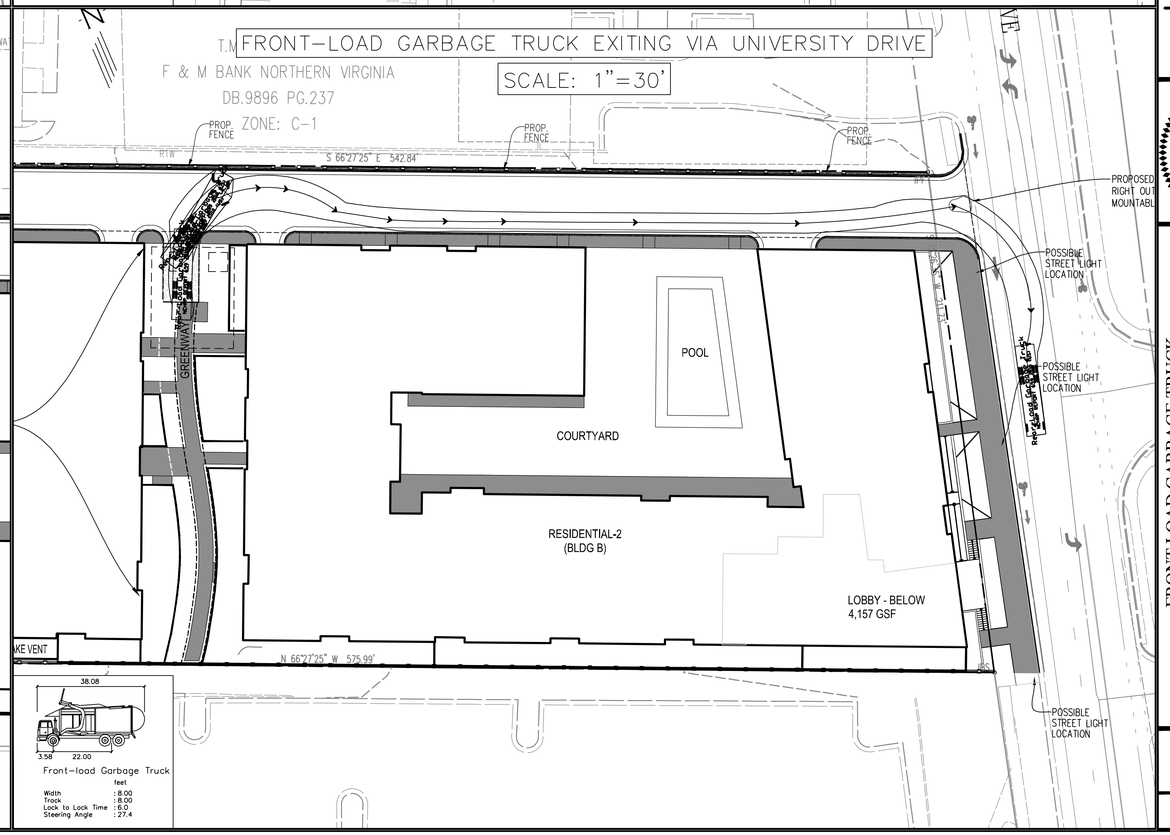
FRONT-LOAD GARBAGE TRUCK ENTERING VIA CHAIN BRIDGE ROAD

SCALE: 1"=30'



FRONT-LOAD GARBAGE TRUCK EXITING VIA UNIVERSITY DRIVE

SCALE: 1"=30'



No.	DATE	DESCRIPTION
		REVISIONS

PLAN DATE
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COMMONWEALTH OF VIRGINIA
ENGINEER
CLAIRE C. GRONAUER
LIC. No. 036790
12/02/2024
PROFESSIONAL

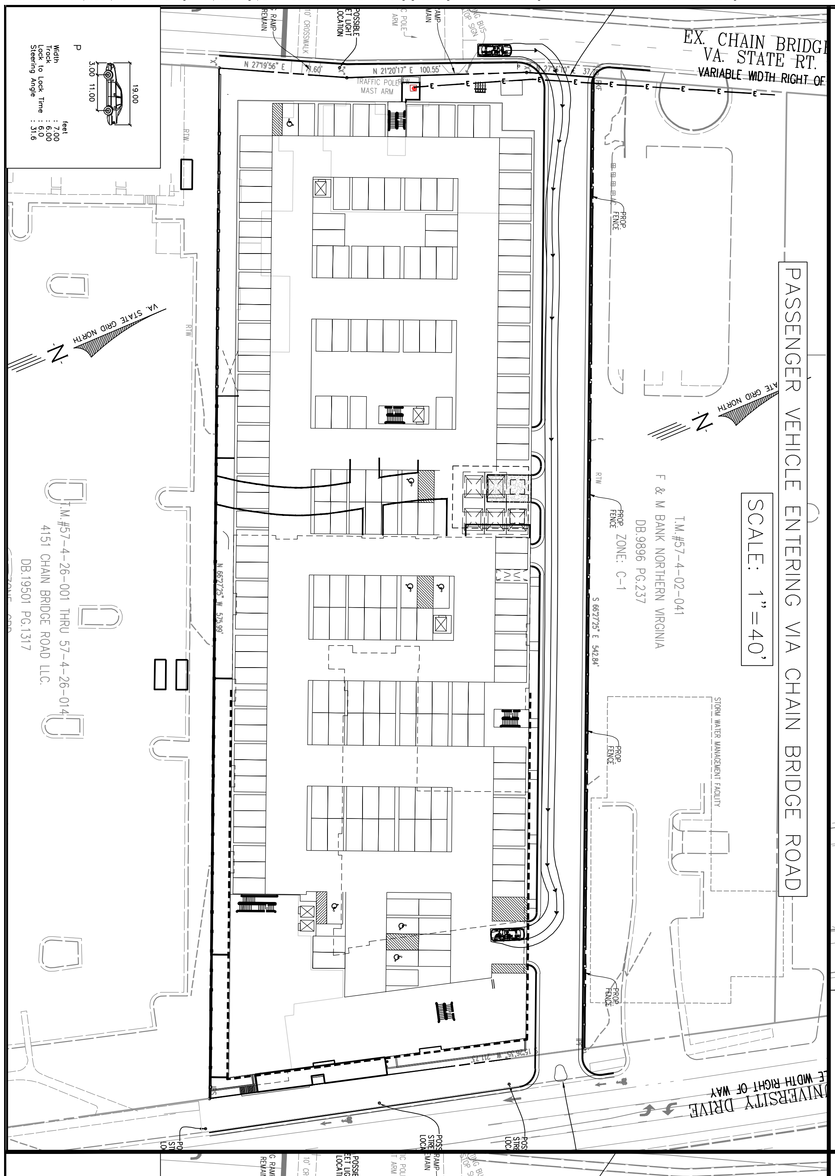
FRONT LOAD GARBAGE TRUCK
4131 CHAIN BRIDGE ROAD REZONING CDP-GDP
CITY OF FAIRFAX, VIRGINIA
DATE: DEC., 2024
SCALE: AS NOTED
C.I.= N/A

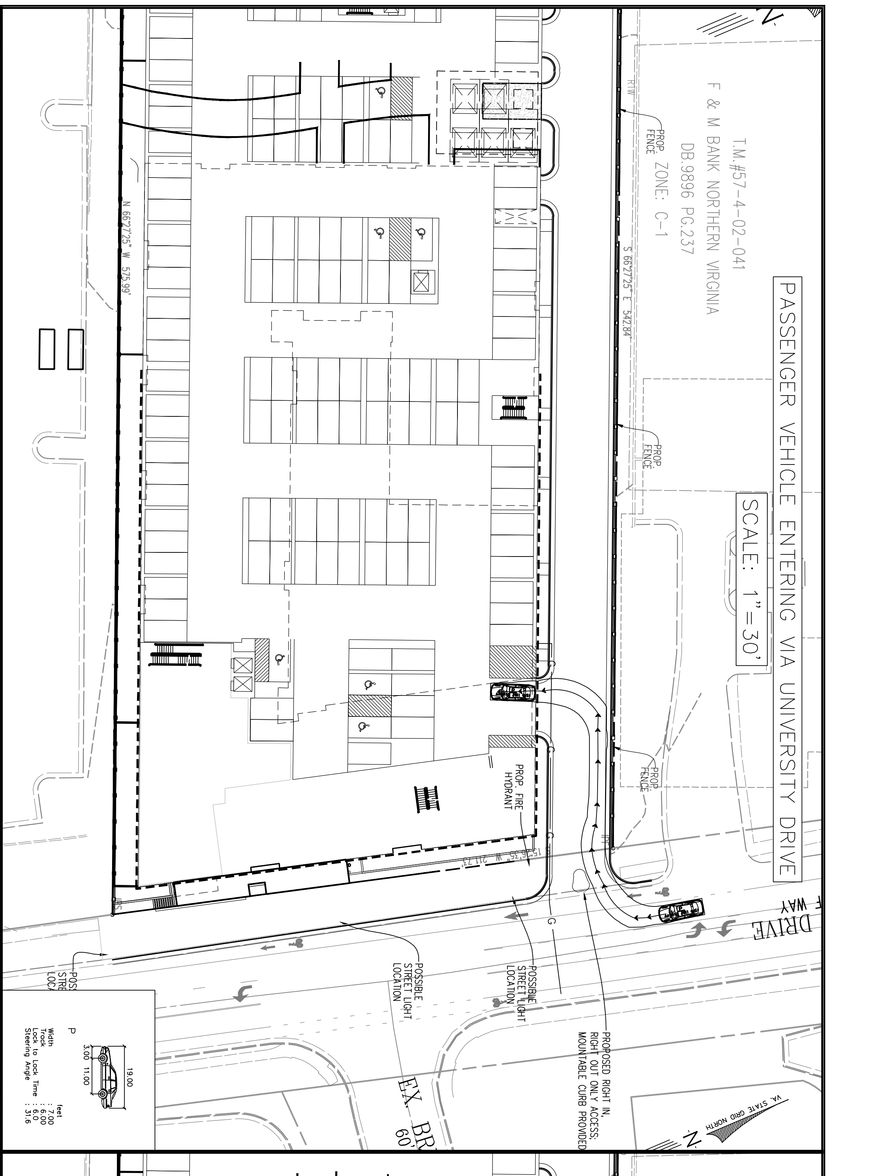
SHEET
30
OF
38

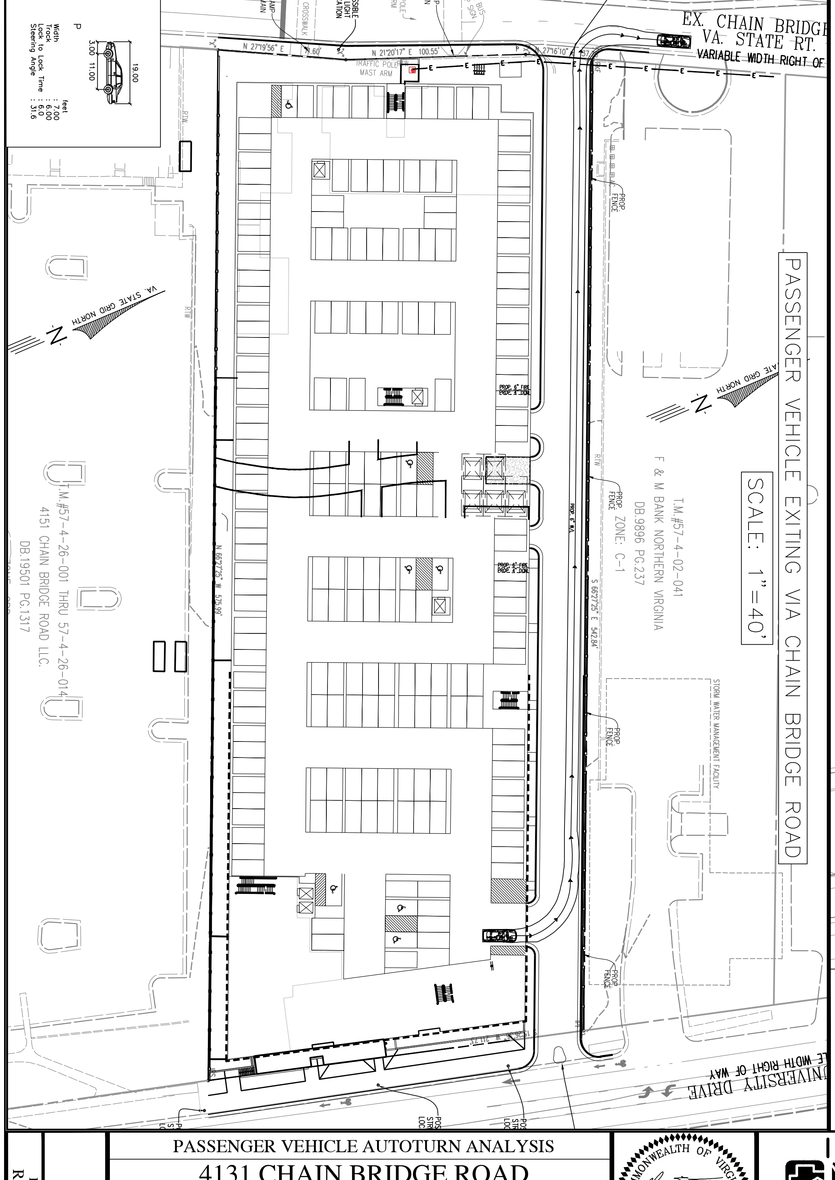
FILE No.
RZ-12787

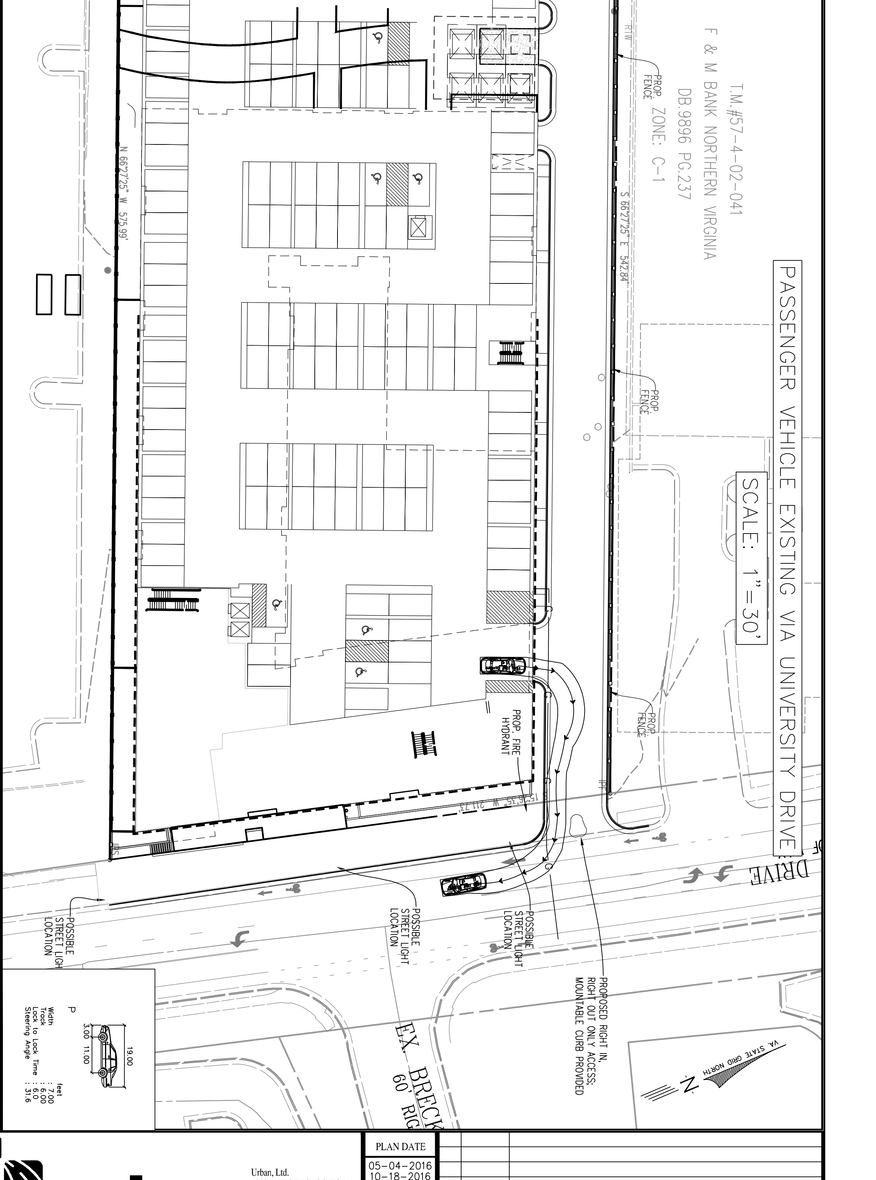
Urban, Ltd. – J:\JOBS\4131 Chain Bridge Rd\Rezoning\12787-33-Auto Turn Exhibit.dwg [Front Load Garbage Truck Autoturn] December 03, 2024 - 8:43am agrensberg

Urban, Ltd. - J:\JOBS\4131 Chain Bridge Rd\Rezoning\12787-33-Auto Turn Exhibit.dwg [Passenger Vehicle Autoturn] December 03, 2024 - 8:43am aarensberg









PASSENGER VEHICLE AUTOTURN ANALYSIS

4131 CHAIN BRIDGE ROAD REZONING CDP-GDP

CITY OF FAIRFAX, VIRGINIA

SCALE: AS NOTED C.I.= N/A DATE: DEC., 2024

FILE No. RZ-12787

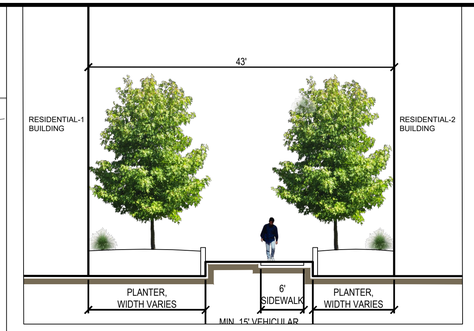
SHEET 31 OF 38

COMMONWEALTH OF VIRGINIA
CLAYTON C. TOCK
Lic. No. 036790
12/02/2024
PROFESSIONAL ENGINEER

urban
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PLAN DATE
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No.	DATE	DESCRIPTION
		REVISIONS



A-A' GREENWAY SECTION

SCALE: 1" = 10'

LEGEND

- PROPOSED CANOPY TREES ONSITE
- PROPOSED STREET TREES OFFSITE (WITHIN RIGHT-OF-WAY)
- PROPOSED SMALL DECIDUOUS TREES ONSITE
- PROPOSED EVERGREEN TREES ONSITE
- PROPOSED SHRUBS ONSITE
- XX SUPER SILT FENCE/ TREE PROTECTION FENCE
- ROOT PRUNING

EX. CHAIN BRIDGE ROAD VA. STATE RT. 123 VARIABLE WIDTH RIGHT OF WAY

EX. UNIVERSITY DRIVE VARIABLE WIDTH RIGHT OF WAY

EX. BRECKINRIDGE LN

EX. BRECKINRIDGE LN 60' RIGHT OF WAY

EX. JUDICIAL DRIVE VARIABLE WIDTH RIGHT OF WAY

EX. COURTHOUSE DR

T.M.#57-4-02-041
F & M BANK NORTHERN VIRGINIA
DB.9896 PG.237
ZONE: C-1

T.M.#57-4-26-001 THRU 57-4-26-014
4151 CHAIN BRIDGE ROAD LLC.
DB.19501 PG.1317
ZONE: CPD

OUTDOOR LOUNGE AREA
SYNTHETIC LAWN

OVERHEAD ARBOR
GRILLING STATION &
DINING TABLE/CHAIRS

PROPOSED RIGHT IN, RIGHT OUT ONLY ACCESS

PROPOSED RIGHT IN, RIGHT OUT ONLY ACCESS; MOUNTABLE CURB PROVIDED

26' WIDE ACCESS DRIVE

RETAIL 6,381 GSF

COURTYARD

GREENWAY

POOL

COURTYARD

RESIDENTIAL-1 (BLDG A)

RESIDENTIAL-2 (BLDG B)

CO-WORK 2,663 GSF

BUSINESS CENTER 1,535 GSF

LOBBY - BELOW 4,157 GSF

STORM WATER MANAGEMENT FACILITY

CROSS ACCESS EASEMENT PROVIDED TO THE NORTHERN PROPERTY

CROSS ACCESS EASEMENT PROVIDED TO THE SOUTHERN PROPERTY

PROP. ACCESS EASEMENT

PROP. FIRE HYDRANT

PROP. BUS SHELTER PAD

PROP. WALL

PROP. RETAINING WALL WITH FENCE

PROP. WALL WITH FENCE

PROP. FENCE

PROP. 8" x 16' JELLYFISH FILTER

PROP. SWM VAULTS

PROP. 18" STORM PIPE

PARKING GARAGE BELOW SEE ARCH. SHEETS FOR DETAIL

EX. C&P ESM'T DB. 5778 PG 633

EX. VEPCO ESM'T DB. 5848 PG 1199

EX. 10' CROSSWALK

EXISTING RAMP TO REMAIN

16' RAMP @ 5%

POSSIBLE STREET LIGHT LOCATION

TRAFFIC POLE MAST ARM

INTAKE VENTS

PROPERTY LINE

335' LINE OF SIGHT (RIGHT)

335' LINE OF SIGHT (LEFT)

225' LINE OF SIGHT (LEFT)

40' LINE OF SIGHT (RIGHT)

EX. APPROX GAS

EX. APPROX STORM

EX. APPROX 8" SAN.

EX. FLUSH BRICK MEDIAN

EX. CONC. DRIVEWAY

EX. CG

EX. OHU

EX. TOP

EX. FO

EX. EYE

EX. LOD

EX. TREES

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 in. = 30 ft.

LANDSCAPE NOTE:

1. LANDSCAPING PLAN SUBJECT TO CHANGE WITH APPROVAL FROM CITY OF FAIRFAX URBAN FORESTER.
2. AT TIME OF SITE PLAN, SOIL VOLUME SHALL BE ADEQUATELY PROVIDED FOR ALL TREES TO MEET PFM REQUIREMENTS. IF SOIL VOLUME CANNOT BE MET, THEN ADDITIONAL MEASURES SUCH AS SILVA CELLS, CU SOIL, AND/OR CANTILEVERED SIDEWALKS SHALL BE CONSIDERED.

No.	DATE	DESCRIPTION
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COMMONWEALTH OF VIRGINIA
John Ughetta
Lic. No. 1957
LANDSCAPE ARCHITECT

LANDSCAPE PLAN
4131 CHAIN BRIDGE ROAD
REZONING CDP-GDP
CITY OF FAIRFAX, VIRGINIA

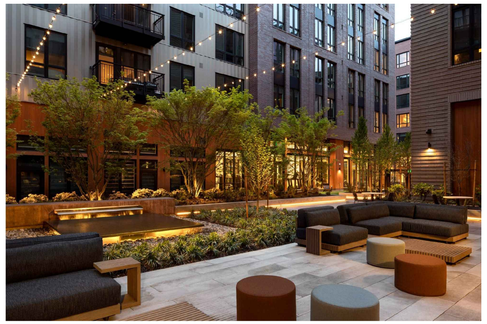
SCALE: 1"=30' C.I.= 2' DATE: DEC., 2024

SHEET 32 OF 38

FILE No. RZ-12787

Urban, Ltd. – J:\JOBS\4131 Chain Bridge Rd\Rezoning\12787-33-Landscape.dwg [LANDSCAPE PLAN] December 03, 2024 – 8:43am aarensberg

FOR ILLUSTRATIVE PURPOSES ONLY



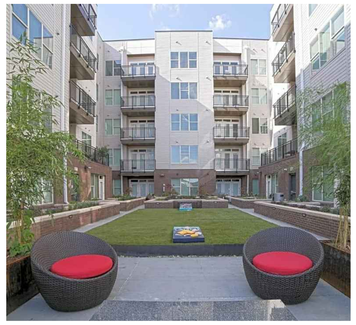
OUTDOOR LOUNGE AREA



POOL



OVERHEAD ARBOR



SYNTHETIC LAWN



GRILLING STATIONS & DINING TABLES / CHAIRS

NOTE: THIS PLAN REFLECTS THE GENERAL CHARACTER AND INTENT OF THE PROPOSED DEVELOPMENT BASED ON PRELIMINARY ENGINEERING, ARCHITECTURAL, AND LANDSCAPE ARCHITECTURAL DESIGN. MINOR VARIATIONS IN PLANT SELECTIONS, TREE QUANTITIES, USE OF BONUS MULTIPLIERS AS ALLOWED BY THE PUBLIC FACILITIES MANUAL FOR CANOPY COVERAGE CREDIT SUCH AS FOR WILDLIFE BENEFITS, NATIVE TREES, AND IMPROVED CULTIVARS MULTIPLIERS , AND VARIATION IN INSTALLED SIZES OF TREES TO INCLUDE MINIMUM 2' CALIPER DECIDUOUS TREES AND MINIMUM 8' HEIGHT EVERGREEN TREES. PLANTS TO IMPROVE SURVIVABILITY, MAY OCCUR WITH THE FINAL BUILDING DESIGN AND SUBDIVISION PLAN. THE GENERAL DENSITY OF TREES SHOWN AND MINIMUM CANOPY COVERAGE REQUIREMENTS SPECIFIED IN THE PUBLIC FACILITIES MANUAL WILL BE PROVIDED.

10-YEAR TREE CANOPY REQUIREMENT CALCULATIONS		
Net Site Area (s.f.)		117,082
Zone: [CU]	Use: [Multifamily]	
Tree Canopy Required (s.f.)	10%	11,708
10-YEAR TREE CANOPY PROVIDED		
Total Canopy Area Provided Through Tree Preservation (s.f.)		0
Total Proposed Canopy Area Provided (s.f.)		7,600
DEDUCTION: Canopy Area Provided in Right-Of-Way		-1,000
Total Tree Canopy Provided (s.f.)	5.64%	6,600

TRANSITIONAL YARD CALCULATIONS

Onsite Zoning District: CU (Multifamily)	REQUIRED							PROVIDED				
Adjacent Zoning District	Transitional Yard Minimum Fence or Wall	Width (l.f.)	Total Length (l.f.)	Net Length (l.f.)	CANOPY	UNDERSTORY	SHRUBS	Minimum Fence or Wall	Width (l.f.)	TREES QTY	TREES TYPE	Shrubs
Buffer A-B: CO: COMMERCIAL OFFICE	TY1 6' Fence or Wall	7.5	543	543	0	22	0	6' Fence	0	0 0	Large Deciduous Trees Small Deciduous Trees	0
Buffer B-C: UNIVERSITY DRIVE	None per Z.O. 3.7.3.E	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A N/A	Large Deciduous Trees Small Deciduous Trees	N/A
Buffer C-D: PD-C: PLANNED DEVELOPMENT COMMERCIAL	TY3 6' Fence or Wall	15	576	576	23	23	23	6' Fence	11	0 27 7	Large Deciduous Trees Small Deciduous Trees Evergreen Trees	0
Buffer D-A: CHAIN BRIDGE ROAD	None per Z.O. 3.7.3.E	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A N/A	Large Deciduous Trees Small Deciduous Trees	N/A

SAMPLE PLANT SCHEDULE

QTY	Symbol	Botanical Name	Common Name	Size	Type	Remarks	Total Canopy Coverage (SF)
		Canopy Trees					
13		Celtis occidentalis	Common Hackberry	2" Cal.	B & B	Uniform branching pattern	2,600
		Tilia americana	American Linden	2" Cal.	B & B	Uniform branching pattern	
		Quercus shumardii	Shumard Oak	2" Cal.	B & B	Uniform branching pattern	
		Zelkova serrata	Japanese Zelkova	2" Cal.	B & B	Uniform branching pattern	
		Canopy Trees (Offsite: in R.O.W.), See Note 1					
5		Platanus acerifolia	London Planetree	2" Cal.	B & B	Uniform branching pattern	1,000
		Ulmus americana 'Valley Forge'	Valley Forge Elm	2" Cal.	B & B	Uniform branching pattern	
		Quercus phellos	Willow Oak	2" Cal.	B & B	Uniform branching pattern	
		Small Deciduous Trees					
32		Cercis canadensis	Eastern Redbud	2" Cal.	B & B	Uniform branching pattern	3,200
		Cornus florida	Flowering Dogwood	2" Cal.	B & B	Uniform branching pattern	
		Magnolia virginiana	Sweetbay Magnolia	2" Cal.	B & B	Uniform branching pattern	
		Evergreen Trees					
8		Chamaecyparis thyoides	Atlantic Whitecedar	6' Ht.	B & B	Uniform branching pattern	800
		Ilex opaca	American Holly	6' Ht.	B & B	Uniform branching pattern	
		Juniperus virginiana	Eastern Redcedar	6' Ht.	B & B	Uniform branching pattern	
		Shrubs					
138		Clethra alnifolia	Summersweet	24" Ht.	As Shown	Cont.	0
		Ilex verticillata	Winterberry	24" Ht.	As Shown	Cont.	
		Itea virginica	Virginia Sweetspire	24" Ht.	As Shown	Cont.	
		Fothergilla gardenii	Dwarf Fothergilla	24" Ht.	As Shown	Cont.	
						TOTAL:	7,600

Note:
1. Tree Canopy Provided in R.O.W. is NOT counted towards 10-Year Tree Canopy Requirement.

MODIFICATIONS/WAIVERS REQUESTED

- A MODIFICATION TO OVERALL CANOPY COVERAGE REQUIRED (Z.O. SECTION 4.5.6) IS HEREBY REQUESTED TO BE REVISED FROM 10% TO 5.64%.
- A MODIFICATION TO TRANSITIONAL YARD REQUIRED (Z.O. SECTION 4.5.5) FOR BUFFER A-B AND C-D IS HEREBY REQUESTED TO BE REVISED AS INDICATED IN THE "TRANSITIONAL YARD CALCULATIONS" TABLE ABOVE.
- A MODIFICATION TO STREETSCAPE STANDARD ALONG CHAIN BRIDGE ROAD AND UNIVERSITY DRIVE REQUIRED (SMALL AREA PLAN) IS HEREBY REQUESTED TO BE REVISED AS SHOWN ON SHEET 32.

LANDSCAPE NOTES:

1. THIS PLAN IS SCHEMATIC AND REFLECTS THE GENERAL CHARACTER AND INTENT OF THE PROPOSED DEVELOPMENT BASED ON PRELIMINARY ENGINEERING, ARCHITECTURE, AND LANDSCAPE ARCHITECTURE DESIGN. MODIFICATIONS AND VARIATIONS MAY OCCUR WITH FINAL BUILDING DESIGN AND SITE PLAN.
2. TREE LOCATION, TREE QUANTITY, AND TREE SPECIES ARE SUBJECT TO CHANGE BASED ON CHANGES THAT MAY OCCUR WITH FINAL BUILDING DESIGN AND SITE PLAN. SPECIES DIVERSITY SHALL BE MET AND DEMONSTRATED AS SUCH AT TIME OF SITE PLAN. MODIFICATIONS TO THE LANDSCAPE PLAN ARE SUBJECT TO APPROVAL OF THE CITY'S URBAN FORESTER.
3. LANDSCAPING PLAN SUBJECT TO CHANGE WITH APPROVAL FROM CITY OF FAIRFAX URBAN FORESTER.

REVISIONS

No.	DATE	DESCRIPTION

PLAN DATE
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10-18-2016
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12-02-2024

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COMMONWEALTH OF VIRGINIA
John Lightle
Lic. No. 1957
12/02/2024
LANDSCAPE ARCHITECT

LANDSCAPE COMPUTATIONS

4131 CHAIN BRIDGE ROAD
REZONING CDP-GDP

CITY OF FAIRFAX, VIRGINIA

DATE: DEC., 2024
SCALE: 1"=30'
C.I.= 2'

SHEET 33 OF 38

FILE No. RZ-12787

Urban, Ltd. - J:\JOBS\4131 Chain Bridge Rd\Rezoning\12787-33-LANDSCAPE.dwg [LANDSCAPE COMPS] December 03, 2024 - 8:44am corensberg

Luminaire Schedule									
Symbol	Qty	Label	Arrangement	Description	Tag	LLF	Luminaire Lumens	Luminaire Watts	Total Watts
○	20	P1	Single	PS1408GV-15L35K-FJ2 - Nom_ 14_ Diam x 10_4_ H, Nautical Series RLM luminaire		0.900	784	10	200
●	19	R1	Single	RADIANT 105W 4K TYPE 3 GLOBE		0.900	13194	101.9	1936.1
●	26	R2	Single	RADIANT 50W 4K TYPE 3 GLOBE		0.900	6283	51	1326

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
LOT	Illuminance	Fc	2.87	28.7	0.0	N.A.	N.A.

EX. CHAIN BRIDGE ROAD
VA. STATE RT. 123
VARIABLE WIDTH RIGHT OF WAY

EX. UNIVERSITY DRIVE
VARIABLE WIDTH RIGHT OF WAY

EX. BRECKINRIDGE LN

EX. BRECKINRIDGE LN
60' RIGHT OF WAY

EX. JUDICIAL DRIVE
VARIABLE WIDTH RIGHT OF WAY

EX. COURTHOUSE DR.

T.M.#57-4-02-041
F & M BANK NORTHERN VIRGINIA
DB.9896 PG.237
ZONE: C-6

T.M.#57-4-26-001 THRU 57-4-26-014
4151 CHAIN BRIDGE ROAD LLC.
DB.19501 PG.1317
ZONE: CPD

PROPOSED RIGHT IN, RIGHT OUT ONLY ACCESS

PROPOSED RIGHT IN, RIGHT OUT ONLY ACCESS; MOUNTABLE CURB PROVIDED

CROSS ACCESS EASEMENT PROVIDED TO THE NORTHERN PROPERTY

PROP. ACCESS EASEMENT

PROP. FIRE HYDRANT

PROP. WALL WITH FENCE

PROP. RETAINING WALL WITH FENCE

CROSS ACCESS EASEMENT PROVIDED TO THE SOUTHERN PROPERTY

STORM WATER MANAGEMENT FACILITY

PROP. 8' x 16' JOHNFISH FILTER

PROP. SWM VAULTS

18" STORM PIPE

PROPERTY LINE

EX. VEPCO ESM'T DB. 5848 PG 1199

EX. VEPCO ESM'T DB. 5776 PG 633

EX. VEPCO ESM'T DB. 9491 PG 1981

EX. C&P ESM'T DB. 5776 PG 633

EX. 10' CROSSWALK

EXISTING RAMP TO REMAIN

POSSIBLE STREET LIGHT LOCATION

TRAFFIC SIGNAL MAST ARM

TRAFFIC POLE MAST ARM

EX. CONC. DRIVEWAY

EX. ASPHALT DRIVEWAY

EX. FLUSH BRICK MEDIAN

EX. APPROX GAS

EX. APPROX STORM

EX. APPROX 8" SAN.

EX. CG

EX. OHU

EX. APPROX 10" STORM

PP-#JC0416

PP-#JC14

PP-#JC15

PP-#JC888

PP-#NG68

GRAPHIC SCALE
30 0 15 30 60 120
(IN FEET)
1 in. = 30 ft.

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COMMONWEALTH OF VIRGINIA
John Liphlle
Lic. No. 1957
12/2/2024
LANDSCAPE ARCHITECT

PHOTOMETRIC PLAN
4131 CHAIN BRIDGE ROAD REZONING CDP-GDP
CITY OF FAIRFAX, VIRGINIA

SCALE: 1"=30' C.I.= 2' DATE: DEC., 2024

SHEET 34 OF 38

FILE No. RZ-12787

Urban, Ltd. - J:\JOBS\4131 Chain Bridge Rd\Rezoning\12787-35-Photometric.dwg [PLAN] December 03, 2024 - 8:46am aarensberg

THIS PHOTOMETRIC PLAN HAS BEEN PREPARED BY:

Ambiance LIGHTING

JOHN DALZIEL
AMBIANCE LIGHTING, INC.
5021 HOWERTON WAY
SUITE A-B
BOWIE, MD 20715
(301) 627-2000

NOTES:
ALL SITE LIGHTING SHALL CONFORM TO THE CITY OF FAIRFAX ZONING ORDINANCE.

ALL LIGHTING FEATURES AND SPECIFICATIONS ARE FULLY CUT-OFF, DOWNWARDLY SHIELDED FIXTURES.

SEE LUMINAIRE SCHEDULE FOR INDIVIDUAL DESCRIPTIONS.

RLM CLASSICS

PIER LIGHT SHORT STRAIGHT
DAMP / WET LOCATION
TIERS

PROJECT:
QUANTITY: TYPE:



PSN14080V
BY - Burgandy



PSN14080V
MB - Matte Black



PSN14080V
SF - Sea Foam



PSN14080V
MW - Matte White

SERIES	LUMENS[1]	CCT	DRIVER / DIMMING[2]	ACCESSORIES	MOUNTING[3]	FINISH[4]	WET KIT
PSN14080V **PSN18090V** **PSN20110V**	**15L** 1500 Lm **27L** 2700 Lm **37L** 3700 Lm **45L** 4500 Lm	80 CRI **27K** 2700K **30K** 3000K **35K** 3500K **40K** 4000K 90 CRI **27HK** 2700K **30HK** 3000K **35HK** 3500K **40HK** 4000K	**EX**[5] Electronic Driver, 120V/277V **DOTDS** 1%, 0-10V, 120V/277V **DSDWT** ELV/MLV, 120V **DLTE1** Lutron® 2-Wire Forward Phase (MLV), 120V **DL3EX** 1%, Lutron® EcoSystem®, Fades to Black, 120V/277V	**FJP** 4" Frosted Tall **MP1** 9" Frosted Mini	WALL MOUNT **CP1DG** Small Driver Canopy **CPDHDG** Small Driver Canopy w/ Knockouts **CP1DS** Large Driver Canopy **CPS/RMD** Remote Mount Driver **SP_"** Straight Arm **EMRM** 7W Remote BM **EMEN** 7W Remote with Enclosure	**MW**[6] Matte White **MB**[6] Matte Black **PT**[7] Platinum Silver **CC** Custom Color See Page 5 for Full Range of Color Options (83-900803)	**WLKA** Wet Location Kit

EXAMPLE: PSN14080V15L30KEXFJ2/CP104SP16CO

NOTES:
1 Nominal Source Lumens at 35K 2 Contact Factory for Additional Options 3 37L Max with CP04 4 37L Max with CP04, 45L Max with CP06
5 Standard Enclosure 6 See Mounting Page for Details on Components and Finishes 7 See Mounting Page for Available Arm Options
8 See Color Page for More Options/Consult Factory for Special Finishes 9 Standard Finishes

Spectrum Lighting

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ILLUMINATING WHAT'S POSSIBLE.

Dimensions and values shown are nominal. Spectrum Lighting continually works to improve products and reserves the right to make changes which may alter the performance or appearance of products.

83-50119_RC

PEMCO Est. 1982
LIGHTING PRODUCTS
A QSSI COMPANY

BUILD AMERICA BUY AMERICA

LEXINGTON

LED POST TOP LUMINAIRES



Fitter section slips over 3" or 2½" pole or tenon

LEX with C1 Capital, PA Lens, A1 Cage, T3 Top Spinning and No Finial



LEX Open with C1 Capital, A1 Cage, T3 Spinning, No Finial & No Secondary Lens



LEX with RCA Globe, C9 Capital, No Cage, No Spinning, No Finial

Specifications and Features:

Radiant™ LED
- Conformal Coating LED light engine
- CCT: Standard-3000K, 4000K, & 5000K
- 2700K, Amber, LPS (1800K) Offered for Some Wattages - Consult Factory
- Static Colors Available - Consult Factory

Distribution
- Types I* II, III, IV, V (Type I Available in 70w & Higher Only)
- Full Cutoff

Electrical
- Electronic Driver, 120-277V, 50/60Hz or 347/480V, 50/60Hz
- 0-10V Dimmable Driver
- Standard Surge Protection Included (6kV Line-Line; 10kV Line-Earth)

Controls (Optional)
- Button Eye Photo Control (PC)
- 7-Pin Twist-Lock Receptacle (PCR7, C8, C10 & C12 Capitals Only)
- 3-Pin Twist-Lock Receptacle (PCR3, C8, C10 & C12 Capitals Only)

Housing
- Choice of Multiple Cast Decorative Housings with 3" Slip Fit.

Finish
- Super Durable Polyester Powder Coat Finish. Custom Finishes Available, Including Patinas and All RAL Colors.

Listings & Ratings
- ETL Listed to UL 1598 Standard for Wet Location.

Warranty
- 5 Year Limited Warranty

EPA: 2.2
Weight: 32 lbs (Max.)

Order Information Example: **LEXNLC560W4KU3A1T1PCFBK**

LEX

Model	Globe/Lens	Capital	Wattage	CCT	Voltage	Optics	Bands & Cages	Spinning	Options	Finial	Finish
LEX=Lexington Radiant™ Post Top	**NL**=No Secondary Lens* **RCA**=Ribbed Clear Acrylic **RFA**=Ribbed Frosted Acrylic **PA**=Prismatic Acrylic** **SA**=Stippled Acrylic** **SP**=Stippled Polycarbonate** ***Must only be ordered with Top Spinning and Cage ****Must only be ordered with Top Spinning	**C1**=PLC1 **C2**=PLC2 **C3**=PLC3 **C4**=PLC4 **C5**=PLC5 **C6**=PLC6 **C7**=PLC7 **C8**=PLC8 **C9**=PLC9 **C10**=PLC10 **C11**=PLC11 **C12**=PLC12	**40W**=40w **50W**=50w **60W**=60w **70W**=70w **80W**=80w **90W**=90w **105W**=105w **120W**=120w **135W**=135w **150W**=150w	**3K**=3000K **4K**=4000K **5K**=5000K	**U**=120-277V **H**=347/480V	**1**=Type I* **2**=Type II **3**=Type III **4**=Type IV **5**=Type V *70W & Above Only	**A1**=DECA1 **A2**=DECA2* **A3**=DECA3 **A5**=Perforated Band w/Cage **A7**=Flat Band w/Cage **N**=None ***Not available with NL Globe**	**T1**=T101 **T3**=T103 **T4**=T104 **N**=None	**PC**=Button Eye Photo Control **PCR3**=3 Pin Twist Lock Receptable*▲ **PCR7**=7 Pin Twist Lock Receptable*▲ **N**=None ***C8, C10, & C12 Capitals Only** **▲Photo Cell Not Included**	**E**=GF5* **B**=GF2 **C**=GF3 **D**=GF4 **F**=GF6 **H**=GF8 **I**=GF9 **J**=GF10 **K**=GF12 **Q**=GF17 **P**=GF18 **V**=GF24 **N**=None ***Standard Finial**	**STANDARD FINISHES** **BK**=Black **BZ**=Bronze **DBZ**=Dark Bronze **WH**=White **GR**=Green **SM**=Silver Metallic **GY**=Light Gray **TBK**=Textured Black **CC**=Custom Color (Consult Factory)

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LEX

Specifications subject to change without notice. Rev. 110424

No.	DATE	DESCRIPTION
		REVISIONS

PLAN DATE
05-04-2016
10-18-2016
04-22-2024
06-11-2024
09-03-2024
12-02-2024

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COMMONWEALTH OF VIRGINIA
John Lightle
Lic. No. 1957
12/02/2024
LANDSCAPE ARCHITECT

PHOTOMETRIC DETAILS

4131 CHAIN BRIDGE ROAD
REZONING CDP-GDP

CITY OF FAIRFAX, VIRGINIA

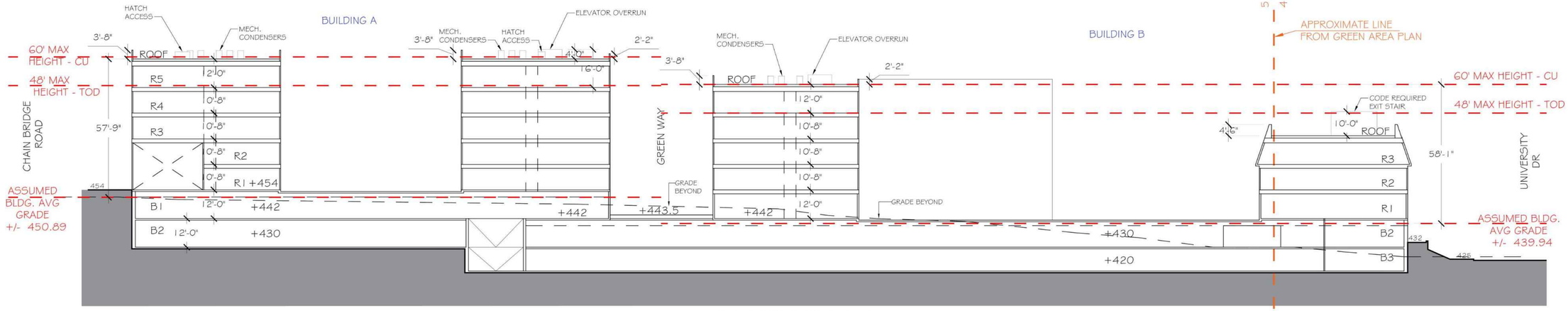
DATE: DEC., 2024

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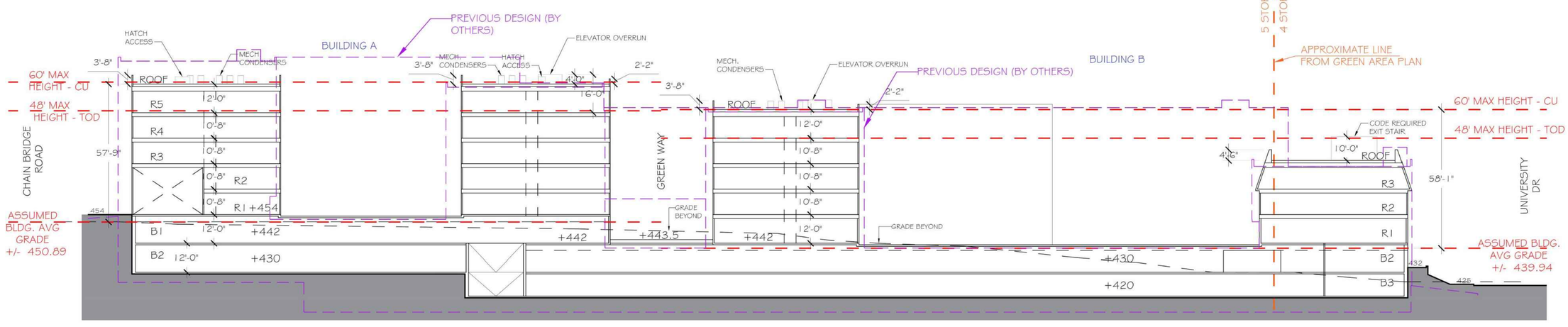
SHEET
35
OF
38

FILE No.
RZ-12787

Urban, Ltd. - J:\JOBS\4131 Chain Bridge Rd\Rezoning\12787-35-Photometric.dwg [COMPS] December 03, 2024 - 8:46am aorensberg



BUILDING SECTION -1



BUILDING SECTION -1 - CURRENT VS PREVIOUS DESIGN (BY OTHERS)



KEY PLAN

lessard DESIGN
8521 LEESBURG PIKE, SEVENTH FLOOR, VIENNA, VA 22182
P:571.830.1800 | F:571.830.1801 | WWW.LESSARDDESIGN.COM

BUILDING SECTIONS

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4131 CHAIN BRIDGE ROAD
CITY OF FAIRFAX ,VA
PARADIGM DEVELOPMENT

DEC. 04, 2024
PDM.015

A.22

0' 10' 20' 40'
SCALE: 1" = 20' (@ 22"X34")

REVISIONS

No.	DATE	DESCRIPTION
1	05-04-2016	
2	10-18-2016	
3	04-22-2024	
4	06-11-2024	
5	09-03-2024	
6	12-02-2024	

PLAN DATE

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CLAYTON C. TOOK
Lic. No. 038790
ENGINEER
PROFESSIONAL
12.02.2024

BUILDING SECTION
4131 CHAIN BRIDGE ROAD
REZONING CDP-GDP
CITY OF FAIRFAX, VIRGINIA

DATE: DEC., 2024
SCALE: 1"= C.I.= 2'

SHEET
36
OF
38

FILE No.
RZ-12787

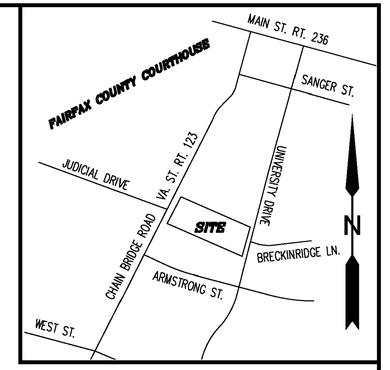
J:\JOBS\4131 Chain Bridge Rd\Rezoning\12787-25- BUILDING SECTIONS.dwg [building section] December 03, 2024 - 8:46am aprensberg
Urban, Ltd.

NOTES

1. THE PROPERTY SHOWN HEREON IS LOCATED IN THE CITY OF FAIRFAX, VIRGINIA AND HAS MAP NUMBER 57-0-02-0401
2. NO SUBSURFACE INVESTIGATION HAS BEEN PERFORMED.
3. NO OBSERVABLE EVIDENCE OF CEMETERIES WAS NOTED ON THE SUBJECT PROPERTY.
4. THE SUBJECT PROPERTY HAS DIRECT ACCESS TO CHAIN BRIDGE ROAD VA. RTE 123 A PUBLICLY DEDICATED RIGHT-OF-WAY.
5. NO ATTEMPT HAS BEEN MADE AS A PART OF THIS SURVEY TO OBTAIN OR SHOW DATA CONCERNING EXISTENCE, SIZE DEPTH, CONDITION, CAPACITY OR LOCATION OF ANY UTILITIES OR MUNICIPAL/PUBLIC SERVICE FACILITY. FOR INFORMATION REGARDING THESE UTILITIES OR FACILITIES CONTACT "MISS UTILITY" 1 (800) 257 -7777.
6. SUBJECT PROPERTY LIES IN ZONE "X" PER FIRM MAP COMMUNITY PANEL NUMBER 515524005D, DATED JUNE 06, 2006.
7. THE SUBJECT PROPERTY IS ZONED R-2
8. THE PROPERTY IS IN THE NAME OF THE HILL, A DAVIES FAMILY LLC.

LEGEND

PKF	PK NAIL FOUND
IPF	IRON PIPE FOUND
IPS	IRON PIPE SET
"x"	X MARK SET



VICINITY MAP

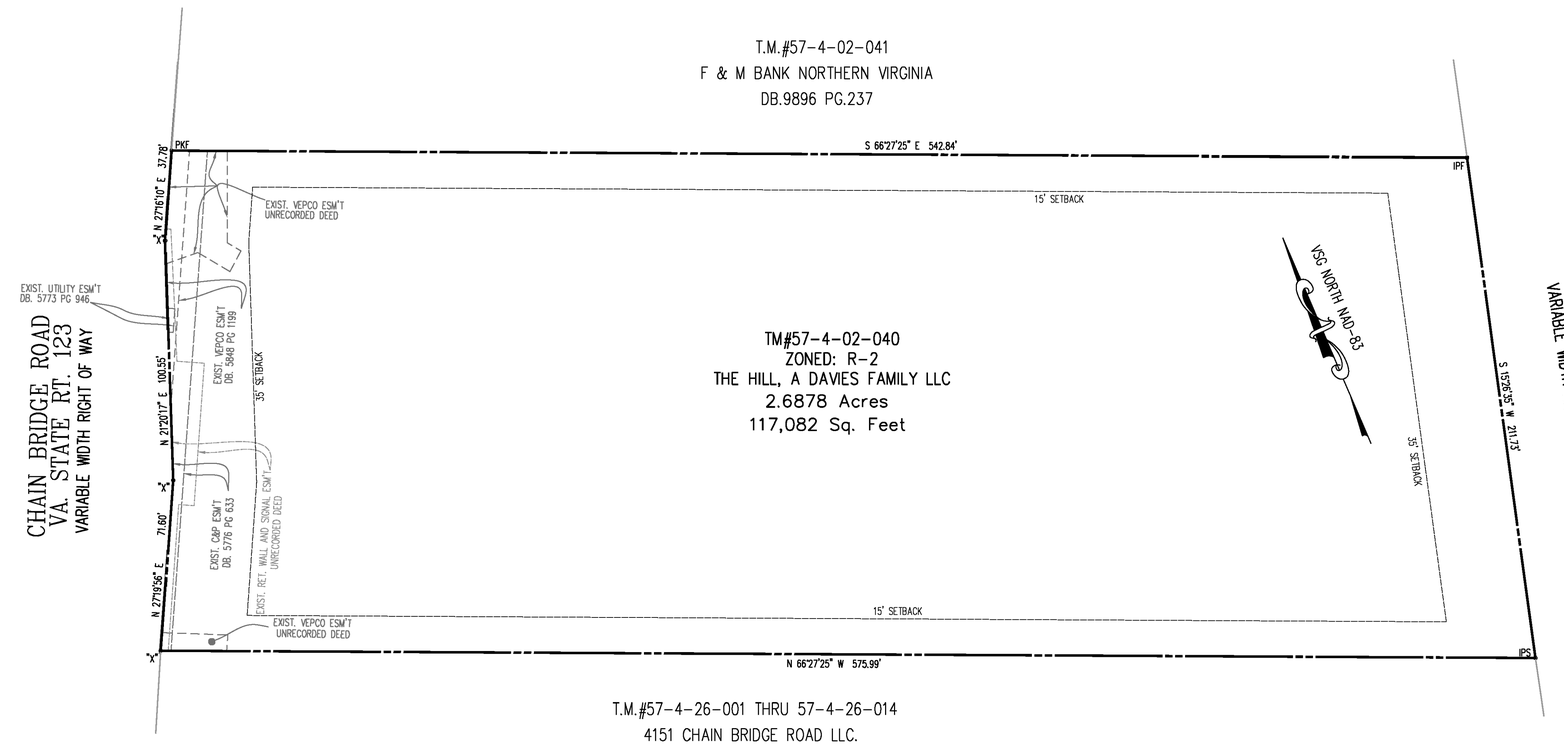
SCALE 1"=500'

METES AND BOUNDS DESCRIPTION

BEGINNING AT A BEGINNING AT A POINT ON THE EASTERLY RIGHT OF WAY LINE OF CHAIN BRIDGE ROAD, VIRGINIA ROUTE 123; SAID POINT ALSO BEING THE SOUTH WEST CORNER OF THE LAND OF F&M BANK NORTHERN VIRGINIA AS RECORDED IN DEED 9896 AT PAGE 237 AMONG THE LAND RECORDS OF FAIRFAX COUNTY, VIRGINIA; THENCE DEPARTING THE EASTERLY RIGHT OF WAY LINE OF SAID CHAIN BRIDGE ROAD RUNNING WITH THE SOUTHERLY LINE OF SAID F&M BANK NORTHERN VIRGINIA S 66°27'25" E A DISTANCE OF 542.84 FEET TO A POINT; SAID POINT BEING ON THE WESTERLY RIGHT OF WAY LINE OF UNIVERSITY DRIVE, THENCE RUNNING WITH THE WESTERLY RIGHT OF WAY LINE OF SAID UNIVERSITY DRIVE S 15°26'35" W A DISTANCE OF 211.73 FEET TO POINT; SAID POINT ALSO BEING THE NORTH EAST CORNER TO THE LAND OF 4151 CHAIN BRIDGE ROAD, LLC AS RECORDED IN DEED BOOK 19501 AT PAGE 1317 AMONG THE LAND RECORDS OF FAIRFAX COUNTY, VIRGINIA; THENCE RUNNING WITH THE NORTHERLY LINE OF SAID 4151 CHAIN BRIDGE ROAD, LLC N 66°27'25" W A DISTANCE OF 575.99 FEET TO A POINT; SAID POINT BEING ON THE AFOREMENTIONED EASTERLY RIGHT OF WAY LINE OF CHAIN BRIDGE ROAD; THENCE RUNNING WITH EASTERLY RIGHT OF WAY LINE OF SAID CHAIN BRIDGE ROAD THE FOLLOWING COURSES AND DISTANCES;
N 27°19'56" E A DISTANCE OF 71.60 FEET TO POINT;
N 21°20'17" E A DISTANCE OF 100.55 FEET TO A POINT;
N 27°16'10" E A DISTANCE OF 37.78 TO THE POINT OF BEGINNING, HAVING AN AREA OF 117,082 SQUARE FEET, OR 2.6878 ACRES MORE OR LESS.

BEING THE SAME PROPERTY DESCRIBED IN THAT CERTAIN DEED DATED AUGUST 9, 2015, MADE BY HOPE DAVIES HUNTINGTON, VERA DAVIES LICHTENSTEIN AND BANKHEAD THORTON DAVIES, GRANTORS, TO THE HILL, A DAVIES FAMILY LLC, GRANTEE, AS REFORDED IN THE LAND RECORDS OF FAIRFAX COUNTY, VIRGINIA ON SEPTEMBER 3, 2015, IN DEED BOOK 24278 PAGE 1095.

T.M.#57-4-02-041
F & M BANK NORTHERN VIRGINIA
DB.9896 PG.237

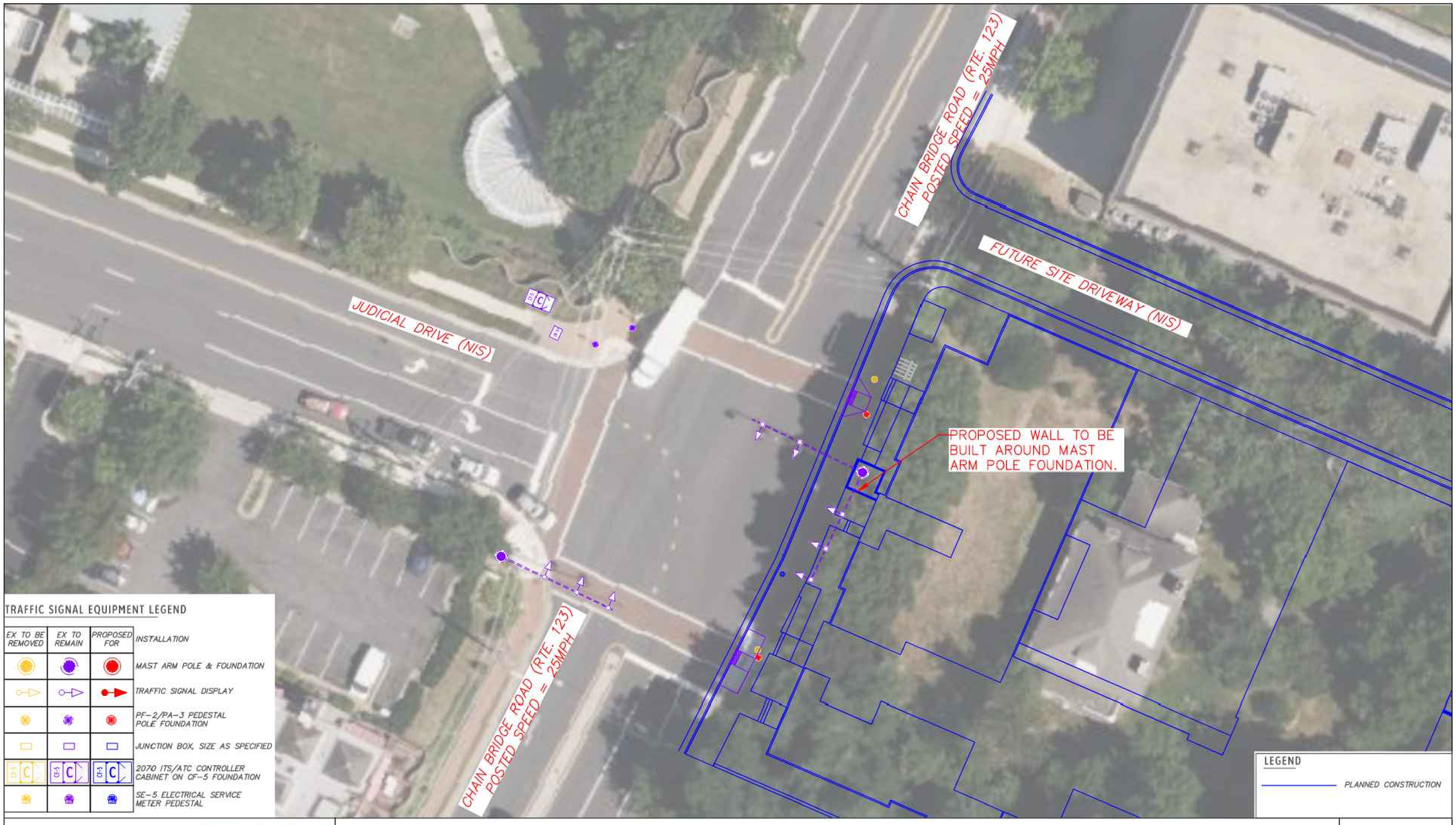


T.M.#57-4-26-001 THRU 57-4-26-014
4151 CHAIN BRIDGE ROAD LLC.
DB.19501 PG.1317

COMMONWEALTH OF VIRGINIA
KEVIN P. O'CONNOR
Lic. No 1967
LAND SURVEYOR

CERTIFIED PLAT
OF THE PROPERTY OF
THE HILL, A DAVIES FAMILY LLC
DB. 24278 PG. 1095
CITY OF FAIRFAX
FAIRFAX COUNTY, VIRGINIA
SCALE: 1" = 30' DATE: MARCH 25, 2016

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GOROVE SLADE
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Preliminary Signal Design Concept: Chain Bridge Rd (Rte. 123) at Judicial Drive (NIS)

Preliminary Signal Design Concept

NOT FOR CONSTRUCTION

City of Fairfax, VA
12/02/2024

1"=30'

No.	DATE	REVISIONS DESCRIPTION

PLAN DATE
05-04-2016
10-18-2016
04-22-2024
06-11-2024
09-03-2024
12-02-2024
- - -
- - -

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LICENSED PROFESSIONAL ENGINEER
CLAYTON C. TOSH
Lic. No. 036790
12/02/2024

PRELIMINARY SIGNAL CONCEPT
4131 CHAIN BRIDGE ROAD
REZONING CDP-GDP
CITY OF FAIRFAX, VIRGINIA

SCALE: 1"= C.I.= 2' DATE: DEC., 2024

SHEET 38 OF 38

FILE No. RZ-12787

Urban, Ltd. - J:\JOBS\4131 Chain Bridge Rd\Rezoning\12787-38-PRELIMINARY SIGNAL CONCEPT.dwg [PRELIMINARY SIGNAL CONCEPT] December 03, 2024 - 8:46am carensberg

Technical Deficiencies with Application

The following items need to be addressed:

- Based on submitted sanitary sewer capacity study, the proposed development causes flows to increase from 10% to 96% of pipe capacity at the point of connection and increasing to 133% of pipe capacity at the end point of the study. The Applicant can propose upgrades to the sewer mains that the site discharges to and show through calculations that those upgrades are sufficient to support the development.
- The Applicant needs to submit a Transportation Impact Statement (TIS) for staff to review. The revised scoping document was signed and emailed to the Applicant on December 23, 2024.
- Inconsistencies associated with the removal of utility poles between the demolition and utility plan sheets.
- Dry Utility Plan indicates that the existing utility pole at the southwest corner of the property "IS TO REMAIN." That utility pole is located within the property in a Dominion easement. Per City Ordinance, all existing utility poles within the property boundary of the site to be developed are TO BE ELIMINATED.
- Demolition Plan indicates that one span of overhead utility cables along Chain Bridge Road to the north of the site are to be placed underground. Those existing overhead facilities include cables owned by Dominion Energy, Cox, Verizon, and City Traffic Control. Please confirm awareness of all utilities impacted and the requirement that underground relocation cannot result in any additional utility poles being placed.
- The Applicant should provide all planned water, storm and sanitary facilities to be constructed. This will allow for convenient analysis of required utility horizontal clearances and vertical crossing clearances, and easement dimension requirements. Current plan sheets reviewed show new electric, gas and water services entering from Chain Bridge Road. Horizontal spacing needs to be reviewed in a comprehensive manner.
- The location of the trash loading area should be re-evaluated to not conflict with the pedestrian path (greenway). While this is technically supported by the small area plan, staff prefers trash pickup to occur inside the building as shown in the previous submission.
- Street trees are intended for street side (i.e., University Drive) for many reasons including to provide pedestrian safety and comfort in accordance with the Comprehensive Plan.
- Proof of notification to off-site owners has not been provided on the plan set.
- The Applicant needs to edit note on Sheet 27 to include that off-site trees removal shall require replacement in accordance with Section 6.10 and Section 4.5.9 of the Zoning Ordinance.
- The proposed off-site tree removal conflicts with the submitted Statement of Support in Special Exception #8 for a modification to TY requirement for Buffer C-D because of the remaining existing buffer at Inns of Courts. The applicant is proposing to remove this buffer without sufficient details for replacement.

PROFFERS

THE HILL, A DAVIES FAMILY LLC

ZONING MAP AMENDMENT – 4131 CHAIN BRIDGE ROAD

December 2, 2024

Pursuant to Section 15.2-2303.A of the *Code of Virginia*, 1950, as amended, and § 6.4.10 of the Zoning Ordinance of the City of Fairfax, Virginia, The Hill, a Davies Family LLC, as owner and applicant (hereinafter referred to as the "**Applicant**") in Z-23-00073 filed on property identified on the City of Fairfax tax map as part of 57-4-02-040 (hereinafter referred to as the "**Application Property**") hereby proffers the following, provided that the Fairfax City Council approves a zoning map amendment for the Application Property in conjunction with a general development plan for a mixed-use residential and commercial development (the "**Project**"). These proffers shall replace and supersede all previous proffers approved for the Application Property. In the event the zoning map amendment is denied by the City Council, these proffers shall immediately be null and void.

1. GENERAL DEVELOPMENT PLAN

   Development of the Application Property shall be in substantial conformance with the General Development Plan (the "**GDP**") prepared by Urban, Ltd. and Lessard Design, dated December 2, 2024. The Applicant shall have the flexibility to make minor modifications to site design and improvements shown on the GDP based on final engineering and design subject to the approval of the Director of Community Development and Planning.

2. USES

   The following uses shall be permitted on the Application Property:

   A. Residential: Upper Story Residential/Multifamily Residential with up to 276 dwelling units;

   B. Nonresidential Uses: For the approximately 10,569 square feet of floor area on the ground floor, the following nonresidential uses shall be permitted:

      (i) Commercial Uses: General Retail, General Offices, Medical Offices, Grocery Store, General Services, Personal Services, Restaurants or Food Services, Art Galleries or Studios, Research and Development, and Indoor Recreation (limited to Day Spas and Health Clubs); and

      (ii) Public, Civic and Institutional Uses: Adult Day Care, Community Services, Day Care Centers, Nursery Schools, and Minor Social Service Delivery.

   C. Parking: A below-grade parking garage accessory to the above-stated uses.

3. TRANSPORTATION

A. Access Drive. Prior to the issuance of the first residential occupancy permit or nonresidential occupancy permit for the Application Property, the Applicant shall construct the private access drive and sidewalk (collectively, the "Access Drive") providing a vehicular and pedestrian access from Chain Bridge Road and University Drive, as shown on the GDP. The final design and dimensions of the Access Drive shall be coordinated with the Department of Public Works at the time of site plan. The Applicant, or any homeowner's association formed by the Applicant, shall be responsible for maintenance of the Access Drive.

B. Sidewalks. The Applicant shall construct new or improve existing sidewalks along the Chain Bridge Road and University Drive street frontages, and construct a new sidewalk along the southern side of the proposed Access Drive, all as shown on the GDP.

C. Access. At the time of construction of the Access Drive and sidewalks, the Applicant shall record among the land records the requisite easements including, but not limited to public ingress/egress and emergency vehicle access easements, in forms approved by the City Attorney, over the Access Drive, the greenway, and all sidewalks located on the Application Property.

D. Construction Timing. The Applicant shall coordinate phasing of transportation improvements with the Department of Public Works at time of site plan.

E. Bus Shelter. Prior to the issuance of the final occupancy permit for residential and nonresidential use and occupancy, the Applicant shall either (i) install a bus shelter on Chain Bridge Road in the general location as identified on the GDP, in accordance with the City's Public Facility Manual bus stop design guidelines and in coordination with DPW at the time of site plan, or (ii) contribute the sum of $10,000 to the City towards the cost of the bus shelter. Upon installation or the payment of the contribution, the Applicant shall have no responsibility for the ongoing operation or maintenance of the bus shelter.

4. STORMWATER MANAGEMENT

Design and construction of Stormwater management facilities shall comply with 4VAC50-60 Virginia Stormwater Management Program ("VSMP") Permit Regulations, as may be amended, or other relevant standard in place at the time of building permit submission.

5. GREENWAY

The Applicant shall construct a publicly-accessible "greenway" between the two proposed buildings on the Application Property, as shown on the GDP. Construction of the greenway shall occur during construction of the Project. At such time as the greenway is constructed, the Applicant shall record among the land records the requisite easements to allow public access and use of the greenway. The Applicant, or any homeowner's

association formed by the Applicant, shall be responsible for maintenance of the greenway on the Application Property.

6. LANDSCAPING AND OPEN SPACE

   A. General. Landscaping on the Application Property shall be in general conformance with the landscape design shown on the GDP and the City's Public Facilities Manual standards, where applicable. Final selection of the type and location of vegetation and the design of landscaped areas and streetscape improvements/plantings shall be made as a component of the site plan approval process.

   B. Construction Timing. The Applicant shall coordinate phasing of landscaping and open space improvements with the City's Urban Forester at time of site plan.

   C. In-Lieu Tree Canopy Contribution. Prior to the issuance of the first occupancy permit for residential or nonresidential use, the Applicant shall contribute an amount equal to $28,418, representing the current pricing index for twenty-six (26) 2" caliper deciduous trees, for use in tree planting, establishment and maintenance in the City of Fairfax.

7. RECREATIONAL AMENITIES

   A. The Applicant shall provide on-site recreational facilities as shown on the GDP to serve the residents of the Application Property that may include, but not be limited to, a fitness center, clubroom, lounge, pool, pet spa, and amenity courtyards.

   B. Following commencement of construction but prior to the issuance of the first occupancy permit for residential use, the Applicant shall contribute an amount equivalent to $378.00 per residential unit to the City of Fairfax for use in the planning, design and/or construction of off-site recreational amenities in the vicinity of the Application Property.

8. ARCHITECTURAL DESIGN

   A. The architectural design and style of the buildings shall be generally consistent with the conceptual elevations as shown on the GDP. The elevations may be refined as a result of final design and engineering so long as the character and quality of the buildings remain in substantial conformance with those shown on the GDP. Building materials shall be predominately brick, cementitious panels, and may also include stone, and/or metal paneling.

   B. All residential units shall comply with all applicable municipal, state, and federal accessibility and anti-discrimination requirements in place at the time of building permit submission.

   C. Notwithstanding the unit mix provided on the GDP, the Applicant shall have the ability to modify the final unit count (up to 276) and mix at time of site plan, provided that such modification shall not apply to more than ten percent (10%) of the total number

of units, and provided that the minimum parking ratios provided on Sheet 02 of the GDP are met for each unit type.

D. At the time of site plan, the Applicant shall identify accessible units as required by the then in place applicable municipal, state, and federal accessibility requirements.

9. SUSTAINABLE DESIGN

A. In order to promote energy conservation and green building techniques, the Applicant shall incorporate energy saving devices which may include, but not be limited to, use of ENERGY STAR® appliances, energy efficient mechanical systems, recycling for occupant refuse, energy efficient lighting and insulation that meets or exceeds applicable energy code requirements.

B. In order to promote energy conservation, sustainability, and green building techniques, the Applicant shall seek a green building certification level of LEED v4 Certified (or equivalent program) for the proposed buildings. A LEED accredited professional (AP) shall be included as a member of the design team. At the time of site plan submission, the Applicant shall include a list of specific credits with the registered version of the LEED (or equivalent) rating system that the Applicant anticipates attaining. The LEED-AP will provide a written certification statement confirming that the items on the list of credits will meet at least the minimum number of credits to attain LEED certification for the building. Prior to final bond release for the building, the Applicant will submit documentation to the Department of Community Development and Planning confirming the status of LEED certification for the Project.

10. PARKING MANAGEMENT

A. The Applicant shall provide parking in conformance with the GDP. Parking for the various uses shall be located in the proposed parking garage. Notwithstanding the number of parking spaces indicated on the GDP, the Applicant may increase the final number of parking spaces provided at time of final site plan provided that any additional parking spaces are located within the parking garage, that the minimum parking rates as depicted on the GDP are provided, and that open space is not decreased and the distance to peripheral lot lines is not decreased.

B. The Applicant shall inform all residents of the City's vehicle registration requirements. The Applicant shall provide the Commissioner of the Revenue and Treasurer, or their designee(s), with periodic access to the parking garage for the purpose of enforcing compliance with the City's vehicle registration requirements.

C. The Applicant shall install Level 2 Electric Vehicle Charging Stations in the proposed parking garage on the Application Property to accommodate a minimum of twenty (20) designated electric vehicle parking spaces.

11. UTILITIES

Subject to the approval of the applicable utility company, all new on-site utility conduit lines installed on the Application Property will be located underground. All existing overhead utilities along the Chain Bridge Road frontage of the Application Property will be either removed or relocated underground. With its first and all subsequent site plan submissions, the Applicant shall include a detailed utility undergrounding plan demonstrating compliance with this proffer for review and approval by DPW. In conjunction with the utility undergrounding or relocation, the Applicant will coordinate as necessary with any affected abutting or surrounding property owners.

12. TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

In an effort to reduce the numbers of vehicle trips generated by the Application Property, the Applicant shall implement Transportation Demand Management ("TDM") strategies. The TDM program will include, but shall not be limited to, the following measures:

A. Designation of a Transportation Management Coordinator ("TMC"), which may be one of the duties assigned to the Applicant's property manager. The TMC will actively promote the use of public transit and alternative transportation options.

B. The installation of a transit information center in the leasing office and/or lobby area of the building that includes information regarding CUE bus routes and time tables, other local transit services, carpool programs and ridesharing programs. The TMC will ensure that the information displayed in the kiosk is current.

C. The installation of an electronic display in the leasing office and/or lobby area of the building that provides information regarding the anticipated arrival times of CUE buses or other shuttle services to stops in the vicinity of the Application Property.

D. The designation of car sharing parking spaces on the Application Property.

E. Upon the establishment of a bikeshare program in the City, the Applicant shall encourage the use of bikeshare by offering bikeshare membership discounts to its residents.

F. On an annual basis, the Applicant shall conduct resident surveys to determine the use of public transportation, carpooling, bicycles and any other transportation options. The Applicant shall provide the City with the results of resident surveys each year.

13. CONSTRUCTION MANAGEMENT

A. Prior to site plan approval, the Applicant shall submit a Construction Management Plan for approval by the City Manager or his designee. The Construction Management Plan shall address items including, but not limited to, the following:

(i) Hours of construction;

(ii) Truck routes to and from entrances to the Application Property;

(iii) Maintenance of entrances;

(iv) Location of parking areas for construction employees;

(v) Truck staging and cleaning areas;

(vi) Storage areas;

(vii) Trailer and sanitary facility locations;

(viii) Temporary fencing as needed to screen on-site staging areas;

(ix) Traffic control measures; and

(x) Fencing details, including specifications for an opaque construction fencing and/or wrap that identifies the project and provides contact information for the developer and/or general contractor.

B. Prior to commencement of construction, the Applicant shall provide the Department of Community Development and Planning with the name and telephone number of a community liaison who will be available throughout the duration of construction on the Application Property.

14. HISTORIC RESOURCES

A. Prior to the issuance of a demolition permit for the existing single-family home on the Application Property, but no later than one year after approval of this rezoning application, the Applicant shall hire a contractor to conduct an architectural history report of the Property. The Applicant shall provide the architectural history report to the Director of Community Development and Planning ("Director").

(i) The contractor shall meet the qualification standards of 36 C.F.R. 61; and

(ii) The architectural history report shall include, to the extent feasible, a history of the home, a title bringdown on the property and title documents from 1850 to the present day, a description of the home's architectural evolution (e.g. approximate dates and types of additions to the home), a measured plan of the home's first floor, and a discussion of the Davies family and their significance in local history.

B. Prior to the issuance of a demolition permit for the existing single-family home on the Application Property, but no later than one year after approval of this rezoning, the Applicant shall commission a Phase II Cultural Resources Survey for the Application Property and provide the results of such survey to the Director.

C. The obligations of Subsections A and B above are contingent upon the receipt by the Applicant from the Director, no later than thirty (30) days after approval of this rezoning application, of the City's prior reports and surveys of the Application Property.

15. SIGNS

All signs on the Application Property shall comply with the regulations set forth in the Zoning Ordinance. However, the Applicant reserves the right for itself, its successors or

assigns, to pursue a special exception or such other required approval for signs not otherwise permitted by the Zoning Ordinance.

16. SCHOOLS

Prior to the issuance of the first occupancy permit for residential use, the Applicant shall contribute $378.00 per dwelling unit in the Project to the City of Fairfax to mitigate impacts to City schools.

17. MICELLANEOUS

A. Counterparts. These proffers may be executed in one or more counterparts, each of which, when so executed and delivered, shall be deemed an original document and all of which when taken together shall constitute but one in the same document.

B. Successors and Assigns. These proffers will bind and inure to the benefit of the Applicant and its successors and assigns.

[SIGNATURE ON NEXT PAGE]

OWNER/APPLICANT

The Hill, a Davies Family LLC

_____
By:
Its: Managing Member

Board of Architectural Review

DATE: December 4, 2024
TO: Board of Architectural Review Chair and Members
THROUGH: Brooke Hardin, Community Development and Planning Director
FROM: Anna Kohlbrenner, BAR Liaison
SUBJECT: Work Session: 4131 Chain Bridge Rd - Davies Property

ATTACHMENTS:
1. Relevant Regulations
2. Current plan

Nature of Request

1.	Case Number:	BAR-23-00603
2.	Address:	4131 Chain Bridge Rd.
3.	Request:	Mixed-use development
4.	Applicant:	The Hill, A Davies Family LLC
5.	Applicant's Representative:	David S. Houston
6.	Status of Representative:	Attorney
7.	Zoning:	RM Residential Medium, Old Town Fairfax Transition Overlay District

BACKGROUND

The approximately 2.69 +/- acre site is currently developed with a single-family dwelling, built approximately in 1916. The subject site is located on the eastern side of Chain Bridge Road, at the intersection of Judicial Drive, and spans the block with frontage on University Drive, across from Breckinridge Lane. The Fairfax County Judicial Complex and commercial properties are across Chain Bridge Road to the west, commercial offices to the north and south, and single-family townhomes across University Drive to the east. The subject site is currently zoned RM - Residential Medium in the Old Town Fairfax Transition Overlay District. The site is located within the boundaries of the Old Town Fairfax Small Area Plan.

Please see site analysis below from Susan Grey with City of Fairfax Historic Resources:

- The Davies House represents a unique survival of an architectural form from the early 20th century. It was originally the home of attorney and politician Richard Ewell Thornton (1865-1928). Elected first president of the National Bank of Fairfax in 1902, Thornton served as state senator from Virginia's 14th District from 1905 – 1920. He resigned his elected office to accept an appointment as a Major in the U.S. Army and worked to codify military laws. Thornton is buried in Arlington National Cemetery. The city's most recent survey of historic properties done by Traceries in 2020-2021 noted the Davies property as one needing more historical study

and investigation. Historic Resources recommends this study be completed so both the city and potential developer are aware of the property's importance prior to any decision being made redevelopment of the site. From a historical perspective, it would be best if the house could be rehabilitated and used as part of any planned redevelopment. Photo documentation, measured drawings, an architectural study, and oral history interviews with family descendants and the current property owner will help answer questions about the structure's architectural importance and satisfy the recommendation in the Traceries report.

- City archaeological surveys (1994 and 2008) highlight this property as having high potential for archaeological artifacts, especially from the Civil War period. In addition to the Historical studies noted above, Historic Resources requests a Phase II Cultural Resources Survey be completed prior to this land use case proceeding to hearing.

The applicant is proposing a Zoning Map Amendment (Rezoning) from RM - Residential Medium, to CU - Commercial Urban, in the Old Town Fairfax Transition Overlay District (TOD). The applicant is requesting the following Special Exceptions:

1. A modification of section 3.5.1.D of the Zoning Ordinance to allow less than 75% ground floor nonresidential use in a mixed-use building.
2. A modification of section 3.6.2 of the Zoning Ordinance to allow more than 24 dwelling units per acre.
3. A modification of section 3.7.3.C.2 of the Zoning Ordinance to allow height greater than 48'.
4. A modification of section 4.3.3.B of the Zoning Ordinance to eliminate the requirement to provide vehicular access to abutting non-residential properties.
5. A modification of section 4.4.4 of the Zoning Ordinance to eliminate the requirements for a sidewalk on the northern side of the proposed access drive.
6. A modification of section 4.4.5.C.1 of the Zoning Ordinance to eliminate the requirement for a Transition Yard 2 between the existing CL zoned property to the north of the site.
7. A modification of section 4.5.6.A of the Zoning Ordinance to allow a minimum tree canopy of less than 10%.

The Board of Architectural Review would be making two recommendations to the City Council at a future public hearing meeting. The first recommendation would be for the Special Exceptions and the second recommendation would be for the Major Certificate of Appropriateness. The Board of Architectural Review would be making a recommendation on the Special Exceptions because the site is located within the boundaries of the Fairfax Transition Overlay District. The last work session was in September of 2023 with the Board of Architectural Review. Since the previous work session, the applicant has changed, resulting in a new architectural, civil, and landscaping firm. There were Planning Commission and City Council work sessions last year, but they have not taken place with the new application yet.

PROPOSAL

The applicant proposes to redevelop the approximately 2.69 acre site with two stick-frame buildings that would sit on top of multi-level underground parking. The two buildings would have a total of 276 units with 426 parking spaces.

Building A would front Chain Bridge Road and would be five stories in height over two underground parking levels. This building would include 114 units, 6,319 square feet of ground floor retail, and 4,188 square feet of office space. The building would be 166' wide along Chain Bridge Road and 200' deep into the site. The proposed building would be 60' in height. This building would be arranged in a 'U' shape with an amenity courtyard facing north.

Building B would front University Drive and would be five stories in height at the maximum, over two underground parking levels. This building would include 162 units. The building would be 167' wide along University Drive and 300' deep into the site. This building would be arranged in a 'U' shape with an amenity courtyard facing north.

There would be an internal driveway located on the northern side of the site connecting Chain Bridge Road and University Drive. Parking and loading access points are located off the internal drive.

The architectural elements for Building A along the northern section of the building on Chain Bridge Road consist of red brick walls, stone, and tan color brick on the first two floors. Windows would be a gray color and there would be an architectural stone band at the top floor of the fourth-floor expression with Juliette balconies. The southern section of the building on Chain Bridge Road consists of a more modern industrial appearance with darker tones and a material change on the fourth and fifth floors. The elevation would consist of a darker blend brick, hung windows, and a dark fiber cement. Retail signage and storefronts would be located on the first floor.

The architectural elements for Building B along University Drive consist of more traditional architecture, lower scale, and a more residential appeal. The applicant proposes darker red brick with quoins, two story pediments of architectural stone, and dormer features on the fourth floor. Due to the topography, the sidewalk would be several feet below the building. The foundation line would receive beige brick, and the roof would be black asphalt shingles with shed dormers. Windows would have white color frames, and the elevation consists of varying bays to break up the façade. The recessed bays would be 2'-4' behind the main façade plane and the material would consist of two colors of fiber cement siding including a second story decorative band.

All mechanical equipment would be located on the rooftop and would not be visible from public view. Building B has a rooftop terrace area. Outdoor amenity areas would consist of a synthetic lawn, outdoor lounge areas, grilling station, and a swimming pool. In the middle north-south area of Building A and B, there would be a pedestrian greenway.

RELEVANT DESIGN GUIDELINES

City of Fairfax Design Guidelines:
The following excerpts from the Design Guidelines are relevant to this application.

Building Types, TOD-3.3

> *Sometimes new commercial, office or mixed-use buildings will be constructed on larger sites. They may be a single large site or several lots assembled from smaller parcels that can translate into new structures whose scale and mass could overwhelm neighboring existing buildings. Therefore, while this building type needs to respond to the various building conditions of the site, it also should employ design techniques to reduce its visual presence.*

The applicant uses varying bays to break up the façade while respecting the scale and mass of district. The use of traditional architectural elements helps this building blend in with the surrounding architecture in the historic and transition overlay districts.

Building Size & Footprint, TOD-3.6

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

The general scale of the building is broken into two main sections divided by the north-south pedestrian greenway. The building shows techniques to break up the massing by a varied roofline, balconies, high quality materials, varying bays, and a respectful scale.

Building Height & Width, TOD-3.7

> *The maximum height of new buildings in the TOD can allow for a height of four stories. In some instances, four stories may be inappropriately tall. Many commercial buildings in the neighboring downtown area average 30 feet in width. If new buildings are wider than this size, their primary facades should be divided into bays to reflect the predominant width of the existing buildings. Buildings that front on two or more sides should use this bay division technique on all appropriate facades. These bays also should have varied planes within the overall façade. Mixed-use buildings should typically have a taller ground floor to accommodate for commercial uses.*

The Old Town Fairfax Small Area Plan suggests a maximum height of four to five stories at this site. The TOD allows a maximum height of four stories. The applicant is proposing four stories along

University and five stories along Chain Bridge Road, generally complying with the SAP recommendations.

Building Scale, TOD-3.7

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

The applicant uses storefront modules to break up the pedestrian realm. The applicant is proposing different brick colors and architectural banding. Signage areas are provided in the plan set.

Roof Form & Materials, TOD-3.8

> *Multi-lot buildings or large-scaled buildings should have a varied roof line to break up the mass of the design using gable and/or hipped forms or different height of sloped bays. If roof-mounted mechanical or other equipment is used, it should be screened from public view on all sides.*

The roofline is varied on each elevation. On the Chain Bridge Road elevation, the applicant provides varying bays and a corner element to reduce the roofline size. On the University Drive elevation, the applicant uses recessed bays, landscape walls, railings, canopies, and dormers.

Window Types & Patterns, TOD-3.9

> *Glass storefronts would generally have more horizontal proportions than upper floor openings. Window proportions in new designs in the TOD may have more flexibility in their proportions than in the HOD.*

Windows and frames vary throughout each elevation and are not all the same, changing styles.

Entry Features: Storefronts, Porches & Doors, TOD-3.10

> *When designing new storefronts in the TOD, continue with the concept of display windows, but the design may have more glass and a wider range of materials than the traditional storefronts of the HOD. Keep the ground levels of new retail commercial buildings at least sixty percent transparent up to a level of ten feet if possible.*

Building A has the retail portion on the ground floor along Chain Bridge Road. The applicant uses varying displays for each future storefront with varying modules.

Materials, Textures & Colors, TOD-3.11

The selection of materials and textures for a new building in the TOD should be compatible with, and complement, the neighboring historic buildings. Brick, stone, and wood siding or cementitious siding are the most appropriate materials for new buildings. Most new brick buildings currently use a brick facing over a frame instead of a solid brick wall. Large scale multi-lot buildings whose primary facades have been divided into different bays and planes to relate to existing neighboring buildings may vary materials, shades, and textures.

The five varying brick colors and use of architectural stone respects the historic core by not using inappropriate modern materials.

Building-Mounted Lighting, TOD-3.13

Fixtures should utilize an incandescent, LED, fluorescent, metal halide, or color corrected high-pressure sodium lighting sources. Fixtures should be the full cutoff variety to limit the impact of lighting on neighboring properties and on the night sky.

Building-mounted lighting should be added to the plan set at next submission.

Signs, TOD-5

Disallowed Sign Types, TOD-5.5

Rooftop signs, moving signs, billboards, and off-site signs and portable signs (other than sandwich signs) are not allowed. Temporary signs are not reviewed in the transition district.

A minor BAR certificate would be required at a later date for signage.

Awnings, TOD-7

Canopies & Marquees, TOD-7.3

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

Canopies are provided on the first level of each building.

The site is located inside the Old Town Fairfax Small Area Plan boundaries and categorized as activity center in the Comprehensive Plan for future land use.

Old Town Fairfax Small Area Plan, page 25



The building form and mix of uses as prescribed by the Old Town Fairfax Small Area Plan provides guidance to the height and bulk size of the proposed building. The typical land use prescribed for this location is residential multifamily buildings with green space. Building height is recommended at four story on University Drive and five story on Chain Bridge Road. The plan focuses on larger scale redevelopment in Old Town North and Old Town South. Taller buildings conform to the existing character established by the larger existing office buildings and nearby tall structures at the Courthouse Complex.

ATTACHMENT 1

RELEVANT REGULATIONS

§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.

§6.16.5. Special Exceptions

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

4131 Chain Bridge Road, AKA "Davies Property" Oct 31st 2024
Board of Architecture Review
Statement of Intent, for Certificate of Appropriateness.

Context

The Property area is 2.69 Acres, and is located at 4131 Chain Bridge road, also known as the "Davies Property", at the intersection of Chain Bridge road and Judicial Drive, it is a through-block property also fronting University Drive at its intersection with Breckenridge Ln. (Sheets A.01 to A.05)



The Property has a topographic drop of approximately 29 feet of grade, with higher elevation at the Chain Bridge road frontage (+/-454) and lower elevation at the University Drive frontage (+/-425).

Today, The property's frontage along Chain Bridge Road is brick retaining wall and shrubbery, there is a driveway on Chain Bridge Road on the northern side of its frontage. Along University Drive, a simple board on board privacy fence faces the right of way.



North: 4117 Chain Bridge Rd, a Four-Story office building, with unoccupied ground floor retail space. Approximately 80 feet wide fronting Chain Bridge, its finish materials are red brick, punched windows, smoke-color glazing and bronze looking anodized aluminum windows, simple character, with no major ornamental elements. There is a two-level parking garage at the back, accessible

through a drive-through condition under the office building or through a long driveway off of University Drive, although both, the office building and the parking garage are located very few feet from the property line (north of the subject property), the access driveway off of University Drive has a good amount of grown vegetation / green buffer, approximately 30' wide by 120' long.



Adjacent to 4117, is 4103 Chain Bridge Rd, another office building, 5 stories and no ground floor retail, approximately 80' wide as well treated with brown brick, vertical expression on fenestration, and other than a projected entry marquee/canopy, it has no major ornamental elements.
Along University Drive, north of the property, there is a concrete driveway to access the parking garage of 4117 Chain Bridge Rd building, and further north a surface parking lot of 4103 Chain Bridge Rd Building.



Along Chain Bridge Rd. These two buildings provide similar curb-to-building setbacks and similar height-width proportions, providing a scale and street edge precedent.
South: There is a Commercial Townhouse business park with a large surface parking lot, Two stories high with Pitched roof, Treated with two tones of red brick, with colonial ornamentation,

white color hung windows with decorative muntins, some have shutters, and a variation of stone-like and soldier course brick window headers, entry door pediments vary in style as well.



The dominant/relevant building mass along Chain Bridge Road is two stories with red brick with a dark top (roof).

Along University Drive, this property has a red-brick wall bounding the surface parking lot, the curb-to-wall setback is approximately 50 feet, with vegetation.



East: University Drive Frontage to the East. The existing building context is dispersed and visually disconnected, with large setbacks and vegetated areas or surface parking zones.

The Breckinridge Lane and Courthouse Square townhome communities are located to the east across University Drive at Breckinridge Lane and Courthouse Drive.

The curb-to-building setback of the Courthouse townhomes along University Drive is approximately 80 feet, such distance includes surface parking. These are a combination of two-stories in brick with pitched roof and one-story in brick with mansard roof.



The curb-to-building distance of the Breckenridge Lane townhomes along University Drive is approximately 50 feet at the narrowest point across the street from the subject property.

The Side yard of the nearest townhome of the Courthouse Square townhome community is fronting University Drive. These are Three stories, red-brick with dark pitched roof, with colonial ornamentation, and some beige siding, and red-brick chimney stacks.



West: Chain Bridge Road Frontage, and the termination of Judicial Drive to the West.
South of Judicial Drive, is the restaurant Red, Hot & Blue. One story in light gray color stucco, with flat and what appear to be a series of decorative, cedar-shake pitched roof sections, and beige window frames and surrounds, windows and doors have decorative muntins. The structure also has distinctive red fabric awnings with vertical blue stripes and a large, modern, colorful sign.
There is an outdoor terrace with trellis (white paint) along university Drive.



The structure is approximately 30 feet from Chain Bridge Rd curb, and has a similar undulating red-brick wall/fence approximately 12 feet from curb, in addition there is a timber retaining wall approximately 8 feet from curb., the property's surface parking lot surrounds the building at the back and right at the intersection of Chain Bridge Rd and Judicial Dr.

North of Judicial Drive, is the Fairfax County court complex sits opposite the Property across Chain Bridge Road. The approximate curb-to-building dimension at the nearest point is 100 feet for both Chain Bridge Rd and Judicial Dr. within such setback, along both roads, there is a low, undulating, brick wall/fence 5 to 6 feet tall.
The Fairfax County court complex varies in height, with 3 stories fronting Chain Bridge Rd and 5 stories further back long Judicial Drive. The architecture expression is modern, along Chain Bridge Rd is predominant red brick with white windows with some accents in pre-cast concrete.

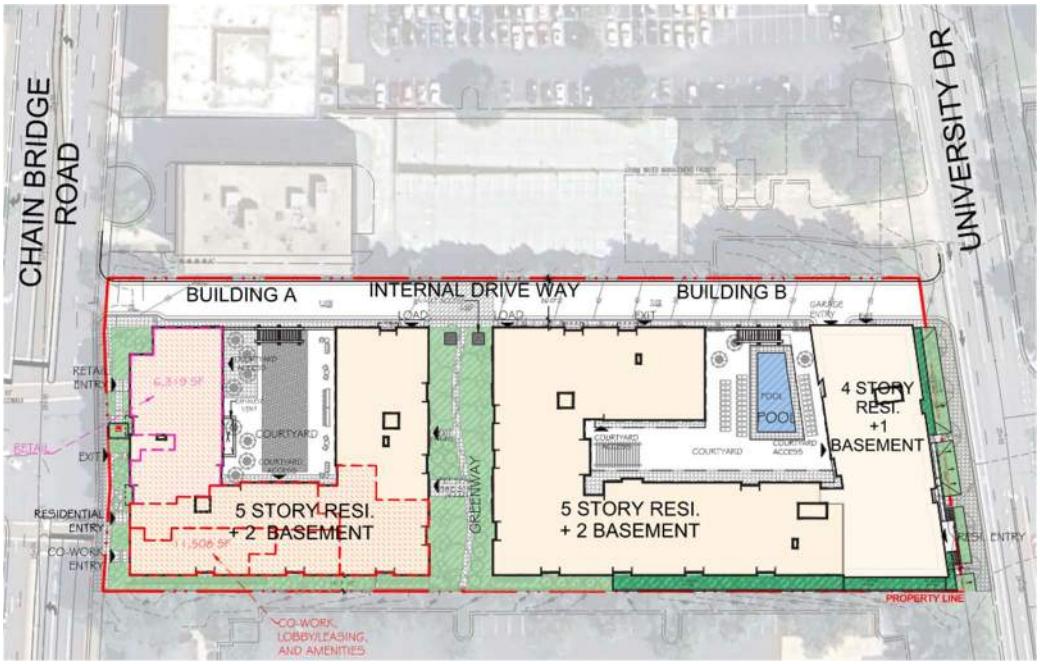


Zoning

The property is zoned **RM Residential Medium District**, seeking re-zoning to **CU Commercial Urban.** The site is also located in the **Transition Overlay District (TOD)** and the **Old Town Small Area Plan.**

Proposed Development

Due to the Site's topographic conditions, The Proposed, Mixed-use Multifamily, rental development is arranged in Two, stick-frame, III-A construction type buildings ("A" and "B") sitting on top of a multi-level underground parking. The total unit count for Buildings A and B is 276 Units, and the total parking provision is 426 Spaces. (Sheet A.01)



Building A, Fronting Chain Bridge Road, is Five Stories over 2 underground parking levels (shared with Building B), and includes 114 units and 6,319 Sq. Ft. of ground floor Retail, and 4,188 Sq. Ft. of Office/Co-Work/Business center space.
The approximate dimensions of the building's polygon footprint are 166' wide along Chain Bridge Rd by 199.5' long in the east-west direction. The building is arranged in a "U" shape with an open amenity courtyard facing north. The building is 59-3" High measured from the average grade (+494.4). The setback from property line along Chain Bridge Rd varies from 12'-7" at the narrowest point to 16'-6.5" at the widest.

Building B, Fronting University Drive, is 4 stories (for the first 70'-4" measured from Chain Bridge Rd property line), stepping up to 5 stories, over two levels of underground parking, and includes 162 Units. The approximate dimensions of the building's polygon footprint are 167.6' wide along University Dr by 303.5' / 279.8' long in the east-west direction. Similarly, The building is arranged in a "U" shape with a larger, open, amenity courtyard facing north.
The building is 60' High at the high side and 38'-8" at the low side, measured from the average grade (+438.0). The setback from property line along University Dr is 9'-4".

Both of the proposed buildings maintain a separation distance from the southern property line of 10'-7".

The proposed building arrangement includes an internal driveway located on the northern side of the property connecting Chain Bridge Road and University Drive, the parking and loading access points are located off of this internal driveway as well.

The proposed also includes a pedestrian space referred to as "greenway" In between the two aforementioned buildings, as delineated in the Old Town Small Area plan.

Architecture Character Concept

Analyzing Historic Fairfax, The TOD Guidelines, as well as the context, the proposed character revolves around human and contextual scale.

Human and Contextual Scale

Human and Contextual scale is expressed **First** by a variety of building volumes separated by recessed planes, the resulting building volumes vary in width, materiality, parapet height, number and arrangement of window groupings. The overall building mass is therefore reduced to smaller volumes, respectful and compatible with the existing urban context. (Sheets A.24 to A.31)

Second, with distinctive architectural character within those width-varying volumes resulting in a random-yet-organized composition. There are three distinctive architectural characters are proposed, referred to as "Palettes" (Sheet A.31):

"Palette # 1" displays a transitional approach to the historic Fairfax architecture, with predominately red brick walls, with light color mortar, and accents with architectural stone in beige / earthy tones, The building's base is treated with beige/tan color brick with recessed bands for rich texture and rustication on the first and second floor. Simple hung windows in neutral gray color, there is an intermediate architectural stone band at the top floor for a fourth-floor expression, and Juliette balconies arranged so that most of the volumes and palettes are unique, this character has the highest parapet, 3'-8" High, measured from the roof line. (Sheet A.23)



"Palette # 2" represents a transitional approach as well with a flair of modern industrial, with darker tones, Strong expression line and material change at the third floor, and dark fiber cement top two floors, in similar proportions to the commercial townhomes on the south.
Brick is a darker blend of red and burgundy, molded look, with lighter red mortar for a rich and warm patina. Hung windows with decorative muntins on the upper sash, grouped in pairs or triples. Its parapet is 2'-2" High, measured from the roof line. (Sheet A.23)



"Palette # 3" is a lower scale, more conservative and residential appeal, Urban "Mansionette"-like expression, proposed for the lower section of the development fronting University Drive, respectful of its context. Predominately darker red/burgundy brick with quoins, Two story neoclassic pediments of architectural stone contrasting and providing visual emphasis to a central element, one of it being the building's access point. Due to the topography and grading solution, these groups of volumes are several feet above the sidewalk elevation, The base below the first floor is treated with beige brick and steps up to the building's entrance are arranged in a "Palladio villa" expression flanking the main pediment emphasizing the urban mansionette concept. There is an architectural stone band running across, at the first floor line for maintaining human scale expression. The decorative roof is black asphalt shingles, with shed dormers treated with white-color trim. All windows are hung, white color frames, with decorative muntins, and two Juliette balconies flank the main central pediment. Its parapet is 42" High, measured from the roof pavers line (which are 12" above the roof line). (Sheet A.23)



Transition **Palettes # 4 and # 5"**, are the recessed balcony bays that delineate the variety of volumes and palettes described above, these are 12-feet wide, and 2 to 4 feet behind the main façade plane, some have balconies some don't, walls treated with light gray color horizontal fiber-cement siding, for the base, the lower wo floors are treated with dark gray color horizontal fiber-cement siding, both upper and lower sections separated by a decorative band, the floor below the first floor, where visible, is treated with lighter color brick. Its parapet is 14" from the roof line.
"Palette # 5" is similar to # 4 in materiality but with no balconies, and topped with cast stone balustrade, 42" High measured from the roof pavers line (which are 12" above the roof line). (Sheet A.23)

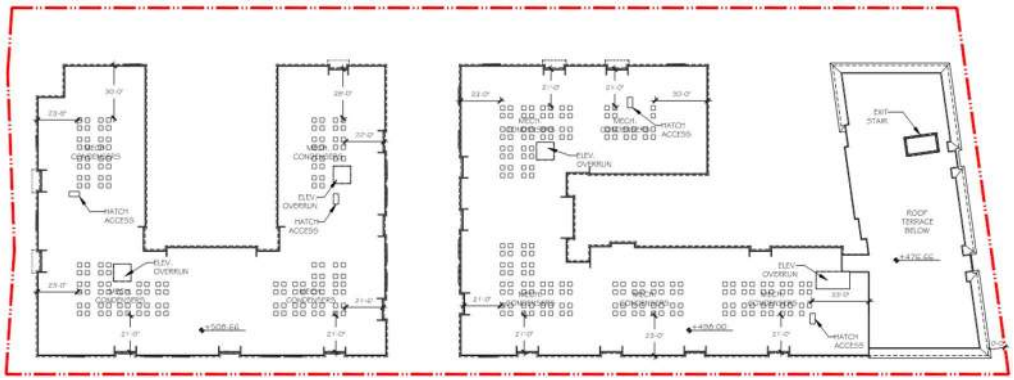


Third, At every side of the exterior perimeter, visible or not from public right of way, The resulting playful array of bands, cornices and material changes corresponding to the different palettes described above creates a dynamic, interesting and non-contiguous visual composition. (Sheets A.24 to A.29)



Garage access as well as openings to the two lading areas will be aluminum-roll up doors, dark gray as rendered.

All Mechanical equipment and other building elements projecting over the roof line, such as condensing fans, rooftop units, roof hatch access, and elevator overruns are placed along the center line of the building, with the parapet heights proposed, and the visual angle from adjacent right of ways won't be visible. (Sheets A.17, A.22 and A.23).



Storefronts and Building Entrance
There is emphasis on detail at the Proposed Retail storefront (Chain Bridge Rd side), with decorative muntins on doors, small format (3-toof wide), wide frame, segmented storefront, and clerestory glazing with decorative muntins, Metal canopy extending 6 feet, and wall space for signage, a similar approach with variations of two-story glazing "look" for the Residential Entry.



Summary



The proposed composition is an evolution of multiple reviews, collaborative feedback and what we consider architecture upgrades, it’s been carefully crafted to fit this specific site conditions and context; it’s meant to express a respectful transition from the Historic Fairfax with slightly modern expression with emphasis on the human scale.

I’d like to thank you for your time invested in reviewing this application, I’m available to respond to any of your questions and appreciate your consideration for a Certificate of Appropriateness.

Respectfully,

Ulises Montes de Oca
Lessard Design
umontes@lessarddesign.com
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571-830-1869

4131 CHAIN BRIDGE ROAD
DAVIES PROPERTY
BOARD OF ARCHITECTURAL REVIEW

CITY OF FAIRFAX, VIRGINIA

NOVEMBER 20th - 2024 - REVISED

PROPERTY OWNER / APPLICANT

THE HILL, A DAVIES FAMILY LLC
C/O DAVIES & DAVIES
5531 LEE HWY
SUITE 206
ARLINGTON, VA 22207

DEVELOPER

PARADIGM DEVELOPMENT COMPANY
1415 NORTH COURTHOUSE ROAD SUITE 600
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PH. 571-830-1869
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ENGINEER

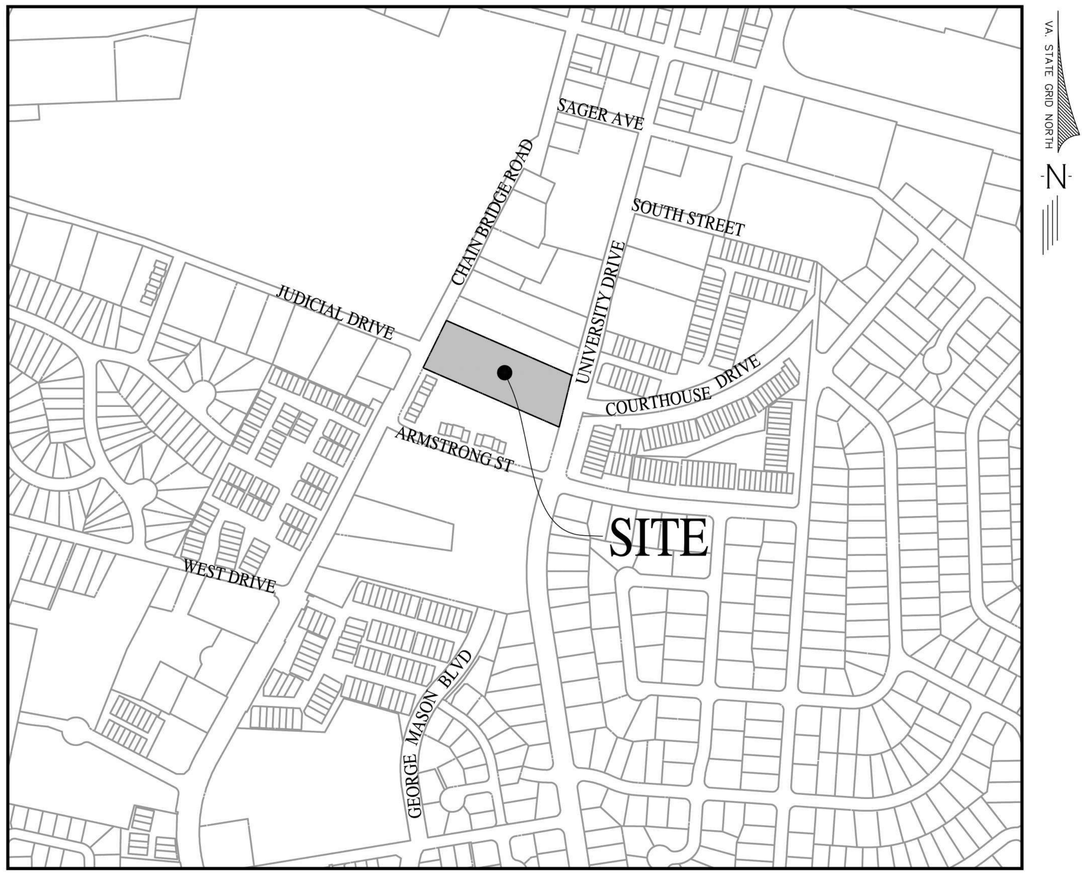
URBAN, LTD.
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CHANTILLY, VA 20151
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CONTACT: CLAYTON TOCK

LANDSCAPE ARCHITECT

URBAN, LTD.
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PH. 703-642-8080
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TRAFFIC ENGINEER

GOROVE SLADE ASSOCIATES
15125 WASHINGTON STREET SUITE 316
HAYMARKET, VA 20169
PH. 571-248-0992
CONTACT: SASHA REDMON



VICINITY MAP
SCALE: 1"=300'

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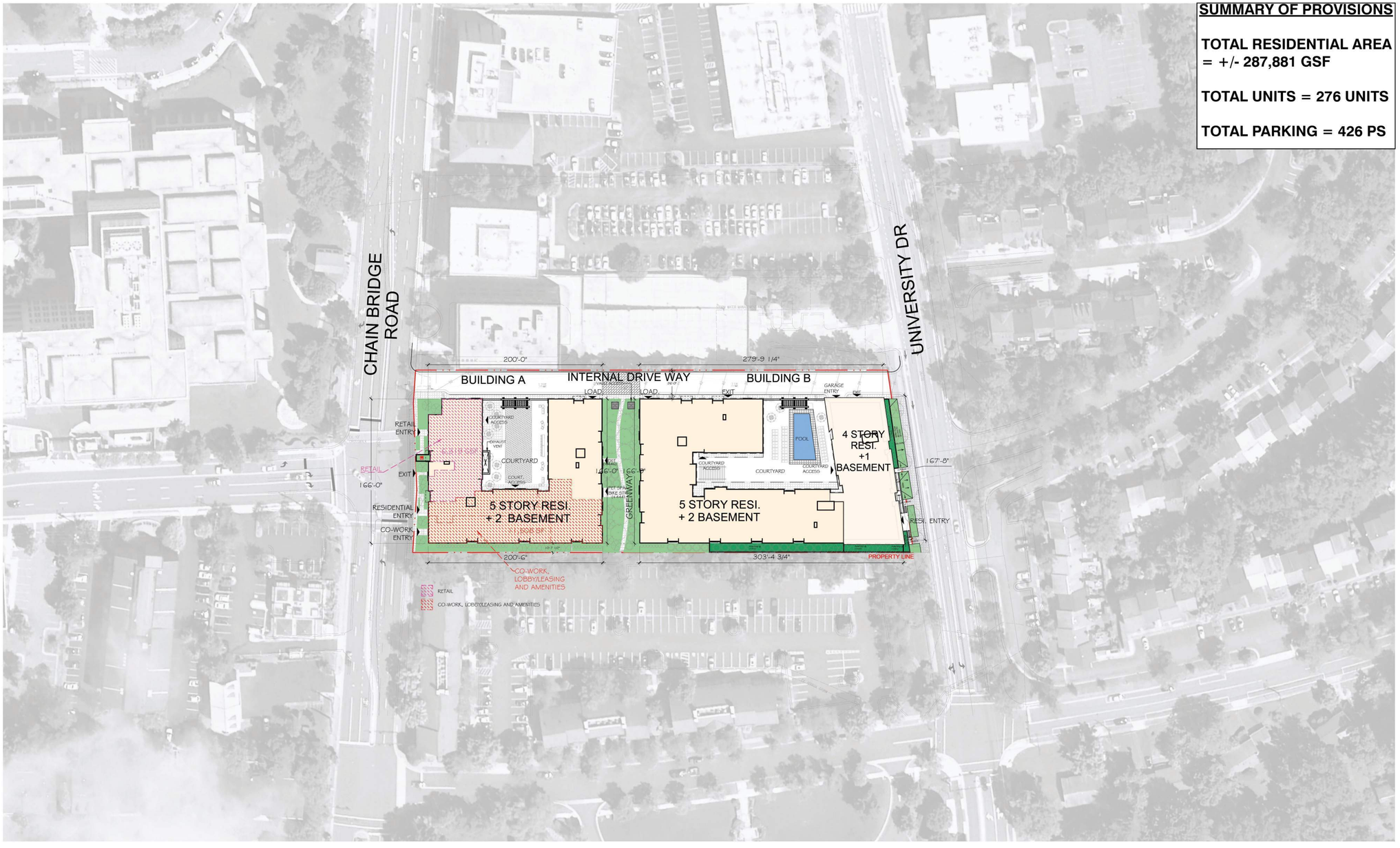

EX. CHAIN BRIDGE ROAD
VA. STATE RT. 123
VARIABLE WIDTH RIGHT OF WAY
EX. UNIVERSITY DRIVE
EX. BRECKINRIDGE LN
EX. JUDICIAL DRIVE
EX. COURTHOUSE DR
T.M.#57-4-02-041
F & M BANK NORTHERN VIRGINIA
DB.9896 PG.237
ZONE: C-1
PROPERTY LINE
T.M.#57-4-26-001 THRU 57-4-26-014
4151 CHAIN BRIDGE ROAD LLC.
DB.19501 PG.1317
ZONE: CPD
EX. BRICK BUILDING
EX. CONC. DRIVEWAY
EX. ASPHALT PAVEMENT
EX. FRAME GARAGE
EX. WOOD SHED
EX. GREENHOUSE
EX. CONC. SIDEWALK
EX. CURB
EX. GUTTER
EX. CROSSWALK
EX. APPROX. 6" R/W
EX. APPROX. 4" R/W
EX. APPROX. 8" R/W
EX. APPROX. 10" R/W
EX. APPROX. 12" R/W
EX. APPROX. 14" R/W
EX. APPROX. 16" R/W
EX. APPROX. 18" R/W
EX. APPROX. 20" R/W
EX. APPROX. 22" R/W
EX. APPROX. 24" R/W
EX. APPROX. 26" R/W
EX. APPROX.

SUMMARY OF PROVISIONS

TOTAL RESIDENTIAL AREA = +/- 287,881 GSF

TOTAL UNITS = 276 UNITS

TOTAL PARKING = 426 PS



*NOTE: REFER TO CIVIL FOR SITE PLAN AND CIVIL INFORMATION.
LANDSCAPE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY.
REFER TO LANDSCAPE FOR TREES AND LANDSCAPE INFORMATION.

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ILLUSTRATIVE SITE PLAN

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A.02

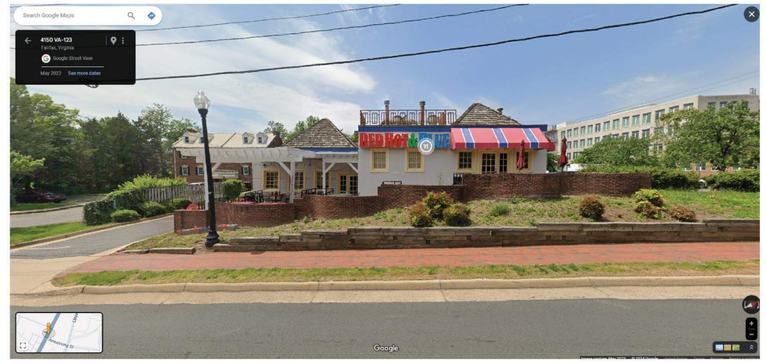
0' 30' 60' 120'
SCALE: 1"= 60' (@ 22"x34")



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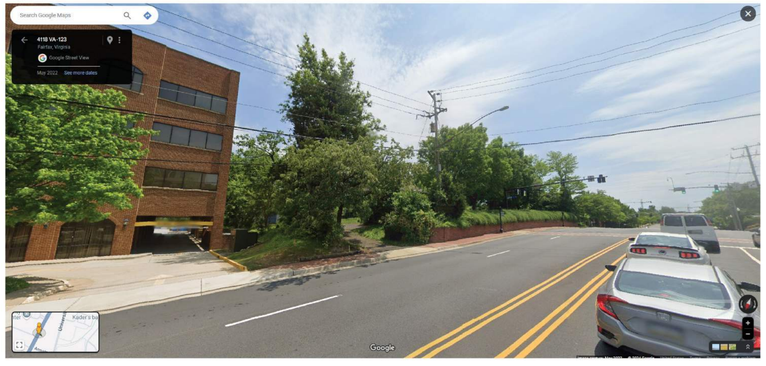
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5) CHAINBRIDGE- NORTH PROPERTY- ACROSS ST



6) CHAINBRIDGE- NORTH PROPERTIES- 1



7) SITE- NW LOOKING SE



8) CHAINBRIDGE- NORTH PROPERTIES- 2



9) CHAINBRIDGE- LOOKING SOUTH



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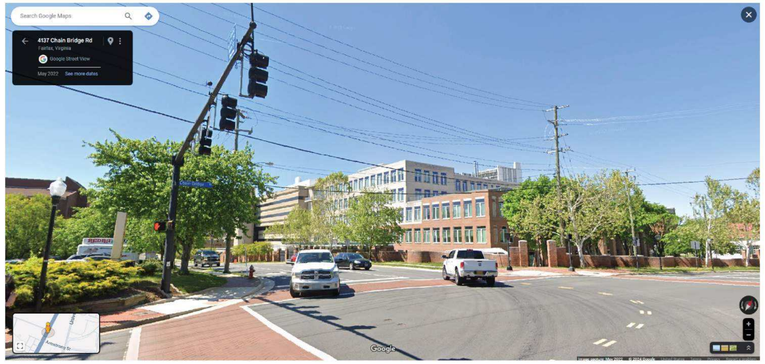
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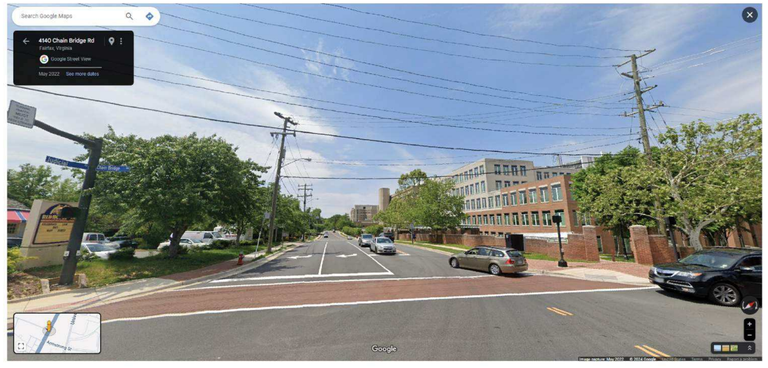
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4) JUDICIAL DR- 1



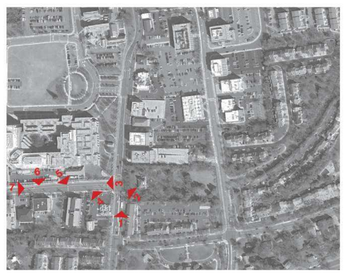
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6) JUDICIAL DR- 3



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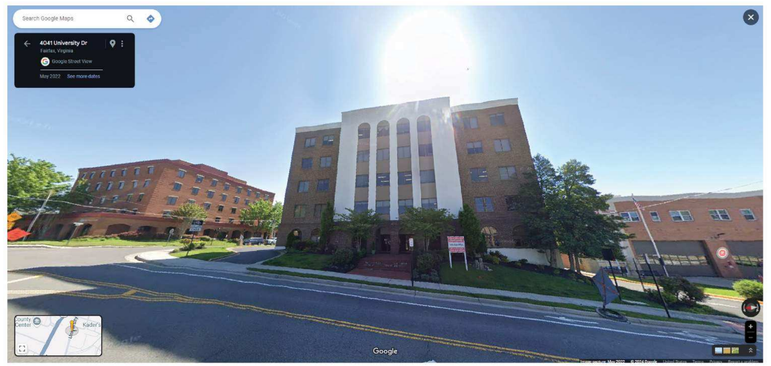
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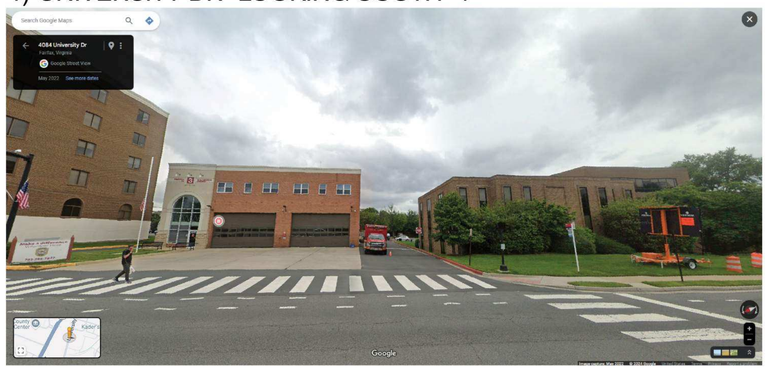
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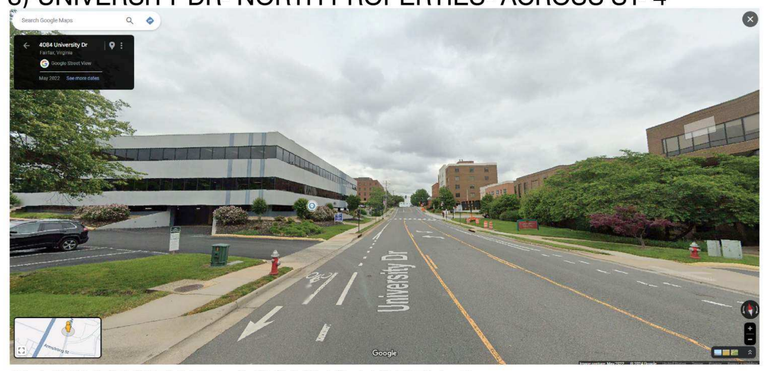
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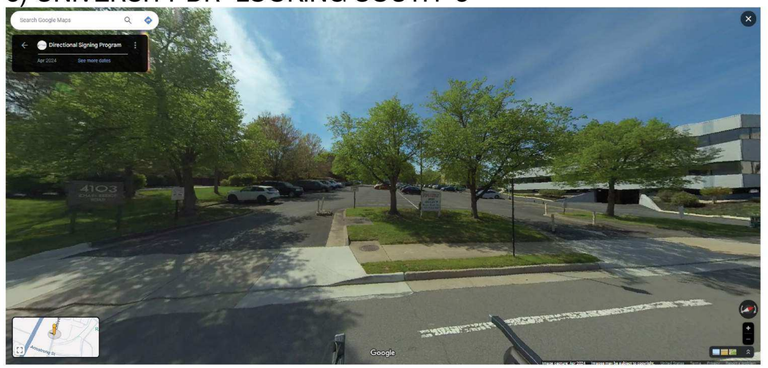
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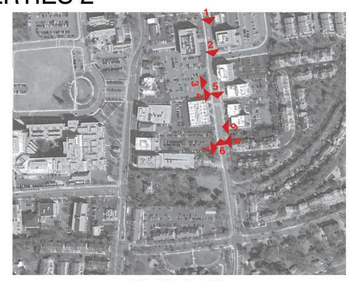
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9) UNIVERSITY DR- NORTH PROPERTIES 2



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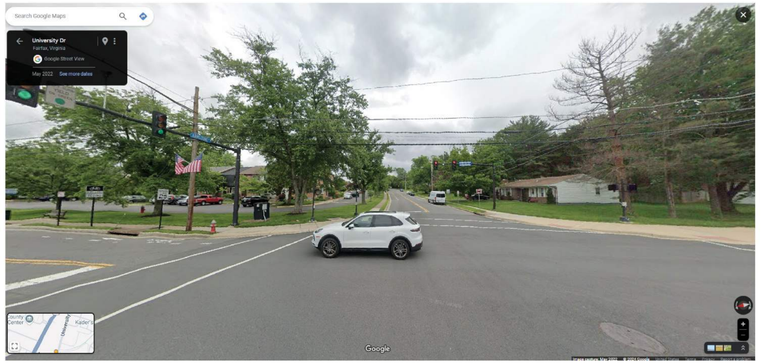
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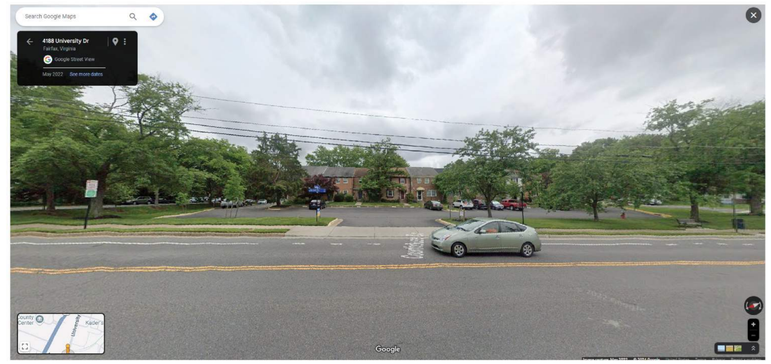
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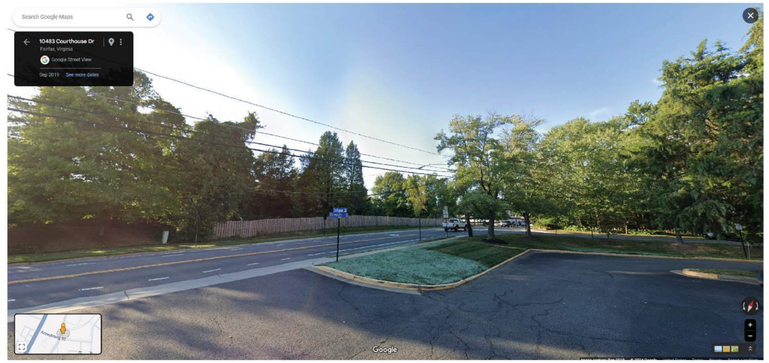
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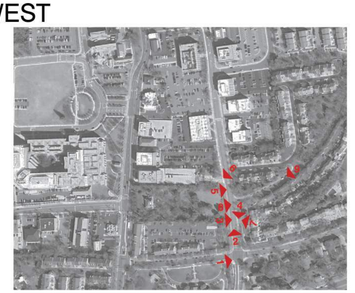
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8) BRECKENRIDGE LN LOOKING EAST



9) BRECKENRIDGE LN LOOKING WEST



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3D VIEW- 1

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A.08



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3D VIEW- 4

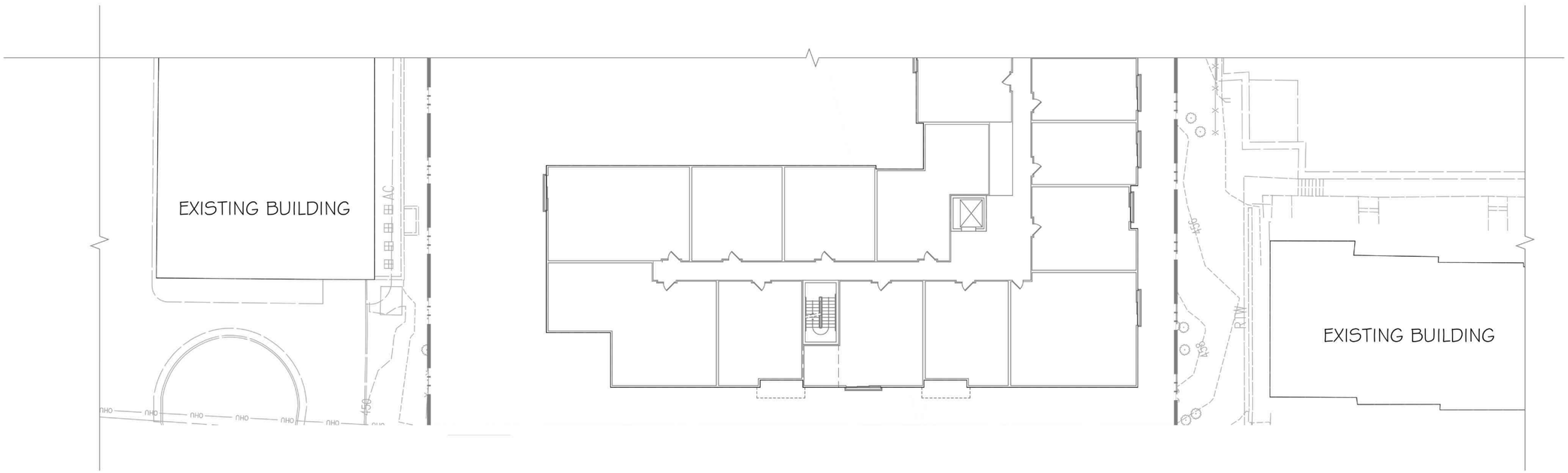
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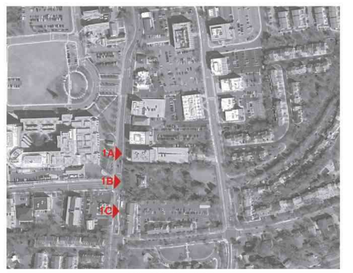
A.10



1A) CHAINBRIDGE- NORTH PROPERTIES

1B) CHAINBRIDGE- PROPOSED BUILDING

1C) CHAINBRIDGE-SOUTH PROPERTIES



KEY PLAN

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PHOTOS OF ADJOINING SITES

REZONING APPLICATION

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4131 CHAIN BRIDGE ROAD

CITY OF FAIRFAX ,VA

PARADIGM DEVELOPMENT

NOV 20, 2024
PDM.015

A.11

0' 8' 16' 32'
SCALE: 1/16"= 1'-0" (@ 22"x34")

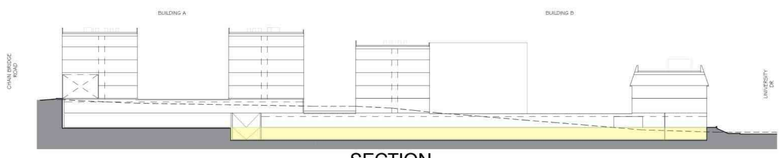


B3 FLOOR

RESIDENTIAL AREA (BUILDING A) = 280 GSF

RESIDENTIAL AREA (BUILDING B) = 684 GSF

GARAGE/PARKING AREA = 64,463 GSF



SECTION

*NOTE: REFER TO CIVIL FOR SITE PLAN AND CIVIL INFORMATION.
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B3 - BASEMENT PLAN

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4131 CHAIN BRIDGE ROAD

CITY OF FAIRFAX ,VA

PARADIGM DEVELOPMENT

NOV 20, 2024
PDM.015

A.12

0' 10' 20' 40'
SCALE: 1"= 20' (@ 22"x34")

BUILDING A

BUILDING B

UNEXCAVATED

522'-9 1/4"

546'-4 3/4"

547'-11 1/2"

GARAGE ENTRY +430

+429 EXIT

UNIVERSITY DR

26+00

25+00

167'-1 3/4"

196 PS

TRANSFORMER VAULT

INTAKE VENT

DN 8% 17.0% 8% UP

STR

ELE MACH RM

TRANSFORMER

(+430.00)

23'-0"

9'-0"

18'-0"

5'-6"

24'-0"

VAN

C7M1

B1m1

A2

C2

ELE MACH RM

LOBBY & LEASING
4,157 GSF

+430

(+432)

PLANTERS @ (+432)

PROPERTY LINE

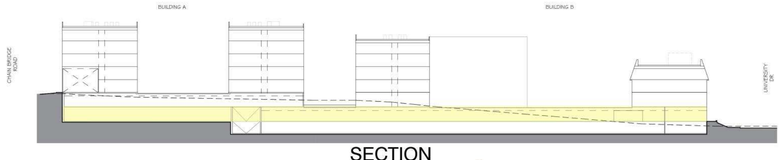
B2 FLOOR

RESIDENTIAL AREA (BUILDING B) = 9,570 GSF

GARAGE/PARKING AREA = 78,397 GSF

● = PICK UP/DROP OFF AND SHORT TERM DELIVERY

RESIDENTIAL AREA (BUILDING A) = 575 GSF



SECTION

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B2 - BASEMENT PLAN

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4131 CHAIN BRIDGE ROAD
CITY OF FAIRFAX ,VA
PARADIGM DEVELOPMENT

NOV 20, 2024
PDM.015

A.13

0' 10' 20' 40'
SCALE: 1"= 20' (@ 22"x34")



B1 FLOOR

RESIDENTIAL AREA (BUILDING A) = 6,267 GSF

GARAGE/PARKING AREA = 26,071 GSF

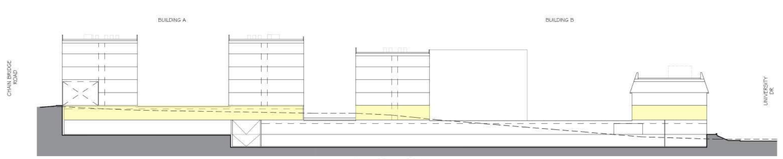
R = RETAIL PARKING

R1 FLOOR

RESIDENTIAL AREA (BUILDING B) = 36,441 GSF

PROPERTY LINE

● = ADU UNITS



SECTION

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B1 - R1 FLOOR PLAN

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4131 CHAIN BRIDGE ROAD

CITY OF FAIRFAX ,VA

PARADIGM DEVELOPMENT

NOV 20, 2024
PDM.015

A.14

0' 10' 20' 40'
SCALE: 1"= 20' (@ 22"x34")

BUILDING A

BUILDING B

CHAIN BRIDGE ROAD

RETAIL ENTRY (+454.00)

EXIT (+454.00)

RESIDENTIAL ENTRY

CO-WORK ENTRY

RETAIL 6,319 GSF

COURTYARD ACCESS

EXHAUST VENT

COURTYARD (+453.33)

COURT ACCESS

LOUNGE/LOBBY 7,320 GSF

(+454.00) CO-WORK 2,653 GSF

REST ROOMS

BUSINESS CENTER 1,535 GSF

LIBRARY

WORKSHOP

YOGA

FITNESS

OPEN TO LOADING BELOW

TR

MEP

POOL BELOW

FIRE BARRIER

(+452.66)

200'-0"

279'-9 1/4"

303'-4 3/4"

197'-8"

R1 FLOOR

R2 FLOOR

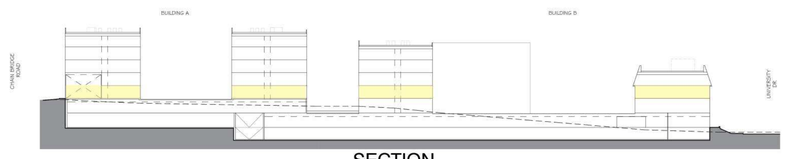
PROPERTY LINE

RESIDENTIAL AREA (BUILDING A) = 13,051 GSF

GROUND FLOOR ACTIVE USE = 10,507 SF

RESIDENTIAL AREA (BUILDING B) = 35,247 GSF

● = ADU UNITS



SECTION

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R1-R2 FLOOR PLAN

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4131 CHAIN BRIDGE ROAD
CITY OF FAIRFAX ,VA
PARADIGM DEVELOPMENT

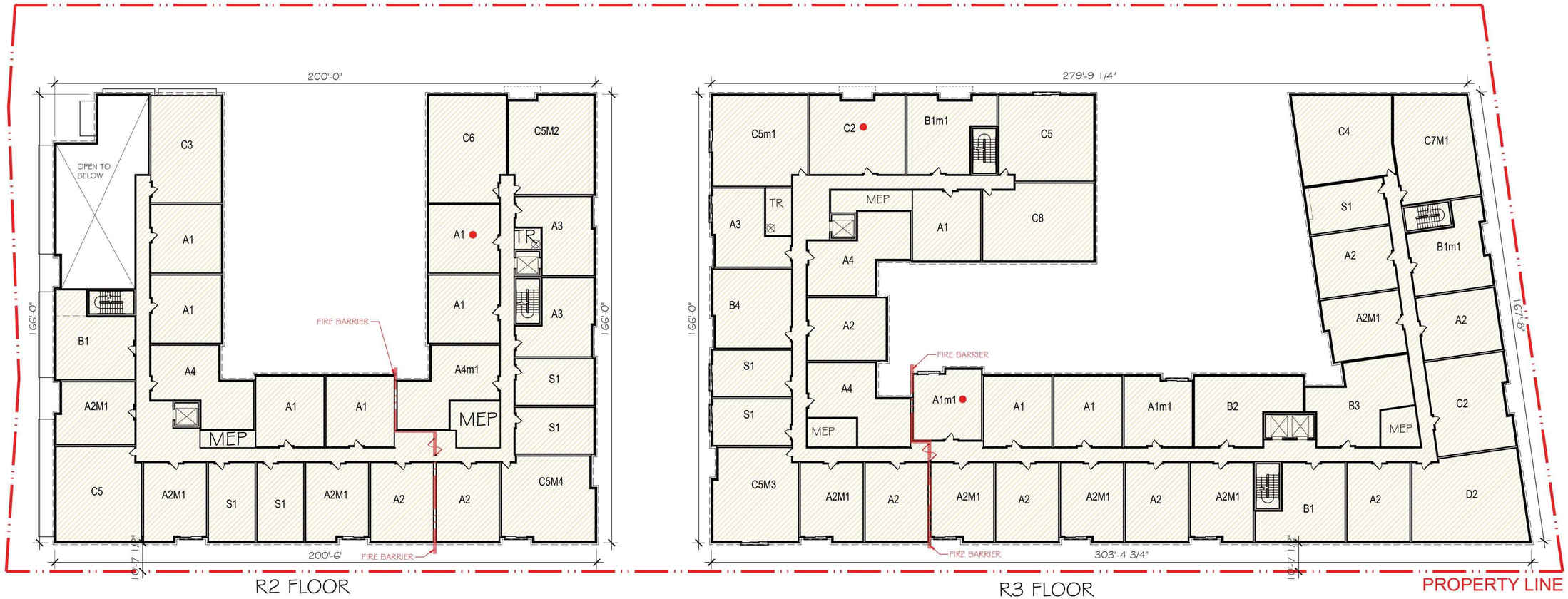
NOV 20, 2024
PDM.015

A.15

0' 10' 20' 40'
SCALE: 1" = 20' (@ 22"x34")

BUILDING A

BUILDING B



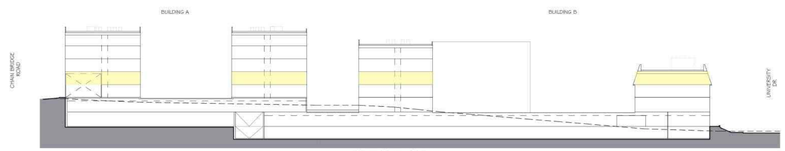
R2 FLOOR

R3 FLOOR

RESIDENTIAL AREA (BUILDING A) = 22,819 GSF

RESIDENTIAL AREA (BUILDING B) = 36,444 GSF

● = ADU UNITS



SECTION

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R2 - R3 FLOOR PLAN

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4131 CHAIN BRIDGE ROAD
CITY OF FAIRFAX ,VA
PARADIGM DEVELOPMENT

NOV 20, 2024
PDM.015

A.16

0' 10' 20' 40'
SCALE: 1"= 20' (@ 22"x34")

BUILDING A

BUILDING B

5 STORY MAX.
4 STORY MAX.

APPROXIMATE LINE
FROM GREEN AREA PLAN



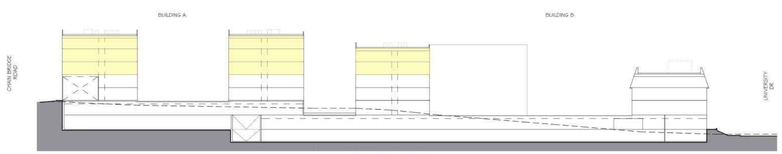
TYPICAL 1 FLOOR (R3-R5)

RESIDENTIAL AREA (BUILDING A) = 24,821 GSF

TYPICAL 2 FLOOR (R4 & R5)

RESIDENTIAL AREA (BUILDING B) = 25,740 GSF

● = ADU UNITS



SECTION

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TYPICAL 1 - TYPICAL 2 FLOOR PLAN

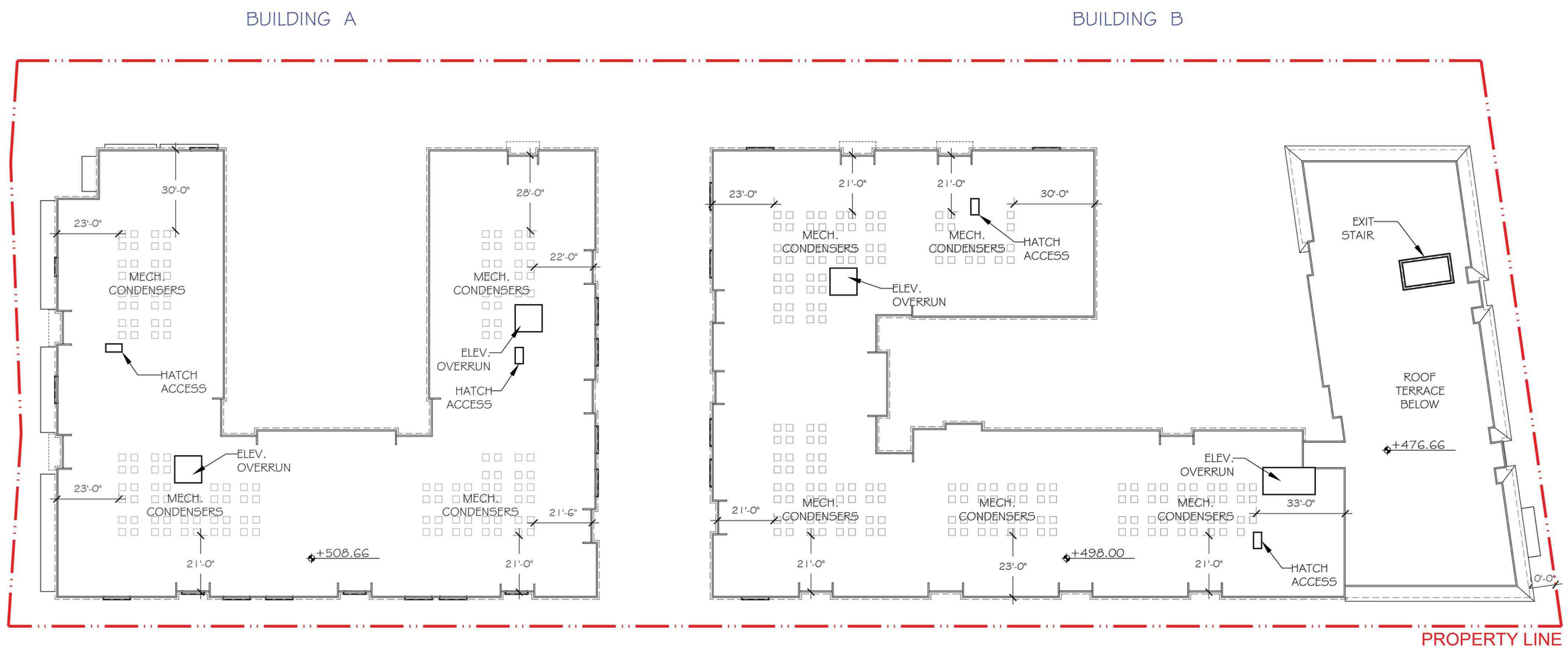
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CITY OF FAIRFAX ,VA
PARADIGM DEVELOPMENT

NOV 20, 2024
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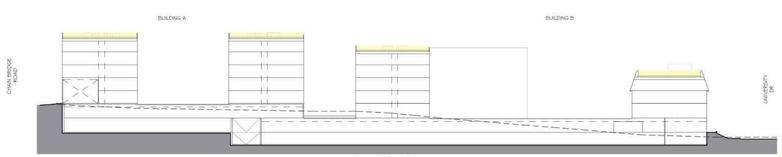
A.17

0' 10' 20' 40'
SCALE: 1"= 20' (@ 22"x34")



ROOF PLAN

NEAREST POINT: 21'-0"
(PARAPET TO EQUIPMENT, HATCH, OR ELEVATOR OVERRUN)



SECTION

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ROOF PLAN

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4131 CHAIN BRIDGE ROAD
CITY OF FAIRFAX ,VA
PARADIGM DEVELOPMENT

NOV 20, 2024
PDM.015

A.18

0' 10' 20' 40'
SCALE: 1"= 20' (@ 22"x34")

BUILDING A

BUILDING B

CHAIN BRIDGE ROAD

UNIVERSITY DR

BRIDGE (FROM BEFORE)

PREVIOUS DESIGN (BY OTHERS)

30'-0"
23'-0"
MECH. CONDENSERS
HATCH ACCESS
ELEV. OVERRUN
23'-0"
MECH. CONDENSERS
21'-0"
+508.66
21'-0"

28'-0"
22'-0"
MECH. CONDENSERS
ELEV. OVERRUN
HATCH ACCESS
MECH. CONDENSERS
21'-6"
21'-0"

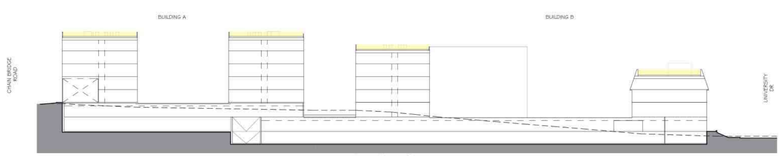
23'-0"
21'-0"
21'-0"
30'-0"
MECH. CONDENSERS
MECH. CONDENSERS
HATCH ACCESS
ELEV. OVERRUN
21'-0"
MECH. CONDENSERS
MECH. CONDENSERS
MECH. CONDENSERS
21'-0"
23'-0"
+498.00
21'-0"

EXIT STAIR
ROOF TERRACE BELOW
+476.66
ELEV. OVERRUN
33'-0"
HATCH ACCESS
0'-0"

PROPERTY LINE

ROOF PLAN

NEAREST POINT: 21'-0"
(PARAPET TO EQUIPMENT, HATCH, OR ELEVATOR OVERRUN)



SECTION

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BUILDING BEFORE VS AFTER

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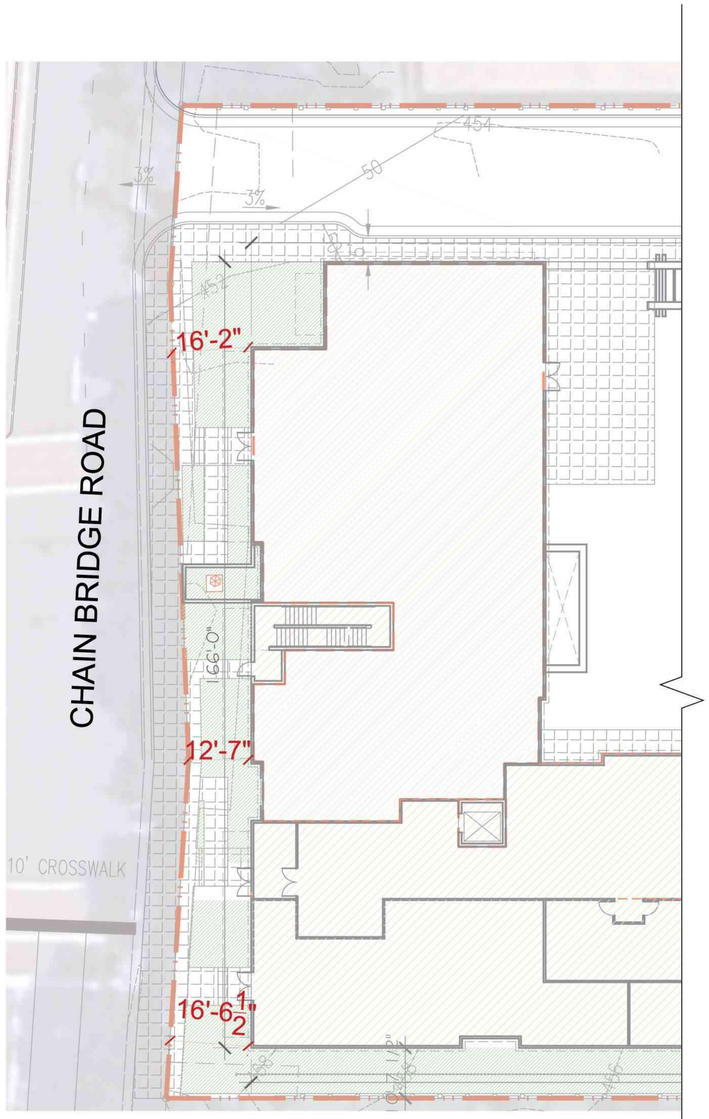
CITY OF FAIRFAX ,VA

PARADIGM DEVELOPMENT

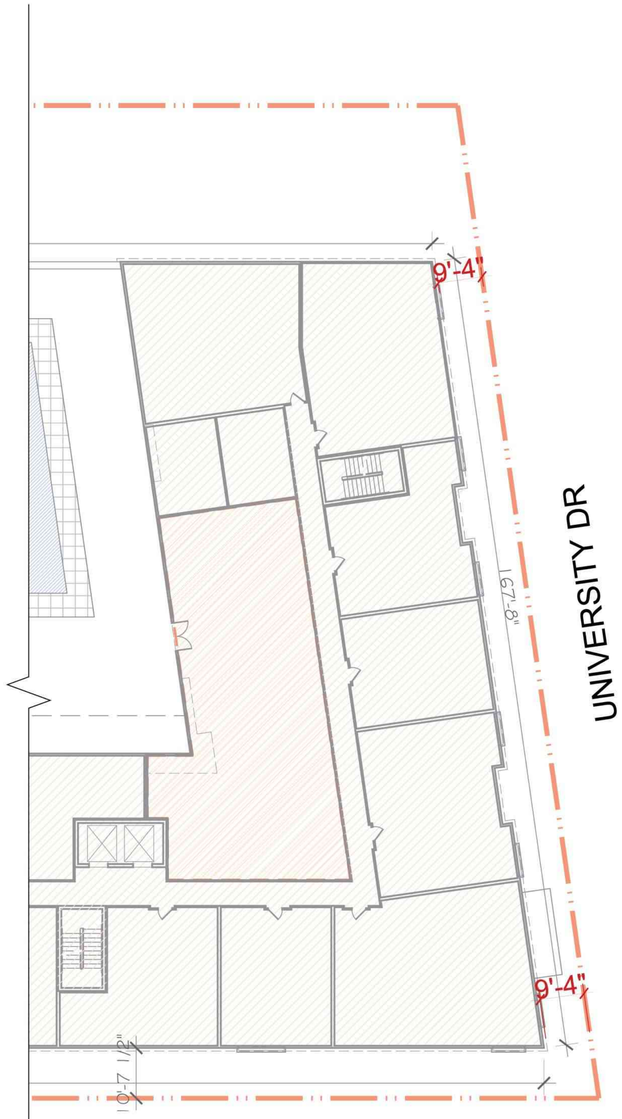
NOV 20, 2024
PDM.015

A.19

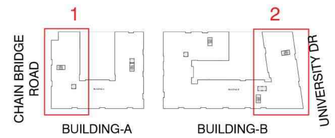
0' 10' 20' 40'
SCALE: 1"= 20' (@ 22"x34")



1



2



KEY PLAN

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SETBACK FROM PROPERTY LINE DIAGRAM

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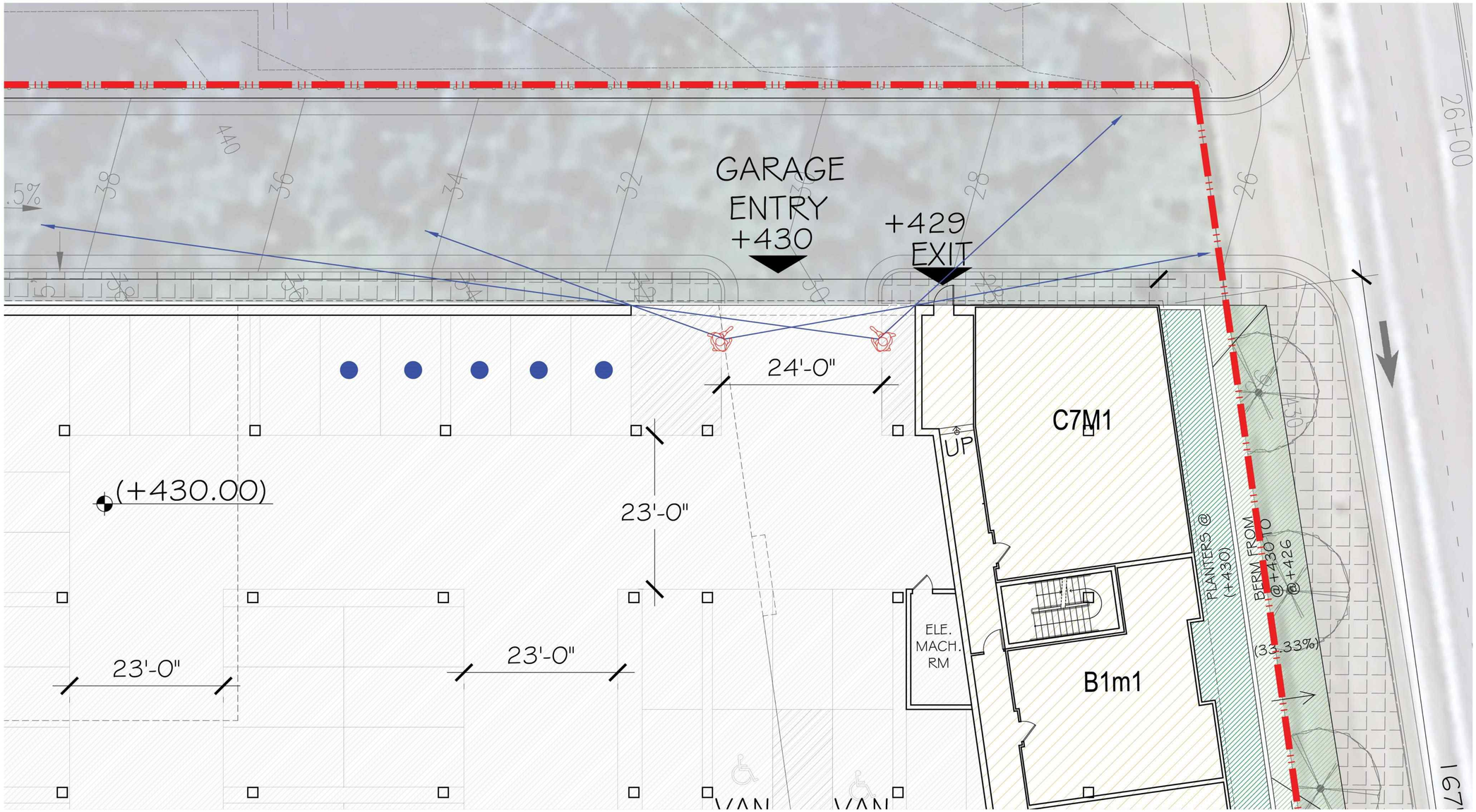
CITY OF FAIRFAX ,VA

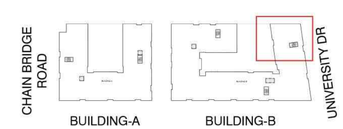
PARADIGM DEVELOPMENT

NOV 20, 2024
PDM.015

A.20

0' 8' 16' 32'
SCALE: 1/16"= 1'-0" (@ 22"x34")





KEY PLAN

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SIGHT DISTANCE DIAGRAM

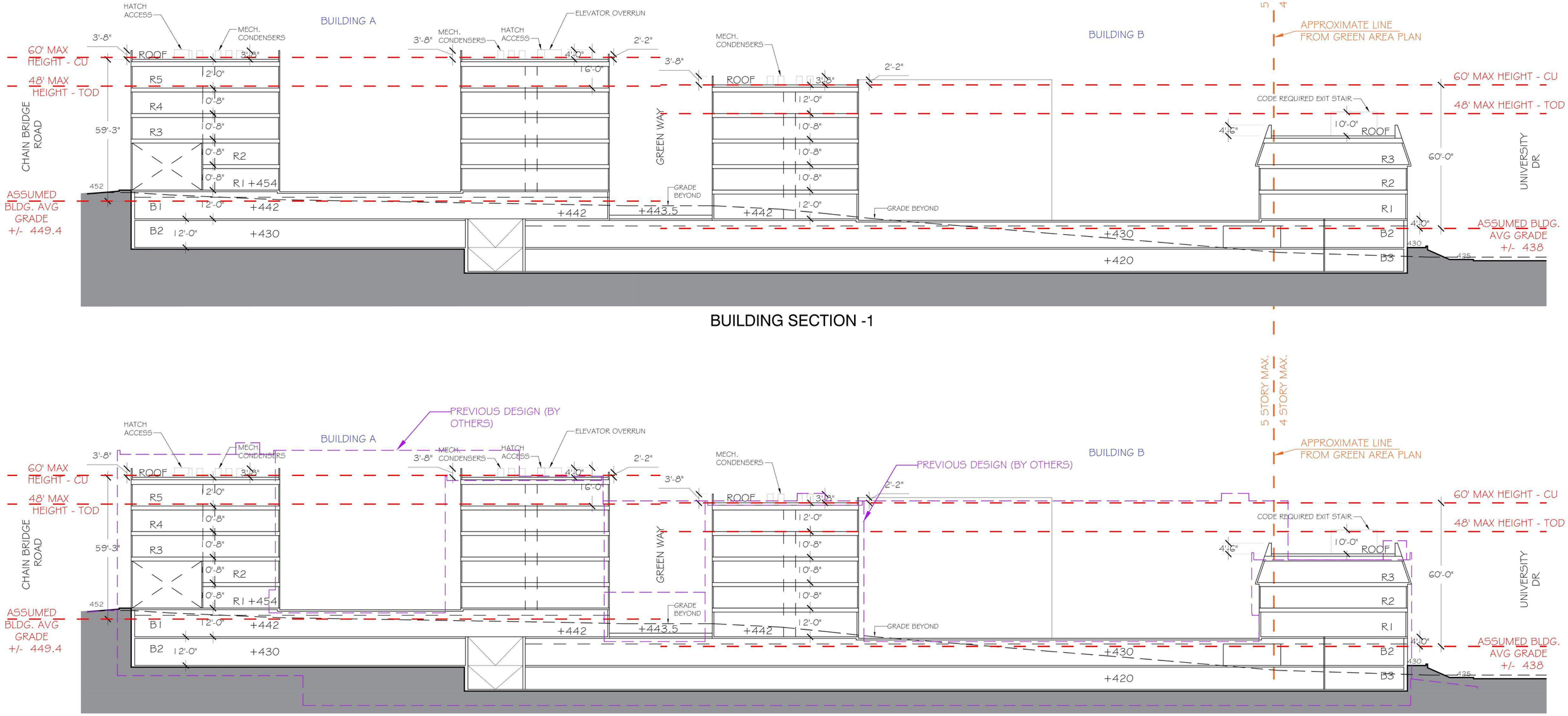
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CITY OF FAIRFAX ,VA
PARADIGM DEVELOPMENT

NOV 20, 2024
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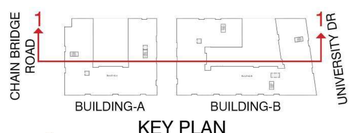
A.21

0' 4' 8' 16'
SCALE: 1/8" = 1'-0" (@ 22"x34")



BUILDING SECTION -1

BUILDING SECTION -1 - CURRENT VS PREVIOUS DESIGN (BY OTHERS)



KEY PLAN

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BUILDING SECTIONS

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4131 CHAIN BRIDGE ROAD

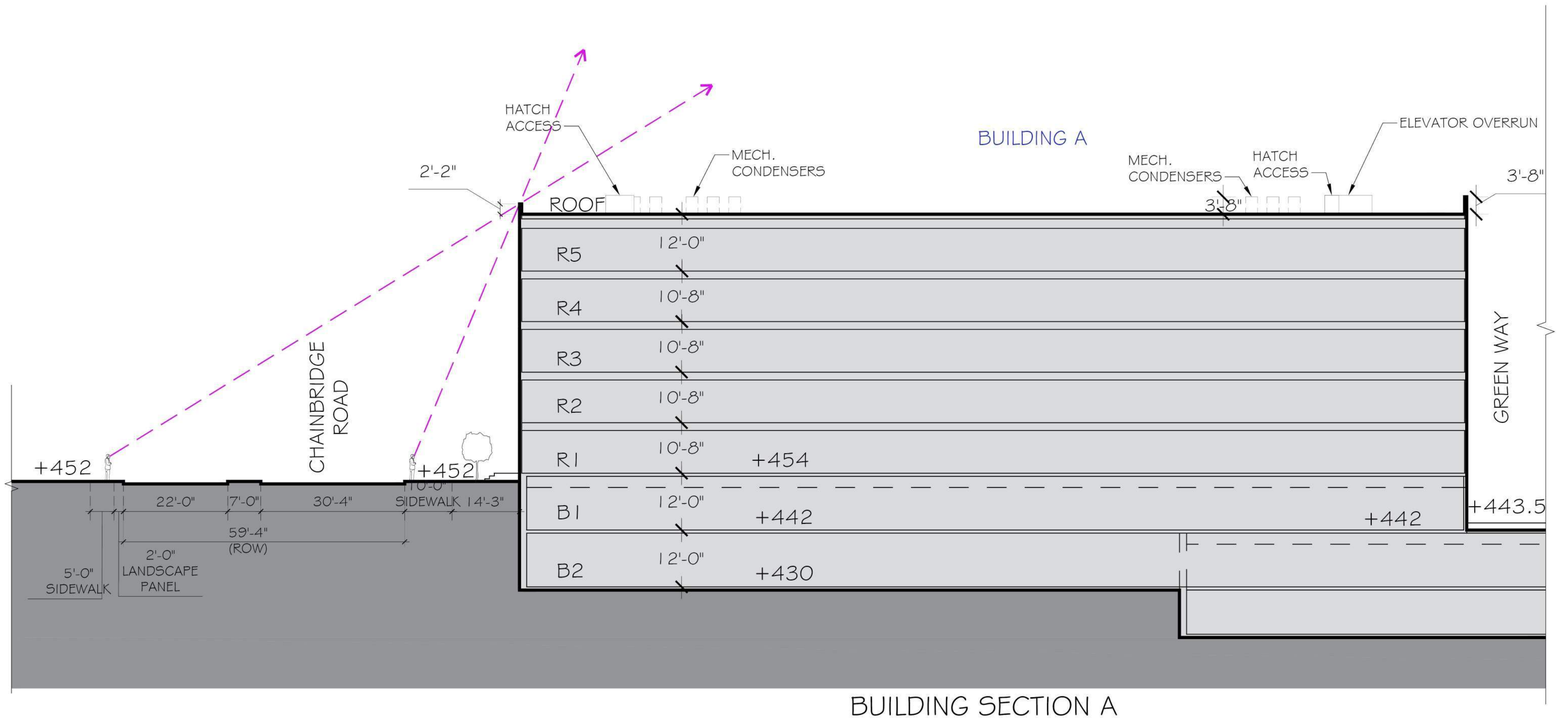
CITY OF FAIRFAX ,VA

PARADIGM DEVELOPMENT

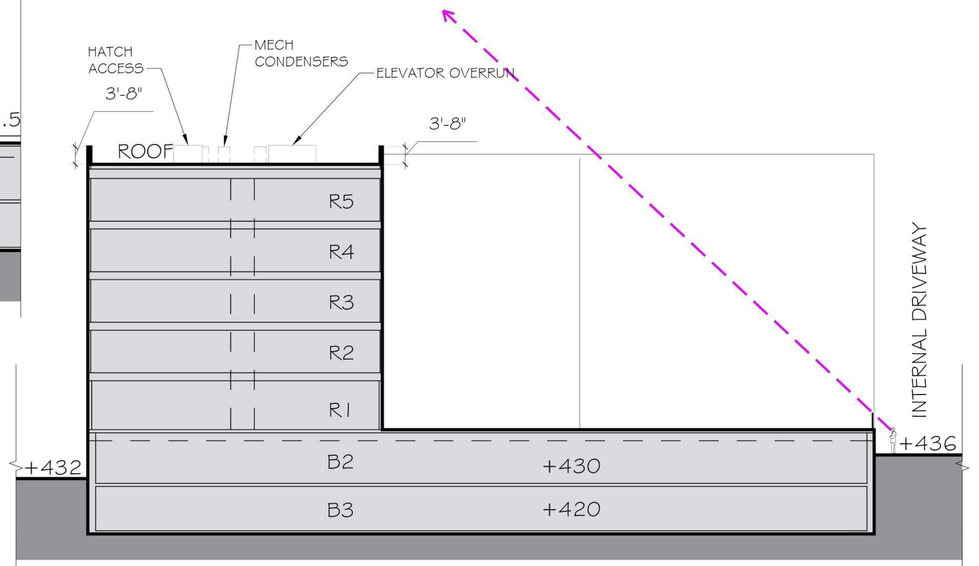
NOV 20, 2024
PDM.015

A.22

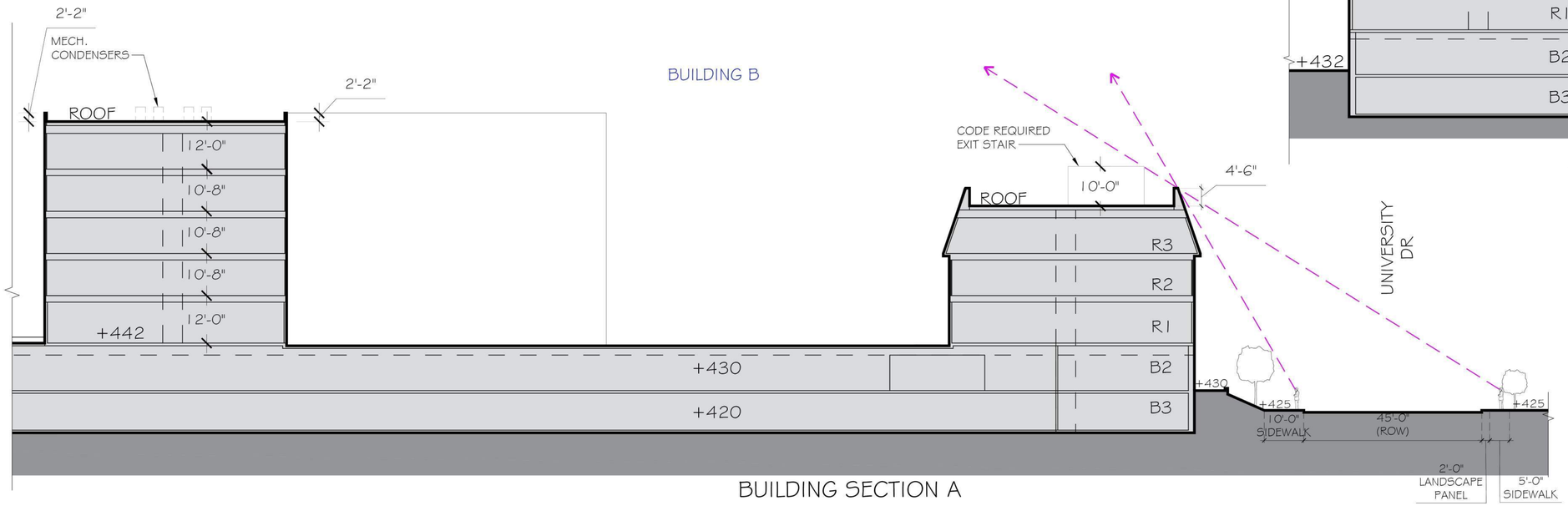
0' 10' 20' 40'
SCALE: 1" = 20' (@ 22"x34")



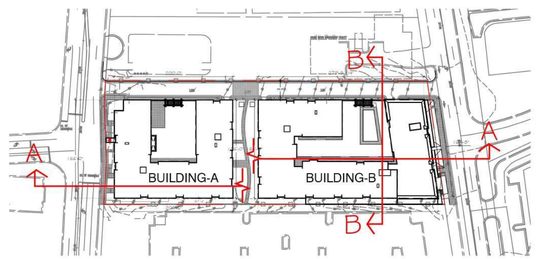
BUILDING SECTION A



BUILDING SECTION B



BUILDING SECTION A



*SEE PAGE A.23 FOR DETAILED DIMENSIONS OF MECH. CONDENSER, ELEVATOR OVERRUN, HATCH ACCESS, AND STAIR.

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SIGHT LINE SECTIONS

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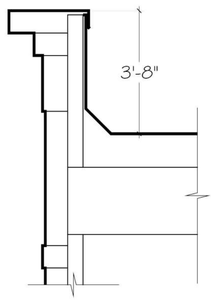
4131 CHAIN BRIDGE ROAD
CITY OF FAIRFAX ,VA
PARADIGM DEVELOPMENT

NOV 20, 2024
PDM.015

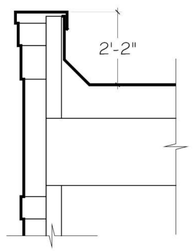
A.23

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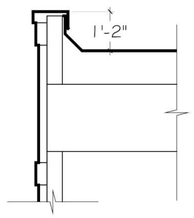
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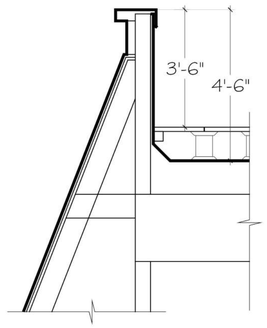
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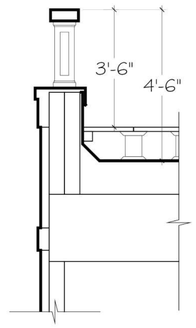
TYPICAL PARAPET #3



TYPICAL PARAPET #4



TYPICAL PARAPET #5

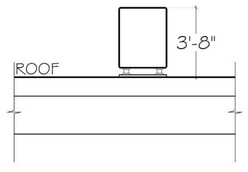


PARAPET DIAGRAM

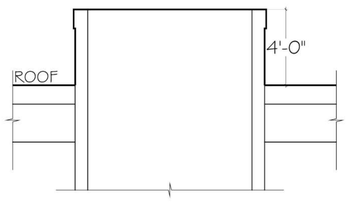


KEY PLAN- PARAPETS

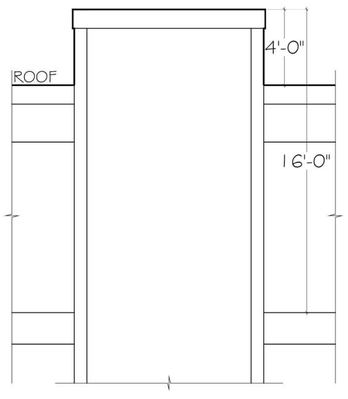
A) TYPICAL CONDENSING FAN



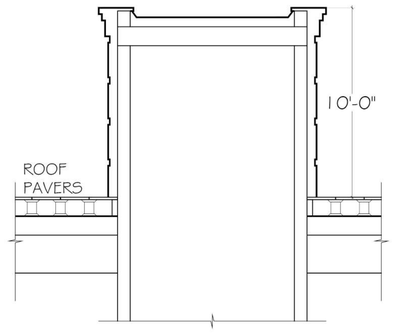
B) TYPICAL HATCH ROOF ACCESS



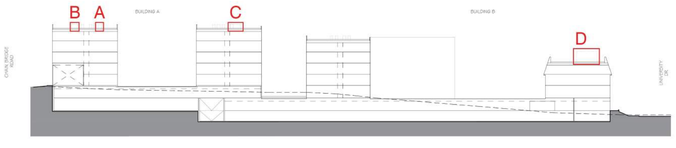
C) TYPICAL ELEVATOR OVERRUN



D) CODE REQUIRED EXIT STAIR AT ROOF TERRACE



ROOF PROJECTIONS DIAGRAM



KEY PLAN- ROOF PROJECTIONS

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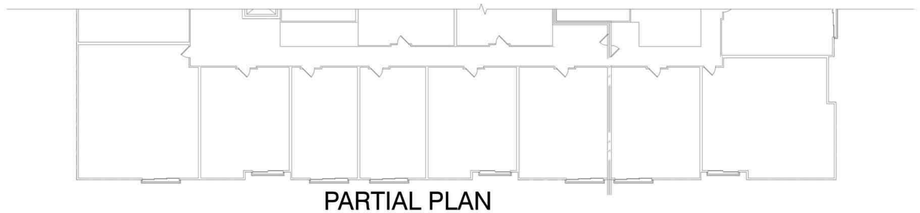
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PARAPET AND ROOF PROJECTIONS DIAGRAM

4131 CHAIN BRIDGE ROAD
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PARADIGM DEVELOPMENT

NOV 20, 2024
PDM.015

A.24



PARTIAL PLAN



BUILDING ELEVATION - 1 (SOUTH)



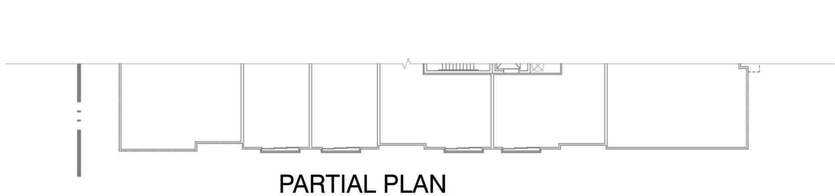
PARTIAL PLAN



BUILDING ELEVATION - 2 (CHAIN BRIDGE DR)



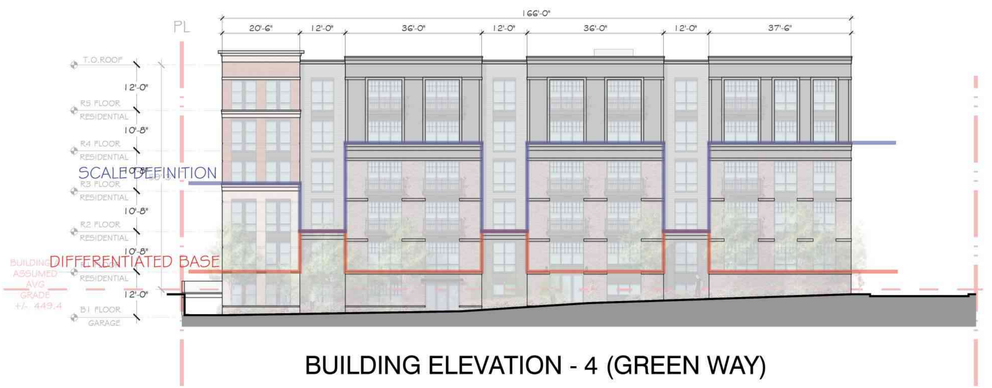
PARTIAL PLAN



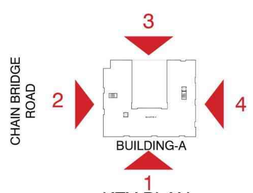
PARTIAL PLAN



BUILDING ELEVATION - 3 (INTERNAL DRIVE WAY)



BUILDING ELEVATION - 4 (GREEN WAY)



KEY PLAN

*NOTE: PRODUCTS AND MANUFACTURERS LISTED ARE SUBJECT TO CHANGE AND/OR TO BE SUBSTITUTED WITH EQUIVALENT AND COMPATIBLE OPTIONS

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COMPOSITION EXHIBIT - BUILDING 1

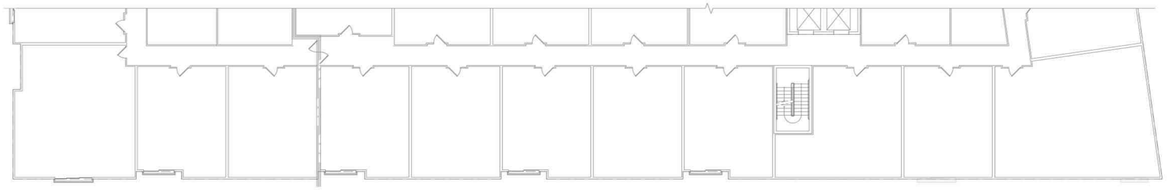
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CITY OF FAIRFAX ,VA
PARADIGM DEVELOPMENT

NOV 20, 2024
PDM.015

A.25

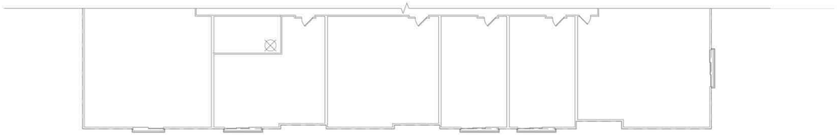
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SCALE: 1"= 20' (@ 22"x34")



PARTIAL PLAN



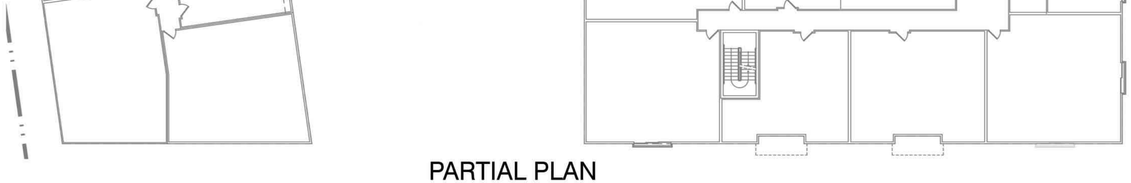
BUILDING ELEVATION - 1 (SOUTH)



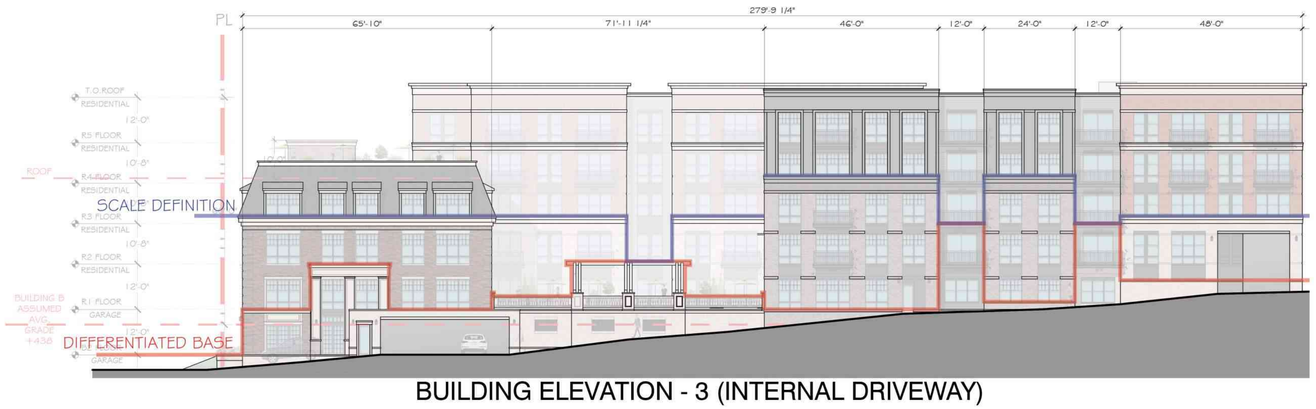
PARTIAL PLAN



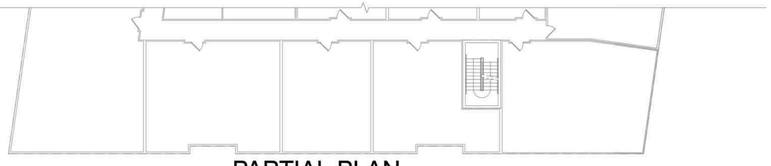
BUILDING ELEVATION - 2 (GREEN WAY)



PARTIAL PLAN



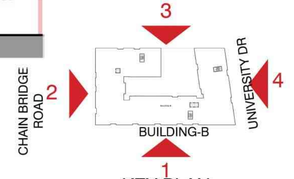
BUILDING ELEVATION - 3 (INTERNAL DRIVEWAY)



PARTIAL PLAN



BUILDING ELEVATION - 4 (UNIVERSITY DR)



KEY PLAN

*NOTE: PRODUCTS AND MANUFACTURERS LISTED ARE SUBJECT TO CHANGE AND/OR TO BE SUBSTITUTED WITH EQUIVALENT AND COMPATIBLE OPTIONS

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COMPOSITION EXHIBIT - BUILDING 2

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4131 CHAIN BRIDGE ROAD

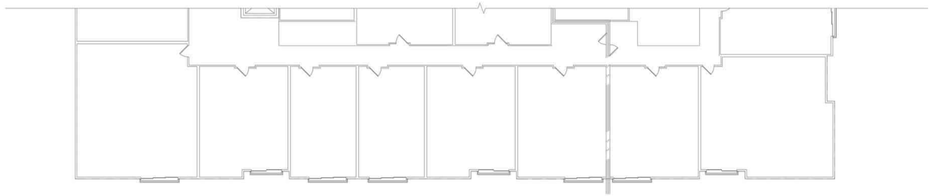
CITY OF FAIRFAX ,VA

PARADIGM DEVELOPMENT

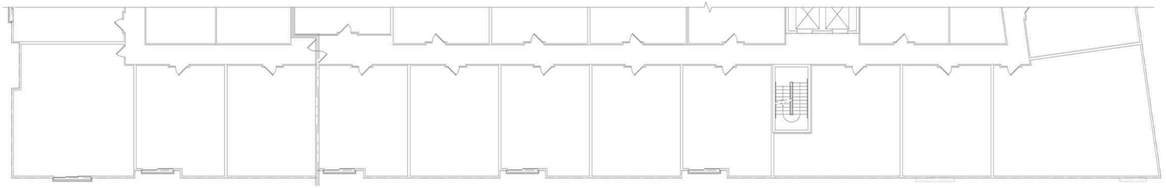
NOV 20, 2024
PDM.015

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A.26

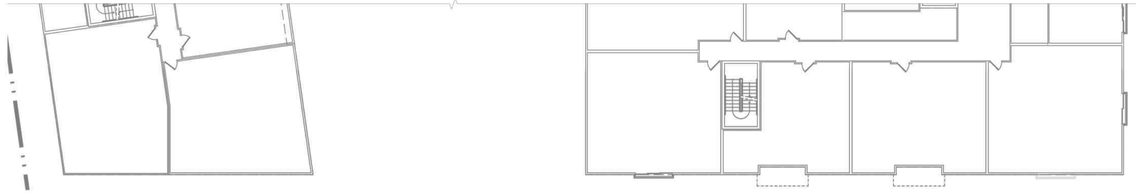


PARTIAL PLAN





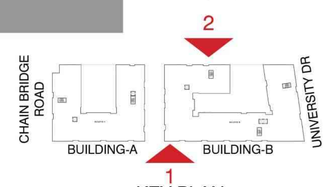
SITE ELEVATION - 1 (SOUTH)



PARTIAL PLAN



SITE ELEVATION - 2 (INTERNAL DRIVE WAY)



*NOTE: PRODUCTS AND MANUFACTURERS LISTED ARE SUBJECT TO CHANGE AND/OR TO BE SUBSTITUTED WITH EQUIVALENT AND COMPATIBLE OPTIONS

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COMPOSITION EXHIBIT - SITE ELEVATIONS

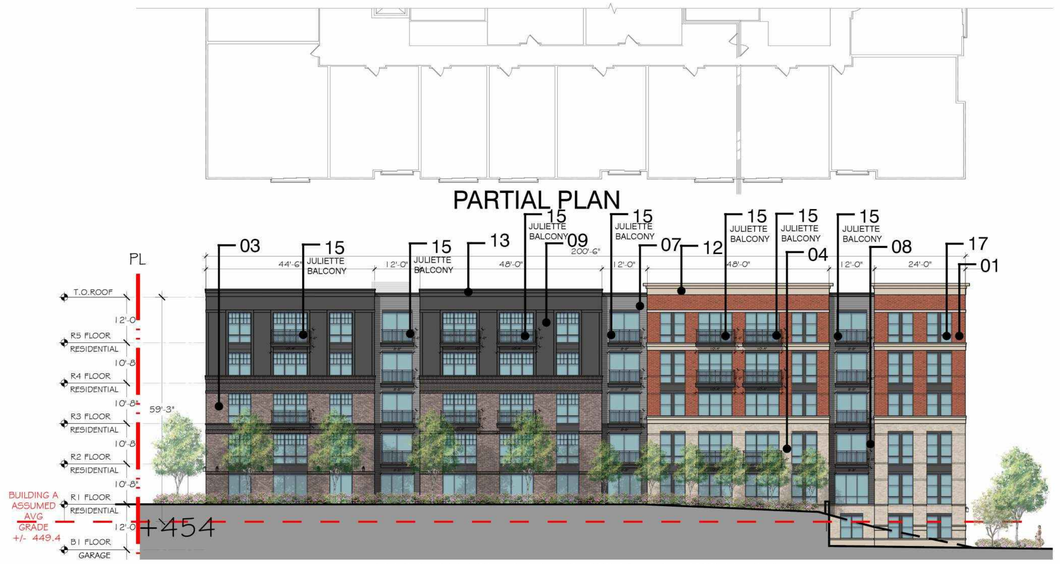
4131 CHAIN BRIDGE ROAD
CITY OF FAIRFAX ,VA
PARADIGM DEVELOPMENT

NOV 20, 2024
PDM.015

A.27

0' 10' 20' 40'
SCALE: 1"= 20' (@ 22"x34")

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BUILDING ELEVATION - 1 (SOUTH)



BUILDING ELEVATION - 2 (CHAIN BRIDGE RD)



BUILDING ELEVATION - 3 (INTERNAL DRIVEWAY)

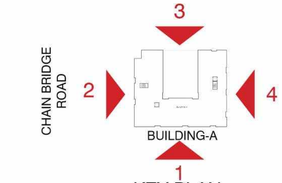


BUILDING ELEVATION - 4 (GREEN WAY)

MATERIAL LEGEND

01 BRICK - RED
02 BRICK - BURGUNDY
03 BRICK - BURGUNDY / GREY RANGE
04 BRICK - TAN
05 BRICK - BLACK IRONSPOT
06 ROOF SHINGLES - BLACK
07 SIDING - MEDIUM GREY
08 SIDING - DARK GREY
09 CEMENTITIOUS BOARD - DARK GREY
10 FIBER CEMENT TRIM - WHITE
11 ARCHITECTURAL STONE - BEIGE
12 METAL CORNICE - BEIGE
13 METAL CORNICE & CANOPY - DARK GREY
14 ALUMINUM OVERHEAD DOOR
15 METAL BALCONY - DARK GREY
16 DECORATIVE GRILLS - DARK GREY
17 VINYL WINDOWS - DARK GREY/WHITE

*NOTE: PRODUCTS AND MANUFACTURERS LISTED ARE SUBJECT TO CHANGE AND/OR TO BE SUBSTITUTED WITH EQUIVALENT AND COMPATIBLE OPTIONS



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BUILDING 1- ELEVATIONS

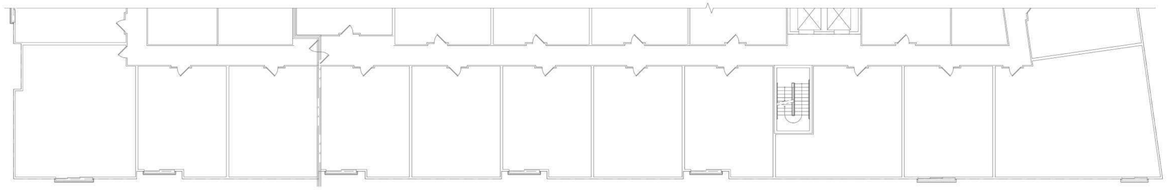
4131 CHAIN BRIDGE ROAD
CITY OF FAIRFAX ,VA
PARADIGM DEVELOPMENT

NOV 20, 2024
PDM.015

A.28

0' 10' 20' 40'
SCALE: 1"= 20' (@ 22"x34")

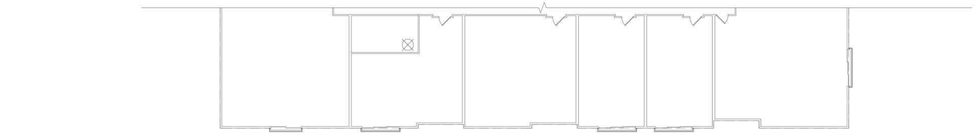
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PARTIAL PLAN



BUILDING ELEVATION - 1 (SOUTH)



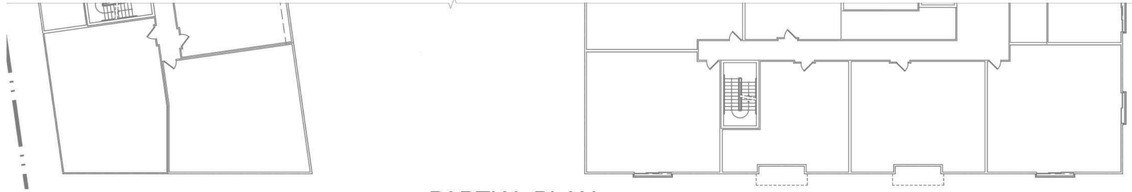
PARTIAL PLAN



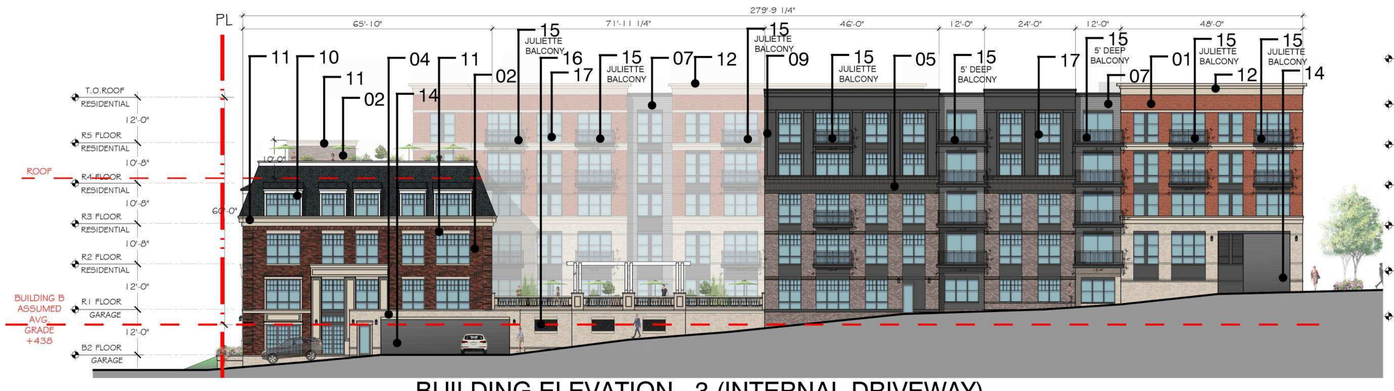
BUILDING ELEVATION - 2 (GREEN WAY)

MATERIAL LEGEND

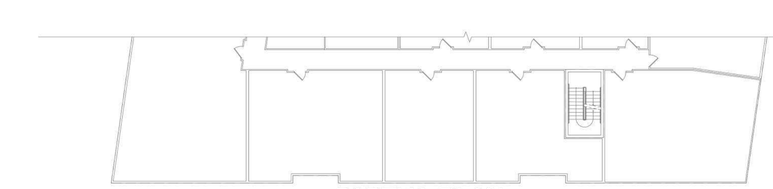
01 BRICK - RED
02 BRICK - BURGUNDY
03 BRICK - BURGUNDY / GREY RANGE
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05 BRICK - BLACK IRONSPOT
06 ROOF SHINGLES - BLACK
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10 FIBER CEMENT TRIM - WHITE
11 ARCHITECTURAL STONE - BEIGE
12 METAL CORNICE - BEIGE
13 METAL CORNICE & CANOPY - DARK GREY
14 ALUMINUM OVERHEAD DOOR
15 METAL BALCONY - DARK GREY
16 DECORATIVE GRILLS - DARK GREY
17 VINYL WINDOWS - DARK GREY/WHITE



PARTIAL PLAN



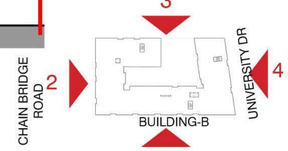
BUILDING ELEVATION - 3 (INTERNAL DRIVEWAY)



PARTIAL PLAN



BUILDING ELEVATION - 4 (UNIVERSITY DR)



KEY PLAN

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BUILDING 2- ELEVATIONS

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PARADIGM DEVELOPMENT

NOV 20, 2024
PDM.015

0' 10' 20' 40'
SCALE: 1"= 20' (@ 22"x34")

A.29



SITE ELEVATION - 1 (SOUTH)

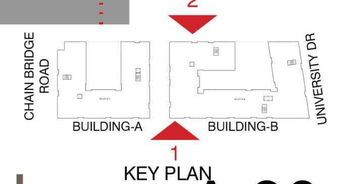


SITE ELEVATION - 2 (INTERNAL DRIVEWAY)

*NOTE: PRODUCTS AND MANUFACTURERS LISTED ARE SUBJECT TO CHANGE AND/OR TO BE SUBSTITUTED WITH EQUIVALENT AND COMPATIBLE OPTIONS

MATERIAL LEGEND

01 BRICK - RED
02 BRICK - BURGUNDY
03 BRICK - BURGUNDY / GREY RANGE
04 BRICK - TAN
05 BRICK - BLACK IRONSPOT
06 ROOF SHINGLES - BLACK
07 SIDING - MEDIUM GREY
08 SIDING - DARK GREY
09 CEMENTITIOUS BOARD - DARK GREY
10 FIBER CEMENT TRIM - WHITE
11 ARCHITECTURAL STONE - BEIGE
12 METAL CORNICE - BEIGE
13 METAL CORNICE & CANOPY - DARK GREY
14 ALUMINUM OVERHEAD DOOR
15 METAL BALCONY - DARK GREY
16 DECORATIVE GRILLS - DARK GREY
17 VINYL WINDOWS - DARK GREY/WHITE



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SITE ELEVATIONS

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PARADIGM DEVELOPMENT

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PDM.015

A.30

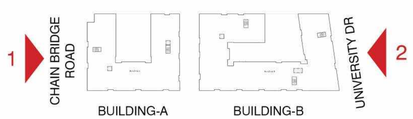
0' 10' 20' 40'
SCALE: 1" = 20' (@ 22"x34")



BUILDING ELEVATION - 1 (CHAIN BRIDGE RD)



BUILDING ELEVATION - 2 (UNIVERSITY DR)



KEY PLAN

*NOTE: REFER TO SHEET A.27 AND A.28 FOR MATERIAL INFORMATION

*NOTE: PRODUCTS AND MANUFACTURERS LISTED ARE SUBJECT TO CHANGE AND/OR TO BE SUBSTITUTED WITH EQUIVALENT AND COMPATIBLE OPTIONS

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ENLARGED ELEVATIONS

4131 CHAIN BRIDGE ROAD

CITY OF FAIRFAX ,VA

PARADIGM DEVELOPMENT

NOV 20, 2024
PDM.015

A.31

0' 4' 8' 16'
SCALE: 1/8"= 1'-0" (@ 22"x34")

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1



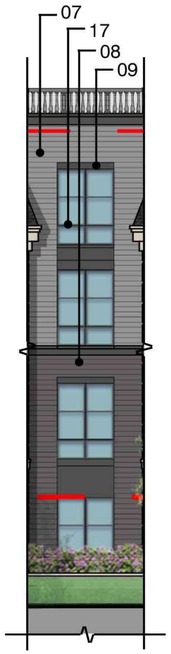
2



3



4



5

MATERIAL LEGEND

01 BRICK - RED
02 BRICK - BURGUNDY
03 BRICK - BURGUNDY / GREY RANGE
04 BRICK - TAN
05 BRICK - BLACK IRONSPOT
06 ROOF SHINGLES - BLACK
07 SIDING - MEDIUM GREY
08 SIDING - DARK GREY
09 CEMENTITIOUS BOARD - DARK GREY
10 FIBER CEMENT TRIM - WHITE
11 ARCHITECTURAL STONE - BEIGE
12 METAL CORNICE - BEIGE
13 METAL CORNICE & CANOPY - DARK GREY
14 ALUMINUM OVERHEAD DOOR
15 METAL BALCONY - DARK GREY
16 DECORATIVE GRILLS - DARK GREY
17 VINYL WINDOWS - DARK GREY/WHITE

*NOTE: PRODUCTS AND MANUFACTURERS LISTED ARE SUBJECT TO CHANGE AND/OR TO BE SUBSTITUTED WITH EQUIVALENT AND COMPATIBLE OPTIONS

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ARCHITECTURAL PALETTES

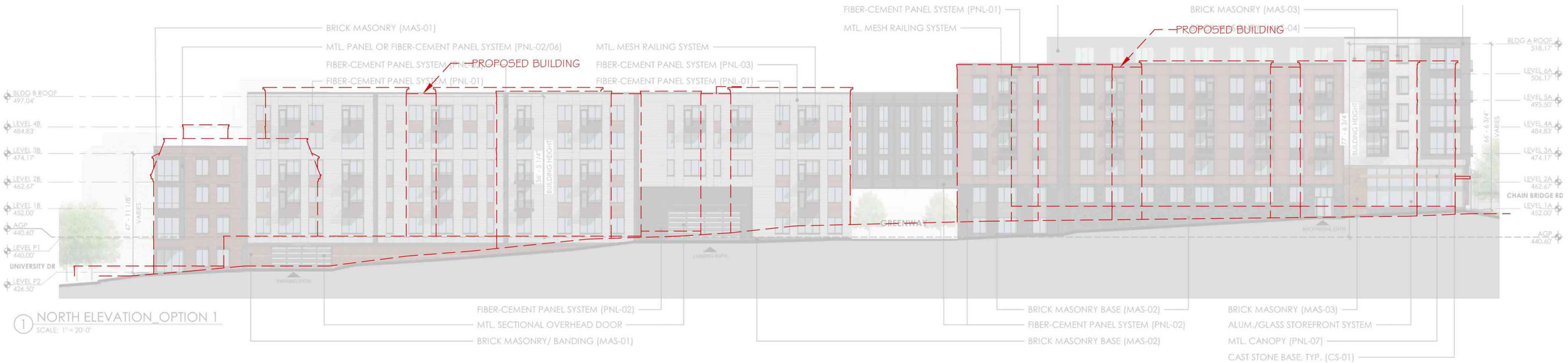
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4131 CHAIN BRIDGE ROAD
CITY OF FAIRFAX ,VA
PARADIGM DEVELOPMENT

NOV 20, 2024
PDM.015

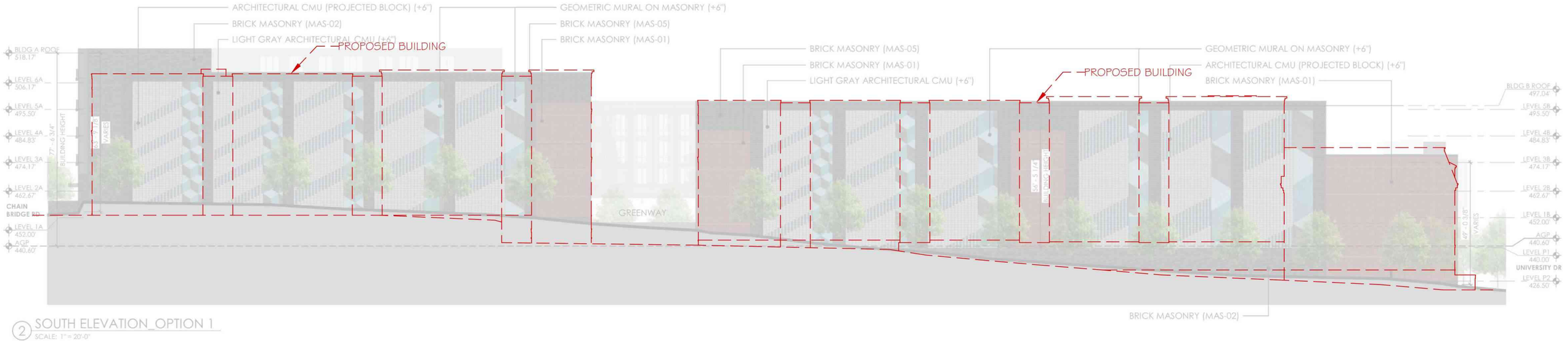
A.32

0' 4' 8' 16'
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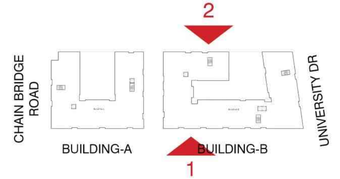
1 NORTH ELEVATION_OPTION 1
SCALE: 1" = 20'-0"

SITE ELEVATION - 2



2 SOUTH ELEVATION_OPTION 1
SCALE: 1" = 20'-0"

SITE ELEVATION - 1



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BUILDING ELEVATIONS BEFORE VS AFTER

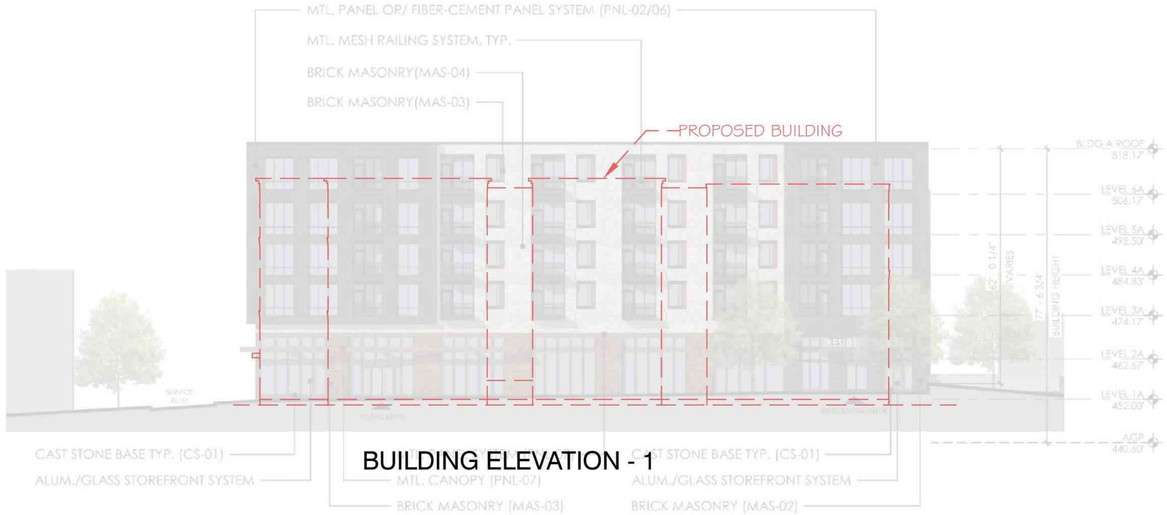
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CITY OF FAIRFAX ,VA
PARADIGM DEVELOPMENT

NOV 20, 2024
PDM.015

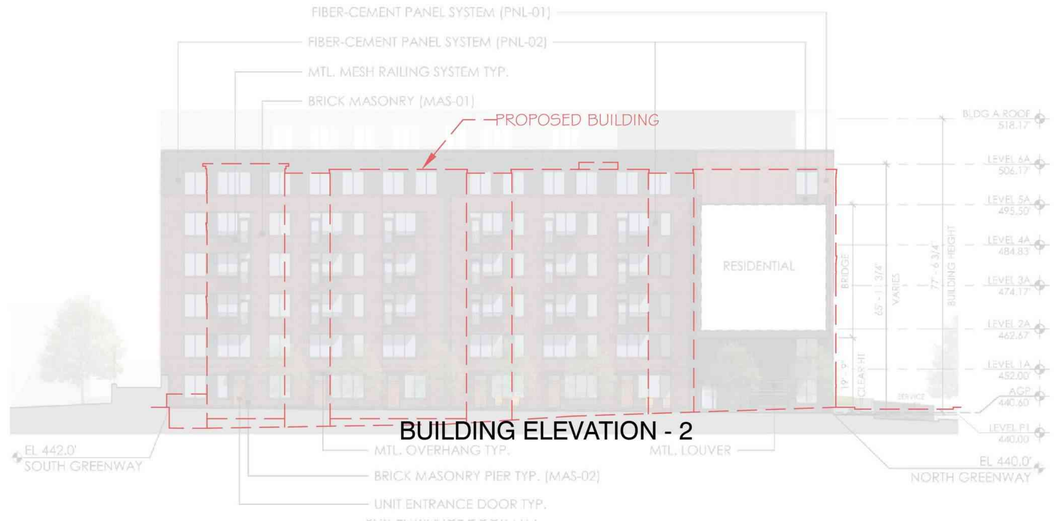
A.33

0' 10' 20' 40'
SCALE: 1"= 20' (@ 22"x34")



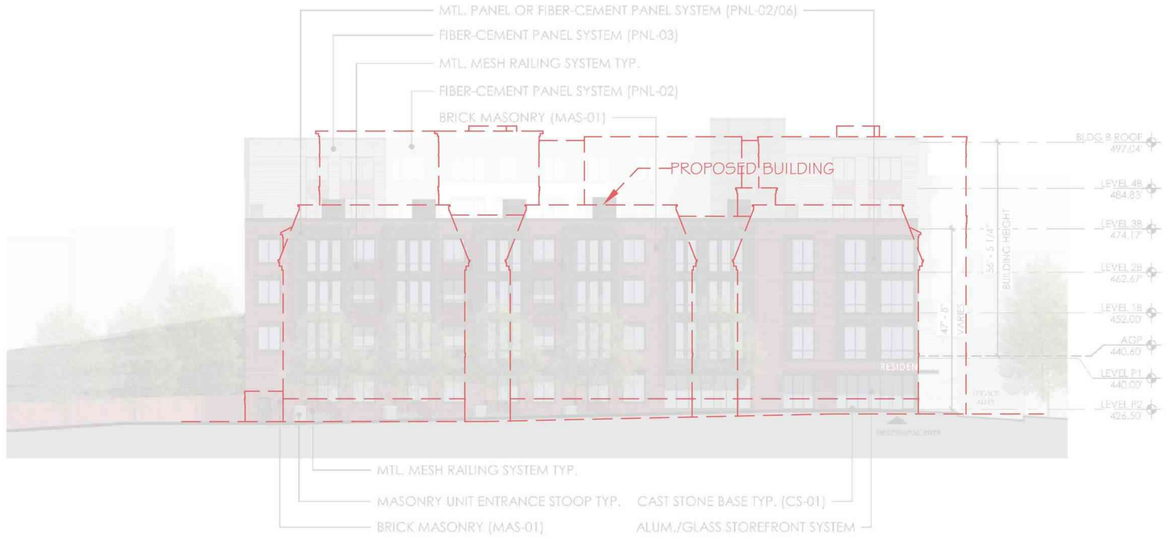
BUILDING ELEVATION - 1

1 BLDG A - WEST ELEVATION AT CHAIN BRIDGE RD
SCALE: 1" = 20'-0"



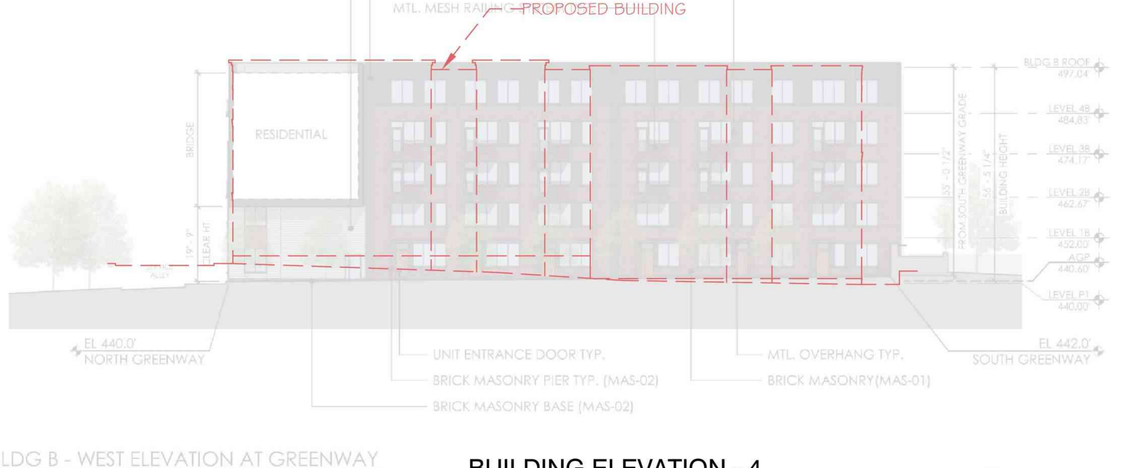
BUILDING ELEVATION - 2

2 BLDG A - EAST ELEVATION AT GREENWAY
SCALE: 1" = 20'-0"



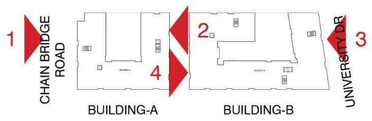
BUILDING ELEVATION - 3

3 BLDG B - EAST ELEVATION AT UNIVERSITY DR
SCALE: 1" = 20'-0"



4 BLDG B - WEST ELEVATION AT GREENWAY
SCALE: 1" = 20'-0"

BUILDING ELEVATION - 4



KEY PLAN

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BUILDING ELEVATIONS BEFORE VS AFTER

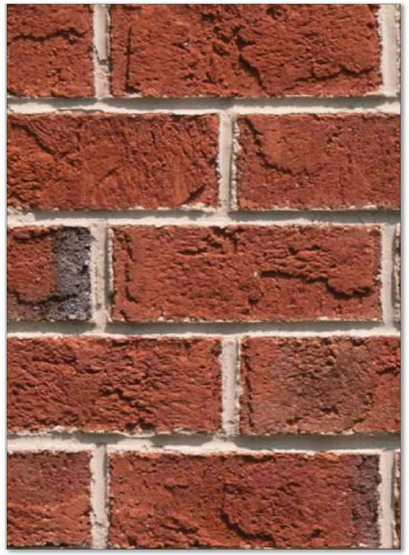
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CITY OF FAIRFAX ,VA
PARADIGM DEVELOPMENT

NOV 20, 2024
PDM.015

A.34

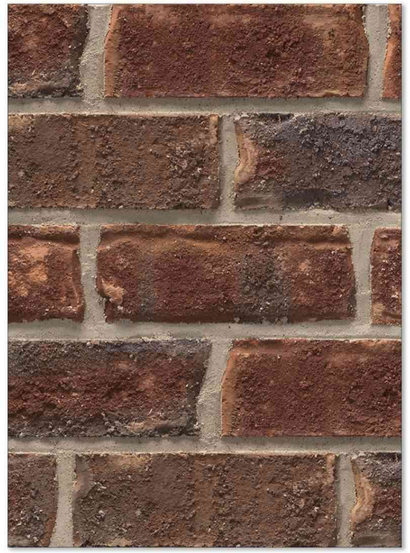
0' 10' 20' 40'
SCALE: 1"= 20' (@ 22"x34")



01 **BRICK 1**
RED



02 **BRICK 2**
BURGUNDY



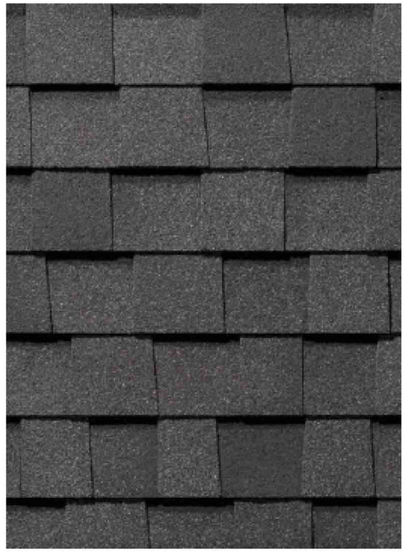
03 **BRICK 3**
BURGUNDY / GREY RANGE



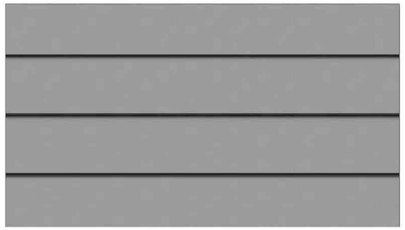
04 **BRICK 4**
TAN



05 **BRICK 5**
BLACK IRONSPOT



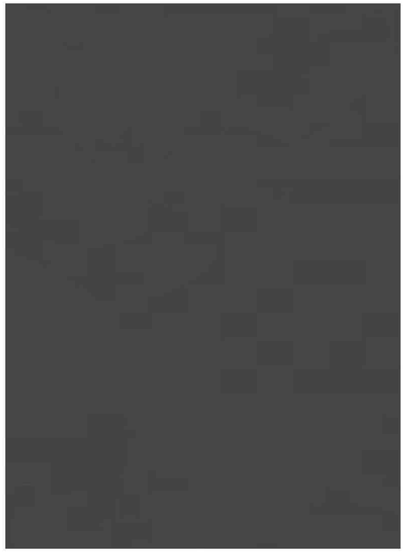
06 **ROOF SHINGLES**
BLACK



07 **SIDING**
MEDIUM GREY



08 **SIDING**
DARK GREY



09 **CEMENTITIOUS BOARD**
DARK GREY

*NOTE: MATERIALS ARE SUBJECT TO CHANGE AND/OR TO BE SUBSTITUTED WITH EQUIVALENT AND COMPATIBLE OPTIONS.

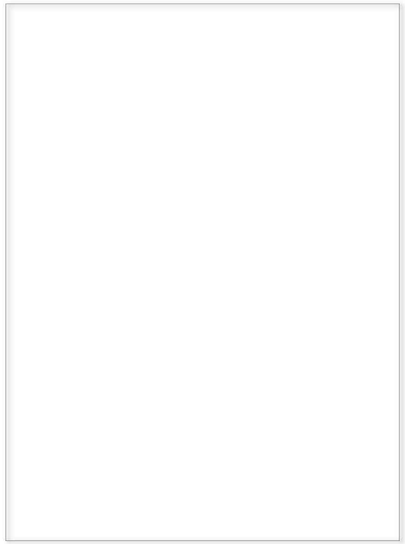
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MATERIAL BOARD

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CITY OF FAIRFAX ,VA
PARADIGM DEVELOPMENT

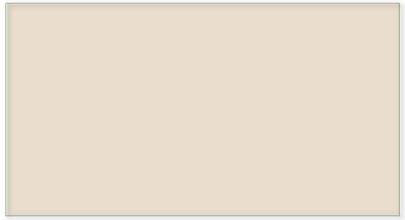
NOV 20, 2024
PDM.015



10 **FIBER CEMENT TRIM**
WHITE



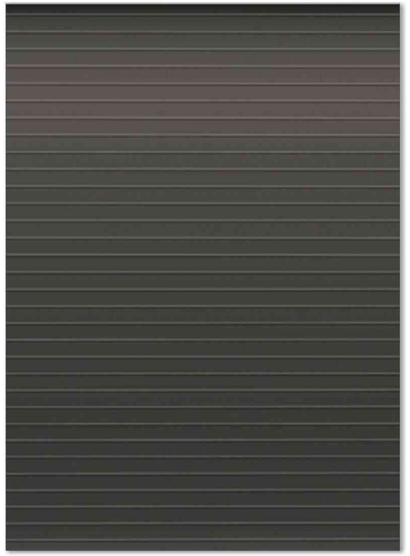
11 **ARCHITECTURAL STONE**
BEIGE



12 **METAL CORNICE**
BEIGE



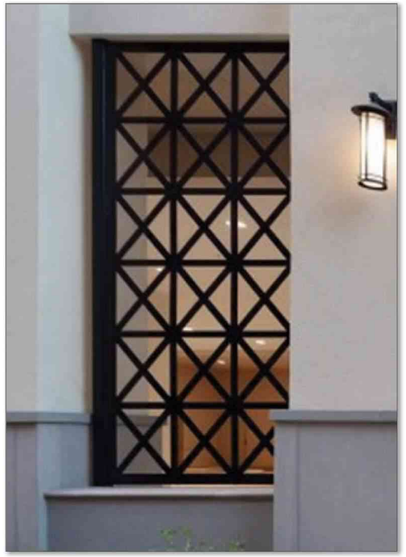
13 **METAL CORNICE AND CANOPY**
DARK GREY



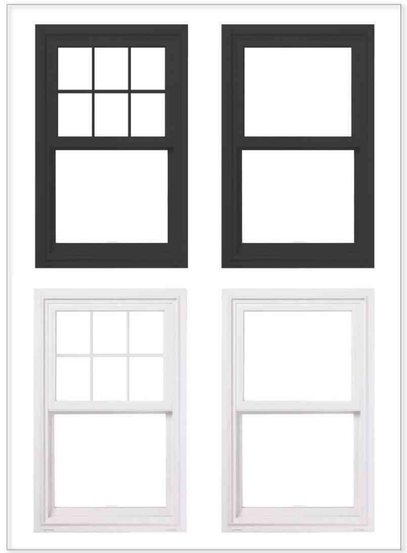
14 **GARAGE & LOADING OVERHEAD DOOR**
ALUMINUM PAINTED
TO MATCH #13



15 **METAL BALCONY**
-DARK GREY FASCIA
TO MATCH #11
-BLACK RAIL



16 **DECORATIVE GRILLS**
DARK GREY



17 **VINYL WINDOWS**
-DARK GREY/WHITE
- DECORATIVE MUNTINS
DEPENDING ON GROUPING AND
AND ARCH. CHARACTER

*NOTE: MATERIALS ARE SUBJECT TO CHANGE AND/OR TO BE SUBSTITUTED WITH EQUIVALENT AND COMPATIBLE OPTIONS.

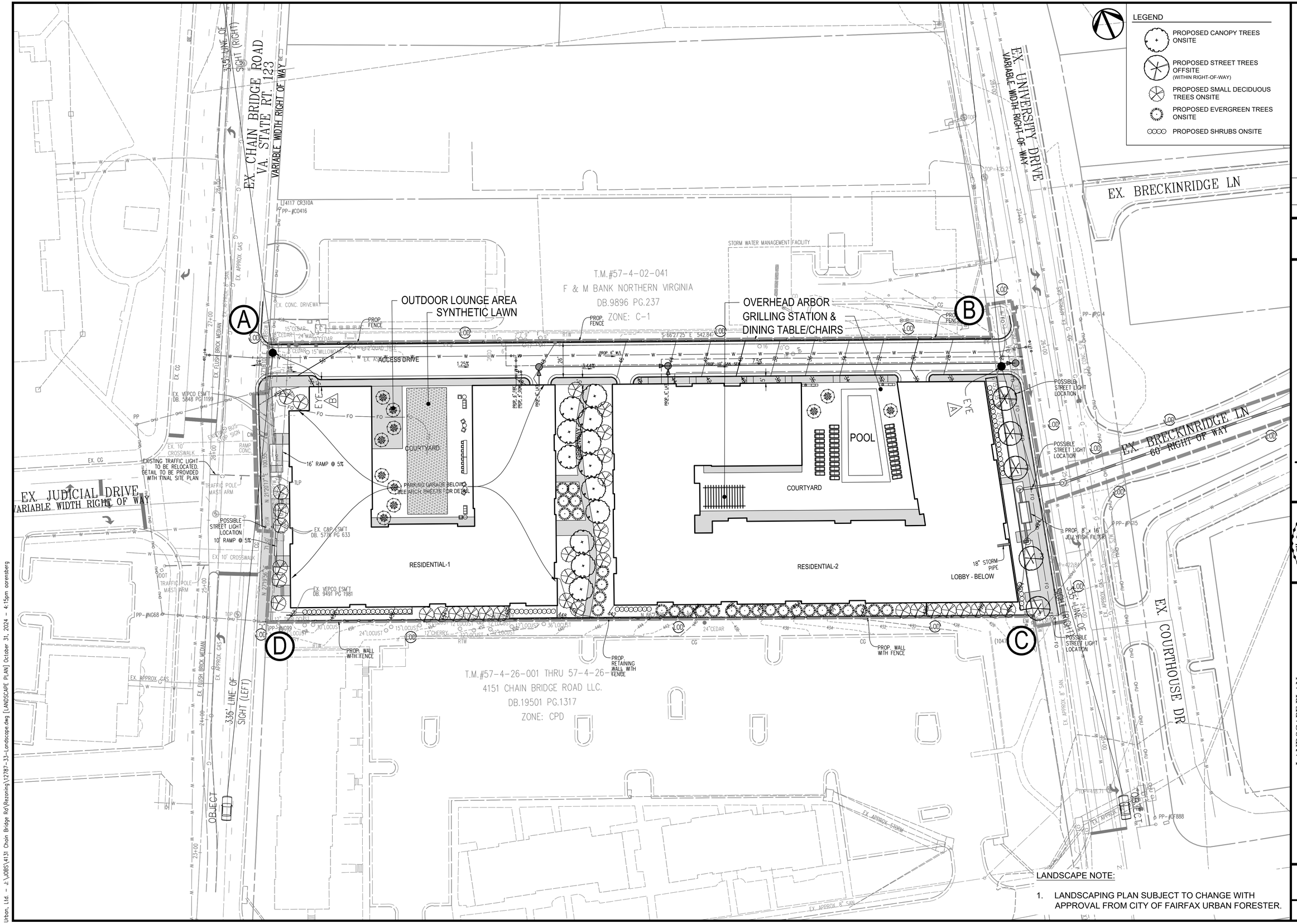
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4131 CHAIN BRIDGE ROAD
CITY OF FAIRFAX ,VA
PARADIGM DEVELOPMENT

NOV 20, 2024
PDM.015



LANDSCAPE NOTE:

1. LANDSCAPING PLAN SUBJECT TO CHANGE WITH APPROVAL FROM CITY OF FAIRFAX URBAN FORESTER.

No.	DATE	DESCRIPTION
		REVISIONS

PLAN DATE
05-04-2016
10-18-2016
04-22-2024
06-14-2024
09-03-2024

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www.urban-ltd.com
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Planners•Engineers•Landscape Architects•Land Surveyors

COMMONWEALTH OF VIRGINIA
John Ligtilde
Lic. No. 1957
09/03/2024
LANDSCAPE ARCHITECT

LANDSCAPE PLAN
4131 CHAIN BRIDGE ROAD REZONING CDP-GDP
CITY OF FAIRFAX, VIRGINIA

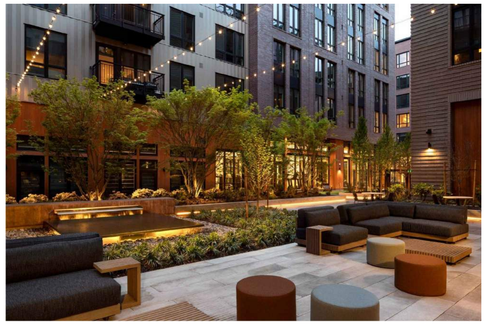
SCALE: 1"=30' C.I.= 2' DATE: APRIL, 2016

SHEET 24 OF 26

FILE No. RZ-12787

Urban, Ltd. - K:\JOBS\4131 Chain Bridge Rd\Rezoning\12787-33-Landscape.dwg [LANDSCAPE PLAN] October 31, 2024 - 4:15pm aorensberg

FOR ILLUSTRATIVE PURPOSES ONLY



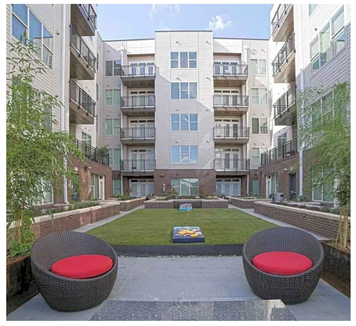
OUTDOOR LOUNGE AREA



POOL



OVERHEAD ARBOR



SYNTHETIC LAWN



GRILLING STATIONS & DINING TABLES / CHAIRS

NOTE: THIS PLAN REFLECTS THE GENERAL CHARACTER AND INTENT OF THE PROPOSED DEVELOPMENT BASED ON PRELIMINARY ENGINEERING, ARCHITECTURAL, AND LANDSCAPE ARCHITECTURAL DESIGN. MINOR VARIATIONS IN PLANT SELECTIONS, TREE QUANTITIES, USE OF BONUS MULTIPLIERS AS ALLOWED BY THE PUBLIC FACILITIES MANUAL FOR CANOPY COVERAGE CREDIT SUCH AS FOR WILDLIFE BENEFITS, NATIVE TREES, AND IMPROVED CULTIVARS MULTIPLIERS , AND VARIATION IN INSTALLED SIZES OF TREES TO INCLUDE MINIMUM 2" CALIPER DECIDUOUS TREES AND MINIMUM 8' HEIGHT EVERGREEN TREES. PLANTS TO IMPROVE SURVIVABILITY, MAY OCCUR WITH THE FINAL BUILDING DESIGN AND SUBDIVISION PLAN. THE GENERAL DENSITY OF TREES SHOWN AND MINIMUM CANOPY COVERAGE REQUIREMENTS SPECIFIED IN THE PUBLIC FACILITIES MANUAL WILL BE PROVIDED.

10-YEAR TREE CANOPY REQUIREMENT CALCULATIONS		
Net Site Area (s.f.)		117,082
Zone: [PD-R]	Use: [Multifamily]	
Tree Canopy Required (s.f.)	10%	11,708
10-YEAR TREE CANOPY PROVIDED		
Total Canopy Area Provided Through Tree Preservation (s.f.)		0
Total Proposed Canopy Area Provided (s.f.)		9,750
DEDUCTION: Canopy Area Provided in Right-Of-Way		-1,250
Total Tree Canopy Provided (s.f.)	7.26%	8,500

TRANSITIONAL YARD CALCULATIONS

Onsite Zoning District: PD-R (Multifamily)	REQUIRED						PROVIDED				
Adjacent Zoning District	Transitional Yard Minimum Fence or Wall	Width (l.f.)	Total Length (l.f.)	Net Length (l.f.)	CANOPY	UNDERSTORY	Minimum Fence or Wall	Width (l.f.)	TREES QTY	TREES TYPE	Notes
Buffer A-B: CO: COMMERCIAL OFFICE	TY2 6' Fence or Wall	10	543	543	16	16	6' Fence	0	0 0	Large Deciduous Trees Small Deciduous Trees	
Buffer B-C: UNIVERSITY DRIVE	None per Z.O. 3.7.3.E	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A N/A	Large Deciduous Trees Small Deciduous Trees	
Buffer C-D: PD-C: PLANNED DEVELOPMENT COMMERCIAL	TY2 6' Fence or Wall	10	576	576	17	17	6' Fence	0	0 14 18 42	Large Deciduous Trees Small Deciduous Trees Evergreen Trees Shrubs	
Buffer D-A: CHAIN BRIDGE ROAD	None per Z.O. 3.7.3.E	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A N/A	Large Deciduous Trees Small Deciduous Trees	

SAMPLE PLANT SCHEDULE

QTY	Symbol	Botanical Name	Common Name	Size	Type	Remarks	Total Canopy Coverage (SF)
		Canopy Trees					
12		Carpinus caroliniana	American Hornbeam	3" Cal.	B & B	Uniform branching pattern	3,000
		Nyssa sylvatica	Black Gum	3" Cal.	B & B	Uniform branching pattern	
		Oxydendrum arboreum	Sourwood	3" Cal.	B & B	Uniform branching pattern	
		Canopy Trees (Offsite: in R.O.W.), See Note 1					
5		Platanus acerifolia	London Planetree	2" Cal.	B & B	Uniform branching pattern	1,250
		Ulmus americana 'Valley Forge'	Valley Forge Elm	2" Cal.	B & B	Uniform branching pattern	
		Quercus phellos	Willow Oak	2" Cal.	B & B	Uniform branching pattern	
		Small Deciduous Trees					
34		Cercis canadensis	Eastern Redbud	2" Cal.	B & B	Uniform branching pattern	3,400
		Cornus florida	Flowering Dogwood	2" Cal.	B & B	Uniform branching pattern	
		Magnolia virginiana	Sweetbay Magnolia	2" Cal.	B & B	Uniform branching pattern	
		Evergreen Trees					
28		Ilex x attenuata 'Fosteri'	Foster's Holly	6' Ht.	B & B	Uniform branching pattern	2,100
		Ilex opaca	American Holly	6' Ht.	B & B	Uniform branching pattern	
		Juniperus virginiana	Eastern Red Cedar	6' Ht.	B & B	Uniform branching pattern	
		Shrubs					
67		Clethra alnifolia	Summersweet	24" Ht.	As Shown	Cont.	0
		Ilex verticillata	Winterberry	24" Ht.	As Shown	Cont.	
		Itea virginica	Virginia Sweetspire	24" Ht.	As Shown	Cont.	
		Fothergilla gardenii	Dwarf Fothergilla	24" Ht.	As Shown	Cont.	
						TOTAL:	9,750

Note:
1. Tree Canopy Provided in R.O.W. is NOT counted towards 10-Year Tree Canopy Requirement.

LANDSCAPE NOTES:

1. THIS PLAN IS SCHEMATIC AND REFLECTS THE GENERAL CHARACTER AND INTENT OF THE PROPOSED DEVELOPMENT BASED ON PRELIMINARY ENGINEERING, ARCHITECTURE, AND LANDSCAPE ARCHITECTURE DESIGN. MODIFICATIONS AND VARIATIONS MAY OCCUR WITH FINAL BUILDING DESIGN AND SITE PLAN.
2. TREE LOCATION, TREE QUANTITY, AND TREE SPECIES ARE SUBJECT TO CHANGE BASED ON CHANGES THAT MAY OCCUR WITH FINAL BUILDING DESIGN AND SITE PLAN. SPECIES DIVERSITY SHALL BE MET AND DEMONSTRATED AS SUCH AT TIME OF SITE PLAN. MODIFICATIONS TO THE LANDSCAPE PLAN ARE SUBJECT TO APPROVAL OF THE CITY'S URBAN FORESTER.
3. LANDSCAPING PLAN SUBJECT TO CHANGE WITH APPROVAL FROM CITY OF FAIRFAX URBAN FORESTER.

MODIFICATIONS/WAIVERS REQUESTED

- A MODIFICATION TO OVERALL CANOPY COVERAGE REQUIRED (Z.O. SECTION 4.5.6) IS HEREBY REQUESTED TO BE REVISED FROM 20% TO 7.26%.
- A MODIFICATION TO TRANSITIONAL YARD REQUIRED (Z.O. SECTION 4.5.5) FOR BUFFER A-B AND C-D IS HEREBY REQUESTED TO BE REVISED AS INDICATED IN THE "TRANSITIONAL YARD CALCULATIONS" TABLE ABOVE.

REVISIONS

No.	DATE	DESCRIPTION

PLAN DATE
05-04-2016
10-18-2016
04-22-2024
06-11-2024
09-03-2024

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John Lightle
Lic. No. 1957
LANDSCAPE ARCHITECT

LANDSCAPE COMPUTATIONS

4131 CHAIN BRIDGE ROAD
REZONING CDP-GDP

CITY OF FAIRFAX, VIRGINIA

SCALE: 1"=30' C.I.= 2' DATE: APRIL, 2016

SHEET 25 OF 26

FILE No. RZ-12787

Urban, Ltd. – J:\JOBS\4131 Chain Bridge Rd\Rezoning\12787-33-LANDSCAPE.dwg [LANDSCAPE COMPS] October 31, 2024 – 4:15pm ostensberg