



# City of Fairfax, Virginia

## City Council Regular Meeting

Agenda Item # \_\_\_\_\_

City Council Meeting \_\_\_\_\_

---

**TO:** Honorable Mayor and Members of City Council

**FROM:** Robert A. Stalzer, City Manager

**SUBJECT:** Request of 9700 Fairfax Blvd. LLC, for a Zoning Map Amendment, Special Use Permit, Special Exceptions and issuance of a Certificate of Appropriateness by City Council on the premises known as 9700 Fairfax Boulevard and more particularly described as Tax Map Parcels 48-3-09-056.

---

**ISSUE(S):** City Council public hearing regarding the requested rezoning from CR – Commercial Retail and IH – Industrial Heavy to CR – Commercial Retail with proffers while retaining the ACOD; Special Use Permit for fuel stations in CR – Commercial Retail; Special Exception for the modification to the 10-foot side yard requirement, Special Exception for the modification to street tree planting requirements within 15-feet of edge of rights-of-way, and Special Exception for all on-site above ground to be relocated underground; and, issuance of a Certificate of Appropriateness for architecture and landscaping.

**SUMMARY:** The applicant proposes to replace a motel, The Rodeway Inn, with a grocery store and fuel stations.

**FISCAL IMPACT:** Staff anticipates an annual net positive fiscal impact of \$281,000 to \$347,000 as a result of the proposed redevelopment.

**RECOMMENDATION:** Staff recommends approval of the Zoning Map Amendment with proffers; and staff recommends approval of the Special Use Permit, Special Exceptions and Certificate of Appropriateness with conditions.

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

**RESPONSIBLE STAFF/  
POC:** Albert Frederick, Senior Planner  
Jason Sutphin, Community Development Division Chief  
Brooke Hardin, Director, Community Development & Planning

**COORDINATION:** Community Development and Planning    Building and Fire Code    Human Services  
Public Works    Fairfax Water    Police  
City Attorney    Historic Resources    Real Estate

**ATTACHMENTS:** Staff Report



# CITY OF FAIRFAX

Department of Community Development & Planning

Rezoning Z-19-00296, SUP-19-00297, SE-19-00298 and BAR-19-00547

## PUBLIC HEARING DATE

December 10, 2019

## APPLICANT

9700 Fairfax Boulevard LLC

## AGENT

Robert D. Brant, Attorney

## PARCEL DATA

### Tax Map ID

◇ 48-3-09-056

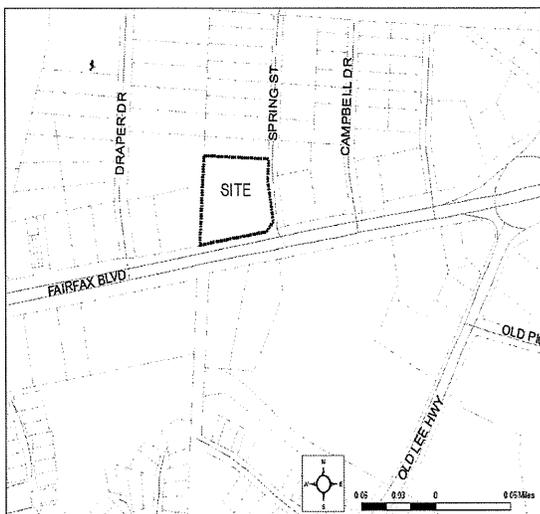
### Street Address

◇ 9700 Fairfax Boulevard

### Zoning District

- ◇ CR, Commercial Retail  
IH, Industrial Heavy
- ◇ Architectural Control Overlay  
District

### Location Map



## APPLICATION SUMMARY

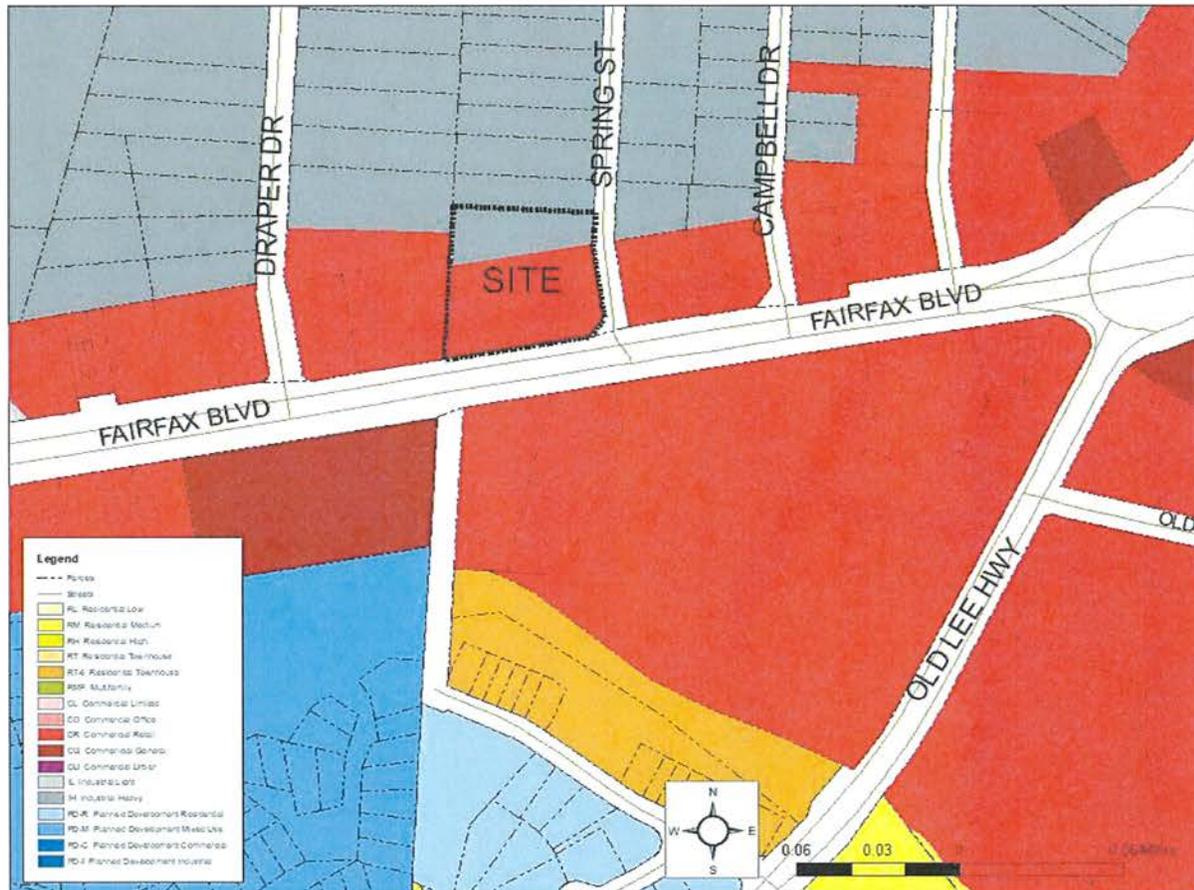
The applicant requests to rezone the subject site from IH, Industrial Heavy and CR, Commercial Retail to CR, Commercial Retail with proffers while retaining the Architectural Control Overlay District (ACOD), to allow the development of a grocery store and fuel stations; a Special Use Permit for a fuel station in the Commercial Retail District; a Special Exception to modify the requirements from the requirement that on-site utilities are required to be located underground; a Special Exception to modify the 10-foot side (interior) yard requirement along the northern property line; a Special Exception to modify the requirement to plant canopy trees within 15-feet of the edge of pavement along Fairfax Boulevard and Spring Street; and a Certificate of Appropriateness.

## STAFF RECOMMENDATION

1. Staff recommends that the City Council approve the Zoning Map Amendment (Rezoning) with proffers.
2. Staff recommends the City Council approve with a condition the request for Special Use Permit to allow fuel stations in the CR, Commercial Retail District:
  1. Development shall be in conformance with General Development Plan and Proffers
2. Staff recommends the City Council approve with a condition the request for Special Exceptions from Section 3.6.2 (Yard Requirement), Section 4.5.6.B.1 (Tree Location Requirement) and Section 4.11D (Underground Utilities):
  1. Development shall be in conformance with General Development Plan and Proffers
2. Staff recommends the City Council approve with conditions the request for a Certificate of Appropriateness for architecture and landscaping (See page 9).

**Background**

The subject property has an existing one story, 55-unit motel that was constructed around 1953. The subject property is 1.82 +/- acres located on the northwest corner of Fairfax Boulevard and Spring Street. According to the City’s real estate assessment records, the Rodeway Inn buildings are approximately 19,872 square feet. The site is split zoned IH, Industrial Heavy and CR, Commercial Retail, with Architectural Control Overlay District (ACOD).



**Figure 1: Existing Zoning**

	Existing Zoning	Existing Land Use	Future Land Use
Site	CR Commercial Retail IH Industrial Heavy/ACOD	Commercial Lodging	Commercial Corridor
North	IH Industrial Heavy/ACOD	Industrial	Commercial Corridor
South	CR Commercial Retail/ACOD	Commercial Retail	Activity Center
East	CR Commercial Retail IH Industrial Heavy/ACOD	Commercial Auto	Commercial Corridor
West	CR Commercial Retail IH Industrial Heavy/ACOD	Commercial Retail	Commercial Corridor

**Table 1: Surrounding Property Descriptions**

**Land Use**

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



**Figure 2: Future Land Use**

The Comprehensive Plan Future Land Use designation for the subject property is Commercial Corridor and the surrounding land use designations are Commercial Corridor and Activity Center. The subject property is entirely surrounded by commercial uses that range from a bank to auto sales and service, and self-storage facility to a landscaping business. The Commercial Corridor future land use designation supports commercial uses, including grocery stores and fuel stations, which are being considered. The Comprehensive Plan provides minimal guidance for building placement for properties fronting on Commercial Mains stating “buildings should have similar setbacks and building orientation as recommended for the nearby Activity Centers.” (Comprehensive Plan Pg 31). The language contained in the Activity Centers section of the Comprehensive Plan for Fairfax Circle states that retail uses are preferred along Commercial Mains.

**Proposal History**

In March 2019 prior to filing an application, the applicant’s team presented a conceptual plan to Planning Commission and City Council to redevelop the site with a 6,049 square foot grocery store (Wawa) and six fuel stations (12 pumps) under a covered canopy structure oriented towards Fairfax Boulevard. The site has direct access to Fairfax Boulevard and Spring Street. The applicant proposed to

develop the site with a right-in and right-out to Fairfax Boulevard and full access for ingress/egress to Spring Street. A Special Use Permit is required for fuel stations in CR Commercial Retail District. An application to rezone a portion of the property from IH Industrial Heavy to CR Commercial Retail is required because IH does not permit grocery stores.

In May 2019, applications were filed for the following:

- Rezoning from IH, Industrial Heavy and CR, Commercial Retail to CR, Commercial Retail;
- Special Use Permit for fuel stations;
- Special Exception to underground on-site utilities,
- Special Exception to modify the required 10-foot required side (interior yard) along the northern property line, and
- Special Exception to modify the requirement for street trees within 15-feet of the back of curb along Fairfax Boulevard.

The initial application did not include elevations because the applicant planned to submit them as part of the Certificate of Appropriateness application.

In June 2019, the applicant's team presented a conceptual building design and landscaping plan to the Board of Architectural Review (BAR) Work Session. The applicant's team stated that they had explored alternative site layouts, including orienting the building closer to Fairfax Boulevard and the canopy along Spring Street. However, the current layout was determined by the applicant to be the most feasible to allow for proper vehicle circulation around the proposed site. The BAR stated that the project would be an improvement but questioned the building placement, pedestrian connectivity, and conformance to the Comprehensive Plan and Design Guidelines goals for the Architectural Control Overlay District. On October 14, 2019, the Planning Commission held a work session to discuss and provide feedback to the applicant on the proposed grocery store and fuel station. On November 18, 2019, the Planning Commission held a public hearing and unanimously recommended approval to City Council.

The applicant proposes to develop a 6,049 square foot grocery store and six (6) fuel stations (12 pumps) beneath a covered canopy structure oriented towards Fairfax Boulevard (Attachment 5). In addition to the sale of gas, the proposed grocery store would be a 24/7 operation that offers a variety of items, such as hot and cold drinks, pre-packaged food and made-to-order sandwiches. Vehicular access would be provided from a curb cut that is slightly shifted to east allowing a right-in, right-out on to Fairfax Boulevard, and a full movement access on to Spring Street. The proposed plan would eliminate an existing access point near the southeast corner in close proximity to Fairfax Boulevard and Spring Street. The site plan is shown in Figure 3.

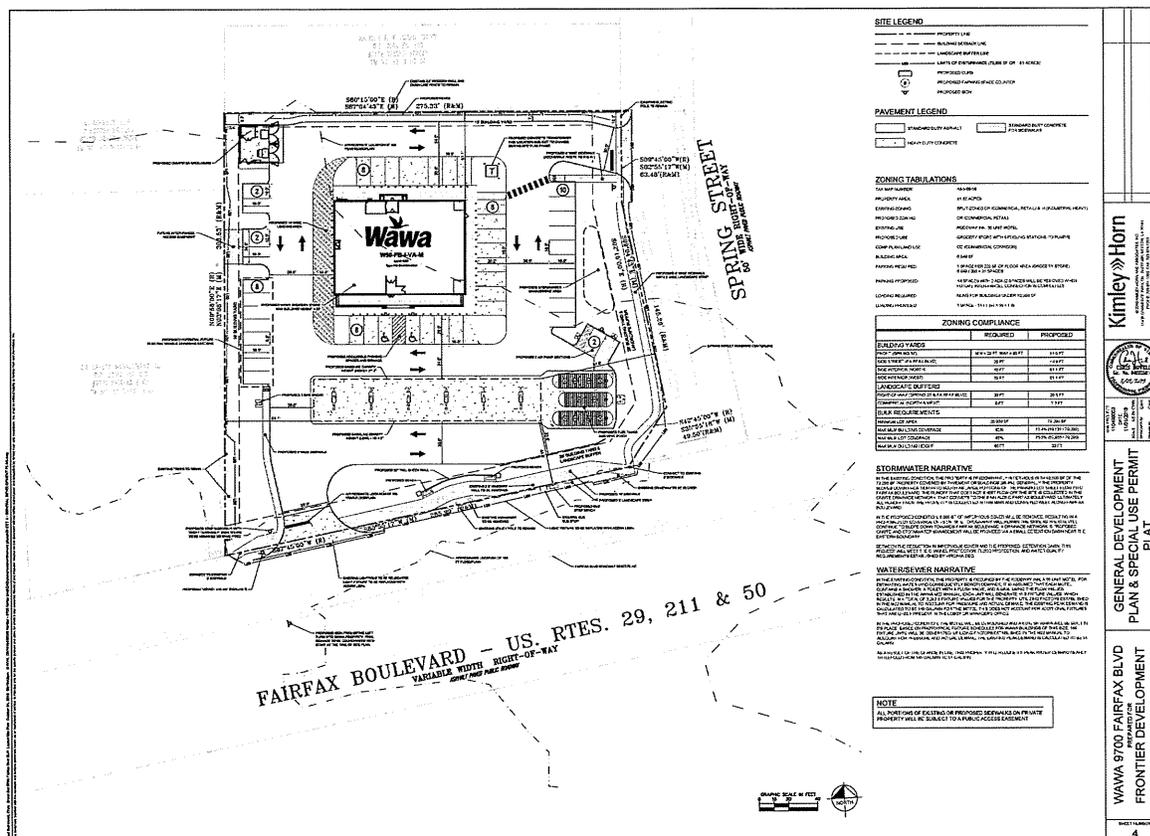


Figure 3: Proposed Site Plan

**REQUESTS**

In addition to the rezoning request from IH, Industrial Heavy and CR, Commercial Retail to CR, Commercial Retail with proffers while retaining the Architectural Control Overlay District (ACOD), the applicant proposes the following land use requests for City Council action:

- **Special Use Permit** for a fuel station in CR – Commercial Retail pursuant to Section 3.3.1.B of the Zoning Ordinance
- **Special Exceptions** from Section 3.6.2 (Yard Requirement), Section 4.5.6.B.1 (Tree Location Requirement) and Section 4.11D (Underground Utilities) of the Zoning Ordinance as listed in the General Development Plan
- **Certificate of Appropriateness** for architecture and landscaping

**Rezoning application**

The proposed redevelopment is dependent on City approval of a Rezoning, Special Use Permit, Special Exceptions and Certificate of Appropriateness. The applicant has submitted an application to rezone the subject property from IH, Industrial Heavy to CR, Commercial Retail. The subject property currently has split zoning districts of IH, Industrial Heavy and CR Commercial Retail. If an existing lot is (currently) split into two or more zoning districts, each such portion of the split-zoned parcel may be used only for purposes allowed within the respective zoning district. No principal or accessory use of land, building or structure, and no use or building or structure authorized by Special Use Permit or

Special Exception is allowed unless the use, building or structure is expressly authorized or permitted within the subject district (Section 2.2.2. Split-zoned lots). The current Rodeway Inn property is split zoned with a commercial designation along Fairfax Boulevard encompassing approximately 1.24 acres and the remaining industrial heavy district on the northern portion of the site is approximately 0.58 acres. In total, approximately 68% of the site is designated as CR, Commercial Retail with the remaining 32% is designated as IH, Industrial Heavy. The total acreage for the subject property is 1.82 +/- acres. The surrounding zoning districts are CR, Commercial Retail and IH, Industrial Heavy. The subject property is entirely surrounded by commercial and industrial uses that range from a bank to auto sales and service, and self-storage facility to a landscaping business. The CC, Commercial Corridor Place Type supports commercial uses, including grocery stores and fuel stations, which are being considered.

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 following: substantial conformance with the Comprehensive Plan, any greater benefits the proposed rezoning provides to the city than would a development carried out in accordance with the current zoning district (Section 3.2), and otherwise applicable requirements of this chapter; suitability of the subject property for the development and uses permitted by the current versus the proposed district; adequacy of existing or proposed public facilities such as public transportation facilities, public safety facilities, public school facilities, and public parks; adequacy of existing and proposed public utility infrastructure; compatibility of the proposed development with adjacent and nearby communities; and consistency with the stated purpose of the proposed district.

The applicant states the proposed uses (i.e., grocery store/fuel station) are in substantial conformance with the Comprehensive Plan and may enhance the commercial corridor and could be complementary to the surrounding area. The applicant states the Future Land Use Map for the City of Fairfax indicates that the subject property is planned for CC Commercial Corridor, which supports commercial uses, including grocery stores and fuel stations. In addition, the surrounding land use designations are Commercial Corridor and Activity Center. The applicant states in redeveloping the existing, underutilized parcel into a more active, community-serving use, the proposed redevelopment would be consistent with the stated objectives of the Comprehensive Plan. Moreover, the applicant believes the proposed rezoning would provide a benefit to the City by eliminating a split-zoned parcel and subjecting the Subject Property to a single, unified zoning classification. The applicant has stated the majority of the parcel is currently zoned to the CR District, the subject property is highly suitable for the proposed rezoning and development. Currently, the subject property is sufficiently served by public transportation facilities, and the existing utility infrastructure is adequate for the proposed uses. Further, the proposed development as stated by the applicant would be compatible with the surrounding area, as the subject property is entirely surrounded by existing commercial uses that include a bank, a car dealership, other auto services, a self-storage facility, and a landscaping business. Finally, the applicant believes the proposed uses are consistent with the stated purpose of the CR District. Staff analysis is in Attachment 1.

### **Special Use Permit**

The applicant is requesting a Special Use Permit, pursuant to Section 3.3.1.B of the Zoning Ordinance, for fuel stations in the CR – Commercial Retail. City Council shall consider the following factors to approve the SUP: consistency with Comprehensive Plan, compliance with the Zoning Ordinance, the effect on health or safety of persons residing or working in the neighborhood of the proposed use, and the effect on the public welfare, property and improvements in the neighborhood. The applicant states

that use of a fuel station in conjunction with a grocery store is consistent with the Comprehensive Plan as a community-serving, commercial use that is supported by the Commercial Corridor land use designation. The use is compliant with all applicable Zoning requirements, related to setbacks, buffers, lighting, signage, parking, and other applicable requirements. Moreover, the applicant states the use of a fuel station would not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use nor would it have a negative, adverse effect on public welfare, property and improvements in the neighborhood. As stated above, the surrounding area is entirely commercial in nature. The applicant further states the addition of a fuel station and grocery store on the subject property would have a positive impact on the surrounding neighborhood. Staff analysis is in Attachment 1.

### **Special Exceptions**

The applicant has requested three Special Exceptions along with a rezoning application and Special Use Permit application:

- **Yard Requirement:** A Special Exception is requested to allow a modification of the 10' side (interior) yard requirement along the northern property line as set forth in Section 3.6.2 of the Zoning Ordinance. The request is limited to a portion of the northern property line adjacent to the existing industrial use to the north. While this portion of the property is to the rear of the proposed grocery store and fuel station, as a corner lot, the Zoning Ordinance defines this yard as a side (interior) yard. Therefore, pursuant to Section 3.6.2, if a building is not built to a property line, a minimum 10' side (interior) yard is required. As illustrated on the GDP/SUP Plat, a drive aisle would be located to the rear of the grocery store building to provide circulation for customer, delivery and emergency vehicles. The applicant has stated that the required turning radius for delivery and emergency vehicles, the width of the drive aisle must extend into the required side (interior) yard. The applicant also believes the site is constrained from shifting the proposed site improvements further south due to the minimum front and side (street) yard requirements of the CR zone.
- **Street Tree Requirement:** A Special Exception is requested to allow a modification of the street tree requirements in Section 4.5.6 of the Zoning Ordinance. The applicant is requesting a Special Exception to modify the requirement to plant canopy trees within 15 feet of the edge of pavement along Fairfax Boulevard and Spring Street. The applicant is contending that the sight distance requirements and the presence of the existing overhead utilities to remain would place additional constraints on their ability to meet the tree planting requirements. As illustrated on the GDP/SUP Plan, the majority of the Fairfax Boulevard frontage is located within the required sight distance established by the Fairfax Boulevard access point. Likewise, the applicant points to a Dominion Power tree planting and maintenance guideline that limits tree heights to 20' within 15' of the overhead utilities while the Zoning Ordinance requirement is 30' canopy trees along rights-of-way.
- **Underground Utilities Requirement:** As part of this redevelopment, all on-site utilities serving the proposed grocery store and fuel station would be located underground. The existing overhead utilities that currently serve the Rodeway Inn would be removed. This Special Exception from Section 4.11D of the Zoning Ordinance is requested to allow the existing overhead utility lines along the Fairfax Boulevard and Spring Street frontages of the Subject Property to remain. Specifically, there is one (1) utility pole along Fairfax Boulevard that is on the Subject Property, and one (1) utility pole along Spring Street that is partially on the Subject Property. These poles carry above-ground electric and communications utilities that serve uses

along Fairfax Boulevard and Spring Street. Undergrounding the existing overhead utilities along Fairfax Boulevard and Spring Street would result in significant impacts both on and off-site.

Staff analysis is in Attachment 1.

### **Certificate of Appropriateness**

The Board of Architectural Review (BAR) provided a recommendation for **approval** of the request for a Certificate of Appropriateness for architecture and landscaping for the proposed grocery store and fuel stations on September 18, 2019 with the following conditions:

1. All lighting fixtures shall be in a dark bronze finish, and illumination levels shall be subject to review and approval by the Zoning Administrator.
2. Additional shrubs and groundcover shall be installed within the parking islands, along the Fairfax Boulevard and Spring Street frontages, and along the western landscape area.
3. The proposed modifications shall be in general conformance with the review materials received by staff and included in the staff report, as modified through the date of this meeting, except as further modified by the Board of Architectural Review, the Director of Community Development and Planning, Zoning, or the Building Official.

Staff analysis is in Attachment 1.

### **RECOMMENDATIONS**

#### Zoning Map Amendment:

At a public hearing On November 18, 2019, the Planning Commission provided a recommendation of **approval** of the request for a Zoning Map Amendment (rezoning) with the following recommendations:

1. Development shall be in conformance with General Development Plan and Proffers
2. The applicant shall commit to future construction of the inter-parcel access on the subject property.
3. The applicant shall provide photo documentation of the exterior of the existing hotel prior to site plan approval.

Staff recommends the City Council **approve with recommendations** the request for a Zoning Map Amendment from IH, Industrial Heavy and CR, Commercial Retail to CR, Commercial Retail with proffers while retaining the Architectural Control Overlay District (ACOD) with the following recommendations:

1. Development shall be in conformance with General Development Plan and Proffers
2. The applicant shall commit to future construction of the inter-parcel access on the subject property.
3. The applicant shall provide photo documentation of the exterior of the existing hotel prior to site plan approval.

Special Use Permit:

Staff recommends the City Council **approve with a condition** the request for a Special Use Permit to allow fuel stations in the CR, Commercial Retail District:

1. Development shall be in conformance with General Development Plan and Proffers

Special Exceptions:

Staff recommends the City Council **approve with a condition** the request for Special Exceptions from Section 3.6.2 (Yard Requirement), Section 4.5.6.B.1 (Tree Location Requirement) and Section 4.11D (Underground Utilities):

1. Development shall be in conformance with General Development Plan and Proffers

Certificate of Appropriateness:

BAR recommended approval with conditions. Staff recommends the City Council **approve with conditions** the request for a Certificate of Appropriateness for architecture and landscaping:

1. All lighting fixtures shall be in a dark bronze finish, and illumination levels shall be subject to review and approval by the Zoning Administrator.
2. The proposed modifications shall be in general conformance with the review materials received by staff and included in the staff report, as modified through the date of this meeting, except as further modified by the Board of Architectural Review, the Director of Community Development and Planning, Zoning, or the Building Official.

**ANALYSIS**

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

**ATTACHMENT**

1. Analysis
2. Summary of Zoning Districts
3. Rezoning Application
4. Statement of Justification
5. General Development Plan
6. Proffers
7. Traffic Impact Study
8. Revised Fiscal Impact Analysis
9. Board of Architectural Review Staff Report
10. Postings and Notices
11. Sample Motions
  - a. Attachment 11A – Motion A
  - b. Attachment 11B – Motion B
  - c. Attachment 11C – Motion A
  - d. Attachment 11D – Motion B
  - e. Attachment 11E – Motion A
  - f. Attachment 11F – Motion B
  - g. Attachment 11G – Motion A
  - h. Attachment 11H – Motion B
12. Rezoning Ordinance
13. Special Exception Resolution

**PREPARED BY:**



Albert Frederick  
Senior Planner

12/3/19

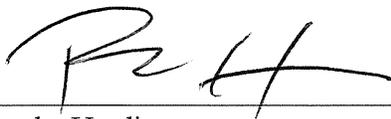
DATE



Jason D. Sutphin  
Community Development Division Chief

12/3/19

DATE



Brooke Hardin  
Director, Community Development & Planning

12/3/19

DATE

**ATTACHMENT 1  
ANALYSIS**

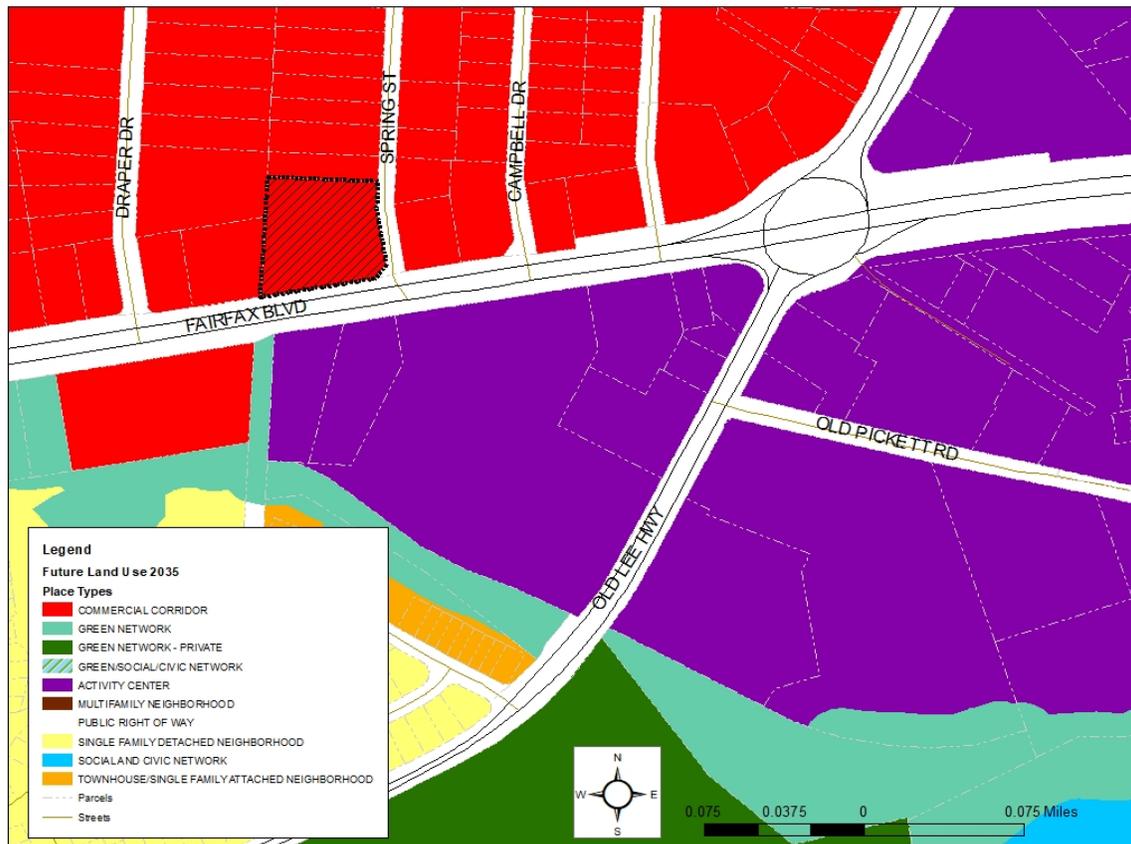
**Z-19-00296, SUP-19-00297, SE-19-00298 and BAR-19-00547**

This attachment contains staff analysis on the submitted proposal for the redevelopment of the Rodeway Inn site. It is divided into three primary sections:

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

**PART A: CONSISTENCY WITH COMPREHENSIVE PLAN**

The existing hotel property is designated as Commercial Corridor on the Comprehensive Plan Future Land Use Map as indicated in Figure 1-1A. The subject property has been the site of a hotel since 1953 prior to the adoption of the initial Comprehensive Plan in June 1968. The Comprehensive Plan has identified the subject property as Commercial Corridor which includes a “mix of retail, restaurant, service, medical, office and other commercial uses” and “such areas should accommodate access via a variety of transportation modes and accessible to adjacent neighborhoods via pedestrian and bicycling facilities” (Comprehensive Plan, page 31). The Comprehensive Plan recommends Small Area Plans for the City’s five Activity Centers. The subject property is located outside of an Activity Center.



**Figure 1-1A: Future Land Use**

## Commercial Corridor

Commercial Corridor Place Types can accommodate a variety of buildings from small footprint retail buildings to multi-story office buildings. The desired orientation and placement of buildings on a Commercial Corridor site is primarily dependent on the adjacent Street Type. For sites located along Commercial Mains, buildings should have similar setbacks and building orientation as recommended for the nearby Activity Centers. Parking is encouraged in above-ground structures or underground, should be provided to the side or rear of buildings, and should be screened from view from the right-of-way by building mass or landscaping. For sites located along Boulevards or other street types, buildings should be located near front property lines with parking provided to the side or rear. Direct pedestrian access should be provided from the sidewalk in the right-of-way to primary building entrances. Predicated on the underlying zoning district, the Commercial Corridor Place Type supports a density of a minimum Floor Area Ratio (FAR) of 0.4 for commercial development and a maximum building height of 3 stories/35 feet to 5 stories/60 feet. (Comprehensive Plan Pg 31)

The Comprehensive Plan is a guide for future growth of the City, focusing on community needs through 2035. There are numerous commercial properties throughout the City with the potential for redevelopment or to reposition themselves for current market demands. The proposed applications are reviewed based on its consistency with the Comprehensive Plan as a whole. Descriptions of specific Comprehensive Plan strategies and other language that influence the staff recommendations are provided below.

## Commercial Corridors and Activity Centers

### **Goal 1 – Enhance Commercial Corridors.**

Outcome CCAC1.1 – Commercial Corridors with attractive physical characteristics that provide shopping, dining, services and other businesses.

Action CCAC1.1.3 – Encourage creativity and architectural excellence in new commercial developments.

Action CCAC1.1.5 – Encourage tree-lined and heavily landscaped property edges, particularly where surface parking is adjacent to the public rights-of-way.

Action CCAC1.1.6 – Provide pedestrian and bicycle connections to nearby neighborhoods.

### Staff Analysis:

*Staff believes the applicant has provided a quality commercial design along Fairfax Boulevard, and upgrade to an outdated site. This site is located west of Fairfax Circle in the Commercial Corridor on the northwest side of the intersection of Fairfax Boulevard and Spring Street. The proposed site improvements have taken in consideration the anticipated vehicle traffic and pedestrian activity for the proposed use. The applicant has made an effort to reduce the visible impacts to surface parking by landscaping the edge of the site without compromising the need for safe vehicle movements and sight distance requirements. The canopy is defined as a building by the Zoning Ordinance, and has a minimal setback to Fairfax Boulevard and Spring Street, aside from internal access ways.*

## Multimodal Transportation

### **Goal 2 – Provide viable and attractive mobility choices.**

Outcome MM2.1 – Pedestrian safety is improved.

Action MM2.1.5 – Expand the sidewalk network. Sidewalks should be provided with any significant street maintenance, rehabilitation, or reconstruction project and may be constructed independent of a street project.

Outcome MM2.3 – Bicycle network, facilities, and programs are improved.

Action MM2.3.3 – Expand the provision of bicycle racks for short-term bicycle parking.

Outcome MM2.4 – Transit continues to be an effective non-driving alternative.

Action MM2.4.1 – Improve transit services and facilities.

Action MM2.4.8 – Expand ADA-accessible sidewalks and crosswalks serving bus stops.

Staff Analysis:

*Staff believes the applicant has identified opportunities to address vehicular and pedestrian improvements to make the site accessible to various users. The subject property is located on a transit route and the applicant has provided benches, bike racks, five foot internal sidewalks, a 10-foot wide shared use path on Fairfax Boulevard and a 6-foot sidewalk on Spring Street compliant with the Multimodal Plan. The applicant proposes to extend the existing westbound left turn lane at the intersection of Fairfax Boulevard and Draper Drive to accommodate stacking for at least two additional cars. Fuel deliveries are anticipated to occur approximately once daily on average.*

**Goal 3 – Integrate transportation with land use.**

Outcome MM3.2 – Walkability to and within activity centers and between neighborhoods is increased.

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

Staff Analysis:

*The applicant has provided shared use path along Fairfax Boulevard and Spring Street, as well as internal sidewalks to help pedestrians enter and exit the site in a safe manner. The site is also landscaped with street trees, understories, shrubs and groundcover. The parking lot is also landscaped in accordance to the Zoning Ordinance. Staff believes that the application meets the intent of this goal to integrate transportation with land use by adding elements to encourage pedestrian activity to the subject property.*

**Economic Vitality**

Goal 1 – Increase the City’s ratio of commercial to residential real estate.

Outcome EV1.1 – New development and redevelopment that maximize revenue generation from nonresidential buildings and uses.

Action EV1.1.1 – Attract new commercial businesses while supporting and retaining existing businesses.

Staff Analysis:

*The fiscal impact for grocery store and fuel stations at this site has a potential to provide an estimated net annual fiscal gain to the City between \$281,000 and \$347,000 annually. Refer to Attachment 8.*

## **Infrastructure and Utilities**

Goal 2 – Expand the use of advance technology.

Outcome IU2.1 – All City residences, businesses and institutions have access to reliable and affordable advanced technology and telecommunications infrastructure and services.

Action IU2.1.3 – Consider implementing innovative pilot initiatives that advance new technology (e.g., regenerative power, solar-power charging stations, etc.).

### Staff Analysis:

*The applicant has provided spaces for optional electric vehicle charging stations to be installed at a later date by a third party.*

## **PART B: CITY POLICY**

This section is divided into the following subjects:

1. Land Use
2. Scale
3. Circulation (including vehicular circulation, pedestrian circulation and parking)
4. Architecture and Landscaping
5. Historic Resources
6. Stormwater Management
7. Dry Utilities
8. Open Space
9. Tree Coverage
10. Fiscal Impact

### **Land Use**

The land use category for the site is Commercial Corridor Place Type. Guidance from the Comprehensive Plan for this land use is provided below followed by a physical characteristic of the conformance of the development proposal with that guidance.

#### Commercial Corridor

The Commercial Corridor Place Type, identified on the Future land Use Map, includes a mix of retail, restaurant, service, medical, office, and other commercial uses. Limited manufacturing and other light industrial uses may also be considered. Heavy industrial uses should not be added or expanded beyond areas where they currently exist (such as the tank farm on Pickett Road). Residential uses are not recommended in Commercial Corridors. Commercial areas should accommodate access via a variety of transportation modes and be accessible to adjacent neighborhoods via pedestrian and bicycling facilities (Comprehensive Plan, Page 31).

Commercial Corridor can accommodate a variety of buildings from small footprint retail buildings to multi-story office buildings. The desired orientation and placement of buildings on a Commercial Corridor site is primarily dependent on the adjacent Street Type. For sites located along Commercial Mains, buildings should have similar setbacks and building orientation as recommended for the nearby Activity Centers. Parking is encouraged in above-ground structures or underground, should be provided to the side or rear of buildings, and should be screened from view from the right-of-way by building mass or landscaping. For sites located along Boulevards or other street types, buildings should be located near the front property lines with parking provided to the side or rear. Direct pedestrian access should be provided from the sidewalk in the right-of-way to primary building entrances. Predicated on the underlying zoning district, the Commercial Corridor Place type supports a density of a minimum Floor

Area Ratio (FAR) of 0.4 for commercial development and a maximum building height of 3 stories/35 feet to 5 stories/60 feet (Comprehensive Plan, Page 31). While retail restaurant, service, medical, office is specifically stated as appropriate uses in the statement above; there are some uses that require a Special Use Permit and City Council approval via a public hearing.

Staff Analysis:

*Staff believes the use shown on the GDP is generally in conformance with the Future Land Use Map category and the guidance of the Comprehensive Plan, and the one-story building and scale generally conform to the guidance of the plan, and the design corresponds to other newer sites along the Commercial Corridor.*

**Scale**

Density: Predicated upon the underlying zoning district, the Commercial Place Type supports a density of a minimum Floor Area Ratio (FAR) of 0.4 for commercial development and a maximum building height of 3 stories/35 feet to 5 stories/60 feet. The Zoning Ordinance does not have a maximum FAR. The General Development Plan shows a maximum building coverage of 13.4% that includes the footprint of the grocery store and the gas canopy structure.

Height: The submitted GDP indicates a building height of 33 feet with the gasoline canopy cover at 21 feet. The Zoning Ordinance also permits a height of 5 stories or 60 feet in the CR, Commercial Retail district, which is the predominant zoning classification for properties along the length of Fairfax Boulevard.

Staff Analysis:

*Staff believes the use shown on the GDP is generally in conformance with the Future Land Use Map category and the guidance of the Comprehensive Plan. Staff believes the floor area ratio, height and lot coverage for the site are appropriate given the location within the Fairfax Boulevard corridor. Staff believes the proposed building height is consistent with the surrounding development pattern.*

**Circulation**

Vehicular Network: Vehicular access is provided to the site from Fairfax Boulevard and Spring Street; while, eliminating a curb-cut on Fairfax Boulevard near the southeast corner of Fairfax Boulevard and Spring Street. A right-in right-out access on Fairfax Boulevard and full movement access on Spring Street would be provided. The entrance on Fairfax Boulevard would be limited to right in right out access only and through the use of on-site and off-site signs to provide additional traffic controls. The full movement access from Spring Street would be controlled through the installation of a stop sign. A future vehicular connection is proposed between the site and the adjacent property (M&T Bank) to the west. On-site circulation is provided for customers and delivery trucks as shown on Sheet 6 (Truck Turning Movements).

A traffic impact study submitted by the applicant and reviewed by the City’s Transportation Division, as provided in Attachment 7, is summarized in the table below:

Trip Generation					
ITE Code	Land Use	Units	AM Peak HR	PM Peak HR	Daily
320	Motel	55 Rooms	21	21	170
ITE Code: 960 – Average of trips based on 6,049 sf and 12 fueling positions			420	348	3,917
Pass-by Trips (63% AM/66% PM/63% Daily)			-264	-230	-2,468
Primary trips (Total minus Pass-by)			156	118	1,449
Net New Primary Trips			135	97	1,279

The study indicates an average of trips based on square footage and fueling positions for ITE Code: 960 is 420 trips in the AM Peak Hour, 348 trips in the PM Peak Hour and 3,917 daily trips for the proposed use. The existing motel generates 21 trips in the AM Peak Hour, 21 trips in the PM Peak Hour and 170 daily trips for the existing use. The majority of the trips generated by the site are pass-by trips, meaning that these vehicles would be on the roadway network even without the development of the site. Therefore, most of the trips generated by the site do not increase the traffic volume on the area roadways. "Pass-by" trips represent patrons who would already be traveling along the roads adjacent to the site that would make an intermediate stop at the proposed development in route to another destination.

The applicant has provided U-turn and traffic signal commitments to mitigate the traffic impacts and help improve traffic flow by extending the left turn lane at Fairfax Boulevard and Draper Drive by 50-feet to accommodate stacking for two additional vehicles. Additionally, the applicant has provided a proffer to commit funds for a future signal at the intersection Fairfax Boulevard and Spring Street.

Staff Analysis:

*Staff believes the internal vehicular circulation is generally in conformance with the Comprehensive Plan. Likewise, staff is in support of the proffer to make a contribution for the potential future signal at Spring Street and Fairfax Boulevard. The proposed use would increase the number of daily vehicular trips; however, the level of service for all roads and intersections would not be degraded. The applicant proposes to extend the existing westbound left turn lane at the intersection of Fairfax Boulevard and Draper Drive to accommodate stacking for at least two (2) additional cars. Staff supports the commitments proposed by the applicant.*

Pedestrian Network:

The applicant has provided sidewalks on Fairfax Boulevard and Spring Street with internal pedestrian connections leading to the grocery store. The applicant has provided a 10-foot shared use path on Fairfax Boulevard that transitions into a 6-foot sidewalk on Spring Street. The sidewalk is ADA accessible and avoids potential conflicts with the off-site utility pole and associated guy-wire at the southwest corner of Fairfax Boulevard and Spring Street.

Staff Analysis:

*Staff believes the pedestrian network provided in the general development plan is consistent with the Comprehensive Plan and the Zoning Ordinance. The applicant has provided sidewalks along Fairfax Boulevard and Spring Street, as well as, an ADA compliant crosswalk from the sidewalk on Spring Street leading to the grocery store.*

Parking:

Surface parking for the proposed use is provided on site. The Zoning Ordinance requires 31 parking spaces and the applicant has provided 48 spaces including two ADA spaces. The applicant has programmed additional parking spaces to accommodate for the anticipated number of customers for the grocery store. Also, the applicant has provided spaces for electric vehicle charging stations to be installed at a later date by a third party. The applicant has also screened the parking area with a mixture of shrubs, understory trees and canopy trees.

Staff Analysis:

*Staff believes the surface parking provided on the plan is consistent with the Comprehensive Plan and Zoning Ordinance. The location of the parking spaces allows for vehicular turning movements and safe pedestrian activity on site. The proposed spaces are also setback and screened from the rights-of-way of Fairfax Boulevard and Spring Street.*

## **Architecture and Landscaping:**

This proposal is subject to the provisions of the Architectural Control Overlay District (ACOD) for all non-residential land uses. The requirements of the ACOD include review and recommendation by the Board of Architectural Review (BAR) and issuance of a Certificate of Appropriateness for architecture and landscaping for City Council. Guidance on architecture and landscaping for new development in the ACOD is provided in the Design Guidelines. The BAR reviewed the submitted plans and materials at a public hearing on September 18, 2019 and provided a recommendation of approval to City Council for a Certificate of Appropriateness with conditions.

### Staff Analysis:

*The landscape plan includes a mix of canopy trees and understory trees along both Fairfax Boulevard and Spring Street. The Zoning Ordinance requires canopy trees to be planted within 15 feet of the curb line along all streets per Section 4.5.6.B.1 at a rate of one for every 40 linear feet of frontage, which is not proposed, and so the applicant is requesting a Special Exception to use understory trees in some of these required locations to avoid conflicts with overhead utility lines. The BAR staff report for this project is included as a reference in Attachment 9. Staff supports the conditions for this project as prescribed by the BAR and these conditions are as follows:*

- 1. All lighting fixtures shall be in a dark bronze finish, and illumination levels shall be subject to review and approval by the Zoning Administrator.*
- 2. Additional shrubs and groundcover shall be installed within the parking islands, along the Fairfax Boulevard and Spring Street frontages, and along the western landscape area. (The applicant has satisfied this condition).*
- 3. The proposed modifications shall be in general conformance with the review materials received by staff and included in the staff report, as modified through the date of this meeting, except as further modified by the Board of Architectural Review, the Director of Community Development and Planning, Zoning, or the Building Official.*

## **Stormwater Management:**

Even though stormwater management typically is not fully designed until administrative site plan review, the General Development Plan will be subject to the requirements of the state code and the City's stormwater management regulations. The applicant shows a reduction in impervious surface from the existing conditions of 68,500 sf to 59,855 sf by redeveloping the site. The applicant has programmed on the GDP a stormwater management collection area on the east side of the property near Spring Street. The site slopes from north to south towards Fairfax Boulevard.

### Staff Analysis:

*The applicant must demonstrate during site plan review that the stormwater management system is sufficient to handle a 1-year and 10-year 24-hour storm event. The preliminary location of the stormwater management area is shown near the eastern property line on the submitted GDP.*

## **Utilities:**

Section 4.11 of the Zoning Ordinance requires all on-site above-ground utilities to be relocated underground for any development that will require site plan approval. Overhead utilities run along the rights-of-way for Fairfax Boulevard and Spring Street. The placement of utilities underground would involve significant impacts to both on-site and off-site utilities and would result in an increase in the number of utility poles on-site and off-site. There are two poles on the site which would be removed according to the GDP. The applicant has requested a Special Exception to Section 4.11. In order to remove all utilities, the applicant would need to add more poles along the rights-of-way.

Staff Analysis:

Staff supports the Special Exception to Section 4.11 of the Zoning Ordinance based on the number utility poles that would be impacted on-site and off-site as there would be a net increase of utility poles despite the effort to underground utilities. As illustrated in the submitted Overhead Electric Underground Exhibit prepared by Kimley-Horn, while undergrounding these utilities would result in the removal of the two existing on-site poles, a total of four new poles would be required. The new poles would consist of two new “down” poles and two new “terminal” poles, for a net increase of two poles. Finally, the applicant states that undergrounding the overhead utilities would also require the relocation of utilities that run across Fairfax Boulevard and Spring Street. Staff notes that the Applicant’s exhibit illustrates that removal of on-site poles results in non-compliance with Zoning Ordinance provisions prohibiting relocation of poles or new poles in the right-of-way. A larger project would be required to comply with the ordinance, and the City nor the developers have a plan at this time.

**Parks and Open Space:**

The Commercial Retail zoning district does not require an open space plan and is not subject to the recreation and open space requirement. Likewise, this proposal is not for a Planned Development District, which has an open space requirement of twenty percent. The proposal meets the lot coverage requirement of the CR, Commercial Retail District.

Staff Analysis:

Staff believes that even though the site is not subject to recreation and open space requirements, the proposed general development plan has reduced the amount of impervious surface and has increased the amount of tree coverage for the site.

**Tree Coverage:**

The applicant has provided a landscape plan as part of the general development plan. This plan includes interior parking landscaping and landscaping along the rights-of-way of Fairfax Boulevard and Spring Street. The landscaping plan considers the overhead utilities on Fairfax Boulevard and Spring Street and the sight visibility triangle when establishing the location of canopy and understory trees. Due to the location of overhead utilities and site visibility, the applicant has requested a Special Exception from Section 4.5.6 of the Zoning Ordinance to allow street trees at distance greater than 15 feet at back of curb along Fairfax Boulevard. The applicant has provided the required 10% tree coverage for the site including parking lot islands. The applicant also seeks a Special Exception to allow the required setback (northern property line) to be less than ten feet. The applicant has provided a side (interior) yard of 7-feet with shrubs. The applicant has added to the site understory trees and shrubs on the western property line, Spring Street and Fairfax Boulevard.

Staff Analysis:

Staff believes that the landscape plan as presented with Special Exceptions is consistent with the Comprehensive Plan and Zoning Ordinance. The applicant has provided canopy trees, understory trees, shrubs and ground cover to provide screening and an aid to create a stronger street wall where there are spaces between buildings. Staff supports the Special Exception to modify the 10-foot side (interior) yard requirement along the northern property line and the Special Exception to modify the requirement to plant canopy trees within 15-feet of the edge of pavement from the along Fairfax Boulevard and Spring Street. The applicant is also preserving eight American Holly trees along the western property line.

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

Following is an analysis of citations from the Zoning Ordinance related to procedural requirements and review criteria from Section 6.4.9 of the Zoning Ordinance:

A. Substantial conformance with the Comprehensive Plan;

*The proposed rezoning is consistent with the Comprehensive Plan as it eliminates a split-zoned property of IH, Industrial Heavy and CR, Commercial Retail to CR, Commercial Retail and serves as a catalyst to redevelop a site that is limited by having two zoning districts. According to Section 2.2.2C of the Zoning Ordinance, "If an existing lot is (currently) split into two or more zoning districts, each such portion of the split-zoned parcel may be used only for purposes allowed within the respective zoning district. No principal or accessory use of land, building or structure, and no use or building or structure authorized by special use permit or special exception is allowed unless the use, building or structure is expressly authorized or permitted within the subject district." The proposed rezoning provides a remedy to eliminate a split-zoned property and allows for the property to be redeveloped.*

B. Any greater benefit 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 property in its current state would only allow permitted uses within the zoning districts on site. The current Rodeway Inn property is split zoned with a commercial designation along Fairfax Boulevard encompassing approximately 1.24 acres and the remaining land area (0.58 acres) to the north has industrial designation. A rezoning from CR, Commercial Retail and IH, Industrial Heavy would allow for the site development in a manner that is consistent with the Comprehensive Plan and Zoning Ordinance. The site would be developed in a single, unified zoning district.*

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

*The proposed use is consistent with the Comprehensive Plan and Zoning Ordinance as it is surrounded by commercial development. The Commercial Corridor Place Type supports commercial uses, including grocery stores and fuel stations, which are being considered. As stated previously, the split-zoned property is limited to permitted uses in both districts that controls the site.*

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

*The site has adequate public facilities to support an approval of a rezoning from CR, Commercial Retail and IH, Industrial Heavy to CR, Commercial Retail. The subject property is located on a mass transit route and the adjoining roads have capacity to support the proposed use. There are adequate public safety facilities in the area. The application has been reviewed by the City's Fire Marshal and is subject to permitting and inspections. The proposed rezoning and proposed use would not have an impact on public school facilities as the proposal does not include a residential component.*

E. Adequacy of existing and proposed public utility infrastructure;

*The public utility infrastructure is adequate and proposed on-site stormwater facilities would reduce impact on infrastructure.*

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

*The proposed rezoning is consistent with the surrounding area of commercial development. The applicant has proposed to develop a grocery store with fuel stations in the CR, Commercial Retail district.*

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

*The CR, Commercial Retail District is established to provide areas for office and general business and retail establishments and uses accessory or complimentary thereto. The applicant has requested a rezoning to CR, Commercial Retail to develop the site as a grocery store along with an application for a Special Use Permit to allow fuel stations in the Commercial Retail District.*



## SUMMARY OF ZONING DISTRICTS AND OVERLAYS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- **OLD TOWN FAIRFAX HISTORIC DISTRICT:** Encourages a compatible mixture of residential, retail and office uses within the district.
- **FAIRFAX PUBLIC SCHOOL HISTORIC DISTRICT:** Includes the property containing the Fairfax Museum & Visitor Center; the district controls uses and structures built on the property.
- **BLenheim HISTORIC DISTRICT:** Includes the property at Historic Blenheim; the district preserves Blenheim mansion and controls uses and structures built on the property.

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

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

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

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

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

Application No. \_\_\_\_\_

**CITY OF FAIRFAX  
ZONING MAP AMENDMENT, PROFFER AMENDMENT,  
OR MASTER DEVELOPMENT PLAN AMENDMENT APPLICATION**

I/We 9700 Fairfax Blvd LLC by Robert D. Brant, Attorney-in-Fact/Agent  
(Name of applicant) (Authorized agent's name and relationship to applicant)

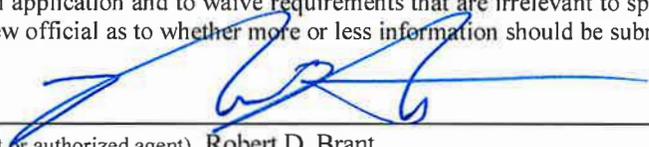
a corporation / general partnership / limited partnership / sole proprietorship/individual (circle one) which is the

property owner / contract purchaser / lessee (circle one)

of Lots 48-3-09-056, Block \_\_\_\_\_, Section \_\_\_\_\_ of the \_\_\_\_\_ Fairfax Subdivision containing Approx. 79,290 (Sq. Ft.) on the premises known as 9700 Fairfax Boulevard requests that the property currently zoned CR and IH be rezoned to CR. This property is recorded in the land records of Fairfax County in the name of Ola Inc. in Deed Book 11233, Page 0050.  
(Name and address of subject property)

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

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

  
 (Signature of applicant or authorized agent) Robert D. Brant Agent/  
Attorney-in-Fact  
 Walsh, Colucci, Lubeley & Walsh, P.C. (Title or relationship)  
 Address 2200 Clarendon Blvd, Suite 1300, Arlington, VA 22201 Phone (703) 528-4700

Email rbrant@thelandlawyers.com

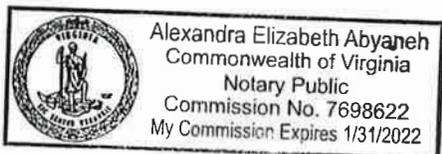
STATE OF VIRGINIA to-wit:

I, the undersigned, a Notary Public in and for the State aforesaid, whose commission as such will expire on the 31st day of January, 2022, do hereby certify that this day personally appeared before me in the State aforesaid Robert D. Brant Agent/Attorney-in-Fact  
(Name) (Title)

whose name(s) is (are) signed to the foregoing and hereunto annexed agreement bearing date of the 3 day of May, 2019, and acknowledged the same before me.

GIVEN under my hand and seal this 3 day of May, 2019.

Alexandra Elizabeth Abyaneh  
Notary Public Registration # 7698622



**THE FOLLOWING MUST BE COMPLETED BY THE PROPERTY OWNER**

I/We Ola Inc. by Robert D. Brant, Attorney-in-Fact/Agent hereby certify that the applicant named above has the authority vested by me to make this application.

Robert D. Brant Attorney-in-Fact/Agent  
(Signature of owner or authorized agent) (Title or relationship)  
Address Walsh Colucci Lubeley & Walsh, PC, 2200 Clarendon Blvd., Suite 1300, Phone: (703) 528-4700  
Arlington, Virginia 22201

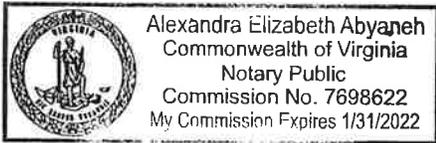
STATE OF VIRGINIA to-wit:

I, the undersigned, a Notary Public in and for the State aforesaid, whose commission as such will expire on the 31 day of January, 2022, do hereby certify that this day personally appeared before me in the State aforesaid Robert D. Brant Agent / Attorney-in-Fact  
(Name) (Title)

whose name(s) is (are) signed to the foregoing and hereunto annexed agreement bearing date of the 3 day of May, 2019, and acknowledged the same before me.

GIVEN under my hand and seal this 3 day of May, 2019.

Alexandra Elizabeth Abyaneh 7698622  
Notary Public Registration #



**FOR OFFICE USE ONLY**

Proposal filed: \_\_\_\_\_ Received by: \_\_\_\_\_  
Fee Paid: \_\_\_\_\_ Receipt No. \_\_\_\_\_  
Previous Cases: \_\_\_\_\_  
Current status of business license and fees: \_\_\_\_\_  
Treasurer: \_\_\_\_\_  
Commissioner of Revenue: \_\_\_\_\_

EQUITABLE OWNERSHIP DISCLOSURE STATEMENT

I. GENERAL DISCLOSURE REQUIREMENTS

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

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

II. IDENTIFICATION OF REAL PROPERTY AFFECTED

<u>Map Number</u>	<u>Parcel Number</u>	<u>Street Address</u>	<u>Current Owner of Record</u>
48-3-09	056	9700 Fairfax Blvd.	Ola Inc.

III. DESCRIPTION OF CHANGE IN ZONING REQUESTED

Completely describe the action being requested, attach narrative if desired.  
Proposed rezoning from IH/CR to CR to allow the development of a Wawa grocery store and six (6) fuel stations (12 pumps).

IV. SPECIFIC EQUITABLE OWNERSHIP DISCLOSURE

The following individuals have legal and equitable ownership in the real estate to be affected by the requested change in zoning. (Include name, address and telephone number)  
Ola Inc., 9700 Fairfax Boulevard, Fairfax, Virginia 22031 (703) 585-4171

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

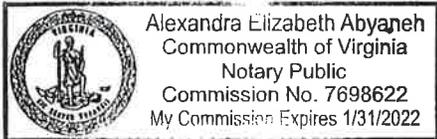
I hereby swear to the best of my knowledge that the information provided in this statement is true and complete.

9700 Fairfax Blvd LLC by Robert D. Brant, Attorney-in-Fact/Agent

[Signature]  
Signature

Subscribed and sworn before me this 3 day of May, 2019.  
My commission expires: 1/31/2022

Alexandra Elizabeth Abyaneh, 71698022  
Notary Public Registration #



**AFFIDAVIT  
CITY OF FAIRFAX**

I, 9700 Fairfax Blvd LLC, by Robert D. Brant, attorney-in-fact do hereby make oath or affirmation that  
(name of applicant or agent)

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

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

See Attachment A

Name	Address	Relationship

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

See Attachment B

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

Name	Address	Relationship

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

N/A

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

Name	Address	Relationship

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

None

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

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

None

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

9700 Fairfax Blvd LLC by Robert D. Brant

WITNESS the following signature:

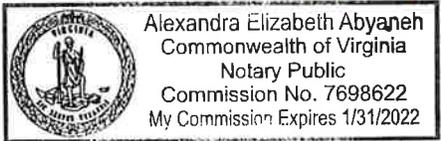
[Signature] Attorney in Fact / Agent  
Applicant or Agent

ALL APPLICANTS MUST SIGN AND HAVE THEIR SIGNATURES NOTARIZED.

The above affidavit was subscribed and confirmed by oath or affirmation before me on this 3  
day of May, 2019, in the State of Virginia, County of Arlington

My commission expires: 1/31/2022

Alexandra Elizabeth Abyaneh 7698622  
Notary Public/ Registration #



## ATTACHMENT A

9700 Fairfax Blvd LLC  
506 S. President Street  
Jackson, MS 39201  
Agents: James F. Leach  
Luis Davila  
Eric P. Gordon

Applicant/Contract Purchaser

WAWA, Inc.  
260 W. Baltimore Pike  
Wawa, PA 19063  
Agent: Jeb Bell

Lessee

Ola Inc.  
9700 Fairfax Boulevard  
Fairfax, VA 22031  
Agent: Champaklal G. Patel

Title Owner

Kimley-Horn and Associates, Inc.  
Agents: Ross Stevens  
Mike Albright  
Chris Howell  
Sarah Knox

Engineer/Transportation Consultant/Agent

Walsh, Colucci, Lubeley & Walsh, P.C.  
2200 Clarendon Boulevard, Suite 1300  
Arlington, Virginia 22201  
Agents: Martin D. Walsh  
M. Catharine Puskar  
Robert D. Brant  
Elizabeth D. Baker

Attorneys/Planners/Agent for Applicant  
Lynne J. Strobel  
Nicholas V. Cumings  
Kathryn R. Taylor  
Bernard S. Suchicital

## ATTACHMENT B

### **9700 Fairfax Blvd LLC**

Managers: Eric P. Gordon, James F. Leach

### **WAWA, Inc.**

There are more than 10 shareholders and the only shareholder that owns 10% or more is Wawa, Inc. Employee Stock Ownership Plan.

### **Ola Inc.**

Shareholders: Champaklal G. Patel, Nilesh R. Patel

### **Kimley-Horn and Associates, Inc.**

There are more than 10 shareholders and no one shareholder owns more than 10%

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

Shareholders:

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



Application #: \_\_\_\_\_

Receipt #: \_\_\_\_\_

**LAND USE APPLICATION**

- NON REFUNDABLE FEE -

Special Use    Special Exception    Variance    Amendment    Renewal

**1. PROPERTY LOCATION INFORMATION**

Property Address 9700 Fairfax Boulevard Tax Map # 48-3-09-056

Project Name Wawa Project Description See attached statement of justification.

The Applicant is requesting a special use permit to allow for the use of fuel stations in a CR District. The Applicant is also requesting a special exception to modify the sidewalk placement requirements of Section 4.4.4.B.1 of the Zoning Ordinance.

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

Applicant Name 9700 Fairfax Blvd LLC (circle one) Corporation / Gen Partnership / Ltd Partnership / Sole Proprietorship / Individual

Applicant Address Robert D. Brant, Attorney-in-Fact/Agent Walsh Colucci Lubeley & Walsh, PC 2220 Clarendon Blvd Suite 1300, Arlington, VA 22201

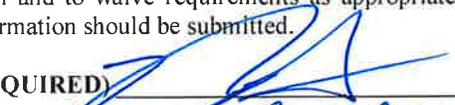
Phone (o) (703) 528-4700 (c) \_\_\_\_\_ Email rbrant@thelandlawyers.com

Applicant or Authorized Agent Signature  Robert D. Brant, Attorney in Fact/Agent

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

**3. APPLICANT CERTIFICATION STATEMENT Section 110-6.2.3**

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

Applicant or Authorized Agent Signature (REQUIRED)  Date 5/3/19

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

Licensed Professional's Name Ross Stevens, Kimley-Horn and Associates, Inc.

Licensed Professional's Address 11400 Commerce Park Drive, Suite 400, Fairfax, Virginia 20191

Phone (o) (703) 674-1300 (c) \_\_\_\_\_ Email ross.stevens@kimley-horn.com

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

Current status of business license and fees  
Treasurer: \_\_\_\_\_

Commissioner of Revenue: \_\_\_\_\_

**AFFIDAVIT  
CITY OF FAIRFAX**

I, 9700 Fairfax Blvd LLC, by Robert D. Brant, attorney-in-fact do hereby make oath or affirmation that  
(name of applicant or agent)

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

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

See Attachment A

Name	Address	Relationship

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

See Attachment B

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

Name	Address	Relationship

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

N/A

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

Name	Address	Relationship

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

None

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

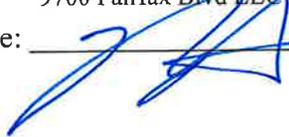
3. That within five (5) years prior to the filing of this application, no member of the City Council, Planning Commission, BZA, or BAR or any member of his or her immediate household and family, either directly or by way of a corporation or a partnership in which anyone of them is an officer, director,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

None

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

9700 Fairfax Blvd LLC by Robert D. Brant

WITNESS the following signature:

 Attorney in Fact  
Applicant or Agent

ALL APPLICANTS MUST SIGN AND HAVE THEIR SIGNATURES NOTARIZED.

The above affidavit was subscribed and confirmed by oath or affirmation before me on this 3  
day of May, 2019, in the State of Virginia, County of Arlington

My commission expires: 1/31/2022

Alexandra Elizabeth Abyaneh 7698622  
Notary Public/ Registration #



Alexandra Elizabeth Abyaneh  
Commonwealth of Virginia  
Notary Public  
Commission No. 7698622  
My Commission Expires 1/31/2022

## ATTACHMENT A

9700 Fairfax Blvd LLC  
506 S. President Street  
Jackson, MS 39201  
Agents: James F. Leach  
Luis Davila  
Eric P. Gordon

Applicant/Contract Purchaser

WAWA, Inc.  
260 W. Baltimore Pike  
Wawa, PA 19063  
Agent: Jeb Bell

Lessee

Ola Inc.  
9700 Fairfax Boulevard  
Fairfax, VA 22031  
Agent: Champaklal G. Patel

Title Owner

Kimley-Horn and Associates, Inc.  
Agents: Ross Stevens  
Mike Albright  
Chris Howell  
Sarah Knox

Engineer/Transportation Consultant/Agent

Walsh, Colucci, Lubeley & Walsh, P.C.  
2200 Clarendon Boulevard, Suite 1300  
Arlington, Virginia 22201  
Agents: Martin D. Walsh  
M. Catharine Puskar  
Robert D. Brant  
Elizabeth D. Baker

Attorneys/Planners/Agent for Applicant  
Lynne J. Strobel  
Nicholas V. Cumings  
Kathryn R. Taylor  
Bernard S. Suchicital

## ATTACHMENT B

### **9700 Fairfax Blvd LLC**

Managers: Eric P. Gordon, James F. Leach

### **WAWA, Inc.**

There are more than 10 shareholders and the only shareholder that owns 10% or more is Wawa, Inc. Employee Stock Ownership Plan.

### **Ola Inc.**

Shareholders: Champaklal G. Patel, Nilesh R. Patel

### **Kimley-Horn and Associates, Inc.**

There are more than 10 shareholders and no one shareholder owns more than 10%

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

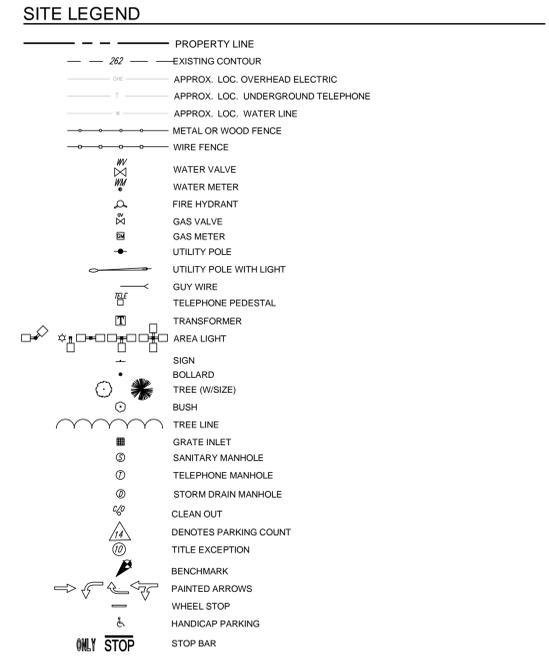
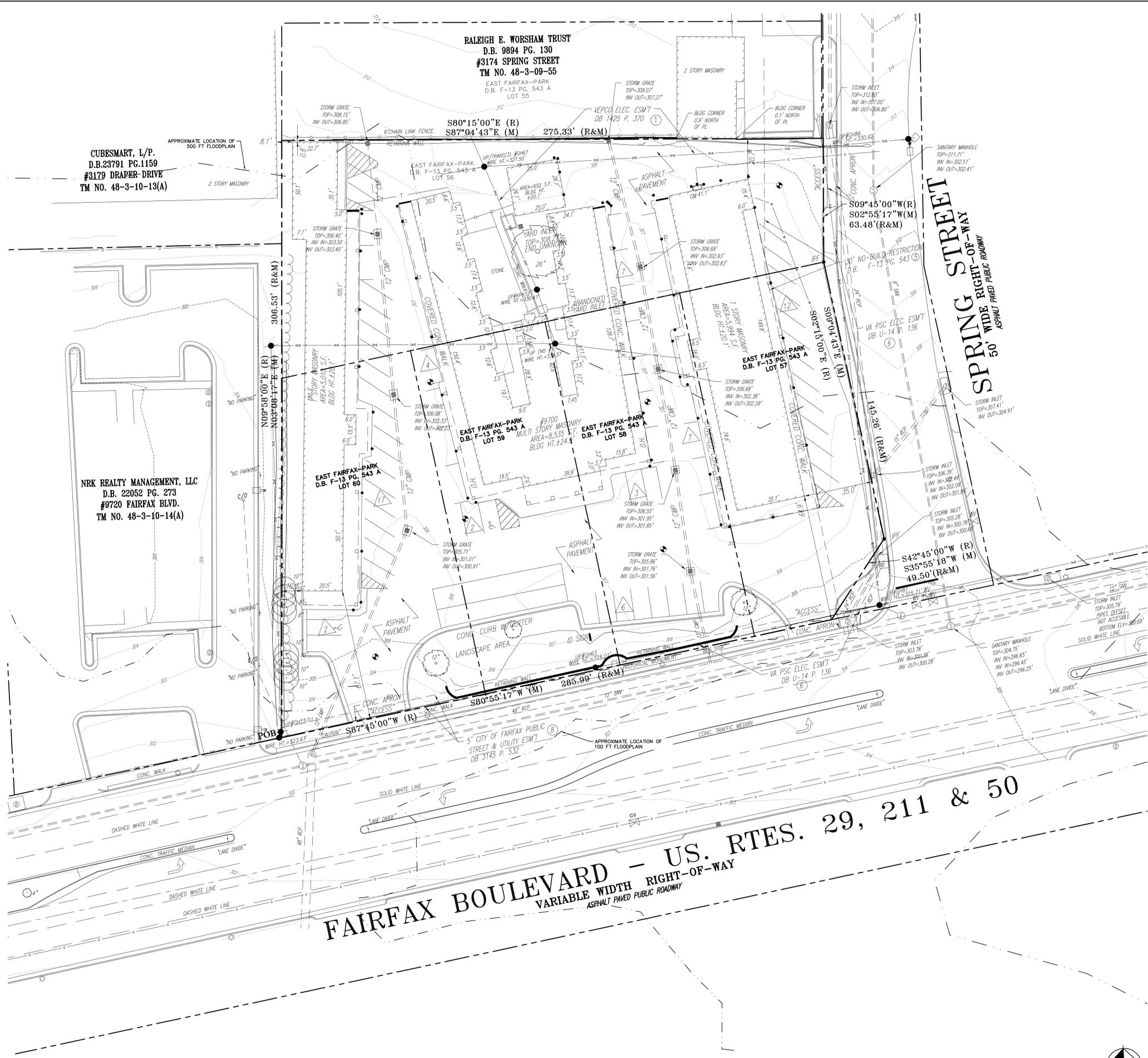
Shareholders:

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





Pinned By: KIMLEY-HORN, CHES. SHEET 04-0700-Fairfax Blvd SUP. Layout/ELEC. Conditions May 02, 2019 07:20:52m K:\NVA\_D\110496003 border - 9700 Fairfax Blvd SUP. Layout/ELEC. Conditions PHASE SHEET 2 - EX. CONDITIONS PLAN.dwg  
 This document, together with the contract and design presented herein, is an instrument of service. It is intended only for the specific purpose and client for which it was prepared. Reuse of any part of this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



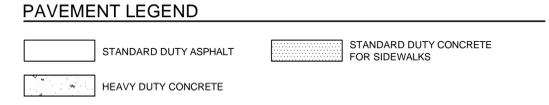
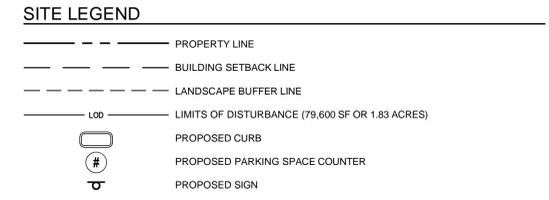
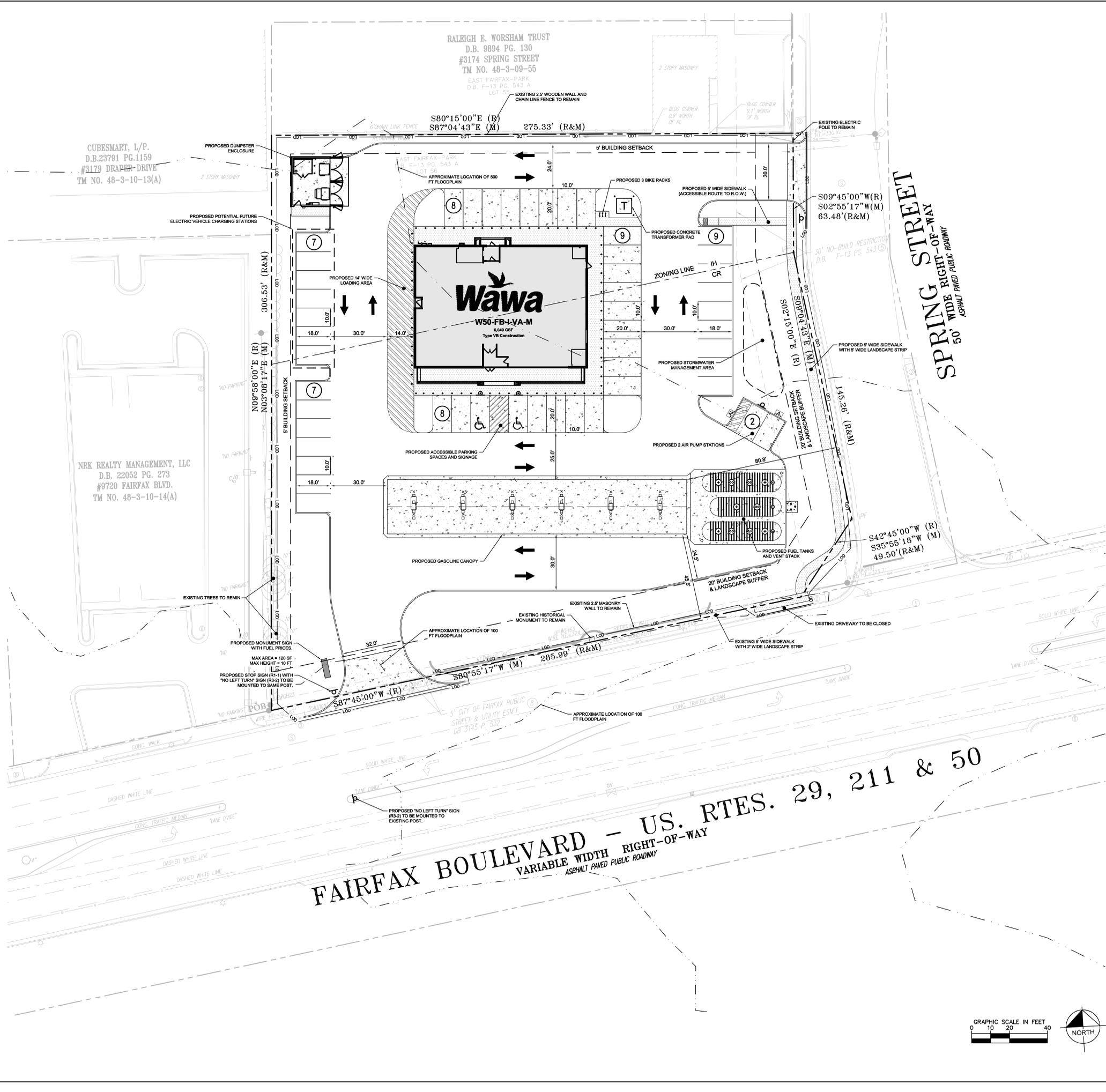
KHA PROJECT 110496003		DATE 05/05/2019		SCALE AS SHOWN		DESIGNED BY CMH		DRAWN BY CMH		CHECKED BY CMH	
<b>EXISTING CONDITIONS PLAN</b>											
<b>WAWA 9700 FAIRFAX BLVD</b>											
PREPARED FOR <b>FRONTIER DEVELOPMENT</b>											
CITY OF FAIRFAX VIRGINIA											
SHEET NUMBER <b>2</b>											

**Kimley»Horn**  
 © 2019 KIMLEY-HORN AND ASSOCIATES, INC.  
 11400 COMMERCE PARK DR., SUITE 400, RESTON, VA 20191  
 PHONE: 703-654-1300 FAX: 703-654-1350  
 WWW.KIMLEY-HORN.COM





Prepared By: KIMLEY-HORN AND ASSOCIATES, INC. (KHA) 110499003 Frontier - 0700 Fairfax Blvd, Suite 200, Fairfax, VA 22031  
 Date: 05/02/2019  
 Scale: AS SHOWN  
 Drawn By: CMH  
 Checked By: CMH  
 This document, together with the contract and design presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. is prohibited.



### ZONING TABULATIONS

TAX MAP NUMBER:	48-3-09-56
PROPERTY AREA:	±1.82 ACRES
EXISTING ZONING:	SPLIT-ZONED CR (COMMERCIAL RETAIL) & IH (INDUSTRIAL HEAVY)
PROPOSED ZONING:	CR (COMMERCIAL RETAIL)
EXISTING USE:	RODEWAY INN, 55 UNIT MOTEL
PROPOSED USE:	GROCERY STORE WITH 6 FUELING STATIONS (12 PUMPS)
COMP PLAN LAND USE:	CC (COMMERCIAL CORRIDOR)
BUILDING AREA:	6,049 SF
PARKING REQUIRED:	1 SPACE PER 200 SF OF FLOOR AREA (GROCERY STORE) 6,049 / 200 = 31 SPACES
PARKING PROVIDED:	50 SPACES WITH 2 ADA
LOADING REQUIRED:	NONE FOR BUILDINGS UNDER 10,000 SF
LOADING PROVIDED:	1 SPACE - 14 FT (W) X 95 FT (L)

### ZONING COMPLIANCE

	REQUIRED	PROPOSED
<b>BUILDING SETBACKS</b>		
FRONT (SPRING ST)	MIN = 20 FT, MAX = 93 FT	80.8 FT
SIDE STREET (FAIRFAX BLVD)	20 FT	45.5 FT
SIDE INTERIOR (NORTH)	10 FT	59.4 FT
SIDE INTERIOR (WEST)	10 FT	74.7 FT
<b>LANDSCAPE BUFFERS</b>		
RIGHT-OF-WAY (SPRING ST & FAIRFAX BLVD)	20 FT	20.5 FT
COMMERCIAL (NORTH & WEST)	0 FT	4.3 FT
<b>BULK REQUIREMENTS</b>		
MINIMUM LOT AREA	20,000 SF	79,290 SF
MAXIMUM BUILDING COVERAGE	60%	7.6% (6,049 / 79,290)
MAXIMUM LOT COVERAGE	85%	76.3% (60,500 / 79,290)
MAXIMUM BUILDING HEIGHT	60 FT	33 FT

### STORMWATER NARRATIVE

IN THE EXISTING CONDITION, THE PROPERTY IS PREDOMINANTLY IMPERVIOUS WITH 68,500 SF OF THE 79,290 SF PROPERTY COVERED BY PAVEMENT OR BUILDINGS (86.4%). GENERALLY THE PROPERTY SLOPES DOWN FROM NORTH TO SOUTH AS LARGE PORTIONS OF THE PARKING LOT SHEET FLOW INTO FAIRFAX BOULEVARD. THE RUNOFF THAT DOES NOT SHEET FLOW OFF THE SITE IS COLLECTED IN THE ON-SITE DRAINAGE NETWORK THAT CONVEYS TO THE MAIN ALONG FAIRFAX BOULEVARD. ULTIMATELY ALL RUNOFF FROM THE PROPERTY IS COLLECTED IN THIS MAIN AND CONVEYED WEST ALONG FAIRFAX BOULEVARD.

IN THE PROPOSED CONDITION, 8,000 SF OF IMPERVIOUS COVER WILL BE REMOVED, RESULTING IN A PROPOSED LOT COVERAGE OF 76.3%. SITE TOPOGRAPHY WILL REMAIN THE SAME AS THE SITE WILL CONTINUE TO SLOPE DOWN TOWARDS FAIRFAX BOULEVARD. A DRAINAGE NETWORK IS PROPOSED ON-SITE AND STORMWATER MANAGEMENT WILL BE PROVIDED VIA A SMALL DETENTION BASIN NEAR THE EASTERN BOUNDARY.

BETWEEN THE REDUCTION IN IMPERVIOUS COVER AND THE PROPOSED DETENTION BASIN, THIS PROJECT WILL MEET THE CHANNEL PROTECTION, FLOOD PROTECTION, AND WATER QUALITY REQUIREMENTS ESTABLISHED BY VIRGINIA DEQ.

### WATER/SEWER NARRATIVE

IN THE EXISTING CONDITION, THE PROPERTY IS OCCUPIED BY THE RODEWAY INN, A 55 UNIT MOTEL. FOR ESTIMATING WATER (AND CONSEQUENTLY SEWER) DEMANDS, IT IS ASSUMED THAT EACH MOTEL CONTAINS A SHOWER, A TOILET WITH A FLUSH VALVE, AND A SINK. USING THE FLOW VALUES ESTABLISHED IN THE AWWA M22 MANUAL, EACH UNIT WILL GENERATE 41.5 FIXTURE VALUES, WHICH RESULTS IN A TOTAL OF 2,282.5 FIXTURE VALUES FOR THE PROPERTY. UTILIZING FACTORS ESTABLISHED IN THE M22 MANUAL TO ACCOUNT FOR PRESSURE AND ACTUAL DEMAND, THE EXISTING PEAK DEMAND IS CALCULATED TO BE 145 GAL/MIN FOR THE MOTEL. THIS DOES NOT ACCOUNT FOR ADDITIONAL FIXTURES THAT ARE LIKELY PRESENT IN THE LOBBY OR MANAGER'S OFFICE.

IN THE PROPOSED CONDITION, THE MOTEL WILL BE DEMOLISHED AND A 6,049 SF WAWA WILL BE BUILT IN ITS PLACE. BASED ON PROTOTYPICAL FIXTURE SCHEDULES FOR WAWA BUILDINGS OF THIS SIZE, 166 FIXTURE UNITS WILL BE GENERATED. UTILIZING FACTORS ESTABLISHED IN THE M22 MANUAL TO ACCOUNT FOR PRESSURE AND ACTUAL DEMAND, THE EXISTING PEAK DEMAND IS CALCULATED TO BE 51 GAL/MIN.

AS A RESULT OF THE CHANGE IN USE, THIS PROPERTY WILL REDUCE ITS PEAK WATER DEMAND NEARLY THREEFOLD FROM 145 GAL/MIN TO 51 GAL/MIN.

### NOTE

ALL PORTIONS OF EXISTING OR PROPOSED SIDEWALKS ON PRIVATE PROPERTY WILL BE SUBJECT TO A PUBLIC ACCESS EASEMENT.



<h2 style="margin: 0;">Kimley»Horn</h2> <p style="font-size: 8px; margin: 0;">             © 2019 KIMLEY-HORN AND ASSOCIATES, INC.              11400 COMMERCE PARK DR., SUITE 200, RESTON, VA 20191              PHONE: 703-674-1300 FAX: 703-674-1350              WWW.KIMLEY-HORN.COM           </p>	<h2 style="margin: 0;">GENERAL DEVELOPMENT PLAN &amp; SPECIAL USE PERMIT PLAT</h2>
<h3 style="margin: 0;">WAWA 9700 FAIRFAX BLVD FRONTIER DEVELOPMENT</h3> <p style="font-size: 8px; margin: 0;">             PREPARED FOR              CITY OF FAIRFAX, VIRGINIA           </p>	<p style="font-size: 8px; margin: 0;">             KHA PROJECT: 110499003              DATE: 05/02/2019              SCALE: AS SHOWN              DESIGNED BY: CMH              DRAWN BY: CMH              CHECKED BY: CMH           </p>
<p style="font-size: 8px; margin: 0;">             SHEET NUMBER  <b>4</b> </p>	<p style="font-size: 8px; margin: 0;">             REVISIONS              No. DATE BY           </p>





## **9700 FAIRFAX BLVD LLC**

### **STATEMENT OF JUSTIFICATION**

**May 3, 2019**

Please accept the following as a Statement of Justification in support of the submitted rezoning, special use permit, and special exception application to allow the redevelopment of 9700 Fairfax Boulevard with an approximately 6,049 square foot grocery store and a fuel station. This Statement of Justification is submitted in conjunction with the General Development Plan/Special Use Permit Plat, prepared by Kimley-Horn and dated May 3, 2019, consisting of six (6) sheets (the "GDP/SUP Plat"), and other submitted supporting materials. The contents of this Statement of Justification address the approval considerations for rezonings, special use permits, and special exceptions, as set forth in Sections 6.4.9, 6.7.7, and 6.17.7 of the City of Fairfax Zoning Ordinance (the "Zoning Ordinance").

9700 Fairfax Blvd LLC (the "Applicant") is the contract purchaser of approximately 1.82 acres located in the City of Fairfax. The property consists of one (1) tax parcel identified among the City of Fairfax's tax assessment records as 48-3-09-056 (the "Subject Property"). The Subject Property is currently split-zoned CR (Commercial Retail) and IH (Industrial Heavy) and is developed with the Rodeway Inn, a 55-unit motel constructed in approximately 1953. According to the City's real estate assessment records, the existing motel buildings on the Subject Property consist of approximately 19,872 square feet.

#### **PROPOSED DEVELOPMENT**

The Applicant proposes to rezone the currently split-zoned Subject Property to the CR Commercial Retail District to permit its redevelopment with a Wawa grocery store and six (6) fuel stations, which will be a 24/7 use. The proposed development will provide a high-quality, active commercial use that will revitalize an underutilized parcel. As shown on the submitted GDP/SUP Plat, the Applicant proposes a commercial use that will be consistent with the recommendations of the Comprehensive Plan and will be compatible with the commercial character of the surrounding area. As illustrated on Sheet 4 of the GDP/SUP Plat, the proposed grocery store will consist of an approximately 6,049 square foot, one-story building oriented towards the rear of the Subject Property. The grocery store will offer a variety of items such as pre-packaged food and beverages, freshly brewed coffee, made-to-order sandwiches and other fresh food offerings. A maximum of twelve (12) to fourteen (14) employees will be present on-site at any given time, with fewer employees on-site during the overnight shift. Six (6) fuel pumping stations (for a total of twelve (12) pumps) will be located beneath a covered canopy structure oriented towards Fairfax Boulevard. Fuel deliveries for the proposed fuel station are anticipated to occur approximately once daily on average. To ensure that fuel deliveries occur only when needed, the Applicant proposes to employ a fuel monitoring system that monitors fuel inventory and automates fuel deliveries on an as-needed basis.

The Subject Property is particularly well-suited for the proposed uses given its location along the City's main commercial corridor. Access to the proposed Wawa will be provided via a

right-in right-out access on Fairfax Boulevard and a full movement access on Spring Street. An existing access in the southeast portion of the Subject Property proximate to the intersection of Fairfax Boulevard and Spring Street will be eliminated, thereby resulting in a safety improvement. The proposed entrance on Fairfax Boulevard will be limited to right-in right-out access only and controlled through the provision of traffic control signs on the Subject Property and in the existing median, as indicated on the GDP/SUP Plat. The full movement access in the northeast portion of the Subject Property on Spring Street will be controlled through the installation of a Stop sign.

Though the Zoning Ordinance does not require a loading space for commercial structures under 10,000 sq. ft., the Applicant proposes a fourteen (14) foot wide loading area along the western side of the proposed building. In addition, ample surface parking, consistent with Zoning Ordinance requirements, will be provided on-site. The Applicant proposes two (2) air pump stations on-site as well as an enclosed dumpster that will be located in the northwest corner of the Subject Property. Bicycle parking is provided in accordance with the Zoning Ordinance requirements. The Applicant has also identified a location for proposed future electric vehicle charging stations.

The proposed development is characterized by the installation of attractive architecture, the provision of significant landscaping, and a reduction of impervious surface. The proposed building and fuel canopy will be designed with traditional features and quality materials. Building materials may include, but are not limited to, brick, stone veneer, and dutch seam metal roofs, and other quality materials. The grocery store building will be a maximum height of thirty-three (33) feet. Quality landscaping is proposed, including street trees along the Fairfax Boulevard and Spring Street frontages, which will result in a significant improvement over the existing landscape conditions on the Subject Property today. The proposed landscaping will soften the streetscape and provide more vegetation on-site compatible to that of the bank adjacent to the Subject Property. In accordance with Section 4.5.7.C.1, all portions of the proposed development that maintains frontage along a public right-of-way will be screened with a continuous hedge of at least thirty (30) inches in height at the time of installation. In the end, the proposed development will result in increased open space and an overall decrease of impervious surface.

## REZONING APPLICATION

The proposed rezoning fulfills each of the approved considerations set forth in Section 6.4.9 of the Zoning Ordinance:

The proposed uses are in substantial conformance with the Comprehensive Plan. The Future Land Use Map for the City of Fairfax indicates that the Subject Property is planned for CC Commercial Corridor, which supports commercial uses, including grocery stores and fuel stations. In addition, the surrounding land use designations are Commercial Corridor and Activity Center. In redeveloping the existing, underutilized parcel into a more active, community-serving use, the proposed redevelopment is consistent with the stated objectives of the Comprehensive Plan. The proposed rezoning will provide a benefit to the City by eliminating a split-zoned parcel and subjecting the Subject Property to a single, unified zoning classification. Given that the majority of the parcel is currently zoned to the CR District, the Subject Property is highly suitable for the proposed rezoning and development. Currently, the Subject Property is sufficiently served by

public transportation facilities, and the existing utility infrastructure is adequate for the proposed uses. Further, the proposed development is compatible with the surrounding area, as the Subject Property is entirely surrounded by existing commercial uses that include a bank, a car dealership, other auto services, a self-storage facility, and a landscape business. Finally, the proposed uses are consistent with the stated purpose of the CR District.

Accordingly, the proposed rezoning of the Subject Property fulfills the considerations of Section 6.4.9 of the Zoning Ordinance. The proposed development will further enhance the growth of commercial activities planned for the Fairfax Boulevard corridor by adding a community-serving use that is convenient for the City's residents.

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

1. Pursuant to Section 3.3.1.B of the Zoning Ordinance, a special use permit is hereby requested to allow for a fuel station in a CR Commercial Retail District.

The proposed fuel station fulfills the approval considerations for a special use permit set forth in Section 6.7.7 of the Zoning Ordinance. The use of a fuel station is consistent with the Comprehensive Plan as a community-serving, commercial use that is supported by the Commercial Corridor land use designation. The use is compliant with all applicable Zoning requirements, related to setbacks, buffers, lighting, signage, parking, and other applicable requirements. In addition, the use of a fuel station will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use nor will it have a negative, adverse effect on public welfare, property and improvements in the neighborhood. As stated above, the surrounding area is entirely commercial in nature and includes other existing fuel stations. Thus, the addition of a fuel station and Wawa grocery store on the Subject Property will have a positive, beneficial impact on the surrounding neighborhood that fits within the fabric of the area, as it offers high quality fuel and food options for the City's residents, workers, and visitors.

2. Pursuant to Section 6.17.1.B.4 of the Zoning Ordinance, a special exception is hereby requested to allow a modification of the minimum three (3) foot green space requirement between the curb and the sidewalk along the Fairfax Boulevard frontage, as set forth in Section 4.4.4.B of the Zoning Ordinance.

As shown on the GDP/SUP Plat, the proposed development will include an existing five (5) foot sidewalk with a two (2) foot landscape strip along Fairfax Boulevard and a proposed five (5) foot sidewalk with a five (5) foot landscape strip along Spring Street. Currently, there exists a five foot sidewalk with a two foot landscape strip along Fairfax Boulevard. There is no sidewalk along the Spring Street frontage. Due to site constraints, including the presence of an existing utility pole on Fairfax Boulevard, it is not possible to relocate the sidewalk along the Fairfax Boulevard frontage in order to meet the landscape strip requirement. The Applicant proposes to maintain the existing sidewalk and green strip along Fairfax Boulevard

and construct a new sidewalk along Spring Street. The existing and proposed sidewalks will enhance pedestrian connectivity to the surrounding pedestrian network as well as within the site. The requested special exception will have no material or adverse impact on adjacent land uses or the physical character of existing uses in the vicinity of the Subject Property.

The Applicant's proposal presents an opportunity to redevelop and activate an aging motel with a vibrant, high-quality community-serving use that advances the Comprehensive Plan's objectives of enhancing commercial activities along the Fairfax Boulevard commercial corridor. The proposed development will generate increased economic activity and contribute to the City's continued economic growth. The Applicant is eager to bring the first Wawa to the City and is committed to ensuring that the proposed development fits into the fabric of Fairfax.

**SPECIAL LIMITED POWER OF ATTORNEY**

Know All Men By These Presents:

9700 Fairfax Blvd LLC, by and through the undersigned, does hereby make, constitute and appoint Martin D. Walsh, Lynne J. Strobel, M. Catharine Puskar, Andrew A. Painter, Robert D. Brant, Philip C. Dales, Nicholas V. Cumings, Kathryn R. Taylor, Elizabeth D. Baker, and Bernard S. Suchicital, (Telephone 703-528-4700) of Walsh, Colucci, Lubeley & Walsh, P.C. located at 2200 Clarendon Boulevard, Suite 1300, Arlington, Virginia 22201, to act as agents in connection with the filing and processing of zoning map amendments, comprehensive plan amendments, special exceptions, variances, and special use permits, BAR applications, and any related applications, associated with the property identified as Tax Map 48-3-09-056.

9700 FAIRFAX BLVD LLC

By: Eric Gordon  
Its: Manager

STATE OF FLORIDA :  
COUNTY/CITY OF MIAMI DADE : to-wit

The foregoing instrument was acknowledged before me this 1 day of May, 2019, by Eric Gordon.



Notary Public

My Commission Expires: 11/8/20  
Registration #: GG45933

**SPECIAL LIMITED POWER OF ATTORNEY**

Know All Men By These Presents:

Ola Inc., by and through the undersigned, does hereby make, constitute and appoint Martin D. Walsh, Lynne J. Strobel, M. Catharine Puskar, Andrew A. Painter, Robert D. Brant, Philip C. Dales, Nicholas V. Cumings, Kathryn R. Taylor, Elizabeth D. Baker, and Bernard S. Suchicital, (Telephone 703-528-4700) of Walsh, Colucci, Lubeley & Walsh, P.C. located at 2200 Clarendon Boulevard, Suite 1300, Arlington, Virginia 22201, to act as agents in connection with the filing and processing of zoning map amendments, comprehensive plan amendments, special exceptions, variances, and special use permits, BAR applications, and any related applications, associated with the property identified as 48-3-09-056.

OLA INC.

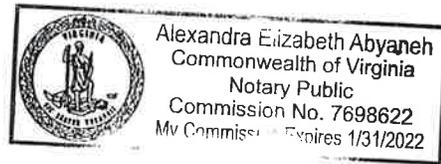
C. G. Patel  
By: Champaklal G. Patel  
Its: President

STATE OF Virginia :  
COUNTY/CITY OF Arlington : to-wit

The foregoing instrument was acknowledged before me this 1 day of May, 2019,  
by Champaklal G. Patel.

Alexandra Elizabeth Abyaneh  
Notary Public

My Commission Expires: 1/31/2022  
Registration #: 7698622



## MEMORANDUM

To: B. Curtis McCullough, Jr. P.E.  
City of Fairfax  
Transportation Division – Public Works

From: Andrew T. Smith, P.E.  
Chris Howell, P.E.  
Kimley-Horn

Date: May 3, 2019

Subject: **Wawa 9700 Fairfax Blvd**  
**Traffic Memorandum**  
**Fairfax, Virginia**

---

This memorandum serves to discuss the traffic requirements for a proposed Wawa in the city of Fairfax, Virginia at 9700 Fairfax Boulevard. The memorandum was prepared to be included with the first submission of the application for this project, in lieu of a forthcoming completed traffic study.

The proposed development of the site will involve the conversion of a 55-room motel into a Wawa convenience store and gas station. The site is located on the northwest quadrant of the intersection of Fairfax Boulevard (U.S. Route 29/U.S. Route 50) and Spring Street in the City of Fairfax, Virginia. The site is adjacent to other commercial uses including a shopping center, car dealership, and a bank, as well as various industrial uses. The existing motel is currently open for business. The motel has two driveways on Fairfax Boulevard and one driveway on Spring Street. The site location is shown in Figure 1.

The proposed development includes 6,049 square-foot Wawa Convenience Store and gas station with 12 fueling positions. The driveways on Fairfax Boulevard will be consolidated from two to one. There will be one driveway on Spring Street.

Based on the estimated trip generation prepared for the site using the *ITE Trip Generation Manual 10<sup>th</sup> Edition*, a traffic study will be required for the site. A traffic study scoping meeting was held with City of Fairfax staff on April 11, 2019. At this meeting, staff informed Kimley-Horn that the full traffic study was not required as a part of the first submission of the application for this project (in part because the staff dictated that traffic counts could not be conducted until May due nearby roadway projects which may cause traffic irregularities). Staff stated that a memorandum acknowledging the requirement of a traffic study would be acceptable. This memorandum serves to document that the traffic study for the proposed development is forthcoming with a subsequent submittal.

Figure 1: Site Location



Source: Google Earth Pro

**9700 FAIRFAX BLVD LLC****STATEMENT OF JUSTIFICATION****Revised: September 10, 2019**

Please accept the following as a Statement of Justification in support of the submitted rezoning, special use permit, and special exception application to allow the redevelopment of 9700 Fairfax Boulevard with an approximately 6,049 square foot grocery store and a fuel station. This Statement of Justification is submitted in conjunction with the General Development Plan/Special Use Permit Plat, prepared by Kimley-Horn dated May 3, 2019, as revised through September 10, 2019 (the “GDP/SUP Plat”), and other submitted supporting materials. The contents of this Statement of Justification address the approval considerations for rezonings, special use permits, and special exceptions, as set forth in Sections 6.4.9, 6.7.7, and 6.17.7 of the City of Fairfax Zoning Ordinance (the “Zoning Ordinance”).

9700 Fairfax Blvd LLC (the “Applicant”) is the contract purchaser of approximately 1.82 acres located in the City of Fairfax. The property consists of one (1) tax parcel identified among the City of Fairfax’s tax assessment records as 48-3-09-056 (the “Subject Property”). The Subject Property is currently split-zoned CR (Commercial Retail) and IH (Industrial Heavy) and is developed with the Rodeway Inn, a 55-unit motel constructed in approximately 1953. According to the City’s real estate assessment records, the existing motel buildings on the Subject Property consist of approximately 19,872 square feet.

**PROPOSED DEVELOPMENT**

The Applicant proposes to rezone the currently split-zoned Subject Property to the CR Commercial Retail District to permit its redevelopment with a Wawa grocery store and six (6) fuel stations, which will be a 24/7 use. The proposed development will provide a high-quality, active commercial use that will revitalize an underutilized parcel. As shown on the submitted GDP/SUP Plat, the Applicant proposes a commercial use that will be consistent with the recommendations of the Comprehensive Plan and will be compatible with the commercial character of the surrounding area. As illustrated on Sheet 4 of the GDP/SUP Plat, the proposed grocery store will consist of an approximately 6,049 square foot, one-story building oriented towards the rear of the Subject Property. The grocery store will offer a variety of items such as pre-packaged food and beverages, freshly brewed coffee, made-to-order sandwiches and other fresh food offerings. A maximum of twelve (12) to fourteen (14) employees will be present on-site at any given time, with fewer employees on-site during the overnight shift. Six (6) fuel pumping stations (for a total of twelve (12) pumps) will be located beneath a covered canopy structure oriented towards Fairfax Boulevard. Fuel deliveries for the proposed fuel station are anticipated to occur approximately once daily on average. To ensure that fuel deliveries occur only when needed, the Applicant proposes to employ a fuel monitoring system that monitors fuel inventory and automates fuel deliveries on an as-needed basis.

The Subject Property is particularly well-suited for the proposed uses given its location along the City’s main commercial corridor. Access to the proposed Wawa will be provided via a

right-in right-out access on Fairfax Boulevard and a full movement access on Spring Street. An existing access in the southeast portion of the Subject Property proximate to the intersection of Fairfax Boulevard and Spring Street will be eliminated, thereby resulting in a safety improvement. The proposed entrance on Fairfax Boulevard will be limited to right-in right-out access only and controlled through the provision of traffic control signs on the Subject Property and in the existing median, as indicated on the GDP/SUP Plat. The full movement access in the northeast portion of the Subject Property on Spring Street will be controlled through the installation of a Stop sign.

Though the Zoning Ordinance does not require a loading space for commercial structures under 10,000 sq. ft., the Applicant proposes a fourteen (14) foot wide loading area along the western side of the proposed building. In addition, ample surface parking, consistent with Zoning Ordinance requirements, will be provided on-site. The Applicant proposes two (2) air pump stations on-site as well as an enclosed dumpster that will be located in the northwest corner of the Subject Property. Bicycle parking is provided in accordance with the Zoning Ordinance requirements. The Applicant has also identified a location for proposed future electric vehicle charging stations.

The proposed development is characterized by the installation of attractive architecture, the provision of significant landscaping, and a reduction of impervious surface. The proposed building and fuel canopy will be designed with traditional features and quality materials. Building materials may include, but are not limited to, brick, stone veneer, and dutch seam metal roofs, and other quality materials. The grocery store building will be a maximum height of thirty-three (33) feet. Quality landscaping is proposed, including street trees along the Fairfax Boulevard and Spring Street frontages, which will result in a significant improvement over the existing landscape conditions on the Subject Property today. The proposed landscaping will soften the streetscape and provide more vegetation on-site compatible to that of the bank adjacent to the Subject Property. In accordance with Section 4.5.7.C.1, all portions of the proposed development that maintains frontage along a public right-of-way will be screened with a continuous hedge of at least thirty (30) inches in height at the time of installation. In the end, the proposed development will result in increased open space and an overall decrease of impervious surface.

## REZONING APPLICATION

The proposed rezoning fulfills each of the approved considerations set forth in Section 6.4.9 of the Zoning Ordinance:

The proposed uses are in substantial conformance with the Comprehensive Plan. The Future Land Use Map for the City of Fairfax indicates that the Subject Property is planned for CC Commercial Corridor, which supports commercial uses, including grocery stores and fuel stations. In addition, the surrounding land use designations are Commercial Corridor and Activity Center. In redeveloping the existing, underutilized parcel into a more active, community-serving use, the proposed redevelopment is consistent with the stated objectives of the Comprehensive Plan. The proposed rezoning will provide a benefit to the City by eliminating a split-zoned parcel and subjecting the Subject Property to a single, unified zoning classification. Given that the majority of the parcel is currently zoned to the CR District, the Subject Property is highly suitable for the proposed rezoning and development. Currently, the Subject Property is sufficiently served by

public transportation facilities, and the existing utility infrastructure is adequate for the proposed uses. Further, the proposed development is compatible with the surrounding area, as the Subject Property is entirely surrounded by existing commercial uses that include a bank, a car dealership, other auto services, a self-storage facility, and a landscape business. Finally, the proposed uses are consistent with the stated purpose of the CR District.

Accordingly, the proposed rezoning of the Subject Property fulfills the considerations of Section 6.4.9 of the Zoning Ordinance. The proposed development will further enhance the growth of commercial activities planned for the Fairfax Boulevard corridor by adding a community-serving use that is convenient for the City's residents.

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

1. Pursuant to Section 3.3.1.B of the Zoning Ordinance, a special use permit is hereby requested to allow for a fuel station in a CR Commercial Retail District.

The proposed fuel station fulfills the approval considerations for a special use permit set forth in Section 6.7.7 of the Zoning Ordinance. The use of a fuel station is consistent with the Comprehensive Plan as a community-serving, commercial use that is supported by the Commercial Corridor land use designation. The use is compliant with all applicable Zoning requirements, related to setbacks, buffers, lighting, signage, parking, and other applicable requirements. In addition, the use of a fuel station will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use nor will it have a negative, adverse effect on public welfare, property and improvements in the neighborhood. As stated above, the surrounding area is entirely commercial in nature and includes other existing fuel stations. Thus, the addition of a fuel station and Wawa grocery store on the Subject Property will have a positive, beneficial impact on the surrounding neighborhood that fits within the fabric of the area, as it offers high quality fuel and food options for the City's residents, workers, and visitors.

2. A special exception is hereby requested to allow a modification of the requirement that all on-site utilities be installed underground as set forth in Section 4.11.D of the Zoning Ordinance.

As part of this redevelopment, all new utilities serving the proposed grocery store and fuel station will be located underground. The existing overhead utilities that currently serve the Rodeway Inn will be removed. This special exception is requested to allow the existing overhead utility lines along the Fairfax Boulevard and Spring Street frontages of the Subject Property to remain. Specifically, there is one (1) utility pole along Fairfax Boulevard that is on the Subject Property, and one (1) utility pole along Spring Street that is partially on the Subject Property. These poles carry above-ground electric and communications utilities that serve uses along Fairfax Boulevard and Spring Street. While the poles are located on or

partially on the Subject Property, they are proximate to the existing right of way and are subject to existing utility easements.

Undergrounding the existing overhead utilities along Fairfax Boulevard and Spring Street would result in significant impacts both on and off-site. As illustrated in the submitted Overhead Electric Underground Exhibit prepared by Kimley-Horn, while undergrounding these utilities would result in the removal of the two existing on-site poles, a total of four new poles would be required. The new poles would consist of two new “down” poles and two new “terminal” poles, for a net increase of two poles. In addition, three of the new poles would be located off-site on adjacent properties. These off-site poles would require coordination with and consent of the adjacent property owners, in addition to the utility companies. Finally, undergrounding the overhead utilities would also require the relocation of utilities that run across Fairfax Boulevard and Spring Street. For these reasons, the significant impacts associated with undergrounding the overhead utilities, which would result in an increase in the number of existing poles, do not outweigh the benefits, and would render the proposed development infeasible. Recognizing that the vision for Fairfax Boulevard ultimately includes the undergrounding of these utilities, the Applicant has included a proffer to grant, at no cost, the necessary easements, permissions and approvals at such time as the utilities are undergrounded by others. For these reasons, the requested special exception is appropriate.

3. A special exception is hereby requested to allow a modification of the 10' side (interior) yard requirement along the northern property line as set forth in Section 3.6.2 of the Zoning Ordinance.

The requested special exception is limited to a portion of the northern property line adjacent to the existing industrial use to the north. While this portion of the property is to the rear of the proposed grocery store and fuel station, as a corner lot, the Zoning Ordinance defines this yard as a side (interior) yard. Accordingly, pursuant to Section 3.6.2, if a building is not built to a property line, a minimum 10' side (interior) yard is required. As illustrated on the GDP/SUP Plat, a drive aisle will be located to the rear of the grocery store building to provide circulation for customer, delivery and emergency vehicles. Due to the required turning radius for delivery and emergency vehicles, the width of the drive aisle must extend into the required side (interior) yard. The Applicant has maximized the width of the landscape buffer that it can provide along this property line while maintaining adequate delivery and emergency vehicle circulation, but is constrained from shifting the proposed site improvements further south due to the minimum front and side (street) yard requirements of the CR zone. Given that the Applicant has minimized the extent of the modification to the extent possible, and that the yard at issue is located adjacent to an existing industrial use, the requested special exception is appropriate.

4. A special exception is hereby requested to allow a modification of the street tree requirements set forth in Section 4.5.6 of the Zoning Ordinance.

The Applicant is requesting a special exception to modify the requirement to plant canopy trees within 15 feet of the edge of pavement along Fairfax Boulevard and Spring Street. The Applicant is constrained by sight distance requirements and the presence of the existing overhead utilities to remain. As illustrated on the GDP/SUP Plat, the majority of the Fairfax Boulevard frontage is located within the required sight distance established by the Fairfax Boulevard access point. Street trees planted within the proposed 5' landscape buffer along this frontage would conflict with sight distance and, potentially, create a safety concern for vehicles exiting the site. Given the width of the 5' landscape buffer and 10' proposed sidewalk along Fairfax Boulevard, it is not possible to provide street trees within 15' feet of the edge of pavement. However, the Applicant has proposed a row of understory trees as close as possible to the back of the sidewalk, approximately 18' from the edge of pavement. These trees will achieve a mature height of approximately 20'. While the Zoning Ordinance requires 30' canopy trees along street frontages, pursuant to Dominion's tree planting and maintenance guidelines, it is not possible to plant trees greater than 20' in height within 15' of the overhead utilities along Fairfax Boulevard and Spring Street. The City of Fairfax Design Guidelines further indicate that understory trees are appropriate when planted along utility corridors. In an effort to meet the intent of the street tree requirements of Section 4.5.6, the Applicant has maximized the number of proposed trees along Fairfax Boulevard and Spring Street, and has located the trees as close as possible to the edge of pavement given the above constraints. In all other locations on-site where these constraints do not exist, the Applicant has proposed canopy trees. For the above reasons, and because the proposed landscaping will result in an overall aesthetic improvement when compared to the existing vegetation on site, the requested special exception is appropriate

The Applicant's proposal presents an opportunity to redevelop and activate an aging motel with a vibrant, high-quality community-serving use that advances the Comprehensive Plan's objectives of enhancing commercial activities along the Fairfax Boulevard commercial corridor. The proposed development will generate increased economic activity and contribute to the City's continued economic growth. The Applicant is eager to bring the first Wawa to the City and is committed to ensuring that the proposed development fits into the fabric of Fairfax.

# GENERAL DEVELOPMENT PLAN/ Attachment 5 SPECIAL USE PERMIT PLAT WAWA - 9700 FAIRFAX BLVD

TAX MAP #48-3-09-56  
9700 FAIRFAX BOULEVARD  
FAIRFAX, VA 22031  
CITY OF FAIRFAX  
11/01/2019

## NOTES

1. THIS APPLICATION IS REQUESTING A SPECIAL USE PERMIT TO ALLOW A FUELING STATION INSIDE A COMMERCIAL RETAIL ZONE.
2. THIS APPLICATION IS REQUESTING TO REZONE THE NORTHERN HALF OF THE PROPERTY FROM IH (INDUSTRIAL HEAVY) TO CR (COMMERCIAL RETAIL). REZONING OF THIS PORTION OF THE PARCEL WILL CONSOLIDATE ZONING ON THE PARCEL.
3. THIS APPLICATION INCLUDES THE FOLLOWING SPECIAL USE PERMIT AND SPECIAL EXCEPTION APPLICATIONS:
  - a. SPECIAL USE PERMIT TO ALLOW A FUEL STATION IN THE CR ZONE.
  - b. SPECIAL EXCEPTION OF SECTION 4.11.B OF THE ZONING ORDINANCE TO ALLOW EXISTING ON-SITE OVERHEAD UTILITY LINES TO REMAIN.
  - c. SPECIAL EXCEPTION OF THE MINIMUM YARD REQUIREMENTS OF SECTION 3.6.2 OF THE ZONING ORDINANCE TO ALLOW THE NORTHERN SIDE (INTERIOR) YARD TO BE LESS THAN 10 FEET.
  - d. SPECIAL EXCEPTION OF THE REQUIREMENTS OF SECTION 4.5.6 OF THE ZONING ORDINANCE TO ALLOW STREET TREES TO BE UNDERSTORY TREES AT A DISTANCE GREATER THAN 15 FEET FROM THE BACK OF CURB ALONG FAIRFAX BOULEVARD.
4. THE SOURCE OF THE BOUNDARY LINES AND EXISTING IMPROVEMENTS IS AN ALTA SURVEY IS PROVIDED BY GRS GROUP, LLC DATED DECEMBER 6, 2018 AND MOST RECENTLY REVISED ON MAY 1, 2019.
5. NOTWITHSTANDING THE IMPROVEMENTS AND TABULATIONS SHOWN ON THIS PLAN, THE APPLICANT RESERVES THE RIGHT TO MAKE MODIFICATIONS TO THE FINAL DESIGN IN CONSIDERATION OF FINAL ENGINEERING AND ANY NEW REGULATIONS ADOPTED BY THE CITY OF FAIRFAX SUBSEQUENT TO THE SUBMISSION OF THIS APPLICATION, PROVIDED THAT SUCH MODIFICATIONS ARE SUBSTANTIALLY CONSISTENT WITH THE APPROVED GDP/SUP PLAT.
6. THE PROPOSED BUILDING FOOTPRINTS AND SITE IMPROVEMENTS SHOWN ON THIS GDP/SUP PLAT ARE PRELIMINARY AND SUBJECT TO CHANGE AT THE TIME OF SITE PLAN IN RESPONSE TO FINAL ENGINEERING, PROVIDED THAT THEY ARE SUBSTANTIALLY CONSISTENT WITH THE APPROVED GDP/SUP PLAT.
7. SITE LIGHTING WILL BE DETERMINED AT THE TIME OF SITE PLAN AND WILL BE PROVIDED IN ACCORDANCE WITH THE CITY OF FAIRFAX ZONING ORDINANCE AND PUBLIC FACILITIES MANUAL.
8. ALL SIGNAGE WILL BE PROVIDED IN ACCORDANCE WITH SECTION 4.6 OF THE ZONING ORDINANCE.
9. THE SUBJECT PROPERTY IS SERVED BY PUBLIC WATER AND SEWER.

## VICINITY MAP

SCALE: 1" = 2000'



## SHEET INDEX

Sheet #	Sheet Title
1	COVER SHEET
2	EXISTING CONDITIONS PLAN
3	TREE SURVEY
4	GENERAL DEVELOPMENT PLAN & SPECIAL USE PERMIT PLAT
5	CONCEPTUAL LANDSCAPE PLAN
6	TRUCK TURNING MOVEMENTS
7	PRELIMINARY GRADING PLAN
8	PRELIMINARY UTILITY PLAN
9	PHOTOMETRIC PLAN
10	TURN LANE EXHIBIT

## PROJECT DESCRIPTION

THIS PROJECT PROPOSES TO DEMOLISH THE EXISTING 55-UNIT RODEWAY INN MOTEL AND ITS PLACE CONSTRUCT A 6,049 SF WAWA GROCERY STORE WITH 6 FUELING STATIONS (12 PUMPS). THIS PROJECT IS LOCATED AT 9700 FAIRFAX BOULEVARD, WHICH IS AT THE NORTHWEST CORNER OF THE FAIRFAX BOULEVARD & SPRING STREET INTERSECTION. THIS PROPOSED USE ALIGNS WITH THE CITY OF FAIRFAX FUTURE LAND USE MAP, WHICH IDENTIFIES THE PROPERTY TO BE IN A COMMERCIAL CORRIDOR.

## PROJECT TEAM

### CURRENT OWNER

OLA, INC.  
9700 FAIRFAX BOULEVARD  
FAIRFAX, VA 22031

### APPLICANT/CONTRACT PURCHASER

9700 FAIRFAX BLVD LLC  
506 S. PRESIDENT ST  
JACKSON, MS 39201

### DEVELOPER

JAMES LEACH  
FRONTIER DEVELOPMENT, LLC  
1801 SW 3RD AVENUE, SUITE 500  
MIAMI, FL 33129  
(305) 682-0591

### AGENT/LAND USE ATTORNEY

ROBERT BRANT  
WALSH, COLUCCI, LUBELEY & WALSH  
2200 CLARENDON BOULEVARD, SUITE 1300  
ARLINGTON, VA 22201  
(703) 528-4700 (ext 5424)

### ENGINEER

CHRIS HOWELL  
KIMLEY-HORN  
11400 COMMERCE PARK DRIVE, SUITE 400  
RESTON, VA 20191  
(703) 674-1300

No.	REVISIONS	DATE	BY

**Kimley»Horn**  
© 2019 KIMLEY-HORN AND ASSOCIATES, INC.  
11400 COMMERCE PARK DRIVE, SUITE 400, RESTON, VA 20191  
PHONE: 703-674-1300 FAX: 703-674-1350  
WWW.KIMLEY-HORN.COM



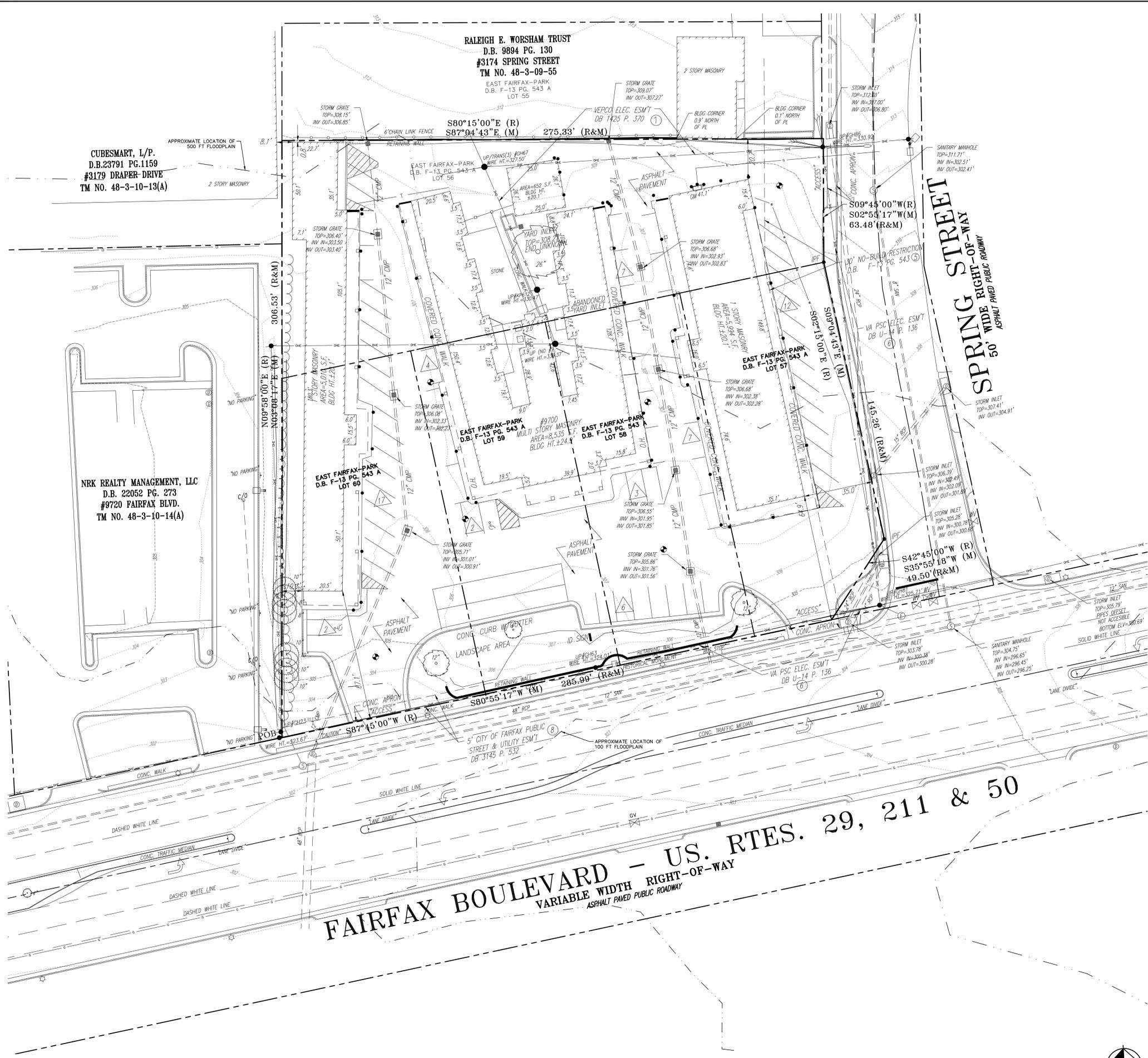
KHA PROJECT	110499003
DATE	11/01/2019
SCALE	AS SHOWN
DESIGNED BY	CMH
DRAWN BY	CMH
CHECKED BY	CMH

COVER SHEET

WAWA 9700 FAIRFAX BLVD  
PREPARED FOR  
FRONTIER DEVELOPMENT  
CITY OF FAIRFAX

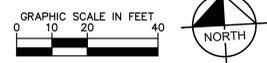
Plotted By: Howell, Chris Sheet: Set: 9700 Fairfax Blvd SUP Layout: COVER SHEET October 31, 2019 02:19:17pm K:\NVA\_DIV\110499003\_frontend - 9700 Fairfax Blvd\CAD\planisheets\entitlement\_phase\SHEET 1 - COVER SHEET.dwg  
 This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse and improper reliance on this document without authorization and adaptation by Kimley-Horn and Associates, Inc. and its affiliates is prohibited.

PLOTTED BY: HOWELL, CHRIS SHEET: 9700 FAIRFAX BLVD SUP. LAYOUT EX. CONDITIONS. OCTOBER 31, 2019 02:19:25PM. K:\NVA\_CIVIL\10499003\border - 9700 Fairfax Blvd CAD\plan\shelldetail\plan\sheet 2 - EX CONDITIONS PLAN.DWG  
 THIS DOCUMENT, TOGETHER WITH THE CONDITIONS AND DESIGN PRESENTED HEREIN, IS AN INSTRUMENT OF SERVICE, AS THAT TERM IS DEFINED IN THE PROFESSIONAL SERVICE AGREEMENT BETWEEN THE CLIENT AND THE ENGINEER. IT IS THE CLIENT'S RESPONSIBILITY TO OBTAIN NECESSARY PERMITS AND APPROVALS FROM THE APPLICABLE AGENCIES. THE ENGINEER'S LIABILITY IS LIMITED TO THE PROFESSIONAL SERVICES PROVIDED HEREIN AND DOES NOT EXTEND TO ANY OTHER SERVICES OR TO ANY OTHER AGENCIES. THE ENGINEER'S LIABILITY IS LIMITED TO THE PROFESSIONAL SERVICES PROVIDED HEREIN AND DOES NOT EXTEND TO ANY OTHER AGENCIES.

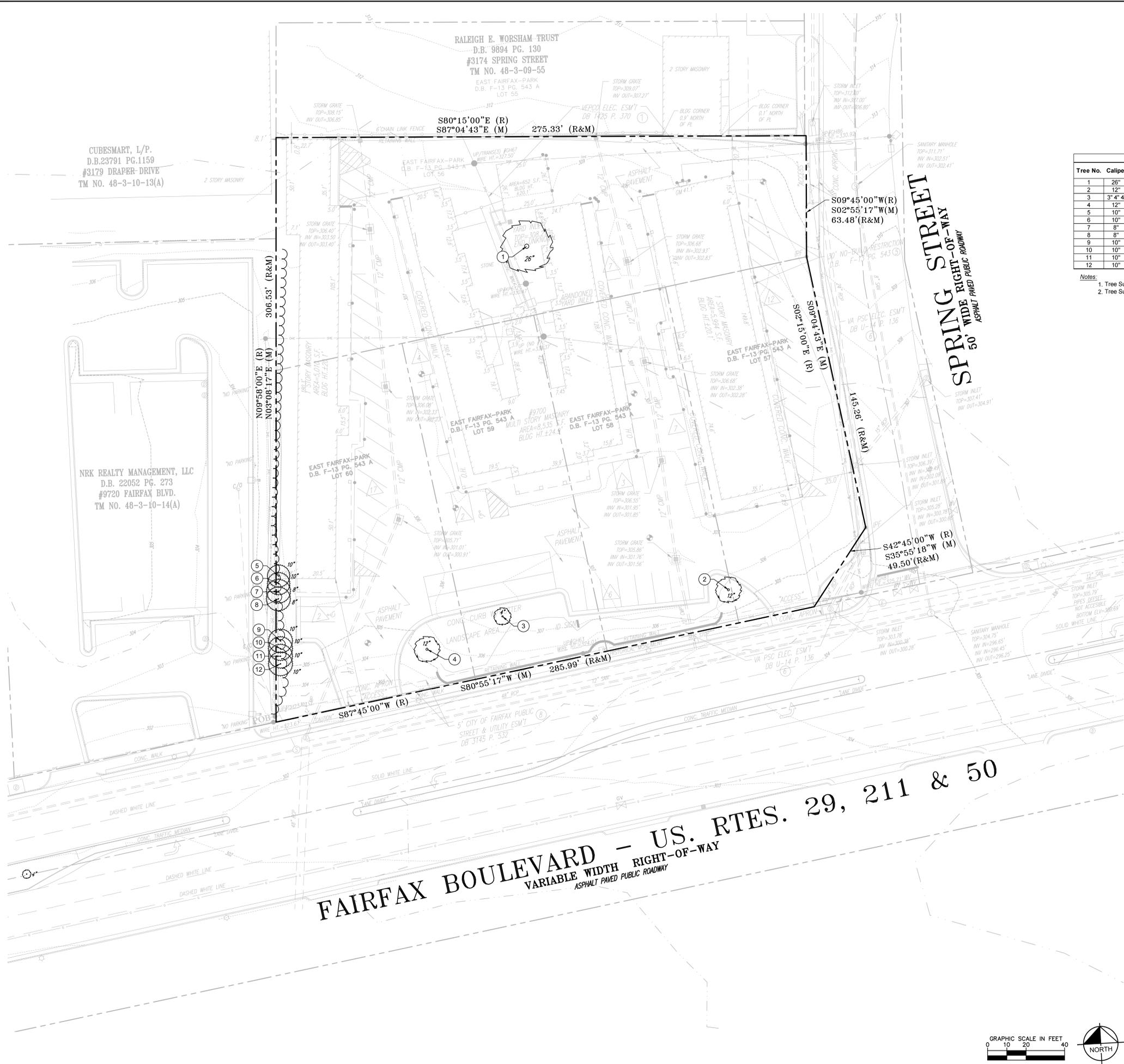


SITE LEGEND	
	PROPERTY LINE
	EXISTING CONTOUR
	APPROX. LOC. OVERHEAD ELECTRIC
	APPROX. LOC. UNDERGROUND TELEPHONE
	APPROX. LOC. WATER LINE
	METAL OR WOOD FENCE
	WIRE FENCE
	WATER VALVE
	WATER METER
	FIRE HYDRANT
	GAS VALVE
	GAS METER
	UTILITY POLE
	UTILITY POLE WITH LIGHT
	GUY WIRE
	TELEPHONE PEDESTAL
	TRANSFORMER
	AREA LIGHT
	SIGN
	BOLLARD
	TREE (W/SIZE)
	BUSH
	TREE INLET
	GRATE INLET
	SANITARY MANHOLE
	TELEPHONE MANHOLE
	STORM DRAIN MANHOLE
	CLEAN OUT
	DENOTES PARKING COUNT
	TITLE EXCEPTION
	BENCHMARK
	PAINTED ARROWS
	WHEEL STOP
	HANDICAP PARKING
	STOP BAR

<b>Kimley»Horn</b>							
KHA PROJECT 110499003	DATE 11/01/2019	SCALE AS SHOWN	DESIGNED BY CMH	DRAWN BY CMH	CHECKED BY CMH		
<b>EXISTING CONDITIONS PLAN</b>							
<b>WAWA 9700 FAIRFAX BLVD</b> PREPARED FOR <b>FRONTIER DEVELOPMENT</b> <small>VIRGINIA</small> <small>CITY OF FAIRFAX</small>							
SHEET NUMBER <b>2</b>							

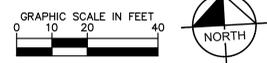


PLOTTED BY: HORN, CHIN SHEET 04/10/2019 02:19:32pm K:\VA\_CIVIL\10489003\Fairfax - 9700 Fairfax Blvd SUP Layout TREE SURVEY October 31, 2019 02:19:32pm K:\VA\_CIVIL\10489003\Fairfax - 9700 Fairfax Blvd SUP Layout TREE SURVEY October 31, 2019 02:19:32pm  
 This document, together with the contents and design presented herein, is an instrument of service, as intended only for the specific purpose and client for which it was prepared. Reuse of this document without authorization and adaptation by Kimley-Horn and Associates, Inc. will be without liability to Kimley-Horn and Associates, Inc.



Tree Inventory					
Tree No.	Caliper	Botanical Name	Common Name	Tree to be Preserved or Removed	Notes
1	26"	<i>Acer rubrum</i>	Red Maple	Removed	Leaning
2	12"	<i>Prunus americana</i>	American Plum	Removed	
3	3" 4" 4"	<i>Lagerstroemia sp.</i>	Crape Myrtle	Removed	Multi-stem
4	12"	<i>Prunus americana</i>	American Plum	Removed	
5	10"	<i>Ilex opaca</i>	American Holly	Preserved	Limbed up, on edge of swale
6	10"	<i>Ilex opaca</i>	American Holly	Preserved	Limbed up, on edge of swale
7	8"	<i>Ilex opaca</i>	American Holly	Preserved	Limbed up, on edge of swale
8	8"	<i>Ilex opaca</i>	American Holly	Preserved	Limbed up, on edge of swale
9	10"	<i>Ilex opaca</i>	American Holly	Preserved	Limbed up, on edge of swale
10	10"	<i>Ilex opaca</i>	American Holly	Preserved	Limbed up, on edge of swale
11	10"	<i>Ilex opaca</i>	American Holly	Preserved	Limbed up, on edge of swale
12	10"	<i>Ilex opaca</i>	American Holly	Preserved	Limbed up, on edge of swale

Notes:  
 1. Tree Survey conducted May 1, 2019  
 2. Tree Survey Caliper measured 6" above the ground.

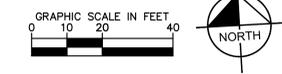
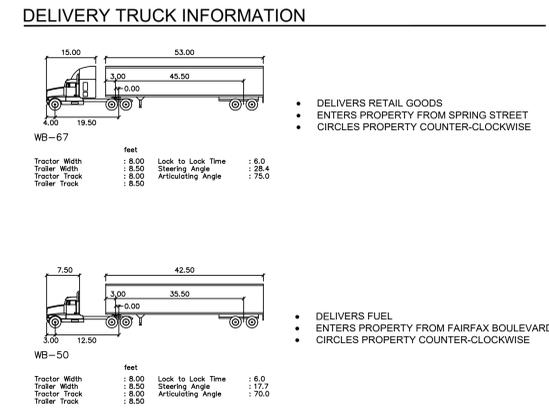
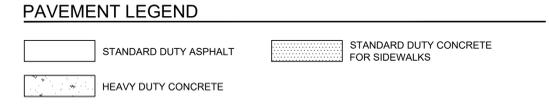
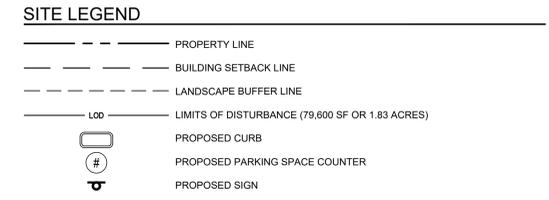
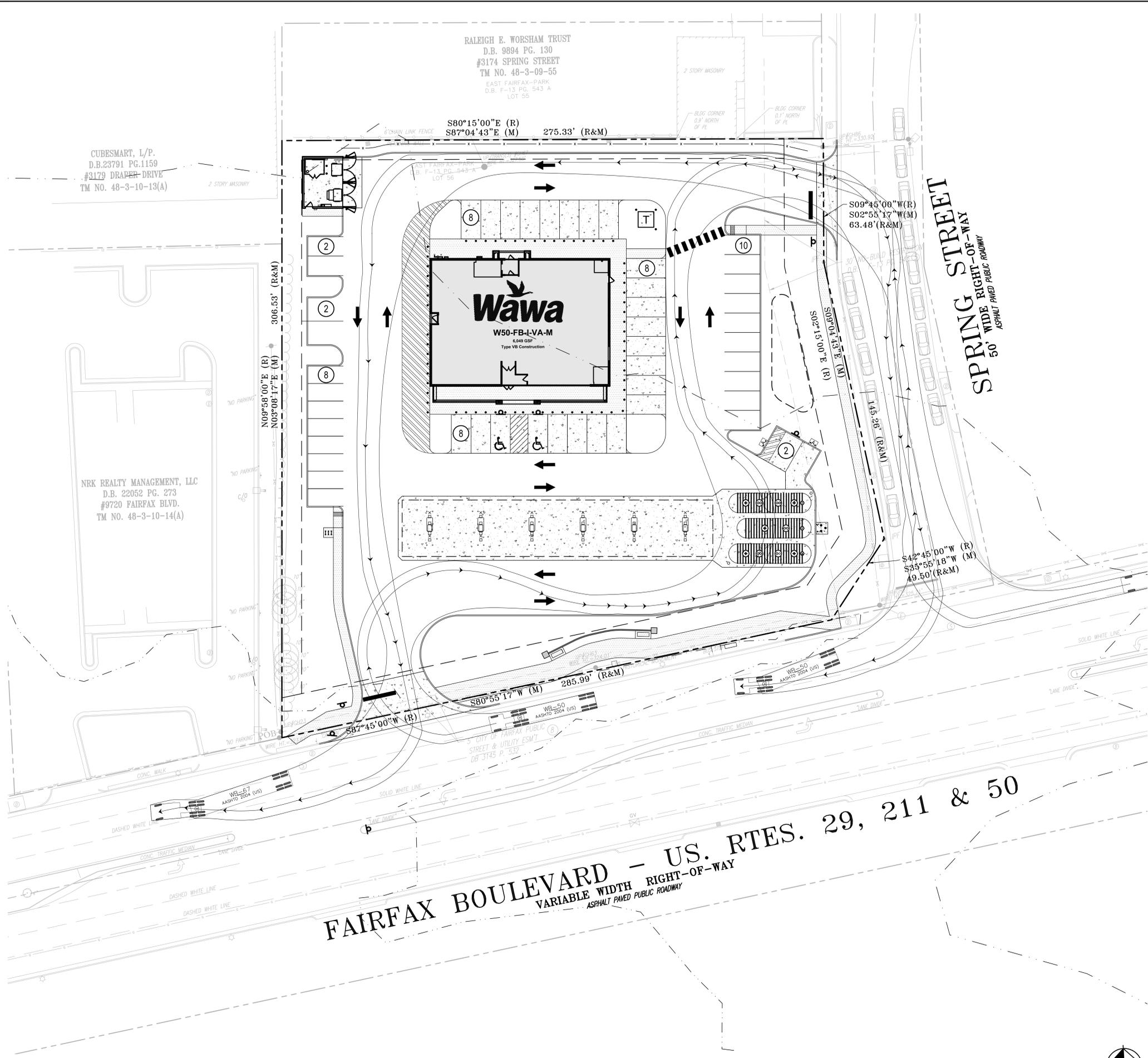


REVISIONS	No.	Date	By				
KHA PROJECT 110489003	DATE 11/01/2019	SCALE AS SHOWN	DESIGNED BY WDW	DRAWN BY WDW	CHECKED BY WDW		
<h2 style="margin: 0;">TREE SURVEY</h2>							
<h3 style="margin: 0;">WAWA 9700 FAIRFAX BLVD PREPARED FOR FRONTIER DEVELOPMENT</h3>							
<small>VIRGINIA</small> <small>CITY OF FAIRFAX</small>							
<small>SHEET NUMBER</small> <b style="font-size: 1.2em;">3</b>							



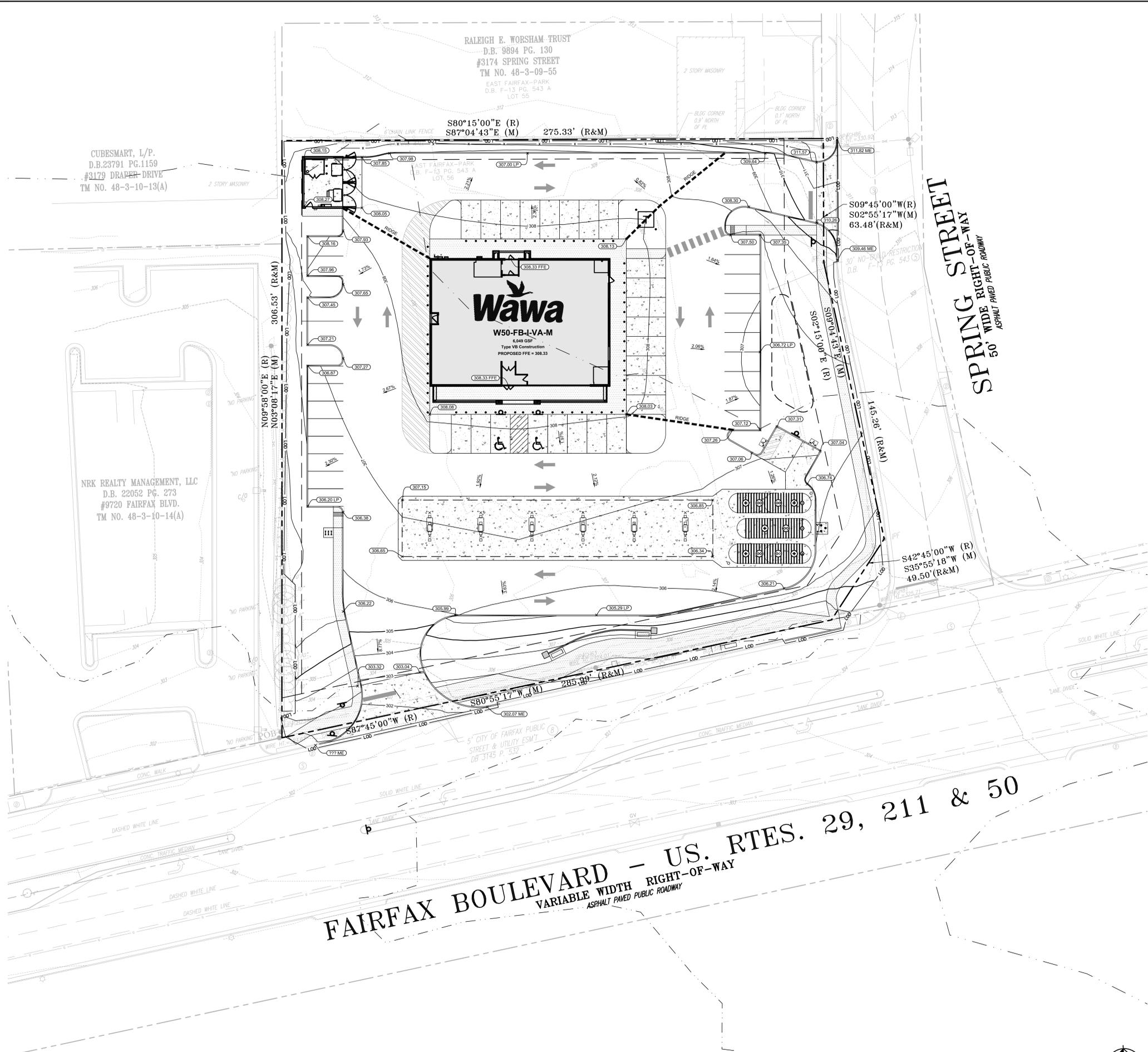


Pinned By: Howell, Chris Sheet Set: 9700 Fairfax Blvd SUP Layout/Truck Route October 31, 2019 02:20:01pm K:\NVA\_CIV110489003\Fairfax 9700 Fairfax Blvd CAD\plan\development\phase4\sheet 4 - GENERAL DEVELOPMENT PLAN.dwg  
 This document, together with the contracts and designs presented herein, is an instrument of service, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse and improper reliance on this document without authorization and adaptation by Kimley-Horn and Associates, Inc. will be without liability to Kimley-Horn and Associates, Inc.



BY	DATE	NO.	REVISIONS				
<b>CHRIS HOWELL</b> PROFESSIONAL ENGINEER 11/01/2019 Lic. No. 0402058105							
KHA PROJECT 110489003	DATE 11/01/2019	SCALE AS SHOWN	DESIGNED BY CMH	DRAWN BY CMH	CHECKED BY CMH	<b>TRUCK TURNING MOVEMENTS</b>	
<b>WAWA 9700 FAIRFAX BLVD</b> PREPARED FOR <b>FRONTIER DEVELOPMENT</b> CITY OF FAIRFAX VIRGINIA							
SHEET NUMBER <b>6</b>							

Pinned By: Howell, Chris Sheet: 9700 Fairfax Blvd SUP Layout: Grading Plan October 31, 2019 02:20:11pm K:\NVA\_CIV110489003\rev01er\_9700 Fairfax Blvd\CAD\plan\sheds\entire\sheds\sheet7 - PRELIMINARY GRADING PLAN.dwg  
 This document, together with the contracts and design presented herein, is an instrument of service, as intended only for the specific purpose and client for which it was prepared. Release and improper reliance on this document without authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



**GRADING LEGEND**

---	PROPERTY LINE
---	BUILDING SETBACK LINE
---	LANDSCAPE BUFFER LINE
---	LIMITS OF DISTURBANCE (79,600 SF OR 1.83 ACRES)
---	EXISTING CONTOUR
---	PROPOSED CONTOUR
---	PROPOSED RIDGE LINE
---	PROPOSED SLOPE
---	PROPOSED SPOT ELEVATION

**SPOT ELEVATION LEGEND**

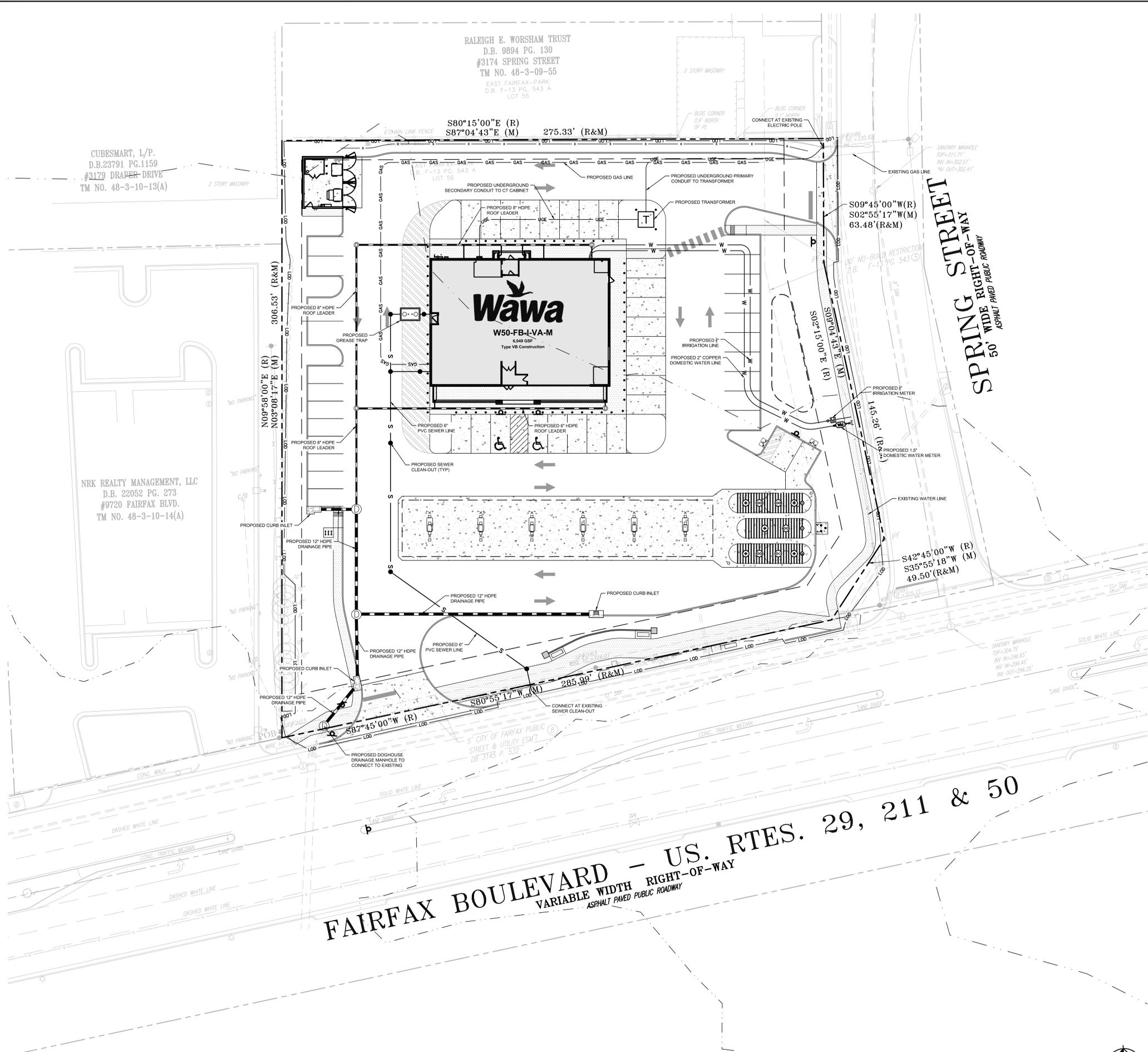
ME	MATCH EXISTING
LP	LOW POINT
FFE	FINISHED FLOOR ELEVATION

(UNLABELED SPOT ELEVATIONS ARE ASSUMED TO BE AT THE FLOWLINE)

**NOTE**  
 THIS PRELIMINARY GRADING PLAN REFLECTS THE PROPOSED ROUGH GRADED CONDITIONS FOR THE SITE. IT IS INTENDED TO GIVE A GENERAL INDICATION OF HOW THE SITE WILL INTERACT WITH THE ADJACENT TOPOGRAPHY. IT IS NOT INTENDED TO DEMONSTRATE COMPLIANCE WITH ADA REGULATIONS.

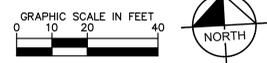
<p><b>WAWA 9700 FAIRFAX BLVD</b>          PREPARED FOR  <b>FRONTIER DEVELOPMENT</b>          CITY OF FAIRFAX</p>	<p><b>PRELIMINARY GRADING PLAN</b></p>								
<p><b>Kimley»Horn</b>          © 2019 KIMLEY-HORN AND ASSOCIATES, INC.          11400 COMMERCE PARKWAY, SUITE 400, RESTON, VA 20191          PHONE: 703-674-1300 FAX: 703-674-1350          WWW.KIMLEY-HORN.COM</p>	<p>COMMONWEALTH OF VIRGINIA  <b>CHRIS HOWELL</b>          Lic. No. 0402058105          11/01/2019          PROFESSIONAL SEAL</p>								
<p>KHA PROJECT: 110489003          DATE: 11/01/2019          SCALE: AS SHOWN          DESIGNED BY: CMH          DRAWN BY: CMH          CHECKED BY: CMH</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>NO.</th> <th>REVISIONS</th> <th>DATE</th> <th>BY</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	NO.	REVISIONS	DATE	BY				
NO.	REVISIONS	DATE	BY						

Pinned By: howell, Chris Sheet: 6/17/2019 10:00 AM K:\NVA\_CIV\110499003\border - 8700 Fairfax Blvd SUP Layout\Utility Plan - PRELIMINARY UTILITY PLAN.dwg  
 This document, together with the contracts and design's presented herein, is an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse and improper reliance on this document without authorization and adaptation by Kimley-Horn and Associates, Inc. will be without liability to Kimley-Horn and Associates, Inc.



UTILITY LEGEND	
---	PROPERTY LINE
---	LIMITS OF DISTURBANCE (79,600 SF OR 1.83 ACRES)
---	PROPOSED WATER LINE
---	PROPOSED SEWER LINE
---	PROPOSED DRAINAGE PIPE
---	PROPOSED GAS LINE
---	PROPOSED UNDERGROUND ELECTRIC LINE
---	EXISTING WATER LINE
---	EXISTING SEWER LINE
---	EXISTING DRAINAGE PIPE
---	EXISTING GAS LINE
---	EXISTING OVERHEAD ELECTRIC LINE

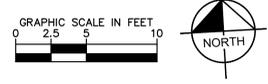
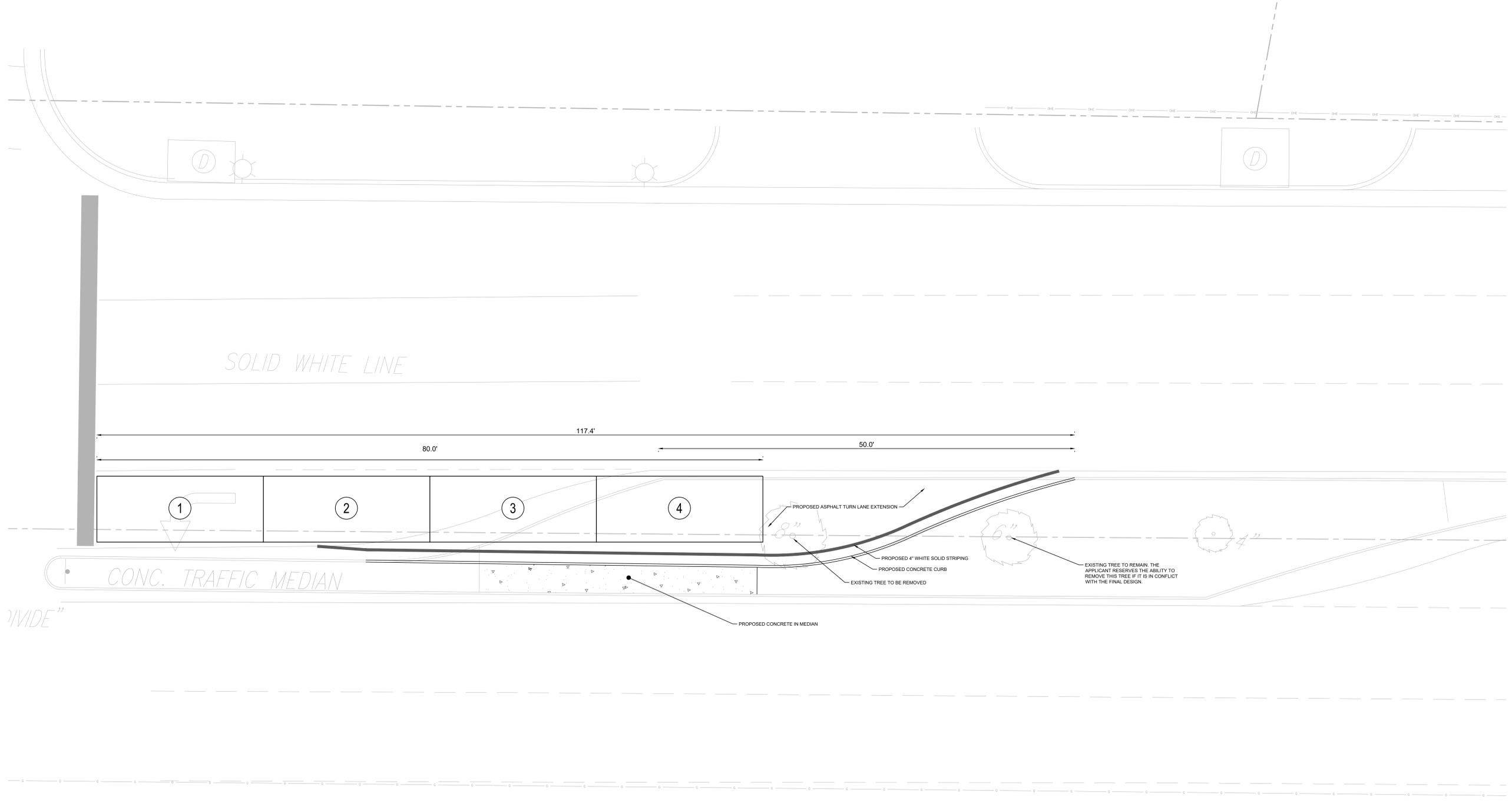
**NOTE**  
 THIS PRELIMINARY UTILITY PLAN REFLECTS THE PROPOSED SCHEMATIC UTILITY DESIGN FOR THE SITE. UTILITY ROUTING AND CONNECTIONS ARE SUBJECT TO CHANGE DURING FINAL ENGINEERING DESIGN.



<p><b>WAWA 9700 FAIRFAX BLVD</b>          PREPARED FOR  <b>FRONTIER DEVELOPMENT</b></p> <p style="text-align: right;">CITY OF FAIRFAX          VIRGINIA</p>	<p style="text-align: center;"><b>PRELIMINARY UTILITY PLAN</b></p> <p style="text-align: center;">SHEET NUMBER  <b>8</b></p>								
<p>KHA PROJECT          110499003</p> <p>DATE          11/01/2019</p> <p>SCALE          AS SHOWN</p> <p>DESIGNED BY          CMH</p> <p>DRAWN BY          CMH</p> <p>CHECKED BY          CMH</p>	<p style="text-align: center;"> </p>								
<p><b>Kimley-Horn</b></p> <p style="font-size: small;">             © 2019 KIMLEY-HORN AND ASSOCIATES, INC.              11400 COMMERCE PARKWAY, SUITE 400, RESTON, VA 20191              PHONE: 703-674-1300 FAX: 703-674-1350              WWW.KIMLEY-HORN.COM           </p>									
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>NO.</th> <th>REVISIONS</th> <th>DATE</th> <th>BY</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		NO.	REVISIONS	DATE	BY				
NO.	REVISIONS	DATE	BY						



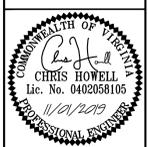
Plotted By: Howell, Chris Sheet Set: 9700 Fairfax Blvd SUP Layout: Site Plan October 31, 2019 02:20:36pm K:\NVA\_CIVIL\10499003\rev01\9700 Fairfax Blvd CAD\plansheets\civil\sheet\phase\sheet 10 - TURN LANE EXHIBIT.dwg  
 This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse and improper reliance on this document without authorization and adaptation by Kimley-Horn and Associates, Inc. will be without liability to Kimley-Horn and Associates, Inc.



**NOTE**  
 THIS EXHIBIT REFLECTS THE PROPOSED SCHEMATIC DESIGN OF THE TURN LANE EXTENSION AT THE FAIRFAX BLVD/DRAPER DRIVE INTERSECTION. FINAL DESIGN IS SUBJECT TO CHANGE DURING FINAL ENGINEERING DESIGN.

No.	REVISIONS	DATE	BY

**Kimley»Horn**  
 © 2019 KIMLEY-HORN AND ASSOCIATES, INC.  
 11400 COMMERCE PARKWAY, SUITE 400, RESTON, VA 20191  
 PHONE: 703-674-1300 FAX: 703-674-1350  
 WWW.KIMLEY-HORN.COM



KHA PROJECT	110499003
DATE	11/01/2019
SCALE	AS SHOWN
DESIGNED BY	CMH
DRAWN BY	CMH
CHECKED BY	CMH

**TURN LANE EXHIBIT**

**WAWA 9700 FAIRFAX BLVD**  
 PREPARED FOR  
**FRONTIER DEVELOPMENT**  
 CITY OF FAIRFAX VIRGINIA

**PROFFERS**

**9700 FAIRFAX BLVD LLC**

**ZONING MAP AMENDMENT  
Z-19-00296**

**November 22, 2019**

Pursuant to Section 15.2-2303(a) of the *Code of Virginia*, 1950, as amended, and Section 6.4.10 of the Zoning Ordinance of the City of Fairfax, Virginia (the "Zoning Ordinance"), 9700 Fairfax Blvd LLC, for the owner, and successors and/or assigns (collectively, "the Applicant") in Z-19-00296 filed on property identified on the City of Fairfax tax map 48-3-09-056 (hereinafter referred to as the "Application Property") hereby proffers the following, provided that the Fairfax City Council approves a rezoning of the Application Property from the CR and IH Districts to the CR District in conjunction with a General Development Plan/Special Use Permit Plat (hereinafter the "GDP/SUP Plat") for a grocery store and fuel station. In the event the rezoning 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 GDP/SUP Plat prepared by Kimley Horn consisting of ten (10) sheets, dated November 1, 2019. The Applicant shall have the flexibility to make minor modifications to site design and improvements shown on the GDP/SUP Plat based on final engineering and design subject to the approval of the Director of Community Development and Planning.

2. USES

This rezoning is granted for the purpose(s), structure(s) and use(s) indicated on the GDP/SUP Plat, which include an approximately 6,049 square foot grocery store and a fuel station consisting of six (6) pumping stations and a total of twelve (12) fuel pumps. In the event that the grocery store and fuel station are not developed, or if such uses should cease to operate in the future, the Application Property may be developed with uses permitted in the CR District, subject to compliance with applicable Zoning Ordinance requirements, without the need for a proffer amendment.

3. TRANSPORTATION

A. Sidewalks. The Applicant shall construct a ten (10) foot sidewalk along the Fairfax Boulevard frontage, a six (6) foot sidewalk along the Spring Street frontage, and an internal network of five (5) foot sidewalks on the Application Property as indicated on the GDP/SUP Plat. The Applicant shall subject any portions of the sidewalks not located within the public right-of-way to a public access easement prior to site plan approval for the Application Property. The Applicant shall be responsible for the maintenance of all sidewalks not located within the right-of-way.

- B. Inter-Parcel Access. The Applicant shall reserve the area identified on the GDP/SUP Plat as “Future Inter-Parcel Access Easement” to permit the connection of a future inter-parcel access to the adjacent property identified as City of Fairfax Tax Map 48-3-10-14A (“Parcel 14A”) in accordance with this Proffer 3.B. At such time as Parcel 14A is redeveloped by others, the Applicant shall either, at its sole discretion, construct at the Applicant’s sole cost and expense the portion of the future inter-parcel access located on the Application Property, or enter into an agreement with the owner and/or developer of Parcel 14A that will allow the entire future inter-parcel access to be constructed by others. In either scenario, the Applicant will provide at no cost the requisite temporary construction easements and/or permissions reasonably necessary to permit construction by others. The Applicant’s obligation shall be limited to that portion of the future inter-parcel access located on the Application Property as identified on the GDP/SUP Plat, and the Applicant shall not be responsible for the costs and/or construction of improvements associated with the future inter-parcel access that extend beyond the property line. At such time as the connection is completed, the Applicant shall enter into an easement agreement with the owner of Parcel 14A to allow inter-parcel vehicular and pedestrian access between Parcel 14A and the Application Property.
- C. Bicycle Racks. The Applicant shall install a minimum of three (3) inverted-U or similar style bicycle racks on the Application Property. Notwithstanding the location indicated on the GDP/SUP Plat, the final location of the bicycle racks may be adjusted at the time of site plan.
- D. Electric Vehicle Charging Stations. The Applicant may, at its sole discretion, partner with a third-party to install electric vehicle charging stations on the Application Property as identified on the GDP/SUP Plat. Notwithstanding the number of potential electric vehicle charging stations identified on the GDP/SUP Plat, the Applicant reserves the right to increase or decrease the number of electric vehicle charging stations provided, subject to compliance with all applicable ordinances, codes and regulations.
- E. Bus Station Seating. The existing bus stop along the Fairfax Boulevard frontage of the Application Property shall remain. The Applicant shall install a minimum of one (1) bench in the vicinity of the bus stop to serve as a seating area for bus patrons. Notwithstanding what is shown on the GDP/SUP Plat, the final location of the bench may be adjusted in coordination with the City at the time of site plan.
- F. Draper Drive Turn Lane. Prior to the issuance of a Zoning Permit for Commercial Use and Occupancy (“Zoning Permit”) for the Application Property, the Applicant shall extend the existing westbound left turn lane at the intersection of Fairfax Boulevard and Draper Drive to accommodate stacking for at least two (2) additional vehicles. The extended turn lane shall be generally consistent with the Turn Lane Exhibit on Sheet 10 of the GDP/SUP Plat, but may be modified in coordination with the Department of Public Works and the Department of Community Development and Planning at the time of site plan.

G. Traffic Signal Contribution. Prior to the issuance of a building permit for the Application Property, the Applicant shall post an escrow in the amount of ninety one thousand eight hundred dollars (\$91,800.00) for the future installation by others of a traffic signal at the intersection of Spring Street and Fairfax Boulevard. Upon demand of the City or one year after the issuance of a Zoning Permit (whichever occurs first), the Applicant shall conduct a traffic signal warrant study in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) guidelines, subject to the review and approval of the Department of Public Works. The traffic signal warrant study will study the then-current traffic conditions and will not include future traffic forecasts. If the traffic signal warrant study shows that a traffic signal is warranted at the intersection of Spring Street and Fairfax Boulevard, and the City awards a contract to construct the signal within five years of the date of escrow, the Applicant shall contribute the escrowed funds towards the construction of the signal, contingent upon the City obligating funds from other sources for the balance of the cost of the signal and associated construction costs. If the traffic signal warrant study shows that a traffic signal is not warranted at the intersection of Spring Street and Fairfax Boulevard, or if it is warranted but the City does not award a contract to construct the signal within five years of the date of escrow, the escrowed funds will be returned to the Applicant and the Applicant will not be financially or otherwise obligated for any other improvements.

H. Restricted Entry Signs. Prior to the issuance of a Zoning Permit for the Application Property, the Applicant shall install signs on the Application Property and/or within the Fairfax Boulevard right-of-way to restrict left turns into the Fairfax Boulevard access from eastbound traffic on Fairfax Boulevard. Notwithstanding the preliminary location and content of the signs shown on the GDP/SUP Plat, the final number, location and content of such signs shall be coordinated with the Department of Public Works at the time of site plan, provided that the signs are consistent with the guidelines set forth in the MUTCD.

#### 4. TRANSPORTATION DEMAND MANAGEMENT

In an effort to reduce the number of vehicle trips generated by the proposed development, the Applicant shall promote the use of public transit options by displaying information regarding CUE bus routes and time tables, maps of the City's bicycle networks, and other modes of public transportation.

#### 5. STREETSCAPE

A. Streetscape Elements. Prior to the issuance of a Zoning Permit for the Application Property, the Applicant shall install a streetscape generally consisting of a ten (10) foot wide sidewalk along the Application Property's Fairfax Boulevard Frontage, a six (6) foot wide sidewalk along the Application Property's Spring Street Frontage, and landscaping along both street frontages as shown on the GDP/SUP Plat and in accordance with the City's Public Facilities Manual standards. Adjustments to the streetscape design may be made at the time of site

plan in coordination with the City, subject to approval of the Director of Community Planning and Development.

- B. Utilities. All new utilities serving the proposed grocery store and fuel station shall be installed underground. The existing overhead utilities along the Fairfax Boulevard and Spring Street frontages of the Application Property shall remain until such time as these utilities are undergrounded in the future by others. At such time as the overhead utilities are undergrounded in the future by others, the Applicant shall grant at no cost all easements, permissions and approvals as may be reasonably necessary to allow the undergrounding by others.
- C. Street Lights. The Applicant shall remove the existing street lights along Fairfax Boulevard, and shall install new street lights along the Fairfax Boulevard and Spring Street frontages of the Application Property in accordance with the requirements set forth in the City of Fairfax Public Facilities Manual, up to a maximum of two (2) street lights per street frontage. The specific location of the new street lights shall be determined at the time of site plan in coordination with the Department of Public Works.

## 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/SUP Plat. Final selection of the type and location of vegetation and the design of landscaped areas and streetscape improvements/plantings shall be made at the time of site plan.
- B. Pedestrian Seating Area. The Applicant shall provide a publicly accessible pedestrian seating area along the Fairfax Boulevard frontage of the Application Property as indicated on the GDP/SUP Plat. This area shall include a minimum of two (2) benches, and may include landscaping and other pedestrian amenities as may be determined at the time of site plan in coordination with the City.

## 7. CONSTRUCTION MANAGEMENT

- A. Construction Management Plan. 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) Location of parking areas for construction employees;
  - (iv) Truck staging areas;
  - (v) Storage areas;

- (vi) Traffic control measures; and
  - (vii) Fencing details, including specifications for construction fencing with screening and/or wrap that identifies the project and provides contact information for the developer and/or general contractor.
- B. Construction Contact. Prior to commencement of construction, the Applicant shall provide the Department of Community Development and Planning with the name and telephone number of contact who will be available throughout the duration of construction on the Application Property.

8. MISCELLANEOUS

- A. Photographic Documentation. Prior to site plan approval, the Applicant shall submit photographs of the exterior of the existing structures on the Application Property to the Department of Community Development and Planning.
- B. Site Lighting. Consistent with the practices of dark skies initiatives, all parking lot and building mounted security lighting shall include down directed lighting and utilize full cut-off fixtures.
- C. 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 and the same document.
- D. Successors and Assigns. These proffers will bind and inure to the benefit of the Applicant and its successors and assigns.

[SIGNATURES BEGIN ON NEXT PAGE]

OWNER

OLA INC.

A handwritten signature in black ink, appearing to read 'C.G. Patel', is written over a horizontal line.

By: Champaklal G. Patel

Its: President

[SIGNATURES CONTINUE]

APPLICANT/CONTRACT PURCHASER

9700 FAIRFAX BLVD LLC



---

By: Eric Gordon  
Its: Manager

[SIGNATURES END]

WAWA - 9700 FAIRFAX BOULEVARD

FAIRFAX, VIRGINIA

Traffic Impact Study

JUNE 26, 2019

Prepared By:

**Kimley»»Horn**

## Table of Contents

Executive Summary .....	4
Site Location and Study Area .....	4
Description of Proposed Development .....	4
Site Trip Generation .....	4
Principle Findings, Conclusions, and Recommendations .....	4
Introduction .....	6
Background Information .....	7
Description of Onsite Development .....	7
Study Area .....	7
Existing Area Roadways .....	11
Existing Area Transit Service .....	11
Existing Pedestrian and Bicycle Facilities .....	12
Future Pedestrian and Bicycle Facilities .....	12
Future Roadway Improvements .....	12
Existing Traffic Conditions .....	14
Existing Traffic Volumes .....	14
Background Traffic Conditions .....	18
Background Traffic Growth .....	18
Approved and Unbuilt (Pipeline) Developments .....	18
Background Traffic Volumes .....	18
Total Future Traffic Conditions .....	22
Site Trip Generation .....	22
Site Traffic Distribution and Assignment .....	23
Total Future Traffic Volumes .....	25
Traffic Analysis .....	30
Analysis Methodology .....	30
Capacity Analysis .....	30
Queuing Analysis .....	33
Conclusions .....	36

## List of Figures

Figure 1: Site Vicinity Map .....	8
Figure 2: Conceptual Site Plan and Site Access .....	9
Figure 3: Existing Lane Designations .....	10
Figure 4: Bus Stop Locations .....	13
Figure 5: 2019 Existing Peak Hour Traffic Volumes .....	15
Figure 6: Existing Peak Hour Pedestrian Volumes .....	16
Figure 7: Existing Peak Hour Bicycle Volumes.....	17
Figure 8: 2021 Base Peak Hour Traffic Volumes .....	19
Figure 9: Trips Generated by Approved and Unbuilt Developments .....	20
Figure 10: 2021 Background Peak Hour Traffic Volumes .....	21
Figure 11: Directional Distribution of Site Generated Traffic .....	24
Figure 12: Net New Primary Site Generated Peak Hour Traffic Volumes .....	26
Figure 13: Pass-by Peak Hour Traffic Volumes.....	27
Figure 14: Net New Total Site Generated Peak Hour Traffic Volumes .....	28
Figure 15: 2021 Total Future Peak Hour Traffic Volumes .....	29

## List of Tables

Table 1: Site Trip Generation .....	23
Table 2: Directional Distribution of Site Generated Traffic.....	23
Table 3: Level of Service Range of Delay.....	30
Table 4: Summary of Intersection Capacity Analysis Results .....	31
Table 5: Summary of 95 <sup>th</sup> Percentile Queuing Analysis Results .....	34

## EXECUTIVE SUMMARY

This report presents the results of a traffic impact study for a proposed Wawa convenience market (defined as a Grocery Store under the City of Fairfax Zoning Ordinance) and fuel station in the northwest corner of the intersection of Fairfax Boulevard (U.S. Route 29/U.S. Route 50) and Spring Street in the City of Fairfax, Virginia.

### SITE LOCATION AND STUDY AREA

The site is located in the northwest corner of the intersection of Fairfax Boulevard (U.S. Route 29/U.S. Route 50) and Spring Street in the City of Fairfax, Virginia. A 55-room motel currently exists on the site. The motel is currently open for business. The site is bounded on the north by industrial uses, on the south by Fairfax Boulevard, on the east by Spring Street, and on the west by a bank. A car dealership and shopping center are located across Fairfax Boulevard from the site, and a used car dealer is located across Spring Street from the site.

A traffic study scoping meeting was held with City of Fairfax Staff on April 11, 2019. The following intersections were identified for study during the scoping meeting:

1. Fairfax Boulevard and Draper Drive (signalized)
2. Fairfax Boulevard and Site Driveway (unsignalized)
3. Fairfax Boulevard and Spring Street (unsignalized)
4. Fairfax Boulevard and Fairfax Circle West (signalized)
5. Fairfax Boulevard and Fairfax Circle East (signalized)

### DESCRIPTION OF PROPOSED DEVELOPMENT

The proposed 6,049 square foot grocery store and fuel station with 12 fueling positions will be constructed on the site of the existing motel. Vehicle access will be provided via one full-movement entrance on Spring Street and a right-in/right-out entrance on Fairfax Boulevard.

### SITE TRIP GENERATION

The site is expected to generate 135 net new primary trips in the AM peak hour and 97 net new primary trips in the PM peak hour. The remainder of the trips generated by the site are pass-by trips consisting of vehicles that will already be on the roadways en route to some other destination. Because the majority of the total trips generated by the site are pass-by trips, most of the trips generated by the proposed development will not increase the traffic volume on the study area roadways.

### PRINCIPLE FINDINGS, CONCLUSIONS, AND RECOMMENDATIONS

A traffic analysis was prepared for the proposed Wawa development for 2019 Existing, 2021 Background (i.e. future without the proposed development), and 2021 Total Future (i.e. future with the proposed development) conditions.

The capacity analysis results show that under 2021 Total Future conditions, all signalized intersections operate with overall LOS D or better. Increases in delay due to development traffic are minimal with the exception of the intersection of Fairfax Boulevard and Spring Street.

At the intersection of Fairfax Boulevard and Spring Street, the analysis showed that there are heavier delays for the northbound and southbound approaches under *existing* conditions. Due to the east-west traffic flows along Fairfax Boulevard during the peak hours, additional delays are experienced for vehicles turning from the minor streets. It is noted that these delays are not uncommon or unexpected for unsignalized approaches to busier corridors. The delay increases under background and total future conditions.

It is anticipated that eastbound motorists will find a balance between waiting out the delays to make a left-turn at the southbound approach of Spring Street during peak traffic periods and utilizing an alternate route, such as instead turning right from Spring Street onto Fairfax Boulevard and making a U-turn at Draper Drive, or turning right on Draper Drive and then heading east on Kingsbridge Drive.

The capacity and queueing analyses showed that the westbound left-turn/U-turn movement at the intersection of Fairfax Boulevard and Draper Drive has the capacity to accommodate additional U-turns if drivers choose that as an alternative route.

The queuing analysis results show that most movements will experience similar queueing under total future conditions as compared to background conditions, except for the southbound movement at the intersection of Fairfax Boulevard and Spring Street. All turn lanes will be able to accommodate 95<sup>th</sup> percentile queues, including the westbound left-turn lane at the intersection of Fairfax Boulevard and Draper Drive which is expected to serve additional U-turn traffic generated by the proposed development.

The site access and vehicular circulation along the area roadways will operate in a safe and efficient manner with the addition of the Wawa.

## INTRODUCTION

This report presents the results of a traffic impact study for a proposed Wawa convenience market (defined as a Grocery Store under the City of Fairfax Zoning Ordinance) and fuel station in the northwest corner of the intersection of Fairfax Boulevard (U.S. Route 29/U.S. Route 50) and Spring Street in the City of Fairfax, Virginia. The proposed development of the site will involve the demolition of a 55-room motel and construction of a 6,049 square-foot Wawa grocery store with 12 fueling positions. Access to the site will be provided by one full-movement access on Spring Street and one right-in/right-out access on Fairfax Boulevard.

This report describes the area transportation system, existing traffic volumes, the calculation of background traffic volumes (i.e. future traffic volumes without the proposed development), additional traffic generated by the proposed development of the grocery store/fuel station, and the calculation of total future volumes (i.e. future traffic volumes with the proposed development) and analysis. A traffic study scoping meeting was held on April 11, 2019 with representatives from the City staff. At the scoping meeting it was determined that intersection capacity and queueing analyses be performed for the AM and PM commuter peak hours at the identified study intersections.

## BACKGROUND INFORMATION

### DESCRIPTION OF ONSITE DEVELOPMENT

The site for the proposed Wawa grocery store and fuel station is located in the northwest corner of the intersection of Fairfax Boulevard (U.S. Route 29/U.S. Route 50) and Spring Street in the City of Fairfax, Virginia. A 55-room motel currently exists on the site. The site is bounded on the north by industrial uses, on the south by Fairfax Boulevard, on the east by Spring Street, and on the west by a bank. A car dealership and shopping center are located across Fairfax Boulevard from the site, and a used car dealer is located across Spring Street from the site. The site location is shown in Figure 1.

The proposed grocery store will contain 6,049 square feet of gross floor area. The fuel station portion of the proposed development will contain 12 fueling positions. Vehicle access will be provided via one full-movement entrance on Spring Street and a right-in/right-out (RI/RO) entrance on Fairfax Boulevard. The proposed RI/RO entrance on Fairfax Boulevard is located approximately 300 feet from Spring Street, measured center-to-center. The proposed full-movement entrance on Spring Street is located approximately 250 feet from Fairfax Boulevard, measured center-to-center. These entrances are located in approximately the same location as entrances to the existing site. A third entrance to the existing site, a RI/RO entrance on Fairfax Boulevard located approximately 70 feet from Spring Street, will be closed as a part of the proposed development.

The existing sidewalk along Fairfax Boulevard will remain, and a sidewalk will be constructed along the site frontage on Spring Street.

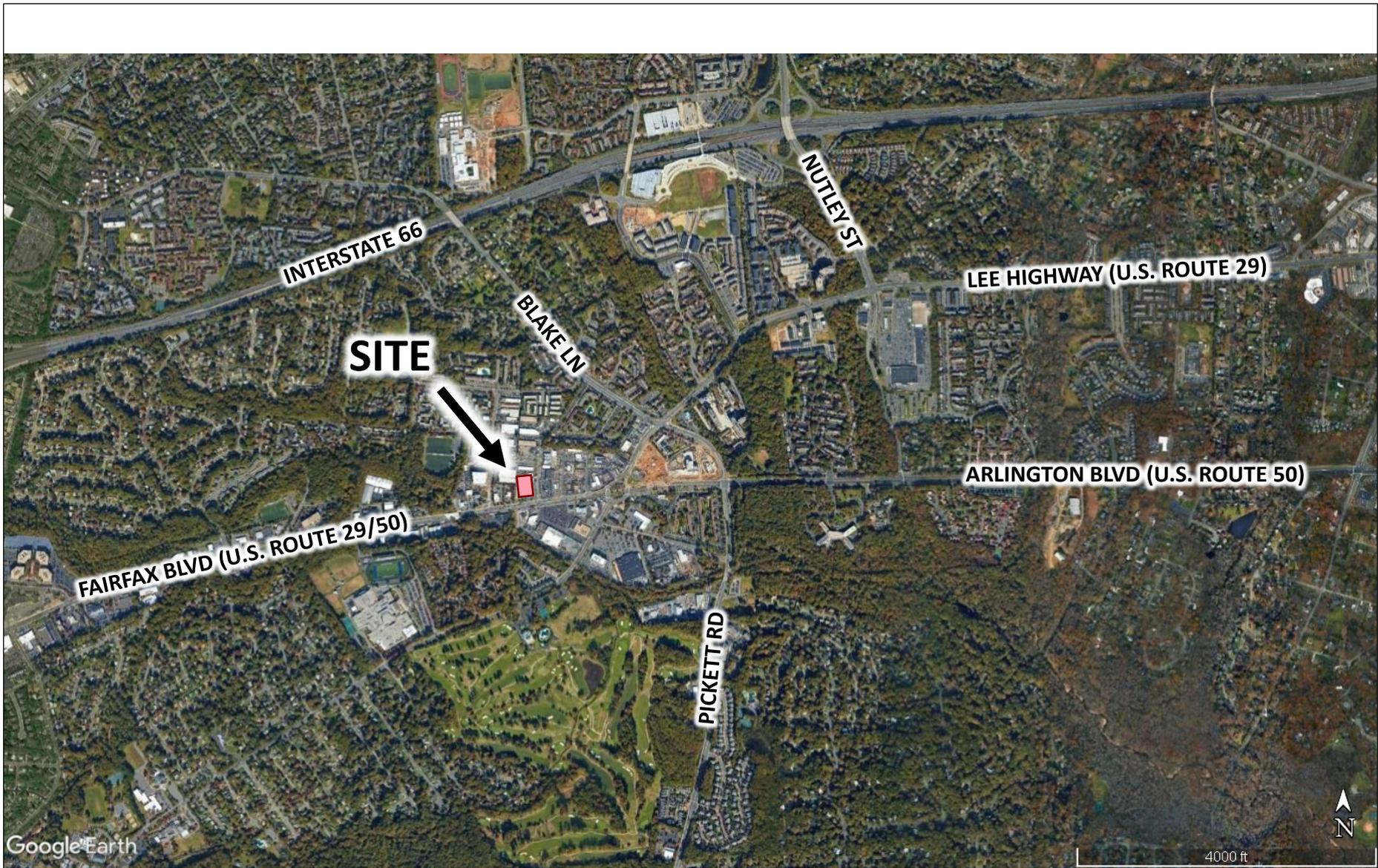
A conceptual site plan showing the site access and walkways is shown in Figure 2.

### STUDY AREA

The following intersections were identified for study during the scoping meeting with City Staff:

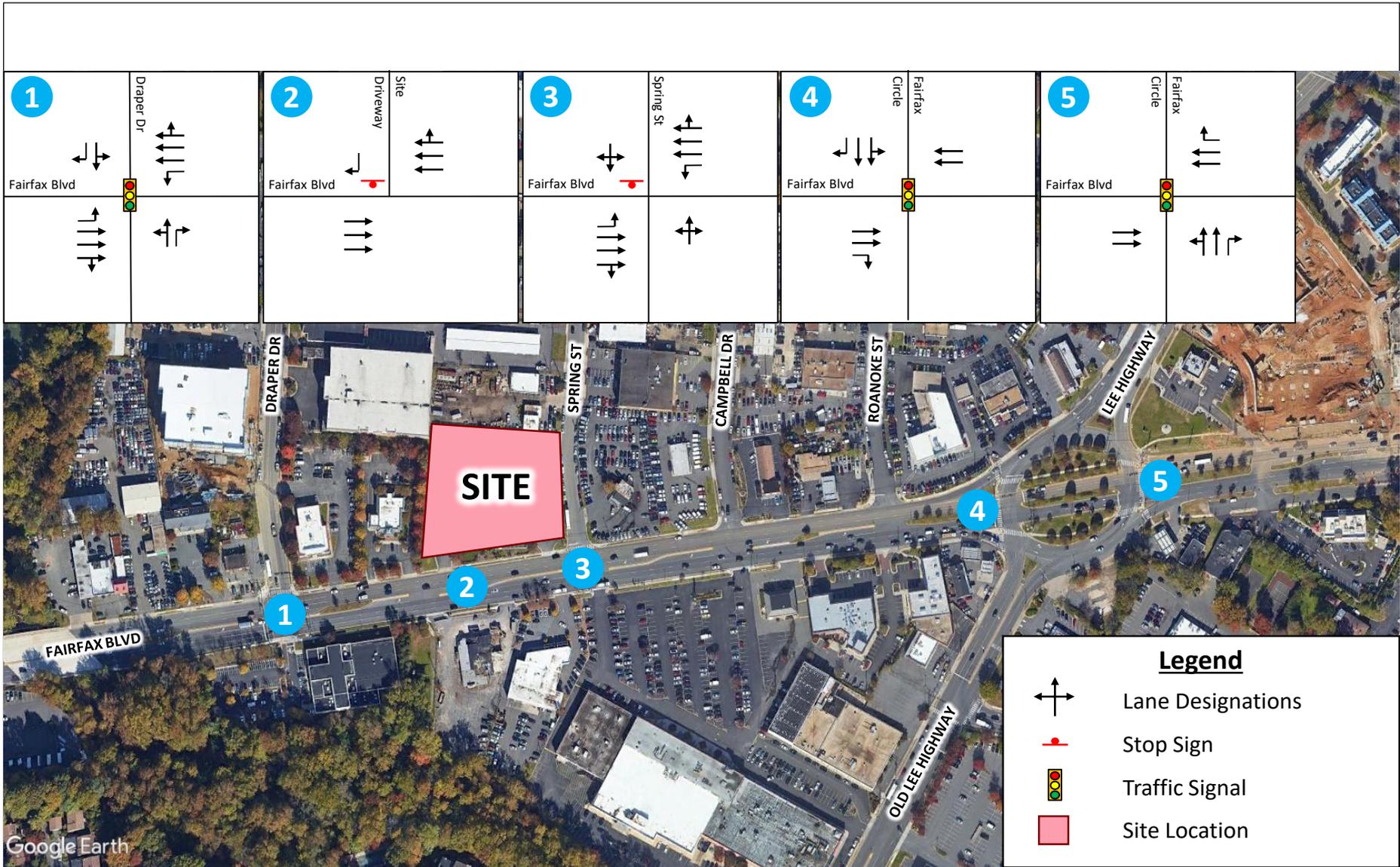
1. Fairfax Boulevard and Draper Drive (signalized)
2. Fairfax Boulevard and Site Driveway (unsignalized)
3. Fairfax Boulevard and Spring Street (unsignalized)
4. Fairfax Boulevard and Fairfax Circle West (signalized)
5. Fairfax Boulevard and Fairfax Circle East (signalized)

Figure 3 shows the existing lane designations and traffic control at the study intersections.



Google Earth  
Source: Google Earth Pro





Google Earth  
Source: Google Earth Pro

## EXISTING AREA ROADWAYS

Key roadways in the study area are Fairfax Boulevard, Lee Highway, Old Lee Highway, Draper Drive, and Spring Street.

*Fairfax Boulevard (U.S. Route 29/U.S. Route 50)* – This is a six-lane divided principal arterial that runs east-west through the study area. Fairfax Boulevard primarily serves commercial uses. East of Pickett Road, this roadway is referred to as Arlington Boulevard. The speed limit in the vicinity of the study area is 35 mph. All five study intersections are located on Fairfax Boulevard. The study intersections of Fairfax Boulevard at Fairfax Circle West, Fairfax Circle East, and Draper Drive are signalized. The intersections of Fairfax Boulevard at Spring Street and the site driveway are unsignalized.

*Lee Highway (U.S. Route 29)* – This is a principal arterial that runs north-south in the study area. Lee Highway extends northeast from Fairfax Circle, through Falls Church and Arlington, and into Washington, D.C. This roadway generally has a four-lane, divided section. The speed limit in the vicinity of the study area is 40 mph.

*Old Lee Highway* – This is a minor arterial that runs north-south in the study area. Old Lee Highway extends southwest from Fairfax Circle to Main Street. This roadway transitions from a four-lane, divided section north of Ridge Avenue to a two-lane, undivided section south of Ridge Avenue. It has a 30 mph speed limit.

*Draper Drive* – This is a two-lane undivided collector that runs north-south in the study area. It extends from Fairfax Boulevard to its northern terminus at Kingsbridge Drive. It has a 25 mph speed limit. The study intersection of Draper Drive and Fairfax Boulevard is signalized.

*Spring Street* – This is a two-lane undivided local road that runs north-south in the study area. It extends from Fairfax Boulevard approximately 1,000 feet before reaching a dead-end prior to Blake Lane. The speed limit is not posted. The study intersection of Spring Street and Fairfax Boulevard is unsignalized.

## EXISTING AREA TRANSIT SERVICE

There are two bus services currently operating in the vicinity of the site: the City-University-Energysaver (CUE) Bus and the Washington Metropolitan Area Transit Authority (WMATA) Metrobus.

The CUE Gold route is a loop that runs between George Mason University and the Vienna Metro Station. It operates on the west side of Fairfax and runs along Fairfax Boulevard, as well as Draper Drive, in the vicinity of the site. The Gold loop consists of two lines: Gold 1, which runs clockwise, and Gold 2, which runs counterclockwise. Gold 1 operates from 5:40 AM to 11:10 PM on weekdays, from 8:25 AM to 8:52 PM on Saturdays, and from 10:00 AM to 6:28 PM on Sundays. Gold 2 operates from 5:25 AM to 9:57 PM on weekdays, from 8:00 AM to 8:27 PM on Saturdays, and from 9:33 AM to 6:01 PM on Sundays. Both lines operate with 30-minute headways on weekdays and one-hour headways on weekends.

The CUE Green route is another loop that runs between George Mason University and the Vienna Metro Station. It operates on the east side of Fairfax and runs along Fairfax Boulevard in the vicinity of the site. The Green loop consists of two lines: Green 1, which runs clockwise, and Green 2, which runs counterclockwise. Green 1 operates from 5:30 AM to 11:00 PM on weekdays, from 8:25 AM to 8:35 PM on Saturdays, and from 10:00 AM to 5:55 PM on Sundays. Green 2 operates from 5:15 AM to 8:43 PM on weekdays, from 8:02 AM to 8:12 PM on Saturdays, and from 9:37 AM to 5:32 PM on Sundays. Both lines operate with 30-minute headways on weekdays and one-hour headways on weekends.

The Metrobus 1C line runs in both directions from McConnell Public Safety and Transportation Operations Center/Fair Oaks Mall to Dunn Loring Metro Station. This line runs along Fairfax Boulevard in the vicinity of the site. The 1C line operates from 4:00 AM to 12:26 AM on weekdays, from 6:25 AM to 11:35 PM on Saturdays, and from 7:20 AM to 11:09 PM on Sundays. On weekdays, it operates with 30-minute headways during peak hours and one-hour headways during off-peak hours. On weekends, it operates with one-hour headways.

Existing transit stops are shown in Figure 4.

## EXISTING PEDESTRIAN AND BICYCLE FACILITIES

Fairfax County's Cross County Trail is a shared use path that runs north-south from the Potomac River in Great Falls National Park to the Occoquan River in Occoquan Regional Park. This trail can be accessed just east of the proposed Wawa site, near Fairfax Circle. Additionally, Wilcoxon Trail is an asphalt path that runs from Fairfax Boulevard along Ridge Avenue east to Pickett Road, where it connects to the Cross County Trail.

There are marked crosswalks at all signalized study intersections, and there is a marked crosswalk across Spring Street at its intersection with Fairfax Boulevard. There are sidewalks on both sides of Fairfax Boulevard.

There are no on-road bicycle facilities within the study area.

## FUTURE PEDESTRIAN AND BICYCLE FACILITIES

As part of the George Snyder Trail Extension Project, a two-mile trail will be constructed along the southern side of Accotink Creek, running east/west between Chain Bridge Road (Route 123) and Fairfax Boulevard. The City of Fairfax plans to connect this trail to the proposed VDOT shared use path along Route 123 and in conjunction with the I-66 Outside the Beltway improvements.

The trail extension will terminate at Fairfax Boulevard just west of Draper Drive. This project will provide enhanced pedestrian and bicycle connectivity to the site from points to the west.

## FUTURE ROADWAY IMPROVEMENTS

Currently there are no funded roadway improvements within the study area.



## EXISTING TRAFFIC CONDITIONS

Existing traffic conditions represent current traffic volumes within the study area.

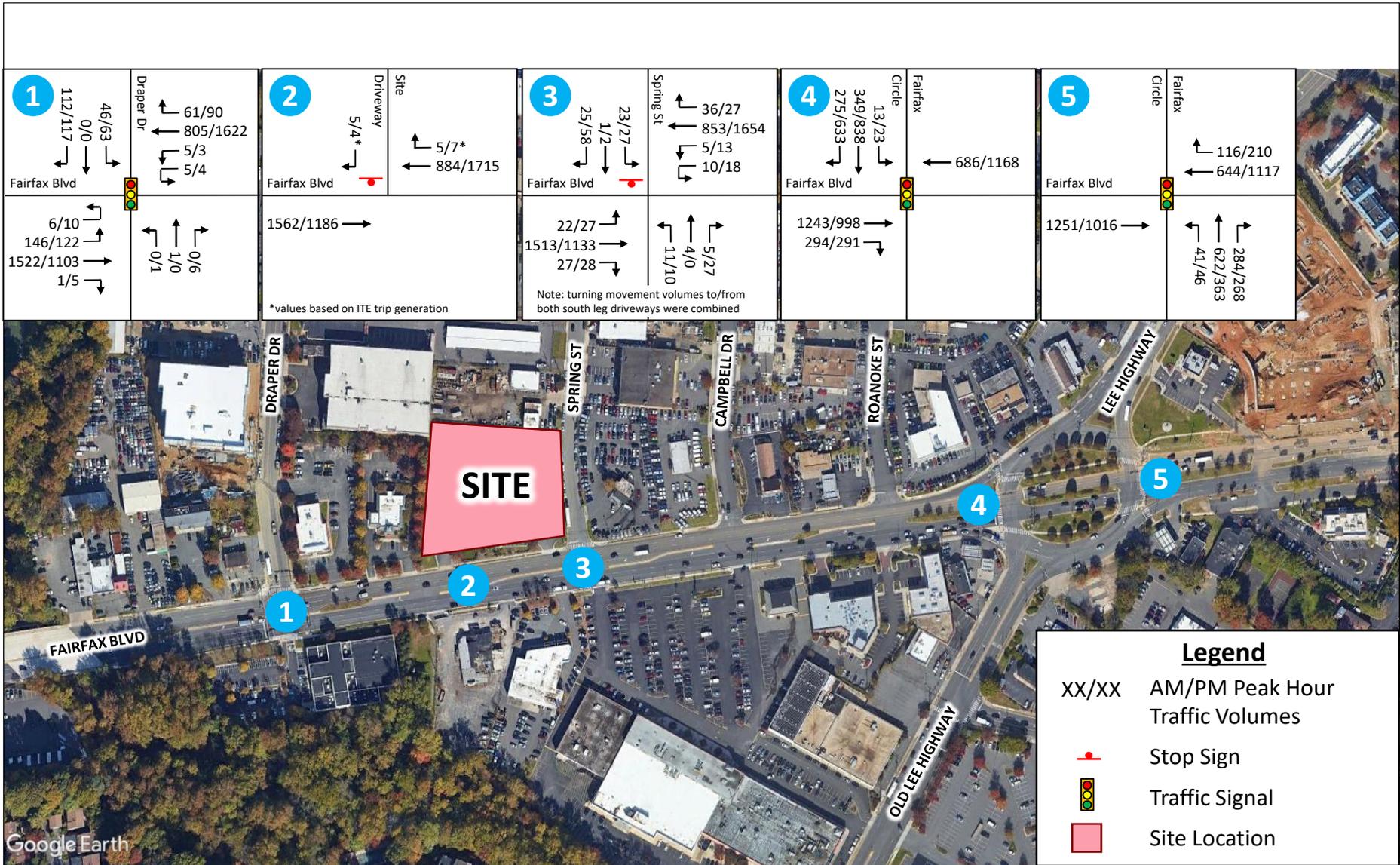
### EXISTING TRAFFIC VOLUMES

City of Fairfax staff directed that the AM and PM commuter peak hours be analyzed for the study intersections.

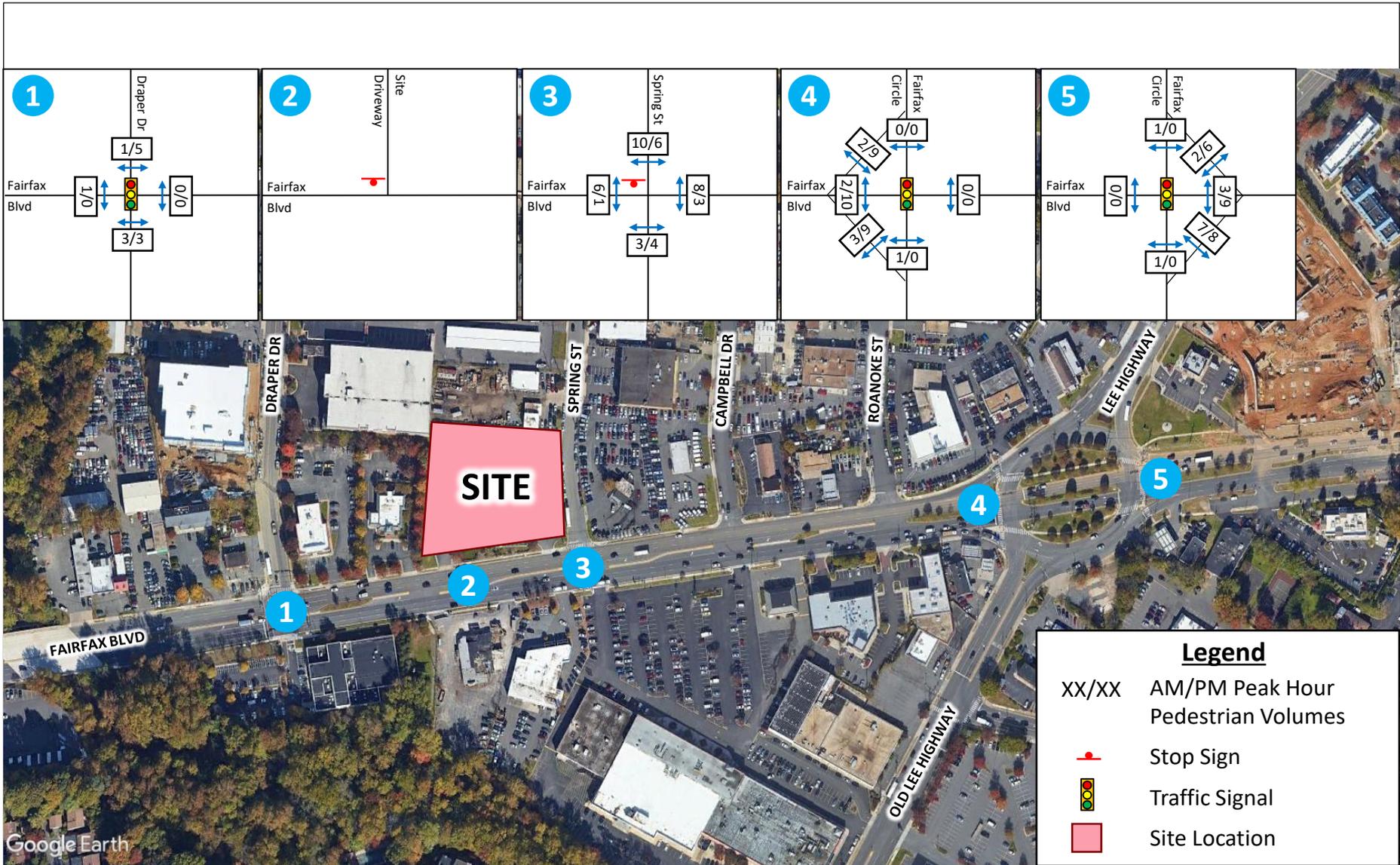
Vehicle, pedestrian, and bicycle movement counts were collected on Thursday, May 2, 2019 from 6:30 AM to 9:30 AM and from 4:00 PM to 7:00 PM. The count summaries for the AM and PM peak hours are contained in Appendix A.

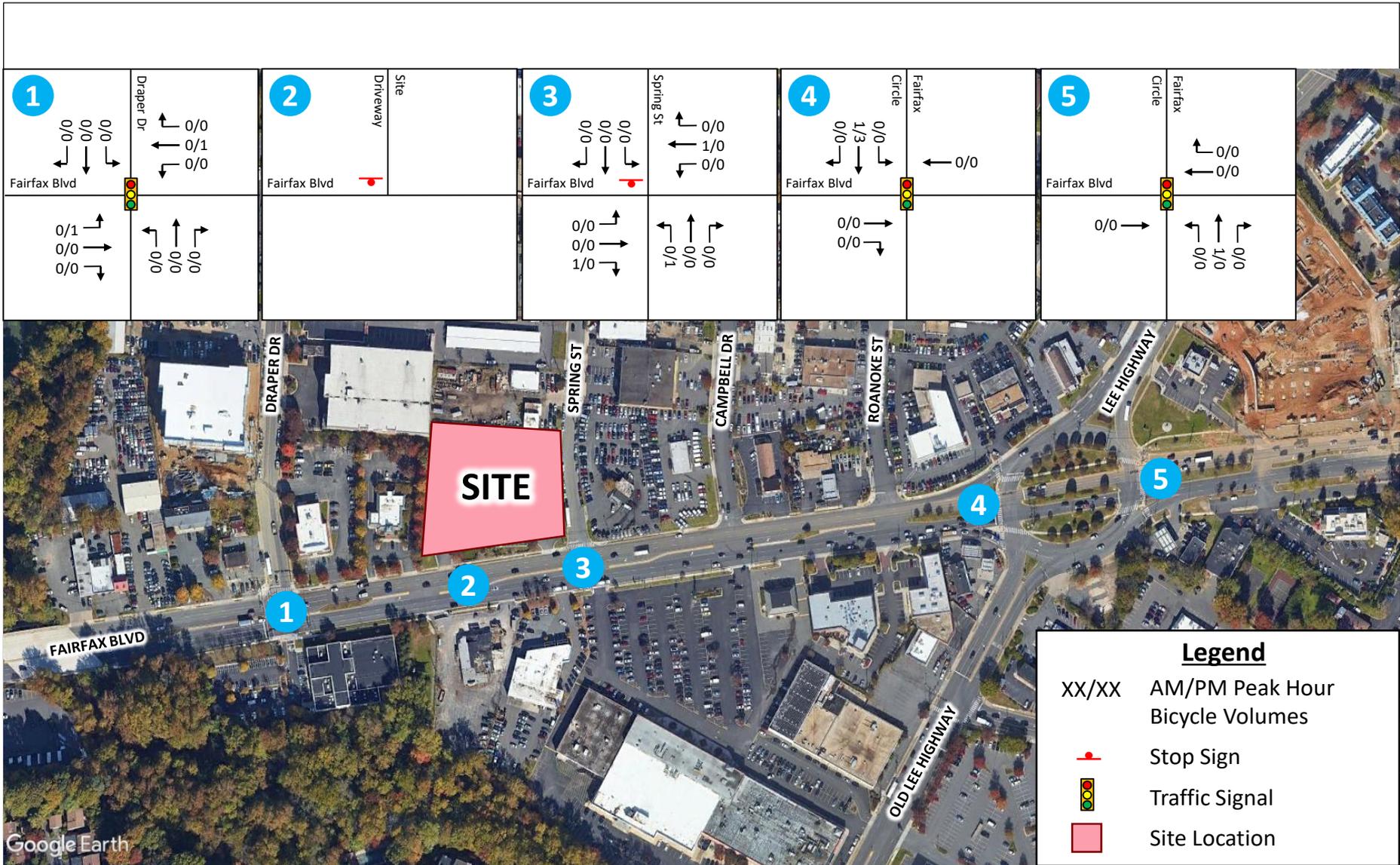
For the purposes of this study, the traffic counts will represent existing 2019 conditions. The overall study area network peak hours were determined to be 8:00 AM to 9:00 AM for the AM peak period and 4:45 PM to 5:45 PM for the PM peak period. Existing peak hour traffic volumes at the study intersections are shown in Figure 5.

Existing peak hour pedestrian and bicycle volumes are shown in Figure 6 and Figure 7, respectively.



Source: Google Earth Pro





## BACKGROUND TRAFFIC CONDITIONS

Background traffic conditions (i.e. future traffic conditions without the proposed development) represent future traffic that would travel through the study area intersections without the proposed Wawa. The background traffic includes trips that are generated by the current use on the site because the current use was open for business when the traffic counts were conducted.

The analysis year for the future background traffic conditions is the year 2021, which is the assumed build-out year for proposed development.

The background traffic volumes were developed by applying an annual traffic growth rate to existing volumes and adding the estimated trips that would be generated by nearby approved and unbuilt developments.

## BACKGROUND TRAFFIC GROWTH

An annual growth rate of 1% per year was applied to the existing volumes, based on the scoping meeting with the City of Fairfax. The growth rate was applied exponentially.

2021 Base peak hour traffic volumes (i.e. existing traffic volumes grown to the year 2021) are shown in Figure 8.

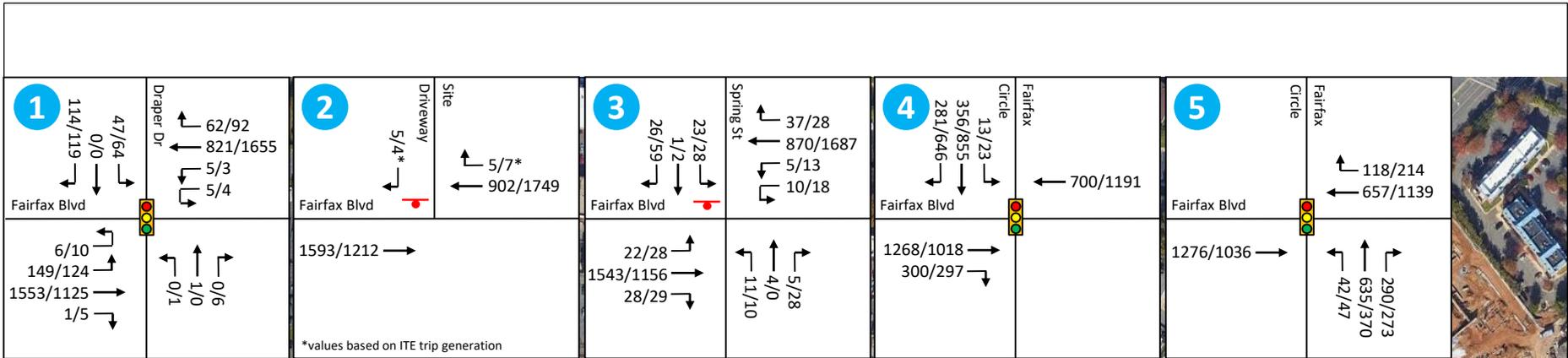
## APPROVED AND UNBUILT (PIPELINE) DEVELOPMENTS

One approved and unbuilt (i.e. pipeline) development was identified by City of Fairfax staff for inclusion in the traffic analysis: Scout On The Circle. This development will be located just east of Fairfax Circle, between Lee Highway, Fairfax Boulevard, and Blake Lane. Trips generated by the Scout development were added to the study intersections based on that development's traffic impact analysis. Trips generated by the approved and unbuilt development are shown in Figure 9.

## BACKGROUND TRAFFIC VOLUMES

2021 Background peak hour traffic volumes were calculated by adding the 2021 Base peak hour traffic volumes shown in Figure 8 and the trips generated by the approved and unbuilt development shown in Figure 9.

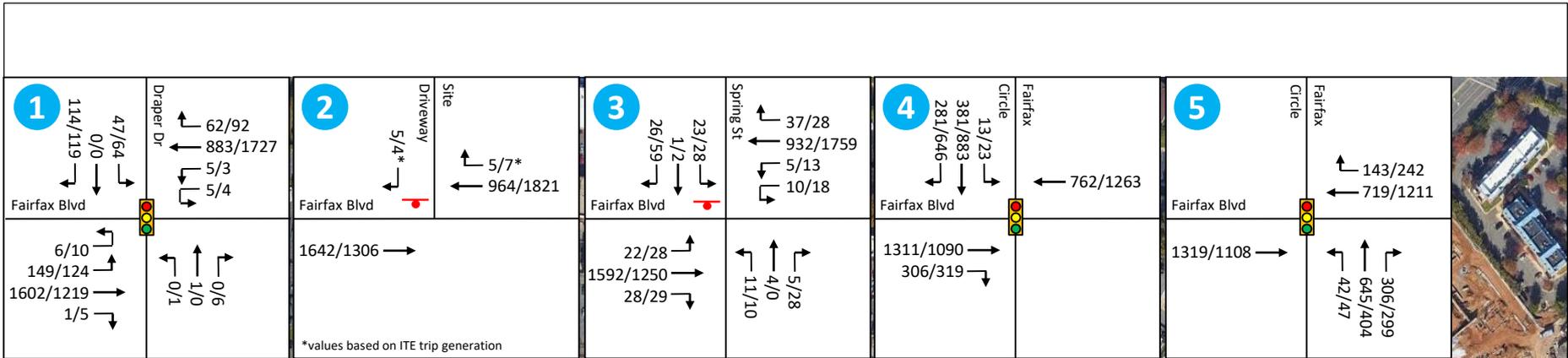
The 2021 Background peak hour traffic volumes are shown in Figure 10.



Source: Google Earth Pro



Source: Google Earth Pro



Source: Google Earth Pro

## TOTAL FUTURE TRAFFIC CONDITIONS

Total future conditions represent future traffic volumes with the full build-out of the proposed Wawa grocery store and fuel station.

### SITE TRIP GENERATION

Trips generated by the proposed Wawa were estimated based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition. Land Use Code 320 (Motel) was applied for the existing motel. Land Use Code 960 (Super Convenience Market/Gas Station) was applied for the proposed development. Average rates were used to calculate trip generation estimates for the weekday peak hours and daily trips based on two independent variables:

- vehicle trip ends vs. 1,000 square feet of gross floor area
- vehicle trip ends vs. number of fueling positions

The weekday peak hour and daily trip estimates can vary depending on the independent variable used to calculate them, so the trip estimates based on each independent variable were averaged. This method was agreed upon by City of Fairfax staff.

“Primary” trips represent trips for patrons destined solely for the Wawa. “Pass-by” trips represent patrons who would already be traveling along the roads adjacent to the site that would make an intermediate stop at the proposed development en route to another destination. The ITE Trip Generation Handbook, 3rd Edition does not contain pass-by data for Land Use Code 960, as this land use code was only recently introduced as a part of the ITE Trip Generation Manual, 10<sup>th</sup> Edition. The Land Use Code 853 – Convenience Market with Gasoline Pumps was selected as the most comparable land use with available pass-by trip percentage values in the Trip Generation Handbook. A pass-by trip percentage of 63 percent during the AM peak hour, 66 percent during the PM peak hour and, and 63 percent for daily trips was applied to trips generated by the Wawa, based on the Trip Generation Handbook. The values of the pass-by percentages show that the majority of trips entering and exiting the site will be pass-by trips, and not primary trips destined solely for the Wawa. The use of the pass-by factor does not reduce the number of site trips entering and exiting the site driveways.

A summary of the peak hour and daily trip generation is shown in Table 1.

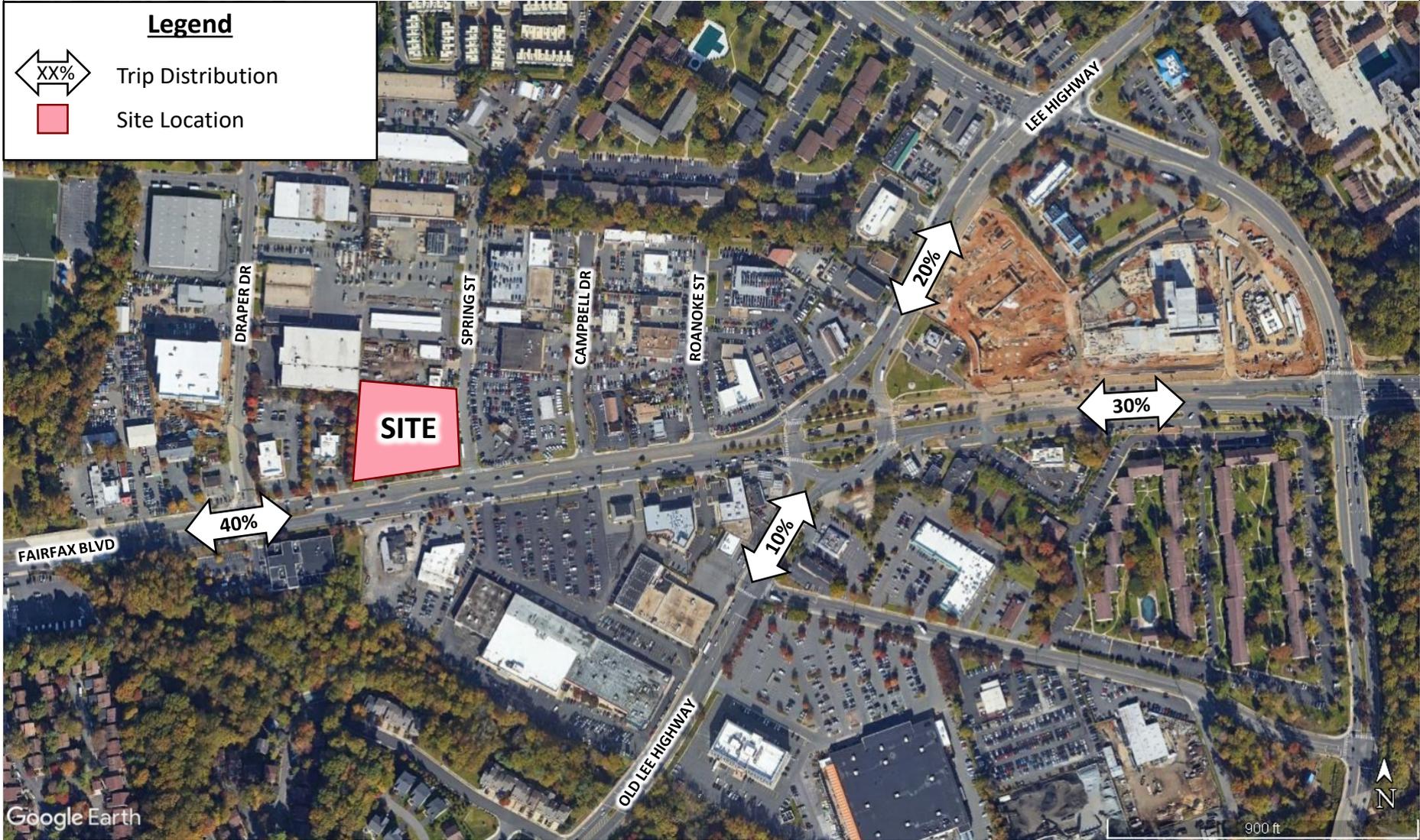
Table 1: Site Trip Generation											
ITE Code	Land Use	Setting/ Location	Density		AM Peak Hour			PM Peak Hour			Daily
					Enter	Exit	Total	Enter	Exit	Total	
<b>Existing Land Use</b>											
320	Motel	General Urban/Suburban	55	Rooms	8	13	21	11	10	21	170
<b>Proposed Land Use</b>											
960	Super Convenience Market/ Gas Station	General Urban/Suburban	6049	sq ft	252	251	503	210	209	419	5067
960	Super Convenience Market/ Gas Station	General Urban/Suburban	12	fueling positions	169	168	337	138	138	276	2766
<i>Average of trips based on square footage and fueling positions</i>					210	210	420	174	174	348	3917
<i>Pass-by Trips (63% AM/66% PM/63% Daily)</i>					-132	-132	-264	-115	-115	-230	-2468
<b>Primary Trips (Total minus Pass-by)</b>					<b>78</b>	<b>78</b>	<b>156</b>	<b>59</b>	<b>59</b>	<b>118</b>	<b>1449</b>
<b>Net New Trips (Proposed Land Use minus Existing Land Use)</b>											
<i>Net New Total Trips</i>					202	197	399	163	164	327	3747
<b>Net New Primary Trips</b>					<b>70</b>	<b>65</b>	<b>135</b>	<b>48</b>	<b>49</b>	<b>97</b>	<b>1279</b>

## SITE TRAFFIC DISTRIBUTION AND ASSIGNMENT

Site generated trips were assigned to the study area intersections based on a review of Virginia Department of Transportation (VDOT) historical average daily traffic data for the study area roadways. The distributions are summarized in Table 2 and are shown on the area roadway network in Figure 11. These distributions were reviewed and agreed to in the scoping process with the City.

Table 2: Directional Distribution of Site Generated Traffic	
<b>To/From West on Fairfax Boulevard</b>	40%
<b>To/From East on Fairfax Boulevard</b>	30%
<b>To/From South on Old Lee Highway</b>	10%
<b>To/From North on Lee Highway</b>	20%

The site pass-by trip distribution was based on ease of access along the path to the drivers' ultimate intended destination. Because left-turns onto Fairfax Boulevard from Spring Street currently experience heavy delay during the AM and PM peak hours, it was assumed that 80% of pass-by traffic would consist of westbound vehicles on Fairfax Boulevard, which can more easily turn right-in and right-out. The remaining 20% of pass-by traffic would consist of eastbound vehicles on Fairfax Boulevard.



Similarly, turning movements for all trips exiting the site and destined for points east were also based on ease of access to the east. Because left-turns onto Fairfax Boulevard from Spring Street currently experience heavy delay during the AM and PM peak hours, it was assumed that 80% of exiting vehicles destined for points to the east would first turn right onto Fairfax Boulevard from Spring Street, head west towards Draper Drive, then U-turn at the signal at Draper Drive. While some drivers may U-turn at the closer median crossover, it was assumed that all of these drivers would U-turn at Draper Drive to be conservative (i.e. to determine if the signal at Draper Drive has the capacity). The remaining 20% of eastbound exiting traffic would turn left from Spring Street.

Figure 12 and Figure 13 show the assignment of net new primary site generated trips and pass-by trips, respectively. The net new total site generated trips (i.e. the sum of net new primary site generated trips and pass-by trips) is shown in Figure 14.

## TOTAL FUTURE TRAFFIC VOLUMES

Total future traffic volumes were calculated by adding the trips generated by the proposed development shown in Figure 14 to the background traffic volumes shown in Figure 10.

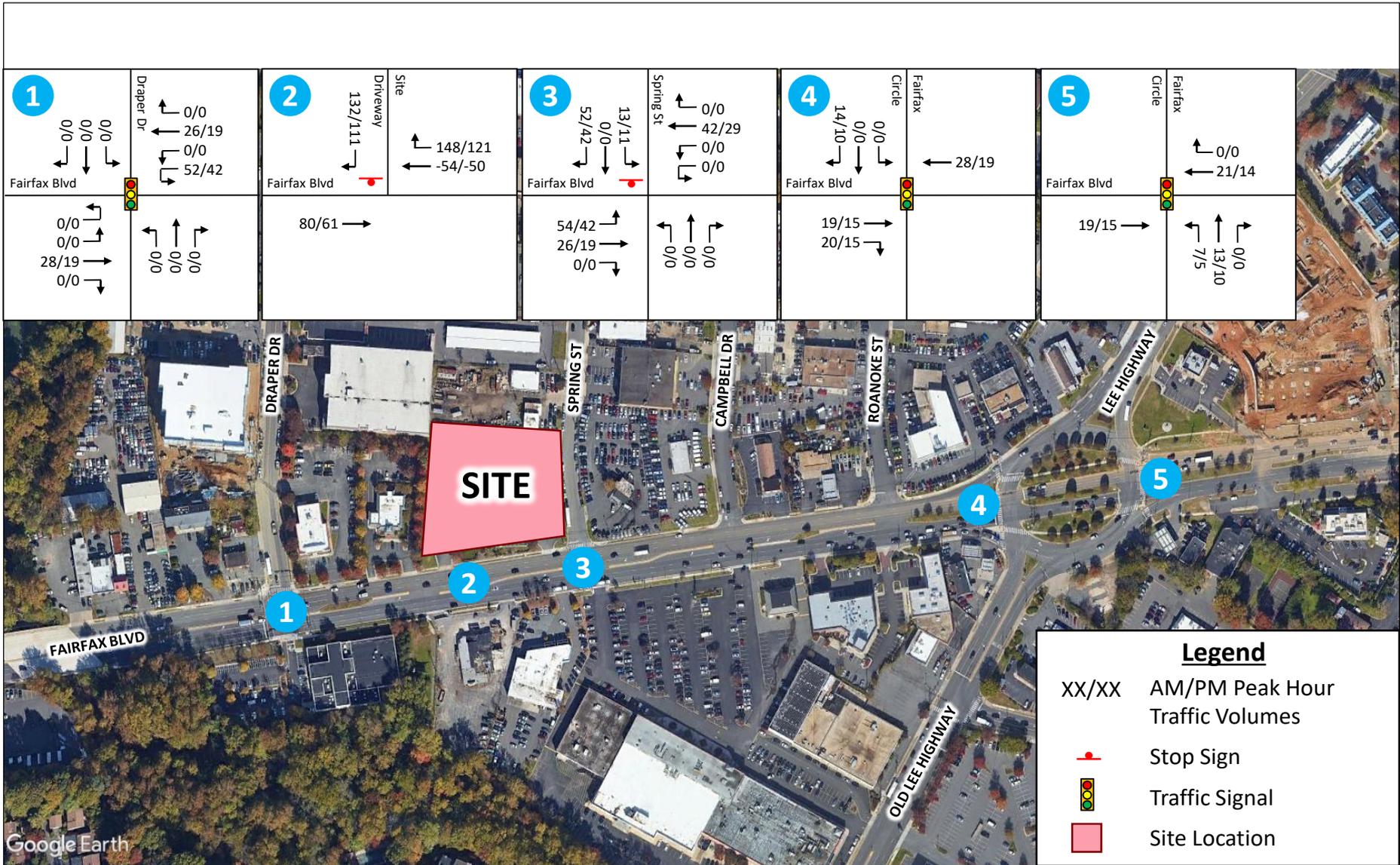
The resulting 2021 Total Future peak hour traffic volumes at the study intersections are shown in Figure 15.



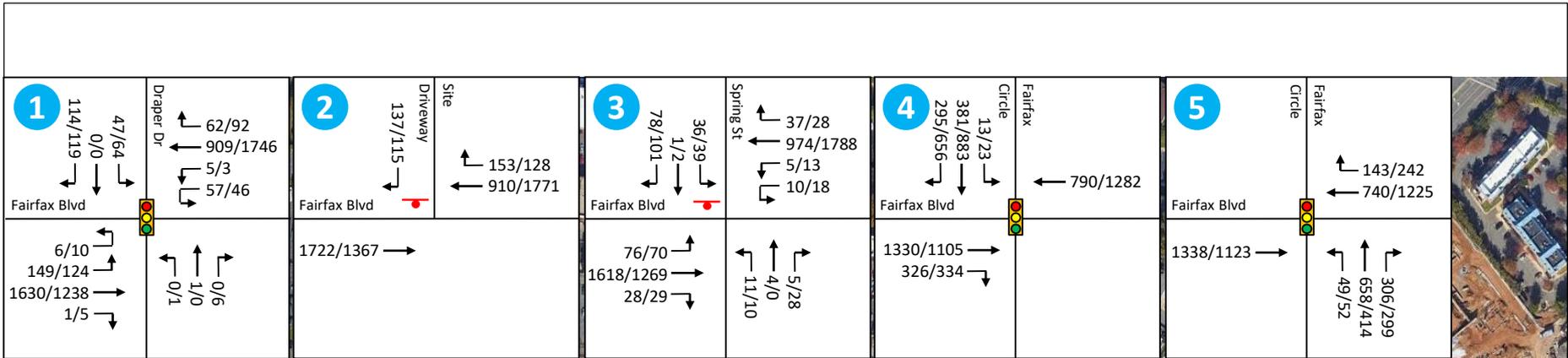
Source: Google Earth Pro



Source: Google Earth Pro



Source: Google Earth Pro



Google Earth

Source: Google Earth Pro

**2021 Total Future Peak Hour Traffic Volumes**

Wawa - 9700 Fairfax Blvd

Figure 15

Page 29

# TRAFFIC ANALYSIS

## ANALYSIS METHODOLOGY

The City of Fairfax directed that intersection capacity analyses be performed for existing, background, and total future traffic volumes for the study intersections. The analyses were performed using the Synchro Software Package (Version 10), which utilizes methodologies contained in the Highway Capacity Manual (6th Edition) for signalized and unsignalized intersections. According to the HCM, capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a fixed time duration. The capacity is described by Level of Service (LOS) to indicate the operating characteristics of a road segment or intersection. LOS is defined as a qualitative measure that describes operational conditions and motorist perceptions within a traffic stream. The Highway Capacity Manual defines six levels of service, LOS A through LOS F, with A corresponding to the lowest levels of delay and F corresponding to the highest levels of delay.

The ranges of delay for each level of service are shown in Table 3 below.

Level of Service (LOS)	Delay per Vehicle (Seconds per Vehicle)	
	Signalized Intersections	Unsignalized Intersections
<b>A</b>	≤ 10	≤ 10
<b>B</b>	> 10 -20	> 10 -15
<b>C</b>	> 20 – 35	> 15 – 25
<b>D</b>	> 35 – 55	> 25 – 35
<b>E</b>	> 55 – 80	> 35 – 50
<b>F</b>	> 80	> 50

The signalized study intersections are maintained by the City of Fairfax. Existing signal timings were provided by the City. These timings were used for the existing, background, and total future analyses.

## CAPACITY ANALYSIS

Intersection capacity analyses were conducted for 2019 Existing, 2021 Background, and 2021 Total Future traffic volumes for the study intersections. Peak hour factors and heavy vehicle percentages were the same as those used in the background analyses.

The results of the intersection capacity analyses are summarized in Table 4. Analysis results show the LOS and delay for each movement, approach, and overall intersection. Synchro does not calculate LOS and delay for uncontrolled movements without conflicting movements, therefore, overall intersection LOS and delay for two-way stop-controlled intersections is not shown in the results table since the majority of traffic volume at these intersections does not experience delay.

The Synchro analysis worksheets are contained in Appendix B.

Table 4: Summary of Intersection Capacity Analysis Results Level of Service (Delay [Seconds per Vehicle])							
Intersection		Existing		Background		Total Future	
Approach	Movement	AM	PM	AM	PM	AM	PM
<b>1. Fairfax Boulevard and Draper Drive</b>							
Eastbound (Fairfax Blvd)	Left	A (2.8)	A (8.8)	A (3.0)	B (12.4)	A (3.4)	B (13.1)
	Thru-Right	A (5.2)	A (4.6)	A (5.3)	A (4.8)	A (6.7)	A (5.8)
	Approach	A (5.0)	A (5.0)	A (5.1)	A (5.5)	A (6.4)	A (6.6)
Westbound (Fairfax Blvd)	Left	A (4.2)	A (4.2)	A (4.2)	A (4.6)	A (4.5)	A (4.1)
	Thru-Right	A (5.9)	A (7.8)	A (6.0)	A (8.7)	A (6.1)	A (8.9)
	Approach	A (5.9)	A (7.8)	A (6.0)	A (8.7)	A (6.0)	A (8.7)
Northbound (Harley-Davidson Dealership)	Left-Thru	E (79.8)	F (92.5)	E (79.8)	F (92.4)	E (79.8)	F (92.4)
	Right	A (0.0)	F (93.3)	A (0.0)	F (93.2)	A (0.0)	F (93.2)
	Approach	E (79.8)	F (93.2)	E (79.8)	F (93.1)	E (79.8)	F (93.1)
Southbound (Draper Dr)	Left-Thru	F (85.6)	F (103.9)	F (85.7)	F (104.0)	F (85.7)	F (104.0)
	Right	F (80.5)	F (93.2)	F (80.5)	F (93.2)	F (80.5)	F (93.2)
	Approach	F (82.0)	F (97.0)	F (82.1)	F (96.9)	F (82.1)	F (96.9)
<b>Overall Intersection</b>		<b>A (9.8)</b>	<b>B (12.0)</b>	<b>A (9.8)</b>	<b>B (12.4)</b>	<b>B (10.4)</b>	<b>B (12.7)</b>
<b>2. Fairfax Boulevard and Site Driveway (R/RO)</b>							
Southbound (Site Driveway)	Right	B (10.1)	B (12.1)	B (10.3)	B (12.4)	B (11.5)	B (14.2)
<b>3. Fairfax Boulevard and Spring Street</b>							
Eastbound (Fairfax Blvd)	Left	A (9.1)	B (10.7)	A (9.2)	B (10.9)	A (9.5)	B (11.8)
Westbound (Fairfax Blvd)	Left	A (9.6)	A (9.0)	A (9.7)	A (9.2)	A (9.7)	A (9.2)
Northbound (Shopping Center Driveways)	Left-Thru-Right	F (104.9)	E (37.6)	F (135.0)	F (51.7)	F (245.0)	F (88.9)
Southbound (Spring St)	Left-Thru-Right	E (42.0)	F (187.3)	F (54.2)	F (323.0)	F (133.8)	F (693.5)
<b>4. Fairfax Boulevard and Fairfax Circle (West)</b>							
Eastbound (Fairfax Blvd)	Thru	B (16.6)	B (10.4)	B (18.1)	B (11.0)	B (19.1)	B (11.1)
	Right	B (13.1)	A (9.3)	B (14.0)	A (9.7)	B (14.9)	A (9.9)
	Approach	B (15.9)	B (10.2)	B (17.3)	B (10.7)	B (18.3)	B (10.8)
Westbound (Fairfax Blvd)	Thru	A (3.7)	A (3.3)	A (3.7)	A (3.4)	A (4.0)	A (3.5)
Southbound (Fairfax Circle)	Left-Thru	E (68.4)	D (43.7)	E (67.8)	D (47.6)	E (66.5)	D (47.6)
	Right	A (0.3)	A (0.8)	A (0.3)	A (0.8)	A (0.3)	A (0.8)
	Approach	D (39.0)	C (25.5)	D (39.7)	C (28.1)	D (38.2)	C (28.0)
<b>Overall Intersection</b>		<b>B (18.1)</b>	<b>B (13.9)</b>	<b>B (18.9)</b>	<b>B (14.9)</b>	<b>B (19.1)</b>	<b>B (14.9)</b>
<b>5. Fairfax Boulevard and Fairfax Circle (East)</b>							
Eastbound (Fairfax Blvd)	Thru	A (2.7)	A (2.8)	A (2.6)	A (2.9)	A (2.6)	A (2.9)
Westbound (Fairfax Blvd)	Thru	B (12.5)	B (11.1)	B (13.6)	B (11.8)	B (14.3)	B (11.9)
	Right	B (10.8)	A (8.5)	B (11.7)	A (8.9)	B (12.2)	A (8.9)
	Approach	B (12.2)	B (10.7)	B (13.3)	B (11.4)	B (14.0)	B (11.4)
Northbound (Fairfax Circle)	Left-Thru	F (82.4)	C (30.8)	F (81.7)	C (31.1)	F (80.8)	C (31.3)
	Right	A (0.3)	A (0.2)	A (0.3)	A (0.3)	A (0.3)	A (0.3)
	Approach	E (57.7)	B (18.7)	E (56.6)	B (18.8)	E (56.5)	B (19.2)
<b>Overall Intersection</b>		<b>C (22.8)</b>	<b>A (9.9)</b>	<b>C (22.4)</b>	<b>B (10.2)</b>	<b>C (22.6)</b>	<b>B (10.4)</b>

### *Existing Conditions*

The results show that under 2019 Existing conditions, most of the study area intersections operate with acceptable levels of service. All signalized intersections operate with LOS D or better. Additionally, all movements and approaches operate with LOS D or better, with the following exceptions:

- Fairfax Boulevard and Draper Drive
  - Northbound approach: operates at LOS E and F in the AM and PM peak hours, respectively
  - Southbound approach: operates at LOS F in both the AM and PM peak hours
- Fairfax Boulevard and Spring Street
  - Northbound approach: operates at LOS F and E in the AM and PM peak hours, respectively
  - Southbound approach: operates at LOS E and F in the AM and PM peak hours, respectively
- Fairfax Boulevard and Fairfax Circle (West)
  - Southbound left-thru movement: operates at LOS E in the AM peak hour
- Fairfax Boulevard and Fairfax Circle (East)
  - Northbound left-thru movement: operates at LOS F in the AM peak hour

At the intersection of Fairfax Boulevard and Spring Street, drivers experience significant delays in the northbound direction in the AM peak hour (104.9 seconds) and in the southbound direction in the PM peak hour (178.3 seconds). Longer delays are typical at stop-controlled approaches of unsignalized intersections along high-volume corridors like Fairfax Boulevard.

### *Background Conditions*

Under 2021 Background conditions, all movement, approach, and overall intersection levels of service remain the same as under existing conditions, with the following exceptions:

- Fairfax Boulevard and Draper Drive
  - Eastbound left: level of service drops from LOS A to LOS B in the PM peak hour
- Fairfax Boulevard and Spring Street
  - Northbound approach: level of service drops from LOS E to LOS F in the PM peak hour
  - Southbound approach: level of service drops from LOS E to LOS F in the AM peak hour

Most intersections operate with similar delay as under existing conditions. The only notable increases in delay occurred at the intersection of Fairfax Boulevard and Spring Street for the northbound and southbound approaches. In the northbound direction, the delay increased to 135.0 seconds in the AM peak hour. In the southbound direction, the delay increased to 323.0 seconds in the PM peak hour.

It should be noted that Synchro is conservative with gap acceptance calculations for left turns from stop-controlled approaches, so the delay is likely not as high as calculated. Additionally, it is unlikely that drivers will wait a long period of time to make a left-turn maneuver if there are alternative routes available. Drivers will typically find a balance between waiting at the intersection and finding an alternative route if delays are excessive.

### *Total Future Conditions*

Under 2021 Total Future conditions, all movement, approach, and overall intersection levels of service remain the same as under background conditions, with the following exception:

- Fairfax Boulevard and Draper Drive
  - Overall intersection: level of service drops from LOS A to LOS B in the AM peak hour

Most intersections operate with similar delay as under background conditions. The only notable increases in delay occurred at the intersection of Fairfax Boulevard and Spring Street for the northbound and southbound approaches. In the northbound direction, the delay increased to 245.0 seconds in the AM peak hour. In the southbound direction, the delay increased to 693.5 seconds in the PM peak hour.

As noted previously, Synchro is conservative with gap acceptance calculations for left turns from stop-controlled approaches, so realistically, the delay is likely not as high as calculated. Additionally, it is unlikely that drivers will wait a long period of time to make a left-turn maneuver since there are alternative routes available.

It is anticipated that eastbound motorists will find a balance between waiting out the delays to make a left-turn at the southbound approach of Spring Street and utilizing an alternate route, such as instead turning right from Spring Street onto Fairfax Boulevard and making a U-turn at Draper Drive, or turning right on Draper Drive and then heading eastbound on Kingsbridge Drive.

The analysis results show that the westbound left-turn movement continues to operate at LOS A with the additional assumed U-turn traffic generated by the development. The results also show that the westbound left-turn/U-turn movement has additional capacity should a higher percentage of drivers choose to make this maneuver to avoid making a left-turn from Spring Street onto Fairfax Boulevard.

## QUEUING ANALYSIS

At the request of City staff, 95<sup>th</sup> percentile vehicle queue lengths were calculated for each of the movements at each of the study intersections. The analyses were performed using the Synchro Software Package (Version 10).

Vehicle queues were analyzed for 2019 Existing, 2021 Background, and 2021 Total Future conditions. The results of the queueing analysis are summarized in Table 5. The Synchro analysis worksheets are contained in Appendix B.

Table 5: Summary of 95 <sup>th</sup> Percentile Queuing Analysis Results (Queue Length in Feet)							
Intersection		Existing		Background		Total Future	
Approach	Effective Storage <sup>1</sup>	AM	PM	AM	PM	AM	PM
<b>1. Fairfax Boulevard and Draper Drive</b>							
Eastbound Left	190	64	56	65	90	65	93
Eastbound Thru-Right	-	303	202	325	228	348	241
Westbound Left	50	8	6	8	6	31	24
Westbound Thru-Right	-	170	431	188	490	195	501
Northbound Left-Thru	-	7	9	7	9	7	9
Northbound Right	-	0	0	0	0	0	0
Southbound Left-Thru	-	98	148	100	149	100	149
Southbound Right	200	63	72	64	72	64	72
<b>2. Fairfax Boulevard and Site Driveway (RI/RO)</b>							
Southbound Right	-	0	0	0	0	20	23
<b>3. Fairfax Boulevard and Spring Street</b>							
Northbound Left-Thru-Right	-	33	25	40	35	55	53
Eastbound Left	130	3	3	3	3	8	10
Westbound Left	110	3	3	3	3	3	3
Southbound Left-Thru-Right	-	35	148	45	188	155	350
<b>4. Fairfax Boulevard and Fairfax Circle (West)</b>							
Eastbound Thru	-	602	213	670	240	704	245
Eastbound Right	-	254	128	273	141	302	149
Westbound Thru	-	54	44	56	46	62	48
Southbound Left-Thru	-	292	#397	316	#433	312	#433
Southbound Right	-	0	0	0	0	0	0
<b>5. Fairfax Boulevard and Fairfax Circle (East)</b>							
Eastbound Thru	-	40	m33	34	m35	34	m35
Westbound Thru	-	256	255	298	287	317	291
Westbound Right	200	98	92	122	107	125	107
Northbound Left-Thru	-	573	168	591	186	602	192
Northbound Right	-	0	0	0	0	0	0

<sup>1</sup> - Existing storage lengths based on City Synchro files

# - 95<sup>th</sup> percentile volume exceeds capacity, queue may be longer

m - Volume for 95<sup>th</sup> percentile queue is metered by upstream signal

The queuing analysis results show that most movements will experience similar queueing under total future conditions as compared to background conditions. The increase in queue length will be less than the equivalent of one vehicle (which is assumed to be 25 feet for this traffic analysis) for all movements with the following exceptions:

- Fairfax Boulevard and Spring Street
  - Southbound left-through-right movement queue increases from 45 feet to 155 feet (110-foot increase) in the AM peak hour, and from 188 feet to 350 feet in the PM peak hour (162-foot increase) in the PM peak hour
  - As noted in the capacity analysis section of this report, Synchro is conservative with gap acceptance calculations for left turns from stop-controlled approaches, so realistically, the queue length is likely not as long as calculated. Additionally, it is unlikely that drivers will wait a long period of time to make a left-turn maneuver since there are alternative routes available.
- Fairfax Boulevard and Fairfax Circle (West)
  - Eastbound through movement queue increases from 670 feet to 704 feet (34-foot increase) during the AM peak hour
  - Eastbound right-turn movement queue increases from 273 feet to 302 feet (29-foot increase) during the AM peak hour
  - The increase in queuing for these movements is less than the equivalent of 1.5 vehicles, and is relatively minor

At the intersection of Fairfax Boulevard and Fairfax Circle (West), the volume for the southbound left-thru movement at the intersection exceeds capacity under existing conditions. The queueing for this movement increases under background conditions but does not increase further under total future conditions.

The analysis also shows that the left and right-turn lanes for all approaches at all study intersections will accommodate 95<sup>th</sup> percentile queue lengths under total future conditions during both the AM and PM peak hours. In particular, the queuing for the westbound left-turn lane can accommodate the additional U-turn traffic generated by the proposed development.

## CONCLUSIONS

The capacity analysis results show that under 2021 Total Future conditions, all signalized intersections operate with overall LOS D or better. Increases in delay due to development traffic are minimal with the exception of the intersection of Fairfax Boulevard and Spring Street.

At the intersection of Fairfax Boulevard and Spring Street, the analysis showed that there are heavier delays for the northbound and southbound approaches under *existing* conditions. Due to the east-west traffic flows along Fairfax Boulevard during the peak hours, additional delays are experienced for vehicles turning from the minor streets. It is noted that these delays are not uncommon or unexpected for unsignalized approaches to busier corridors. The delay increases under background and total future conditions.

It is anticipated that eastbound motorists will find a balance between waiting out the delays to make a left-turn at the southbound approach of Spring Street during peak traffic periods and utilizing an alternate route, such as instead turning right from Spring Street onto Fairfax Boulevard and making a U-turn at Draper Drive or turning right on Draper Drive.

The capacity and queueing analyses showed that the westbound left-turn/U-turn movement at the intersection of Fairfax Boulevard and Draper Drive has the capacity to accommodate additional U-turns if drivers choose that as an alternative route.

The queueing analysis results show that most movements will experience similar queueing under total future conditions as compared to background conditions, except for the southbound movement at the intersection of Fairfax Boulevard and Spring Street. All turn lanes will be able to accommodate 95<sup>th</sup> percentile queues, including the westbound left-turn lane at the intersection of Fairfax Boulevard and Draper Drive which is expected to serve additional U-turn traffic generated by the proposed development.

The majority of the trips generated by the site are pass-by trips, meaning that these vehicles would be on the roadway network even without the development of the site. Therefore, most of the trips generated by the site *do not increase the traffic volume* on the area roadways.

The site access and vehicular circulation along the area roadways will operate in a safe and efficient manner with the addition of the Wawa.



# APPENDIX A

## TRAFFIC COUNT DATA

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Draper Dr & Lee HWY/Fairfax Blvd  
**City:** Fairfax  
**Control:** Signalized

**Project ID:** 19-11055-001  
**Date:** 5/2/2019

### Total

NS/EW Streets:	Draper Dr				Draper Dr				Lee HWY/Fairfax Blvd				Lee HWY/Fairfax Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0.5	0.5	1	0	0.5	0.5	1	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
6:30 AM	0	0	0	0	7	0	6	0	19	519	0	2	0	81	16	0	650
6:45 AM	0	0	0	0	14	0	3	0	31	470	0	1	0	99	18	1	637
7:00 AM	0	0	0	0	9	0	13	0	21	451	0	0	0	140	14	2	650
7:15 AM	0	0	1	0	11	0	13	0	44	450	0	1	1	158	14	0	693
7:30 AM	0	0	0	0	10	0	25	0	34	370	0	1	0	137	11	1	589
7:45 AM	0	0	0	0	17	0	27	0	41	388	0	4	0	191	11	0	679
8:00 AM	0	0	0	0	11	0	17	0	42	379	0	2	1	186	16	2	656
8:15 AM	0	0	0	0	16	0	25	0	37	361	0	0	0	214	17	1	671
8:30 AM	0	1	0	0	9	0	31	0	44	389	0	0	3	199	15	2	693
8:45 AM	0	0	0	0	10	0	39	0	23	393	1	4	1	206	13	0	690
9:00 AM	0	0	0	0	16	0	14	0	27	319	2	2	1	194	8	2	585
9:15 AM	0	0	0	0	16	0	14	0	19	313	6	2	0	201	12	1	584
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
	0	1	1	0	146	0	227	0	382	4802	9	19	7	2006	165	12	7777
<b>APPROACH %'s :</b>	0.00%	50.00%	50.00%	0.00%	39.14%	0.00%	60.86%	0.00%	7.33%	92.13%	0.17%	0.36%	0.32%	91.60%	7.53%	0.55%	
<b>PEAK HR :</b>	08:00 AM - 09:00 AM																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	1	0	0	46	0	112	0	146	1522	1	6	5	805	61	5	2710
<b>PEAK HR FACTOR :</b>	0.000	0.250	0.000	0.000	0.719	0.000	0.718	0.000	0.830	0.968	0.250	0.375	0.417	0.940	0.897	0.625	0.978
	0.250				0.806				0.967				0.944				
PM	0.5	0.5	1	0	0.5	0.5	1	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	2	0	10	0	28	0	26	198	4	8	1	484	15	0	776
4:15 PM	1	0	3	0	6	0	20	0	27	227	3	0	1	446	12	0	746
4:30 PM	2	5	1	0	17	3	44	0	22	273	0	2	2	413	27	0	811
4:45 PM	0	0	3	0	15	0	27	0	31	299	2	2	0	408	24	3	814
5:00 PM	0	0	0	0	24	0	30	0	31	266	1	4	0	395	21	0	772
5:15 PM	1	0	3	0	15	0	33	0	33	279	2	2	1	400	22	0	791
5:30 PM	0	0	0	0	9	0	27	0	27	259	0	2	2	419	23	1	769
5:45 PM	0	0	1	0	20	0	48	0	22	261	0	2	0	415	20	1	790
6:00 PM	2	0	2	0	16	0	49	0	26	253	0	1	0	405	29	3	786
6:15 PM	2	0	0	0	17	0	57	0	34	221	0	0	1	423	21	0	776
6:30 PM	0	0	2	0	10	0	52	0	25	235	1	0	2	383	17	1	728
6:45 PM	2	1	0	0	15	0	36	0	28	204	2	0	1	379	15	0	683
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
	10	6	17	0	174	3	451	0	332	2975	15	23	11	4970	246	9	9242
<b>APPROACH %'s :</b>	30.30%	18.18%	51.52%	0.00%	27.71%	0.48%	71.82%	0.00%	9.93%	88.94%	0.45%	0.69%	0.21%	94.92%	4.70%	0.17%	
<b>PEAK HR :</b>	04:30 PM - 05:30 PM																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	3	5	7	0	71	3	134	0	117	1117	5	10	3	1616	94	3	3188
<b>PEAK HR FACTOR :</b>	0.375	0.250	0.583	0.000	0.740	0.250	0.761	0.000	0.886	0.934	0.625	0.625	0.375	0.978	0.870	0.250	0.979
	0.469				0.813				0.935				0.971				

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Draper Dr & Lee HWY/Fairfax Blvd  
**City:** Fairfax  
**Control:** Signalized

**Project ID:** 19-11055-001  
**Date:** 5/2/2019

### Cars

NS/EW Streets:	Draper Dr				Draper Dr				Lee HWY/Fairfax Blvd				Lee HWY/Fairfax Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0.5 NL	0.5 NT	1 NR	0 NU	0.5 SL	0.5 ST	1 SR	0 SU	1 EL	3 ET	0 ER	0 EU	1 WL	3 WT	0 WR	0 WU	
6:30 AM	0	0	0	0	5	0	5	0	18	513	0	2	0	72	14	0	629
6:45 AM	0	0	0	0	14	0	3	0	27	461	0	1	0	91	16	1	614
7:00 AM	0	0	0	0	8	0	10	0	20	438	0	0	0	134	13	2	625
7:15 AM	0	0	0	0	9	0	12	0	43	434	0	1	0	151	14	0	664
7:30 AM	0	0	0	0	8	0	24	0	32	354	0	1	0	130	9	1	559
7:45 AM	0	0	0	0	14	0	25	0	41	380	0	4	0	180	10	0	654
8:00 AM	0	0	0	0	9	0	17	0	40	367	0	2	1	182	16	2	636
8:15 AM	0	0	0	0	14	0	22	0	36	345	0	0	2	201	16	1	635
8:30 AM	0	1	0	0	9	0	28	0	42	378	0	0	3	183	14	2	660
8:45 AM	0	0	0	0	9	0	38	0	20	383	1	4	1	199	12	0	667
9:00 AM	0	0	0	0	13	0	13	0	25	298	2	2	1	185	7	2	548
9:15 AM	0	0	0	0	15	0	13	0	18	300	6	2	0	194	12	1	561
<b>TOTAL VOLUMES :</b>	NL 0	NT 1	NR 0	NU 0	SL 127	ST 0	SR 210	SU 0	EL 362	ET 4651	ER 9	EU 19	WL 6	WT 1902	WR 153	WU 12	<b>TOTAL</b> 7452
<b>APPROACH %'s :</b>	0.00%	100.00%	0.00%	0.00%	37.69%	0.00%	62.31%	0.00%	7.18%	92.26%	0.18%	0.38%	0.29%	91.75%	7.38%	0.58%	
<b>PEAK HR :</b>	<b>08:00 AM - 09:00 AM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	1	0	0	41	0	105	0	138	1473	1	6	5	765	58	5	<b>2598</b>
<b>PEAK HR FACTOR :</b>	0.00	0.250	0.000	0.000	0.732	0.000	0.691	0.000	0.821	0.961	0.250	0.375	0.417	0.951	0.906	0.625	<b>0.974</b>
	0.250				0.777				0.963				0.955				
PM	0.5 NL	0.5 NT	1 NR	0 NU	0.5 SL	0.5 ST	1 SR	0 SU	1 EL	3 ET	0 ER	0 EU	1 WL	3 WT	0 WR	0 WU	
4:00 PM	0	0	2	0	8	0	25	0	23	190	4	7	1	473	13	0	746
4:15 PM	1	0	3	0	6	0	20	0	25	220	3	0	1	433	10	0	722
4:30 PM	2	5	1	0	17	3	42	0	22	270	0	2	2	400	23	0	789
4:45 PM	0	0	2	0	15	0	26	0	31	293	1	2	0	402	22	3	797
5:00 PM	0	0	0	0	21	0	29	0	29	263	1	4	0	390	20	0	757
5:15 PM	1	0	3	0	14	0	32	0	31	274	2	2	1	397	21	0	778
5:30 PM	0	0	0	0	9	0	27	0	27	251	0	2	2	411	22	1	752
5:45 PM	0	0	1	0	19	0	47	0	22	250	0	2	0	409	20	1	771
6:00 PM	2	0	2	0	16	0	47	0	26	250	0	1	0	398	28	3	773
6:15 PM	2	0	0	0	17	0	57	0	31	217	0	0	1	421	20	0	766
6:30 PM	0	0	2	0	10	0	51	0	24	229	1	0	2	379	16	1	715
6:45 PM	2	1	0	0	15	0	36	0	27	203	2	0	1	377	14	0	678
<b>TOTAL VOLUMES :</b>	NL 10	NT 6	NR 16	NU 0	SL 167	ST 3	SR 439	SU 0	EL 318	ET 2910	ER 14	EU 22	WL 11	WT 4890	WR 229	WU 9	<b>TOTAL</b> 9044
<b>APPROACH %'s :</b>	31.25%	18.75%	50.00%	0.00%	27.42%	0.49%	72.09%	0.00%	9.74%	89.15%	0.43%	0.67%	0.21%	95.15%	4.46%	0.18%	
<b>PEAK HR :</b>	<b>04:30 PM - 05:30 PM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	3	5	6	0	67	3	129	0	113	1100	4	10	3	1589	86	3	<b>3121</b>
<b>PEAK HR FACTOR :</b>	0.38	0.250	0.500	0.000	0.798	0.250	0.768	0.000	0.911	0.939	0.500	0.625	0.375	0.988	0.935	0.250	<b>0.979</b>
	0.438				0.802				0.938				0.984				

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Draper Dr & Lee HWY/Fairfax Blvd  
**City:** Fairfax  
**Control:** Signalized

**Project ID:** 19-11055-001  
**Date:** 5/2/2019

**HT**

NS/EW Streets:	Draper Dr				Draper Dr				Lee HWY/Fairfax Blvd				Lee HWY/Fairfax Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0.5 NL	0.5 NT	1 NR	0 NU	0.5 SL	0.5 ST	1 SR	0 SU	1 EL	3 ET	0 ER	0 EU	1 WL	3 WT	0 WR	0 WU	
6:30 AM	0	0	0	0	2	0	1	0	1	6	0	0	0	9	2	0	21
6:45 AM	0	0	0	0	0	0	0	0	4	9	0	0	0	8	2	0	23
7:00 AM	0	0	0	0	1	0	3	0	1	13	0	0	0	6	1	0	25
7:15 AM	0	0	1	0	2	0	1	0	1	16	0	0	1	7	0	0	29
7:30 AM	0	0	0	0	2	0	1	0	2	16	0	0	0	7	2	0	30
7:45 AM	0	0	0	0	3	0	2	0	0	8	0	0	0	11	1	0	25
8:00 AM	0	0	0	0	2	0	0	0	2	12	0	0	0	4	0	0	20
8:15 AM	0	0	0	0	2	0	3	0	1	16	0	0	0	13	1	0	36
8:30 AM	0	0	0	0	0	0	3	0	2	11	0	0	0	16	1	0	33
8:45 AM	0	0	0	0	1	0	1	0	3	10	0	0	0	7	1	0	23
9:00 AM	0	0	0	0	3	0	1	0	2	21	0	0	0	9	1	0	37
9:15 AM	0	0	0	0	1	0	1	0	1	13	0	0	0	7	0	0	23
<b>TOTAL VOLUMES :</b>	NL 0	NT 0	NR 1	NU 0	SL 19	ST 0	SR 17	SU 0	EL 20	ET 151	ER 0	EU 0	WL 1	WT 104	WR 12	WU 0	<b>TOTAL</b> 325
<b>APPROACH %'s :</b>	0.00%	0.00%	100.00%	0.00%	52.78%	0.00%	47.22%	0.00%	11.70%	88.30%	0.00%	0.00%	0.85%	88.89%	10.26%	0.00%	
<b>PEAK HR :</b>	08:00 AM - 09:00 AM																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	0	0	5	0	7	0	8	49	0	0	0	40	3	0	112
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.625	0.000	0.583	0.000	0.667	0.766	0.000	0.000	0.000	0.625	0.750	0.000	0.778
					0.600				0.838				0.632				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0.5 NL	0.5 NT	1 NR	0 NU	0.5 SL	0.5 ST	1 SR	0 SU	1 EL	3 ET	0 ER	0 EU	1 WL	3 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	2	0	3	0	3	8	0	1	0	11	2	0	30
4:15 PM	0	0	0	0	0	0	0	0	2	7	0	0	0	13	2	0	24
4:30 PM	0	0	0	0	0	0	2	0	0	3	0	0	0	13	4	0	22
4:45 PM	0	0	1	0	0	0	1	0	0	6	1	0	0	6	2	0	17
5:00 PM	0	0	0	0	3	0	1	0	2	3	0	0	0	5	1	0	15
5:15 PM	0	0	0	0	1	0	1	0	2	5	0	0	0	3	1	0	13
5:30 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	8	1	0	17
5:45 PM	0	0	0	0	1	0	1	0	0	11	0	0	0	6	0	0	19
6:00 PM	0	0	0	0	0	0	2	0	0	3	0	0	0	7	1	0	13
6:15 PM	0	0	0	0	0	0	0	0	3	4	0	0	0	2	1	0	10
6:30 PM	0	0	0	0	0	0	1	0	1	6	0	0	0	4	1	0	13
6:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	2	1	0	5
<b>TOTAL VOLUMES :</b>	NL 0	NT 0	NR 1	NU 0	SL 7	ST 0	SR 12	SU 0	EL 14	ET 65	ER 1	EU 1	WL 0	WT 80	WR 17	WU 0	<b>TOTAL</b> 198
<b>APPROACH %'s :</b>	0.00%	0.00%	100.00%	0.00%	36.84%	0.00%	63.16%	0.00%	17.28%	80.25%	1.23%	1.23%	0.00%	82.47%	17.53%	0.00%	
<b>PEAK HR :</b>	04:30 PM - 05:30 PM																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	1	0	4	0	5	0	4	17	1	0	0	27	8	0	67
<b>PEAK HR FACTOR :</b>	0.00	0.000	0.250	0.000	0.333	0.000	0.625	0.000	0.500	0.708	0.250	0.000	0.000	0.519	0.500	0.000	0.761
					0.250				0.563				0.786				

## National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Draper Dr & Lee HWY/Fairfax Blvd  
**City:** Fairfax  
**Control:** Signalized

**Project ID:** 19-11055-001  
**Date:** 5/2/2019

### Bikes

NS/EW Streets:	Draper Dr				Draper Dr				Lee HWY/Fairfax Blvd				Lee HWY/Fairfax Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0.5	0.5	1	0	0.5	0.5	1	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	0	5
									0.00%	100.00%	0.00%	0.00%	0.00%	66.67%	33.33%	0.00%	
<b>PEAK HR :</b>	08:00 AM - 09:00 AM																TOTAL
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0.5	0.5	1	0	0.5	0.5	1	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	0	0	0	0	0	1	0	1	1	0	0	0	2	0	0	5
					0.00%	0.00%	100.00%	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
<b>PEAK HR :</b>	04:30 PM - 05:30 PM																TOTAL
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
<b>PEAK HR FACTOR :</b>	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250







# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Spring St & Fairfax Blvd  
 City: Fairfax  
 Control: 1-Way Stop (SB)

Project ID: 19-11055-003  
 Date: 5/2/2019

**HT**

NS/EW Streets:	Spring St					Spring St					Fairfax Blvd					Fairfax Blvd					TOTAL				
	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND									
AM	0	1	0	0	0	0	1	0	0	0	1	3	0	0	0	1	3	0	0	0	0	0	0	0	TOTAL
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2T2	N2R2		
6:30 AM	0	0	0	0	0	1	0	2	0	0	0	8	0	0	0	1	9	0	0	0	0	0	0	21	
6:45 AM	0	0	0	0	0	0	0	2	0	0	0	9	0	0	0	0	8	1	0	0	0	0	0	20	
7:00 AM	0	0	0	0	0	0	0	2	0	0	0	13	1	0	0	0	5	0	0	0	0	0	0	21	
7:15 AM	0	0	0	0	0	0	0	2	0	0	0	19	1	0	0	1	5	1	0	0	0	0	0	29	
7:30 AM	0	0	1	0	0	1	0	1	0	0	0	17	0	0	0	0	9	0	0	0	0	0	0	29	
7:45 AM	0	0	1	0	0	2	0	0	0	0	0	10	1	0	0	0	12	1	0	0	0	0	0	27	
8:00 AM	0	0	0	0	0	3	0	0	0	0	0	15	0	0	0	0	5	1	0	0	0	0	0	24	
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	18	0	0	0	1	12	0	0	0	0	0	0	32	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	16	0	0	0	0	0	0	25	
8:45 AM	1	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	7	0	0	0	0	0	0	20	
9:00 AM	0	0	1	0	0	1	0	1	0	0	0	23	1	0	0	0	9	1	0	0	0	0	0	37	
9:15 AM	0	0	1	0	0	0	0	0	0	0	0	13	1	0	0	0	7	2	0	0	0	0	0	24	
<b>TOTAL VOLUMES :</b>	1	0	4	0	0	8	0	11	0	0	0	166	5	0	0	3	104	7	0	0	0	0	0		<b>TOTAL</b>
<b>APPROACH %'s :</b>	20.00%	0.00%	80.00%	0.00%	0.00%	42.11%	0.00%	57.89%	0.00%	0.00%	0.00%	97.08%	2.92%	0.00%	0.00%	2.63%	91.23%	6.14%	0.00%	0.00%					
<b>PEAK HR :</b>	<b>06:30 AM - 07:30 AM</b>																								
<b>PEAK HR VOL :</b>	0	0	0	0	0	1	0	8	0	0	0	49	2	0	0	2	27	2	0	0	0	0	0		<b>TOTAL</b>
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.250	0.000	1.000	0.000	0.000	0.000	0.645	0.500	0.000	0.000	0.500	0.750	0.500	0.000	0.000	0.000	0.000	0.000		<b>TOTAL</b>
								0.750					0.638					0.775							

NS/EW Streets:	Spring St					Spring St					Fairfax Blvd					Fairfax Blvd					TOTAL				
	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND									
PM	0	1	0	0	0	0	1	0	0	0	1	3	0	0	0	1	3	0	0	0	0	0	0	0	TOTAL
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2T2	N2R2		
4:00 PM	0	0	0	0	0	0	0	2	0	0	0	9	0	0	0	0	10	0	0	0	0	0	0	21	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	16	1	0	0	0	0	0	25	
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	16	2	0	0	0	0	0	22	
4:45 PM	0	0	1	0	0	0	0	0	0	0	1	6	0	0	0	0	9	0	0	0	0	0	0	17	
5:00 PM	0	0	0	0	0	0	0	1	0	0	1	5	0	0	0	0	5	0	0	0	0	0	0	12	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	4	0	0	0	0	0	0	10	
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	8	0	0	0	0	8	0	0	0	0	0	0	17	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	7	1	0	0	0	0	0	20	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	8	1	0	0	0	0	0	11	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	2	0	0	0	0	0	0	7	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	5	0	0	0	0	0	0	11	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0	0	4	
<b>TOTAL VOLUMES :</b>	0	0	1	0	0	1	0	4	0	0	2	71	0	0	0	0	93	5	0	0	0	0	0		<b>TOTAL</b>
<b>APPROACH %'s :</b>	0.00%	0.00%	100.00%	0.00%	0.00%	20.00%	0.00%	80.00%	0.00%	0.00%	2.74%	97.26%	0.00%	0.00%	0.00%	0.00%	94.90%	5.10%	0.00%	0.00%					
<b>PEAK HR :</b>	<b>04:30 PM - 05:30 PM</b>																								
<b>PEAK HR VOL :</b>	0	0	1	0	0	1	0	1	0	0	2	20	0	0	0	0	34	2	0	0	0	0	0		<b>TOTAL</b>
<b>PEAK HR FACTOR :</b>	0.00	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.500	0.833	0.000	0.000	0.000	0.000	0.531	0.250	0.000	0.000	0.000	0.000	0.000		<b>TOTAL</b>
			0.250					0.500					0.786					0.500							

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Spring St & Fairfax Blvd  
 City: Fairfax  
 Control: 1-Way Stop (SB)

Project ID: 19-11055-003  
 Date: 5/2/2019

### Bikes

NS/EW Streets:	Spring St					Spring St					Fairfax Blvd					Fairfax Blvd					TOTAL							
	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND												
AM	0	1	0	0	0	0	1	0	0	0	1	3	0	0	0	1	3	0	0	0	0	0	0	0	N2L2	N2T2	N2R2	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2T2	N2R2	TOTAL				
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
<b>TOTAL VOLUMES :</b>	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<b>TOTAL</b>
<b>APPROACH %'s :</b>											0.00%	66.67%	33.33%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	<b>TOTAL</b>				
<b>PEAK HR :</b>	<b>06:30 AM - 07:30 AM</b>																				<b>TOTAL</b>							
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<b>TOTAL</b>
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				
																								<b>TOTAL</b>				

# National Data & Surveying Services

Location: Spring St & Fairfax Blvd  
City: Fairfax

# Intersection Turning Movement Count

Project ID: 19-11055-003  
Date: 5/2/2019

## Pedestrians (Crosswalks)

NS/EW Streets:	Spring St		Spring St		Fairfax Blvd		Fairfax Blvd				TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		SOUTH LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	
<b>AM</b>											
6:30 AM	1	0	0	0	2	0	0	0	0	0	3
6:45 AM	2	0	0	0	1	0	0	0	0	0	3
7:00 AM	0	0	1	0	0	0	0	0	1	0	2
7:15 AM	0	1	3	2	4	0	1	1	1	1	14
7:30 AM	0	0	0	0	11	0	0	0	1	0	12
7:45 AM	3	0	2	0	0	0	0	1	1	0	7
8:00 AM	0	1	2	0	1	6	0	2	2	0	14
8:15 AM	1	0	0	0	0	0	0	3	0	0	4
8:30 AM	3	0	0	1	0	1	0	1	0	1	7
8:45 AM	4	1	0	0	0	0	0	0	0	0	5
9:00 AM	1	2	1	0	1	0	1	0	1	0	7
9:15 AM	1	2	0	0	0	1	0	0	0	0	4
<b>TOTAL VOLUMES :</b>	16	7	9	3	20	8	2	8	7	2	82
<b>APPROACH %'s :</b>	69.57%	30.43%	75.00%	25.00%	71.43%	28.57%	20.00%	80.00%	77.78%	22.22%	
<b>PEAK HR :</b>	06:30 AM - 07:30 AM										<b>TOTAL</b>
<b>PEAK HR VOL :</b>	3	1	4	2	7	0	1	1	2	1	22
<b>PEAK HR FACTOR :</b>	0.375	0.250	0.333	0.250	0.438	0	0.250	0.250	0.500	0.250	0.393
	0.500		0.300		0.438		0.250		0.375		

NS/EW Streets:	Spring St		Spring St		Fairfax Blvd		Fairfax Blvd				TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		SOUTH LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	
<b>PM</b>											
4:00 PM	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	1
4:30 PM	1	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	1	0	0	1	0	0	0	2
5:00 PM	1	1	0	0	0	1	0	0	0	0	3
5:15 PM	0	2	1	1	0	1	0	0	1	0	6
5:30 PM	0	2	0	1	1	0	0	0	1	2	7
5:45 PM	0	2	0	0	0	0	0	0	0	0	2
6:00 PM	2	0	0	0	0	0	0	0	0	0	2
6:15 PM	1	3	2	1	0	0	0	3	4	3	17
6:30 PM	0	2	0	1	0	0	0	0	1	3	7
6:45 PM	1	0	0	0	0	0	0	1	2	0	4
<b>TOTAL VOLUMES :</b>	6	12	3	5	1	2	1	5	9	8	52
<b>APPROACH %'s :</b>	33.33%	66.67%	37.50%	62.50%	33.33%	66.67%	16.67%	83.33%	52.94%	47.06%	
<b>PEAK HR :</b>	04:30 PM - 05:30 PM										<b>TOTAL</b>
<b>PEAK HR VOL :</b>	2	3	1	2	0	2	1	0	1	0	12
<b>PEAK HR FACTOR :</b>	0.500	0.375	0.250	0.500	0	0.500	0.250	0	0.250	0	0.500
	0.625		0.375		0.500		0.250		0.250		

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Old Lee Hwy & Fairfax Blvd/Arlington Blvd  
**City:** Fairfax  
**Control:** Signalized

**Project ID:** 19-11055-004  
**Date:** 5/2/2019

### Total

NS/EW Streets:	Old Lee Hwy				Old Lee Hwy				Fairfax Blvd/Arlington Blvd				Fairfax Blvd/Arlington Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0	0	0	0	0	2	1	0	0	2	1	0	0	2	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
6:30 AM	0	0	0	0	4	33	36	0	0	457	38	0	0	78	0	0	646
6:45 AM	0	0	0	0	5	50	38	0	0	393	58	0	0	104	0	0	648
7:00 AM	0	0	0	0	2	47	51	0	0	381	74	0	0	125	0	0	680
7:15 AM	0	0	0	0	6	54	47	0	0	336	86	0	0	135	0	0	664
7:30 AM	0	0	0	0	5	71	55	0	0	344	55	0	0	109	0	0	639
7:45 AM	0	0	0	0	3	93	61	0	0	337	66	0	0	158	0	0	718
8:00 AM	0	0	0	0	4	91	51	0	0	294	54	0	0	168	0	0	662
8:15 AM	0	0	0	0	2	83	68	0	0	323	87	0	0	181	0	0	744
8:30 AM	0	0	0	0	5	80	76	0	0	285	77	0	0	165	0	0	688
8:45 AM	0	0	0	0	2	95	80	0	0	341	76	0	0	172	0	0	766
9:00 AM	0	0	0	0	5	88	58	0	0	298	76	0	0	178	0	0	703
9:15 AM	0	0	0	0	0	77	63	0	0	273	64	0	0	173	0	0	650
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s :</b>	0	0	0	0	43	862	684	0	0	4062	811	0	0	1746	0	0	8208
					2.71%	54.25%	43.05%	0.00%	0.00%	83.36%	16.64%	0.00%	0.00%	100.00%	0.00%	0.00%	
<b>PEAK HR :</b>	08:15 AM - 09:15 AM																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	0	0	14	346	282	0	0	1247	316	0	0	696	0	0	2901
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.700	0.911	0.881	0.000	0.000	0.914	0.908	0.000	0.000	0.961	0.000	0.000	0.947
						0.907				0.937				0.961			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	2	1	0	0	2	1	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	4	135	190	0	0	180	43	0	0	304	0	0	856
4:15 PM	0	0	0	0	5	144	158	0	0	199	55	0	0	326	0	0	887
4:30 PM	0	0	0	0	9	179	163	0	0	222	66	0	0	275	0	0	914
4:45 PM	0	0	0	0	9	182	157	0	0	276	73	0	0	314	0	0	1011
5:00 PM	0	0	0	0	5	217	139	0	0	238	78	0	0	255	0	0	932
5:15 PM	0	0	0	0	5	212	166	0	0	251	69	0	0	300	0	0	1003
5:30 PM	0	0	0	0	4	227	171	0	0	233	71	0	0	299	0	0	1005
5:45 PM	0	0	0	0	4	202	180	0	0	238	56	0	0	270	0	0	950
6:00 PM	0	0	0	0	9	215	192	0	0	221	65	0	0	269	0	0	971
6:15 PM	0	0	0	0	4	238	169	0	0	190	66	0	0	299	0	0	966
6:30 PM	0	0	0	0	3	199	150	0	0	216	55	0	0	287	0	0	910
6:45 PM	0	0	0	0	3	222	167	0	0	184	57	0	0	238	0	0	871
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s :</b>	0	0	0	0	64	2372	2002	0	0	2648	754	0	0	3436	0	0	11276
					1.44%	53.45%	45.11%	0.00%	0.00%	77.84%	22.16%	0.00%	0.00%	100.00%	0.00%	0.00%	
<b>PEAK HR :</b>	04:45 PM - 05:45 PM																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	0	0	23	838	633	0	0	998	291	0	0	1168	0	0	3951
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.639	0.923	0.925	0.000	0.000	0.904	0.933	0.000	0.000	0.930	0.000	0.000	0.977
						0.929				0.923				0.930			

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Old Lee Hwy & Fairfax Blvd/Arlington Blvd  
**City:** Fairfax  
**Control:** Signalized

**Project ID:** 19-11055-004  
**Date:** 5/2/2019

### Cars

NS/EW Streets:	Old Lee Hwy				Old Lee Hwy				Fairfax Blvd/Arlington Blvd				Fairfax Blvd/Arlington Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	2	1	0	0	2	1	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
6:30 AM	0	0	0	0	4	29	34	0	0	451	36	0	0	70	0	0	624
6:45 AM	0	0	0	0	5	46	35	0	0	386	55	0	0	97	0	0	624
7:00 AM	0	0	0	0	2	44	50	0	0	376	68	0	0	122	0	0	662
7:15 AM	0	0	0	0	6	50	44	0	0	326	74	0	0	131	0	0	631
7:30 AM	0	0	0	0	5	68	50	0	0	332	51	0	0	106	0	0	612
7:45 AM	0	0	0	0	3	89	58	0	0	325	63	0	0	147	0	0	685
8:00 AM	0	0	0	0	4	87	50	0	0	287	45	0	0	164	0	0	637
8:15 AM	0	0	0	0	1	77	63	0	0	309	77	0	0	173	0	0	700
8:30 AM	0	0	0	0	4	77	67	0	0	281	74	0	0	160	0	0	663
8:45 AM	0	0	0	0	1	91	79	0	0	331	71	0	0	163	0	0	736
9:00 AM	0	0	0	0	5	83	54	0	0	278	74	0	0	173	0	0	667
9:15 AM	0	0	0	0	0	71	60	0	0	261	60	0	0	169	0	0	621
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s :</b>	0	0	0	0	40	812	644	0	0	3943	748	0	0	1675	0	0	7862
					2.67%	54.28%	43.05%	0.00%	0.00%	84.05%	15.95%	0.00%	0.00%	100.00%	0.00%	0.00%	
<b>PEAK HR :</b>	08:15 AM - 09:15 AM																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	0	0	11	328	263	0	0	1199	296	0	0	669	0	0	2766
<b>PEAK HR FACTOR :</b>	0.00	0.000	0.000	0.000	0.550	0.901	0.832	0.000	0.000	0.906	0.961	0.000	0.000	0.967	0.000	0.000	0.940
						0.880				0.930				0.967			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	2	1	0	0	2	1	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	3	132	181	0	0	173	41	0	0	301	0	0	831
4:15 PM	0	0	0	0	5	141	152	0	0	194	54	0	0	316	0	0	862
4:30 PM	0	0	0	0	9	171	158	0	0	219	66	0	0	263	0	0	886
4:45 PM	0	0	0	0	9	175	152	0	0	273	71	0	0	310	0	0	990
5:00 PM	0	0	0	0	5	215	137	0	0	232	77	0	0	252	0	0	918
5:15 PM	0	0	0	0	5	208	164	0	0	246	68	0	0	297	0	0	988
5:30 PM	0	0	0	0	4	225	169	0	0	227	69	0	0	293	0	0	987
5:45 PM	0	0	0	0	4	199	177	0	0	230	52	0	0	266	0	0	928
6:00 PM	0	0	0	0	9	211	190	0	0	219	65	0	0	261	0	0	955
6:15 PM	0	0	0	0	4	232	169	0	0	186	65	0	0	298	0	0	954
6:30 PM	0	0	0	0	3	192	149	0	0	210	55	0	0	282	0	0	891
6:45 PM	0	0	0	0	3	217	167	0	0	183	57	0	0	236	0	0	863
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s :</b>	0	0	0	0	63	2318	1965	0	0	2592	740	0	0	3375	0	0	11053
					1.45%	53.34%	45.21%	0.00%	0.00%	77.79%	22.21%	0.00%	0.00%	100.00%	0.00%	0.00%	
<b>PEAK HR :</b>	04:45 PM - 05:45 PM																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	0	0	23	823	622	0	0	978	285	0	0	1152	0	0	3883
<b>PEAK HR FACTOR :</b>	0.00	0.000	0.000	0.000	0.639	0.914	0.920	0.000	0.000	0.896	0.925	0.000	0.000	0.929	0.000	0.000	0.981
						0.922				0.918				0.929			

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Old Lee Hwy & Fairfax Blvd/Arlington Blvd  
**City:** Fairfax  
**Control:** Signalized

**Project ID:** 19-11055-004  
**Date:** 5/2/2019

**HT**

NS/EW Streets:	Old Lee Hwy				Old Lee Hwy				Fairfax Blvd/Arlington Blvd				Fairfax Blvd/Arlington Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	2 ST	1 SR	0 SU	0 EL	2 ET	1 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
6:30 AM	0	0	0	0	0	4	2	0	0	6	2	0	0	8	0	0	22
6:45 AM	0	0	0	0	0	4	3	0	0	7	3	0	0	7	0	0	24
7:00 AM	0	0	0	0	0	3	1	0	0	5	6	0	0	3	0	0	18
7:15 AM	0	0	0	0	0	4	3	0	0	10	12	0	0	4	0	0	33
7:30 AM	0	0	0	0	0	3	5	0	0	12	4	0	0	3	0	0	27
7:45 AM	0	0	0	0	0	4	3	0	0	12	3	0	0	11	0	0	33
8:00 AM	0	0	0	0	0	4	1	0	0	7	9	0	0	4	0	0	25
8:15 AM	0	0	0	0	1	6	5	0	0	14	10	0	0	8	0	0	44
8:30 AM	0	0	0	0	1	3	9	0	0	4	3	0	0	5	0	0	25
8:45 AM	0	0	0	0	1	4	1	0	0	10	5	0	0	9	0	0	30
9:00 AM	0	0	0	0	0	5	4	0	0	20	2	0	0	5	0	0	36
9:15 AM	0	0	0	0	0	6	3	0	0	12	4	0	0	4	0	0	29
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	0	0	0	3	50	40	0	0	119	63	0	0	71	0	0	346
<b>PEAK HR :</b>	08:15 AM - 09:15 AM																
<b>PEAK HR VOL :</b>	0	0	0	0	3	18	19	0	0	48	20	0	0	27	0	0	135
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.750	0.750	0.528	0.000	0.000	0.600	0.500	0.000	0.000	0.750	0.000	0.000	0.767
							0.769				0.708				0.750		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	2 ST	1 SR	0 SU	0 EL	2 ET	1 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	1	3	9	0	0	7	2	0	0	3	0	0	25
4:15 PM	0	0	0	0	0	3	6	0	0	5	1	0	0	10	0	0	25
4:30 PM	0	0	0	0	0	8	5	0	0	3	0	0	0	12	0	0	28
4:45 PM	0	0	0	0	0	7	5	0	0	3	2	0	0	4	0	0	21
5:00 PM	0	0	0	0	0	2	2	0	0	6	1	0	0	3	0	0	14
5:15 PM	0	0	0	0	0	4	2	0	0	5	1	0	0	3	0	0	15
5:30 PM	0	0	0	0	0	2	2	0	0	6	2	0	0	6	0	0	18
5:45 PM	0	0	0	0	0	3	3	0	0	8	4	0	0	4	0	0	22
6:00 PM	0	0	0	0	0	4	2	0	0	2	0	0	0	8	0	0	16
6:15 PM	0	0	0	0	0	6	0	0	0	4	1	0	0	1	0	0	12
6:30 PM	0	0	0	0	0	7	1	0	0	6	0	0	0	5	0	0	19
6:45 PM	0	0	0	0	0	5	0	0	0	1	0	0	0	2	0	0	8
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	0	0	0	1	54	37	0	0	56	14	0	0	61	0	0	223
<b>PEAK HR :</b>	04:45 PM - 05:45 PM																
<b>PEAK HR VOL :</b>	0	0	0	0	0	15	11	0	0	20	6	0	0	16	0	0	68
<b>PEAK HR FACTOR :</b>	0.00	0.000	0.000	0.000	0.000	0.536	0.550	0.000	0.000	0.833	0.750	0.000	0.000	0.667	0.000	0.000	0.810
							0.542				0.813				0.667		



# National Data & Surveying Services

**Location:** Old Lee Hwy & Fairfax Blvd/Arlington Blvd  
**City:** Fairfax

## Intersection Turning Movement Count

19-11055-004  
 5/2/2019

### Pedestrians (Crosswalks)

NS/EW Streets:	Old Lee Hwy		Old Lee Hwy		Fairfax Blvd/Arlington Blvd		Fairfax Blvd/Arlington Blvd						TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		NORTH LEG 2 CUT OUT		SOUTH LEG CUT OUT		
AM	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	EB	WB	
6:30 AM	0	0	0	0	0	0	1	0	0	0	1	0	2
6:45 AM	0	0	0	0	0	0	1	2	2	0	1	2	8
7:00 AM	0	0	1	0	0	0	0	2	2	0	1	2	8
7:15 AM	0	0	0	1	0	0	0	2	2	0	0	3	8
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	1	1	0	1	4
8:30 AM	0	0	1	0	0	0	0	1	0	0	1	1	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	2
9:15 AM	0	0	0	0	0	0	0	1	1	1	0	1	4
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	EB	WB	TOTAL
<b>APPROACH %'s :</b>	0	0	2	1	0	0	2	9	10	2	4	10	40
<b>APPROACH %'s :</b>			66.67%	33.33%			18.18%	81.82%	83.33%	16.67%	28.57%	71.43%	
<b>PEAK HR :</b>	<b>08:15 AM - 09:15 AM</b>												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	1	0	0	0	0	2	3	1	1	2	10
<b>PEAK HR FACTOR :</b>			0.250	0	0	0	0	0.500	0.375	0.250	0.250	0.500	0.625
			0.250				0.500		0.500		0.375		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		NORTH LEG 2 CUT OUT		SOUTH LEG CUT OUT		TOTAL
4:00 PM	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	EB	WB	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	1	0	0	0	1	2	1	1	2	1	10
4:45 PM	0	0	0	0	0	0	1	1	0	0	1	0	3
5:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	2
5:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	3
5:30 PM	0	0	0	0	0	0	0	7	6	0	0	7	20
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	1	0	0	0	0	0	1	1	0	1	1	1	6
6:15 PM	0	0	1	0	0	0	0	0	0	0	1	0	2
6:30 PM	0	1	0	0	0	0	0	1	2	1	0	1	6
6:45 PM	0	1	0	0	0	0	0	1	0	1	0	1	4
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	EB	WB	TOTAL
<b>APPROACH %'s :</b>	1	3	2	0	0	0	4	13	10	6	6	11	56
<b>APPROACH %'s :</b>	25.00%	75.00%	100.00%	0.00%			23.53%	76.47%	62.50%	37.50%	35.29%	64.71%	
<b>PEAK HR :</b>	<b>04:45 PM - 05:45 PM</b>												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	2	8	7	2	2	7	28
<b>PEAK HR FACTOR :</b>			0	0	0	0	0.500	0.286	0.292	0.500	0.500	0.250	0.350
							0.357		0.375		0.321		

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Old Lee Hwy & Fairfax Blvd/Arlington Blvd E dwy  
**City:** Fairfax  
**Control:** Signalized

**Project ID:** 19-11055-005  
**Date:** 5/2/2019

### Total

NS/EW Streets:	Old Lee Hwy				Old Lee Hwy				Fairfax Blvd/Arlington Blvd E dwy				Fairfax Blvd/Arlington Blvd E dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0.5 NL	1.5 NT	1 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	1 WR	0 WU	
6:30 AM	6	66	70	0	0	0	0	0	0	465	0	0	0	72	12	0	691
6:45 AM	1	110	80	0	0	0	0	0	0	392	0	0	0	101	13	0	697
7:00 AM	6	121	98	0	0	0	0	0	0	381	0	0	0	121	17	0	744
7:15 AM	3	133	83	0	0	0	0	0	0	346	0	0	0	131	13	0	709
7:30 AM	1	126	83	0	0	0	0	0	0	340	0	0	0	105	29	0	684
7:45 AM	9	158	75	0	0	0	0	0	0	350	0	0	0	153	34	0	779
8:00 AM	12	165	75	0	0	0	0	0	0	297	0	0	0	158	20	0	727
8:15 AM	12	194	72	0	0	0	0	0	0	331	0	0	0	166	29	0	804
8:30 AM	12	162	66	0	0	0	0	0	0	286	0	0	0	155	29	0	710
8:45 AM	5	101	71	0	0	0	0	0	0	337	0	0	0	165	38	0	717
9:00 AM	5	112	69	0	0	0	0	0	0	306	0	0	0	172	24	0	688
9:15 AM	12	79	60	0	0	0	0	0	0	277	0	0	0	160	27	0	615
<b>TOTAL VOLUMES :</b>	NL 84	NT 1527	NR 902	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 4108	ER 0	EU 0	WL 0	WT 1659	WR 285	WU 0	TOTAL 8565
<b>APPROACH %'s :</b>	3.34%	60.76%	35.89%	0.00%					0.00%	100.00%	0.00%	0.00%	0.00%	85.34%	14.66%	0.00%	
<b>PEAK HR :</b>	07:45 AM - 08:45 AM																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	45	679	288	0	0	0	0	0	0	1264	0	0	0	632	112	0	3020
<b>PEAK HR FACTOR :</b>	0.938	0.875	0.960	0.000	0.000	0.000	0.000	0.000	0.000	0.903	0.000	0.000	0.000	0.952	0.824	0.000	0.939
	0.910								0.903				0.954				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
0.5 NL	1.5 NT	1 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	1 WR	0 WU		
4:00 PM	16	84	67	0	0	0	0	0	0	185	0	0	0	286	24	0	662
4:15 PM	10	68	55	0	0	0	0	0	0	203	0	0	0	319	14	0	669
4:30 PM	19	92	65	0	0	0	0	0	0	234	0	0	0	262	35	0	707
4:45 PM	12	74	59	0	0	0	0	0	0	280	0	0	0	299	60	0	784
5:00 PM	15	114	83	0	0	0	0	0	0	246	0	0	0	241	44	0	743
5:15 PM	11	76	67	0	0	0	0	0	0	257	0	0	0	284	59	0	754
5:30 PM	8	99	59	0	0	0	0	0	0	233	0	0	0	293	47	0	739
5:45 PM	8	64	58	0	0	0	0	0	0	247	0	0	0	256	34	0	667
6:00 PM	9	96	55	0	0	0	0	0	0	227	0	0	0	263	51	0	701
6:15 PM	20	80	66	0	0	0	0	0	0	196	0	0	0	273	42	0	677
6:30 PM	18	64	49	0	0	0	0	0	0	215	0	0	0	271	44	0	661
6:45 PM	13	70	56	0	0	0	0	0	0	181	0	0	0	220	29	0	569
<b>TOTAL VOLUMES :</b>	NL 159	NT 981	NR 739	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 2704	ER 0	EU 0	WL 0	WT 3267	WR 483	WU 0	TOTAL 8333
<b>APPROACH %'s :</b>	8.46%	52.21%	39.33%	0.00%					0.00%	100.00%	0.00%	0.00%	0.00%	87.12%	12.88%	0.00%	
<b>PEAK HR :</b>	04:45 PM - 05:45 PM																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	46	363	268	0	0	0	0	0	0	1016	0	0	0	1117	210	0	3020
<b>PEAK HR FACTOR :</b>	0.767	0.796	0.807	0.000	0.000	0.000	0.000	0.000	0.000	0.907	0.000	0.000	0.000	0.934	0.875	0.000	0.963
	0.798								0.907				0.924				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Old Lee Hwy & Fairfax Blvd/Arlington Blvd E dwy

City: Fairfax

Control: Signalized

Project ID: 19-11055-005

Date: 5/2/2019

### Cars

NS/EW Streets:	Old Lee Hwy				Old Lee Hwy				Fairfax Blvd/Arlington Blvd E dwy				Fairfax Blvd/Arlington Blvd E dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0.5 NL	1.5 NT	1 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	1 WR	0 WU	
6:30 AM	6	62	67	0	0	0	0	0	0	459	0	0	0	65	11	0	670
6:45 AM	1	100	78	0	0	0	0	0	0	385	0	0	0	94	11	0	669
7:00 AM	6	115	98	0	0	0	0	0	0	376	0	0	0	118	16	0	729
7:15 AM	3	119	81	0	0	0	0	0	0	336	0	0	0	127	13	0	679
7:30 AM	1	120	83	0	0	0	0	0	0	329	0	0	0	102	28	0	663
7:45 AM	9	146	73	0	0	0	0	0	0	337	0	0	0	142	32	0	739
8:00 AM	12	158	75	0	0	0	0	0	0	290	0	0	0	154	18	0	707
8:15 AM	12	181	71	0	0	0	0	0	0	317	0	0	0	158	29	0	768
8:30 AM	12	148	64	0	0	0	0	0	0	280	0	0	0	150	27	0	681
8:45 AM	5	97	68	0	0	0	0	0	0	326	0	0	0	156	34	0	686
9:00 AM	5	107	68	0	0	0	0	0	0	286	0	0	0	167	23	0	656
9:15 AM	12	73	59	0	0	0	0	0	0	264	0	0	0	156	23	0	587
<b>TOTAL VOLUMES :</b>	NL 84	NT 1426	NR 885	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 3985	ER 0	EU 0	WL 0	WT 1589	WR 265	WU 0	TOTAL 8234
<b>APPROACH %'s :</b>	3.51%	59.54%	36.95%	0.00%					0.00%	100.00%	0.00%	0.00%	0.00%	85.71%	14.29%	0.00%	
<b>PEAK HR :</b>	07:45 AM - 08:45 AM																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	45	633	283	0	0	0	0	0	0	1224	0	0	0	604	106	0	2895
<b>PEAK HR FACTOR :</b>	0.94	0.874	0.943	0.000	0.000	0.000	0.000	0.000	0.000	0.908	0.000	0.000	0.000	0.956	0.828	0.000	0.942
	0.910								0.908				0.949				

NS/EW Streets:	Old Lee Hwy				Old Lee Hwy				Fairfax Blvd/Arlington Blvd E dwy				Fairfax Blvd/Arlington Blvd E dwy				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0.5 NL	1.5 NT	1 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	1 WR	0 WU	
4:00 PM	16	79	65	0	0	0	0	0	0	177	0	0	0	283	23	0	643
4:15 PM	9	64	54	0	0	0	0	0	0	198	0	0	0	310	14	0	649
4:30 PM	17	89	63	0	0	0	0	0	0	230	0	0	0	252	34	0	685
4:45 PM	12	73	58	0	0	0	0	0	0	277	0	0	0	295	59	0	774
5:00 PM	15	110	83	0	0	0	0	0	0	240	0	0	0	238	43	0	729
5:15 PM	11	73	65	0	0	0	0	0	0	252	0	0	0	281	59	0	741
5:30 PM	8	95	58	0	0	0	0	0	0	228	0	0	0	287	47	0	723
5:45 PM	8	62	58	0	0	0	0	0	0	239	0	0	0	252	33	0	652
6:00 PM	9	94	54	0	0	0	0	0	0	225	0	0	0	255	50	0	687
6:15 PM	20	77	66	0	0	0	0	0	0	192	0	0	0	272	41	0	668
6:30 PM	18	62	45	0	0	0	0	0	0	209	0	0	0	266	44	0	644
6:45 PM	13	68	55	0	0	0	0	0	0	180	0	0	0	218	28	0	562
<b>TOTAL VOLUMES :</b>	NL 156	NT 946	NR 724	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 2647	ER 0	EU 0	WL 0	WT 3209	WR 475	WU 0	TOTAL 8157
<b>APPROACH %'s :</b>	8.54%	51.81%	39.65%	0.00%					0.00%	100.00%	0.00%	0.00%	0.00%	87.11%	12.89%	0.00%	
<b>PEAK HR :</b>	04:45 PM - 05:45 PM																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	46	351	264	0	0	0	0	0	0	997	0	0	0	1101	208	0	2967
<b>PEAK HR FACTOR :</b>	0.77	0.798	0.795	0.000	0.000	0.000	0.000	0.000	0.000	0.900	0.000	0.000	0.000	0.933	0.881	0.000	0.958
	0.794								0.900				0.924				

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Old Lee Hwy & Fairfax Blvd/Arlington Blvd E dwy  
**City:** Fairfax  
**Control:** Signalized

**Project ID:** 19-11055-005  
**Date:** 5/2/2019

**HT**

NS/EW Streets:	Old Lee Hwy				Old Lee Hwy				Fairfax Blvd/Arlington Blvd E dwy				Fairfax Blvd/Arlington Blvd E dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0.5 NL	1.5 NT	1 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	1 WR	0 WU	
6:30 AM	0	4	3	0	0	0	0	0	0	6	0	0	0	7	1	0	21
6:45 AM	0	10	2	0	0	0	0	0	0	7	0	0	0	7	2	0	28
7:00 AM	0	6	0	0	0	0	0	0	0	5	0	0	0	3	1	0	15
7:15 AM	0	14	2	0	0	0	0	0	0	10	0	0	0	4	0	0	30
7:30 AM	0	6	0	0	0	0	0	0	0	11	0	0	0	3	1	0	21
7:45 AM	0	12	2	0	0	0	0	0	0	13	0	0	0	11	2	0	40
8:00 AM	0	7	0	0	0	0	0	0	0	7	0	0	0	4	2	0	20
8:15 AM	0	13	1	0	0	0	0	0	0	14	0	0	0	8	0	0	36
8:30 AM	0	14	2	0	0	0	0	0	0	6	0	0	0	5	2	0	29
8:45 AM	0	4	3	0	0	0	0	0	0	11	0	0	0	9	4	0	31
9:00 AM	0	5	1	0	0	0	0	0	0	20	0	0	0	5	1	0	32
9:15 AM	0	6	1	0	0	0	0	0	0	13	0	0	0	4	4	0	28
<b>TOTAL VOLUMES :</b>	NL 0	NT 101	NR 17	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 123	ER 0	EU 0	WL 0	WT 70	WR 20	WU 0	TOTAL 331
<b>APPROACH %'s :</b>	0.00%	85.59%	14.41%	0.00%					0.00%	100.00%	0.00%	0.00%	0.00%	77.78%	22.22%	0.00%	
<b>PEAK HR :</b>	<b>07:45 AM - 08:45 AM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	46	5	0	0	0	0	0	0	40	0	0	0	28	6	0	125
<b>PEAK HR FACTOR :</b>	0.000	0.821	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.714	0.000	0.000	0.000	0.636	0.750	0.000	0.781
	0.797								0.714				0.654				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0.5 NL	1.5 NT	1 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	1 WR	0 WU	
4:00 PM	0	5	2	0	0	0	0	0	0	8	0	0	0	3	1	0	19
4:15 PM	1	4	1	0	0	0	0	0	0	5	0	0	0	9	0	0	20
4:30 PM	2	3	2	0	0	0	0	0	0	4	0	0	0	10	1	0	22
4:45 PM	0	1	1	0	0	0	0	0	0	3	0	0	0	4	1	0	10
5:00 PM	0	4	0	0	0	0	0	0	0	6	0	0	0	3	1	0	14
5:15 PM	0	3	2	0	0	0	0	0	0	5	0	0	0	3	0	0	13
5:30 PM	0	4	1	0	0	0	0	0	0	5	0	0	0	6	0	0	16
5:45 PM	0	2	0	0	0	0	0	0	0	8	0	0	0	4	1	0	15
6:00 PM	0	2	1	0	0	0	0	0	0	2	0	0	0	8	1	0	14
6:15 PM	0	3	0	0	0	0	0	0	0	4	0	0	0	1	1	0	9
6:30 PM	0	2	4	0	0	0	0	0	0	6	0	0	0	5	0	0	17
6:45 PM	0	2	1	0	0	0	0	0	0	1	0	0	0	2	1	0	7
<b>TOTAL VOLUMES :</b>	NL 3	NT 35	NR 15	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 57	ER 0	EU 0	WL 0	WT 58	WR 8	WU 0	TOTAL 176
<b>APPROACH %'s :</b>	5.66%	66.04%	28.30%	0.00%					0.00%	100.00%	0.00%	0.00%	0.00%	87.88%	12.12%	0.00%	
<b>PEAK HR :</b>	<b>04:45 PM - 05:45 PM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	12	4	0	0	0	0	0	0	19	0	0	0	16	2	0	53
<b>PEAK HR FACTOR :</b>	0.00	0.750	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.792	0.000	0.000	0.000	0.667	0.500	0.000	0.828
	0.800								0.792				0.750				



## National Data & Surveying Services

# Intersection Turning Movement Count

Location: Old Lee Hwy & Fairfax Blvd/Arlington Blvd E dwy  
City: Fairfax

19-11055-005  
5/2/2019

### Pedestrians (Crosswalks)

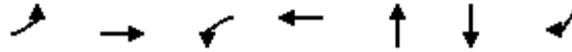
NS/EW Streets:	Old Lee Hwy		Old Lee Hwy		Fairfax Blvd/Arlington Blvd E dwy		Fairfax Blvd/Arlington Blvd E dwy		NORTH LEG CUT OUT		NORTH LEG 2 CUT OUT		SOUTH LEG CUT OUT		SOUTH LEG 2 CUT OUT		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	EB	WB	EB	WB	EB	WB	
<b>AM</b>	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		NORTH LEG CUT OUT		NORTH LEG 2 CUT OUT		SOUTH LEG CUT OUT		SOUTH LEG 2 CUT OUT		
6:30 AM	0	0	0	0	5	0	0	0	5	0					5	0	15
6:45 AM	0	0	1	0	0	0	0	0	0	0					0	2	3
7:00 AM	0	0	1	1	3	0	0	0	3	0					4	1	13
7:15 AM	0	0	1	0	1	0	0	0	1	0					1	1	5
7:30 AM	0	0	0	0	2	2	0	0	2	2					3	2	13
7:45 AM	0	0	0	0	3	0	0	0	3	0					1	0	7
8:00 AM	0	0	0	0	1	1	0	0	1	1					2	2	8
8:15 AM	0	1	0	0	1	0	0	0	0	0					1	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	0					0	0	1
8:45 AM	0	0	1	0	0	0	0	0	0	0					1	1	2
9:00 AM	0	0	0	0	1	1	0	0	1	1					1	1	6
9:15 AM	0	1	0	0	1	1	0	0	0	1					1	1	6
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	EB	WB	EB	WB	EB	WB	TOTAL
<b>APPROACH %'s :</b>	0.00%	2	4	1	18	5	0	0	16	5	0	0	0	0	20	11	82
<b>PEAK HR :</b>	07:45 AM - 08:45 AM																TOTAL
<b>PEAK HR VOL :</b>	0	1	0	0	5	1	0	0	4	1	0	0	0	0	5	2	19
<b>PEAK HR FACTOR :</b>	0.250				0.417 0.250				0.333 0.250						0.625 0.250		0.594
					0.500				0.417						0.438		
<b>PM</b>	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		NORTH LEG CUT OUT		NORTH LEG 2 CUT OUT		SOUTH LEG CUT OUT		SOUTH LEG 2 CUT OUT		TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0					0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0	0					0	0	1
4:30 PM	0	1	1	0	4	0	0	0	1	1					3	1	12
4:45 PM	0	0	0	0	0	2	0	0	0	2					0	1	5
5:00 PM	0	0	0	0	1	0	0	0	1	0					1	0	3
5:15 PM	0	0	0	0	2	1	0	0	0	1					2	1	7
5:30 PM	0	0	0	0	1	2	0	0	0	2					1	2	8
5:45 PM	0	0	0	0	0	1	0	0	0	1					0	1	3
6:00 PM	1	0	0	1	1	0	0	0	2	0					1	0	6
6:15 PM	0	0	1	0	1	2	0	0	1	3					1	3	12
6:30 PM	0	1	0	0	9	0	0	0	0	0					9	0	19
6:45 PM	0	1	0	0	1	1	0	0	0	1					1	1	6
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	EB	WB	EB	WB	EB	WB	TOTAL
<b>APPROACH %'s :</b>	25.00%	3	2	1	21	9	0	0	5	11	0	0	0	0	19	10	82
<b>PEAK HR :</b>	04:45 PM - 05:45 PM																TOTAL
<b>PEAK HR VOL :</b>	0	0	0	0	4	5	0	0	1	5	0	0	0	0	4	4	23
<b>PEAK HR FACTOR :</b>					0.500 0.625				0.250 0.625						0.500 0.500		0.719
					0.750				0.750						0.667		

# APPENDIX B

## SYNCHRO ANALYSIS REPORTS

Queues  
1: Harley Dealer/Draper Drive & Fairfax Blvd

Existing Conditions  
Timing Plan: AM Peak Hour



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	155	1554	10	883	1	47	114
v/c Ratio	0.30	0.36	0.04	0.23	0.01	0.44	0.49
Control Delay	4.3	5.3	3.8	6.6	72.0	92.4	18.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.3	5.3	3.8	6.6	72.0	92.4	18.1
Queue Length 50th (ft)	22	106	1	90	1	58	0
Queue Length 95th (ft)	64	303	8	170	7	98	63
Internal Link Dist (ft)		1739		274	70	420	
Turn Bay Length (ft)	190		50				200
Base Capacity (vph)	647	4305	396	3799	392	267	404
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.36	0.03	0.23	0.00	0.18	0.28
<b>Intersection Summary</b>							

HCM Signalized Intersection Capacity Analysis  
 1: Harley Dealer/Draper Drive & Fairfax Blvd

Existing Conditions  
 Timing Plan: AM Peak Hour



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↖	↖↖↖			↖	↖↖↖			↖	↖	
Traffic Volume (vph)	6	146	1522	1	5	5	805	61	0	1	0	46
Future Volume (vph)	6	146	1522	1	5	5	805	61	0	1	0	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.6	5.6			5.6	5.6			5.8		
Lane Util. Factor		1.00	0.91			1.00	0.91			1.00		
Frt		1.00	1.00			1.00	0.99			1.00		
Flt Protected		0.95	1.00			0.95	1.00			1.00		
Satd. Flow (prot)		1751	5186			1805	4888			1900		
Flt Permitted		0.29	1.00			0.15	1.00			1.00		
Satd. Flow (perm)		536	5186			281	4888			1900		
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.92	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	6	149	1553	1	5	5	821	62	0	1	0	47
RTOR Reduction (vph)	0	0	0	0	0	0	2	0	0	0	0	0
Lane Group Flow (vph)	0	155	1554	0	0	10	881	0	0	1	0	0
Heavy Vehicles (%)	5%	3%	0%	0%	0%	0%	5%	5%	0%	0%	0%	11%
Turn Type	custom	pm+pt	NA		custom	pm+pt	NA			NA	Perm	Perm
Protected Phases		1	6			5	2			4		
Permitted Phases	1	6			5	2			4		4	4
Actuated Green, G (s)		161.2	152.7			149.0	146.6			14.9		
Effective Green, g (s)		162.7	153.7			151.0	147.6			15.9		
Actuated g/C Ratio		0.86	0.81			0.79	0.78			0.08		
Clearance Time (s)		6.6	6.6			6.6	6.6			6.8		
Vehicle Extension (s)		3.0	3.0			3.0	3.0			3.0		
Lane Grp Cap (vph)		519	4195			250	3797			159		
v/s Ratio Prot		c0.01	c0.30			0.00	0.18			0.00		
v/s Ratio Perm		0.24				0.03						
v/c Ratio		0.30	0.37			0.04	0.23			0.01		
Uniform Delay, d1		2.5	5.0			4.1	5.8			79.8		
Progression Factor		1.00	1.00			1.00	1.00			1.00		
Incremental Delay, d2		0.3	0.3			0.1	0.1			0.0		
Delay (s)		2.8	5.2			4.2	5.9			79.8		
Level of Service		A	A			A	A			E		
Approach Delay (s)			5.0				5.9			79.8		
Approach LOS			A				A			E		

Intersection Summary												
HCM 2000 Control Delay			9.8				HCM 2000 Level of Service			A		
HCM 2000 Volume to Capacity ratio			0.38									
Actuated Cycle Length (s)			190.0				Sum of lost time (s)			17.0		
Intersection Capacity Utilization			57.0%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis  
 1: Harley Dealer/Draper Drive & Fairfax Blvd

Existing Conditions  
 Timing Plan: AM Peak Hour



Movement	SBT	SBR
Lane Configurations	↖ ↗	↖ ↗
Traffic Volume (vph)	0	112
Future Volume (vph)	0	112
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	5.8	5.8
Lane Util. Factor	1.00	1.00
Frt	1.00	0.85
Flt Protected	0.95	1.00
Satd. Flow (prot)	1626	1524
Flt Permitted	0.76	1.00
Satd. Flow (perm)	1296	1524
Peak-hour factor, PHF	0.98	0.98
Adj. Flow (vph)	0	114
RTOR Reduction (vph)	0	104
Lane Group Flow (vph)	47	10
Heavy Vehicles (%)	0%	6%
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Actuated Green, G (s)	14.9	14.9
Effective Green, g (s)	15.9	15.9
Actuated g/C Ratio	0.08	0.08
Clearance Time (s)	6.8	6.8
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	108	127
v/s Ratio Prot		
v/s Ratio Perm	c0.04	0.01
v/c Ratio	0.44	0.08
Uniform Delay, d1	82.8	80.3
Progression Factor	1.00	1.00
Incremental Delay, d2	2.8	0.3
Delay (s)	85.6	80.5
Level of Service	F	F
Approach Delay (s)	82.0	
Approach LOS	F	

Intersection Summary

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↑
Traffic Vol, veh/h	0	1562	884	5	0	5
Future Vol, veh/h	0	1562	884	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1698	961	5	0	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	483
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	*713
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %		-	-	-	1
Mov Cap-1 Maneuver	-	-	-	-	*713
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	713
HCM Lane V/C Ratio	-	-	-	0.008
HCM Control Delay (s)	-	-	-	10.1
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

Notes  
~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Intersection													
Int Delay, s/veh	1.8												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑			↖ ↑↑↑				↕			↕		
Traffic Vol, veh/h	22	1513	27	10	5	853	36	11	4	5	23	1	25
Future Vol, veh/h	22	1513	27	10	5	853	36	11	4	5	23	1	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	130	-	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	4	0	20	5	3	0	9	0	0	13	0	4
Mvmt Flow	22	1544	28	10	5	870	37	11	4	5	23	1	26

Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	907	0	0	1147	1572	0	0	1981	2539	786	1583	2535	454
Stage 1	-	-	-	-	-	-	-	1602	1602	-	919	919	-
Stage 2	-	-	-	-	-	-	-	379	937	-	664	1616	-
Critical Hdwy	5.3	-	-	6	5.4	-	-	6.58	6.5	7.1	6.66	6.5	7.18
Critical Hdwy Stg 1	-	-	-	-	-	-	-	7.48	5.5	-	7.56	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.88	5.5	-	6.96	5.5	-
Follow-up Hdwy	3.1	-	-	2.5	3.15	-	-	3.89	4	3.9	3.93	4	3.94
Pot Cap-1 Maneuver	*902	-	-	*874	*694	-	-	*60	*28	*560	*103	*28	*709
Stage 1	-	-	-	-	-	-	-	*561	*546	-	*711	*699	-
Stage 2	-	-	-	-	-	-	-	*718	*699	-	*556	*546	-
Platoon blocked, %	1	-	-	1	1	-	-	-	-	1	-	-	1
Mov Cap-1 Maneuver	*902	-	-	*800	*800	-	-	*54	*27	*560	*87	*27	*709
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	*54	*27	-	*87	*27	-
Stage 1	-	-	-	-	-	-	-	*548	*533	-	*694	*685	-
Stage 2	-	-	-	-	-	-	-	*678	*685	-	*533	*533	-

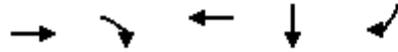
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	104.9	42
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	55	* 902	-	-	* 800	-	-	146
HCM Lane V/C Ratio	0.371	0.025	-	-	0.019	-	-	0.342
HCM Control Delay (s)	104.9	9.1	-	-	9.6	-	-	42
HCM Lane LOS	F	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	1.3	0.1	-	-	0.1	-	-	1.4

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Queues  
4: FFX Circle & Fairfax Blvd

Existing Conditions  
Timing Plan: AM Peak Hour



Lane Group	EBT	EBR	WBT	SBT	SBR
Lane Group Flow (vph)	1337	316	738	389	296
v/c Ratio	0.54	0.30	0.30	0.44	0.19
Control Delay	17.4	14.0	3.9	69.0	0.3
Queue Delay	0.0	0.0	0.2	0.0	0.0
Total Delay	17.4	14.0	4.1	69.0	0.3
Queue Length 50th (ft)	472	167	48	251	0
Queue Length 95th (ft)	602	254	54	292	0
Internal Link Dist (ft)	835		176	192	
Turn Bay Length (ft)					
Base Capacity (vph)	2463	1041	2439	1088	1524
Starvation Cap Reductn	0	0	904	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.54	0.30	0.48	0.36	0.19
Intersection Summary					

# HCM Signalized Intersection Capacity Analysis

## 4: FFX Circle & Fairfax Blvd

Existing Conditions  
Timing Plan: AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑		↑↑						↑↑	↑
Traffic Volume (vph)	0	1243	294	0	686	0	0	0	0	13	349	275
Future Volume (vph)	0	1243	294	0	686	0	0	0	0	13	349	275
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5	3.5		3.5						4.8	4.0
Lane Util. Factor		0.95	1.00		0.95						0.95	1.00
Frt		1.00	0.85		1.00						1.00	0.85
Flt Protected		1.00	1.00		1.00						1.00	1.00
Satd. Flow (prot)		3505	1482		3471						3411	1524
Flt Permitted		1.00	1.00		1.00						1.00	1.00
Satd. Flow (perm)		3505	1482		3471						3411	1524
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	1337	316	0	738	0	0	0	0	14	375	296
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1337	316	0	738	0	0	0	0	0	389	296
Heavy Vehicles (%)	0%	3%	9%	0%	4%	0%	0%	0%	0%	23%	5%	6%
Turn Type		NA	Prot		NA					Split	NA	Free
Protected Phases		2	2		2					4	4	
Permitted Phases												Free
Actuated Green, G (s)		153.0	153.0		153.0						54.4	220.0
Effective Green, g (s)		154.6	154.6		154.6						57.1	220.0
Actuated g/C Ratio		0.70	0.70		0.70						0.26	1.00
Clearance Time (s)		5.1	5.1		5.1						7.5	
Vehicle Extension (s)		3.0	3.0		3.0						3.0	
Lane Grp Cap (vph)		2463	1041		2439						885	1524
v/s Ratio Prot		c0.38	0.21		0.21						c0.11	
v/s Ratio Perm												0.19
v/c Ratio		0.54	0.30		0.30						0.44	0.19
Uniform Delay, d1		15.7	12.4		12.3						68.1	0.0
Progression Factor		1.00	1.00		0.28						1.00	1.00
Incremental Delay, d2		0.9	0.8		0.3						0.4	0.3
Delay (s)		16.6	13.1		3.7						68.4	0.3
Level of Service		B	B		A						E	A
Approach Delay (s)		15.9			3.7			0.0			39.0	
Approach LOS		B			A			A			D	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			18.1		HCM 2000 Level of Service					B		
HCM 2000 Volume to Capacity ratio			0.51									
Actuated Cycle Length (s)			220.0		Sum of lost time (s)				8.3			
Intersection Capacity Utilization			60.3%		ICU Level of Service				B			
Analysis Period (min)			15									
c Critical Lane Group												

Queues  
5: Old Lee Highway/FFX Circle & Fairfax Blvd

Existing Conditions  
Timing Plan: AM Peak Hour



Lane Group	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	1360	700	126	721	309
v/c Ratio	0.55	0.29	0.12	0.82	0.20
Control Delay	2.8	13.1	11.8	84.3	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	2.8	13.1	11.8	84.3	0.3
Queue Length 50th (ft)	37	191	57	523	0
Queue Length 95th (ft)	40	256	98	573	0
Internal Link Dist (ft)	176	1252		171	
Turn Bay Length (ft)			200		
Base Capacity (vph)	2463	2439	1060	1087	1583
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.55	0.29	0.12	0.66	0.20

Intersection Summary

HCM Signalized Intersection Capacity Analysis  
5: Old Lee Highway/FFX Circle & Fairfax Blvd

Existing Conditions  
Timing Plan: AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑	↑		↑↑	↑			
Traffic Volume (vph)	0	1251	0	0	644	116	41	622	284	0	0	0
Future Volume (vph)	0	1251	0	0	644	116	41	622	284	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5			3.5	3.5		4.8	4.0			
Lane Util. Factor		0.95			0.95	1.00		0.95	1.00			
Frt		1.00			1.00	0.85		1.00	0.85			
Flt Protected		1.00			1.00	1.00		1.00	1.00			
Satd. Flow (prot)		3505			3471	1509		3407	1583			
Flt Permitted		1.00			1.00	1.00		1.00	1.00			
Satd. Flow (perm)		3505			3471	1509		3407	1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1360	0	0	700	126	45	676	309	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1360	0	0	700	126	0	721	309	0	0	0
Heavy Vehicles (%)	0%	3%	0%	0%	4%	7%	0%	6%	2%	0%	0%	0%
Turn Type		NA			NA	Perm	Split	NA	Free			
Protected Phases		2			2		4	4				
Permitted Phases						2			Free			
Actuated Green, G (s)		153.0			153.0	153.0		54.4	220.0			
Effective Green, g (s)		154.6			154.6	154.6		57.1	220.0			
Actuated g/C Ratio		0.70			0.70	0.70		0.26	1.00			
Clearance Time (s)		5.1			5.1	5.1		7.5				
Vehicle Extension (s)		3.0			3.0	3.0		3.0				
Lane Grp Cap (vph)		2463			2439	1060		884	1583			
v/s Ratio Prot		c0.39			0.20			c0.21				
v/s Ratio Perm						0.08			0.20			
v/c Ratio		0.55			0.29	0.12		0.82	0.20			
Uniform Delay, d1		15.9			12.2	10.6		76.5	0.0			
Progression Factor		0.12			1.00	1.00		1.00	1.00			
Incremental Delay, d2		0.8			0.3	0.2		5.9	0.3			
Delay (s)		2.7			12.5	10.8		82.4	0.3			
Level of Service		A			B	B		F	A			
Approach Delay (s)		2.7			12.2			57.7			0.0	
Approach LOS		A			B			E			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			22.8				HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			220.0				Sum of lost time (s)		8.3			
Intersection Capacity Utilization			60.3%				ICU Level of Service		B			
Analysis Period (min)			15									
c Critical Lane Group												

Queues  
1: Harley Dealer/Draper Drive & Fairfax Blvd

Existing Conditions  
Timing Plan: PM Peak Hour

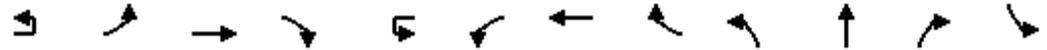


Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	136	1142	7	1765	1	6	65	121
v/c Ratio	0.56	0.27	0.02	0.44	0.01	0.04	0.58	0.50
Control Delay	12.2	4.5	3.6	8.7	86.0	0.5	114.8	18.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.2	4.5	3.6	8.7	86.0	0.5	114.8	18.8
Queue Length 50th (ft)	23	83	1	256	1	0	94	0
Queue Length 95th (ft)	56	202	6	431	9	0	148	72
Internal Link Dist (ft)		1739		274	70		420	
Turn Bay Length (ft)	190		50					200
Base Capacity (vph)	339	4274	507	4012	191	251	210	345
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.27	0.01	0.44	0.01	0.02	0.31	0.35

Intersection Summary

HCM Signalized Intersection Capacity Analysis  
 1: Harley Dealer/Draper Drive & Fairfax Blvd

Existing Conditions  
 Timing Plan: PM Peak Hour



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↖ ↗	↖ ↗ ↘ ↙			↖ ↗	↖ ↗ ↘ ↙			↖ ↗	↖ ↗	
Traffic Volume (vph)	10	122	1103	5	4	3	1622	90	1	0	6	63
Future Volume (vph)	10	122	1103	5	4	3	1622	90	1	0	6	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.6	5.6			5.6	5.6			5.8	6.8	
Lane Util. Factor		1.00	0.91			1.00	0.91			1.00	1.00	
Frt		1.00	1.00			1.00	0.99			1.00	0.85	
Flt Protected		0.95	1.00			0.95	1.00			0.95	1.00	
Satd. Flow (prot)		1756	5078			1805	5082			1805	1380	
Flt Permitted		0.10	1.00			0.24	1.00			0.65	1.00	
Satd. Flow (perm)		193	5078			449	5082			1228	1380	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.92	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	10	126	1137	5	4	3	1672	93	1	0	6	65
RTOR Reduction (vph)	0	0	0	0	0	0	2	0	0	0	6	0
Lane Group Flow (vph)	0	136	1142	0	0	7	1763	0	0	1	0	0
Heavy Vehicles (%)	0%	3%	2%	20%	0%	0%	1%	6%	0%	0%	17%	6%
Turn Type	pm+pt	pm+pt	NA		custom	pm+pt	NA		Perm	NA	Perm	Perm
Protected Phases	1	1	6			5	2			4		
Permitted Phases	6	6			5	2			4		4	4
Actuated Green, G (s)		189.2	180.2			175.0	172.6			17.4	17.4	
Effective Green, g (s)		190.2	181.2			177.0	173.6			18.4	17.4	
Actuated g/C Ratio		0.86	0.82			0.80	0.79			0.08	0.08	
Clearance Time (s)		6.6	6.6			6.6	6.6			6.8	6.8	
Vehicle Extension (s)		3.0	3.0			3.0	3.0			3.0	3.0	
Lane Grp Cap (vph)		245	4182			382	4010			102	109	
v/s Ratio Prot		c0.03	0.22			0.00	0.35					
v/s Ratio Perm		c0.45				0.01				0.00	0.00	
v/c Ratio		0.56	0.27			0.02	0.44			0.01	0.00	
Uniform Delay, d1		6.1	4.4			4.2	7.5			92.4	93.3	
Progression Factor		1.00	1.00			1.00	1.00			1.00	1.00	
Incremental Delay, d2		2.7	0.2			0.0	0.4			0.0	0.0	
Delay (s)		8.8	4.6			4.2	7.8			92.5	93.3	
Level of Service		A	A			A	A			F	F	
Approach Delay (s)			5.0				7.8			93.2		
Approach LOS			A				A			F		

Intersection Summary			
HCM 2000 Control Delay	12.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	220.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	71.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
 1: Harley Dealer/Draper Drive & Fairfax Blvd

Existing Conditions  
 Timing Plan: PM Peak Hour



Movement	SBT	SBR
Lane Configurations	↔	↔
Traffic Volume (vph)	0	117
Future Volume (vph)	0	117
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	5.8	5.8
Lane Util. Factor	1.00	1.00
Frt	1.00	0.85
Flt Protected	0.95	1.00
Satd. Flow (prot)	1703	1568
Flt Permitted	0.76	1.00
Satd. Flow (perm)	1357	1568
Peak-hour factor, PHF	0.97	0.97
Adj. Flow (vph)	0	121
RTOR Reduction (vph)	0	111
Lane Group Flow (vph)	65	10
Heavy Vehicles (%)	0%	3%
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Actuated Green, G (s)	17.4	17.4
Effective Green, g (s)	18.4	18.4
Actuated g/C Ratio	0.08	0.08
Clearance Time (s)	6.8	6.8
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	113	131
v/s Ratio Prot		
v/s Ratio Perm	c0.05	0.01
v/c Ratio	0.58	0.08
Uniform Delay, d1	97.0	93.0
Progression Factor	1.00	1.00
Incremental Delay, d2	6.9	0.3
Delay (s)	103.9	93.2
Level of Service	F	F
Approach Delay (s)	97.0	
Approach LOS	F	

Intersection Summary

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↑
Traffic Vol, veh/h	0	1188	1715	7	0	4
Future Vol, veh/h	0	1188	1715	7	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1291	1864	8	0	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	936
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	*514
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %		-	-	-	1
Mov Cap-1 Maneuver	-	-	-	-	*514
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	514
HCM Lane V/C Ratio	-	-	-	0.008
HCM Control Delay (s)	-	-	-	12.1
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Intersection													
Int Delay, s/veh	6												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘ ↑↑↑			↘ ↑↑↑			↕			↕			
Traffic Vol, veh/h	27	1133	28	18	13	1654	27	10	0	27	27	2	58
Future Vol, veh/h	27	1133	28	18	13	1654	27	10	0	27	27	2	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	130	-	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	8	2	0	0	0	2	0	0	0	4	0	0	3
Mvmt Flow	28	1168	29	19	13	1705	28	10	0	28	28	2	60

Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	1733	0	0	874	1197	0	0	1986	3036	599	2306	3036	867
Stage 1	-	-	-	-	-	-	-	1239	1239	-	1783	1783	-
Stage 2	-	-	-	-	-	-	-	747	1797	-	523	1253	-
Critical Hdwy	5.46	-	-	5.6	5.3	-	-	6.4	6.5	7.18	6.4	6.5	7.16
Critical Hdwy Stg 1	-	-	-	-	-	-	-	7.3	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.7	5.5	-	6.7	5.5	-
Follow-up Hdwy	3.18	-	-	2.3	3.1	-	-	3.8	4	3.94	3.8	4	3.93
Pot Cap-1 Maneuver	*664	-	-	*1094	*812	-	-	*66	*13	*638	*42	*13	*537
Stage 1	-	-	-	-	-	-	-	*662	*629	-	*556	*528	-
Stage 2	-	-	-	-	-	-	-	*556	*528	-	*662	*629	-
Platoon blocked, %	1	-	-	1	1	-	-	-	-	1	-	-	1
Mov Cap-1 Maneuver	*664	-	-	*934	*934	-	-	*48	*12	*638	*38	*12	*537
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	*48	*12	-	*38	*12	-
Stage 1	-	-	-	-	-	-	-	*634	*603	-	*532	*510	-
Stage 2	-	-	-	-	-	-	-	*475	*510	-	*606	*603	-

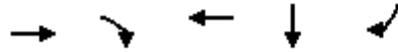
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	37.6	187.3
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	148	* 664	-	-	* 934	-	-	88
HCM Lane V/C Ratio	0.258	0.042	-	-	0.034	-	-	1.019
HCM Control Delay (s)	37.6	10.7	-	-	9	-	-	187.3
HCM Lane LOS		E	B	-	A	-	-	F
HCM 95th %tile Q(veh)	1	0.1	-	-	0.1	-	-	5.9

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Queues  
4: FFX Circle & Fairfax Blvd

Existing Conditions  
Timing Plan: PM Peak Hour



Lane Group	EBT	EBR	WBT	SBT	SBR
Lane Group Flow (vph)	1018	297	1192	878	646
v/c Ratio	0.45	0.30	0.52	0.87	0.41
Control Delay	10.6	9.6	3.4	46.1	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	10.6	9.6	3.4	46.1	0.8
Queue Length 50th (ft)	169	82	38	293	0
Queue Length 95th (ft)	213	128	44	#397	0
Internal Link Dist (ft)	835		176	192	
Turn Bay Length (ft)					
Base Capacity (vph)	2249	1006	2272	1017	1583
Starvation Cap Reductn	0	0	31	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.45	0.30	0.53	0.86	0.41

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis  
4: FFX Circle & Fairfax Blvd

Existing Conditions  
Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations		↑↑	↗		↑↑						↖↑	↗		
Traffic Volume (vph)	0	998	291	0	1168	0	0	0	0	23	838	633		
Future Volume (vph)	0	998	291	0	1168	0	0	0	0	23	838	633		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Total Lost time (s)		3.4	3.4		3.4						4.8	4.0		
Lane Util. Factor		0.95	1.00		0.95						0.95	1.00		
Frt		1.00	0.85		1.00						1.00	0.85		
Flt Protected		1.00	1.00		1.00						1.00	1.00		
Satd. Flow (prot)		3539	1583		3574						3536	1583		
Flt Permitted		1.00	1.00		1.00						1.00	1.00		
Satd. Flow (perm)		3539	1583		3574						3536	1583		
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98		
Adj. Flow (vph)	0	1018	297	0	1192	0	0	0	0	23	855	646		
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0		
Lane Group Flow (vph)	0	1018	297	0	1192	0	0	0	0	0	878	646		
Heavy Vehicles (%)	0%	2%	2%	0%	1%	0%	0%	0%	0%	0%	2%	2%		
Turn Type		NA	Prot		NA					Split	NA	Free		
Protected Phases		2	2		2					4	4			
Permitted Phases												Free		
Actuated Green, G (s)		65.2	65.2		65.2						27.3	105.0		
Effective Green, g (s)		66.8	66.8		66.8						30.0	105.0		
Actuated g/C Ratio		0.64	0.64		0.64						0.29	1.00		
Clearance Time (s)		5.0	5.0		5.0						7.5			
Vehicle Extension (s)		3.0	3.0		3.0						3.0			
Lane Grp Cap (vph)		2251	1007		2273						1010	1583		
v/s Ratio Prot		0.29	0.19		c0.33						c0.25			
v/s Ratio Perm												0.41		
v/c Ratio		0.45	0.29		0.52						0.87	0.41		
Uniform Delay, d1		9.8	8.6		10.4						35.6	0.0		
Progression Factor		1.00	1.00		0.25						1.00	1.00		
Incremental Delay, d2		0.7	0.7		0.8						8.1	0.8		
Delay (s)		10.4	9.3		3.3						43.7	0.8		
Level of Service		B	A		A						D	A		
Approach Delay (s)		10.2			3.3			0.0			25.5			
Approach LOS		B			A			A			C			
<b>Intersection Summary</b>														
HCM 2000 Control Delay			13.9									HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio			0.63											
Actuated Cycle Length (s)			105.0								8.2		Sum of lost time (s)	
Intersection Capacity Utilization			63.5%										ICU Level of Service	B
Analysis Period (min)			15											
c Critical Lane Group														

Queues  
5: Old Lee Highway/FFX Circle & Fairfax Blvd

Existing Conditions  
Timing Plan: PM Peak Hour



Lane Group	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	1058	1164	219	426	279
v/c Ratio	0.47	0.51	0.22	0.43	0.17
Control Delay	2.9	11.3	8.8	32.0	0.2
Queue Delay	0.1	0.0	0.0	0.0	0.0
Total Delay	2.9	11.3	8.8	32.0	0.2
Queue Length 50th (ft)	29	204	57	122	0
Queue Length 95th (ft)	m33	255	92	168	0
Internal Link Dist (ft)	176	1252		171	
Turn Bay Length (ft)			200		
Base Capacity (vph)	2249	2272	1016	1005	1599
Starvation Cap Reductn	157	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.51	0.51	0.22	0.42	0.17

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis  
5: Old Lee Highway/FFX Circle & Fairfax Blvd

Existing Conditions  
Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑	↗		↖↑	↗			
Traffic Volume (vph)	0	1016	0	0	1117	210	46	363	268	0	0	0
Future Volume (vph)	0	1016	0	0	1117	210	46	363	268	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.4			3.4	3.4		4.8	4.0			
Lane Util. Factor		0.95			0.95	1.00		0.95	1.00			
Frt		1.00			1.00	0.85		1.00	0.85			
Flt Protected		1.00			1.00	1.00		0.99	1.00			
Satd. Flow (prot)		3539			3574	1599		3497	1599			
Flt Permitted		1.00			1.00	1.00		0.99	1.00			
Satd. Flow (perm)		3539			3574	1599		3497	1599			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	1058	0	0	1164	219	48	378	279	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1058	0	0	1164	219	0	426	279	0	0	0
Heavy Vehicles (%)	0%	2%	0%	0%	1%	1%	0%	3%	1%	0%	0%	0%
Turn Type		NA			NA	Perm	Split	NA	Free			
Protected Phases		2			2		4	4				
Permitted Phases						2			Free			
Actuated Green, G (s)		65.2			65.2	65.2		27.3	105.0			
Effective Green, g (s)		66.8			66.8	66.8		30.0	105.0			
Actuated g/C Ratio		0.64			0.64	0.64		0.29	1.00			
Clearance Time (s)		5.0			5.0	5.0		7.5				
Vehicle Extension (s)		3.0			3.0	3.0		3.0				
Lane Grp Cap (vph)		2251			2273	1017		999	1599			
v/s Ratio Prot		0.30			c0.33			c0.12				
v/s Ratio Perm						0.14			0.17			
v/c Ratio		0.47			0.51	0.22		0.43	0.17			
Uniform Delay, d1		9.9			10.3	8.1		30.5	0.0			
Progression Factor		0.22			1.00	1.00		1.00	1.00			
Incremental Delay, d2		0.6			0.8	0.5		0.3	0.2			
Delay (s)		2.8			11.1	8.5		30.8	0.2			
Level of Service		A			B	A		C	A			
Approach Delay (s)		2.8			10.7			18.7			0.0	
Approach LOS		A			B			B			A	

Intersection Summary

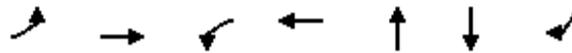
HCM 2000 Control Delay	9.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	8.2
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Queues

1: Harley Dealer/Draper Drive & Fairfax Blvd

Background Conditions

Timing Plan: AM Peak Hour

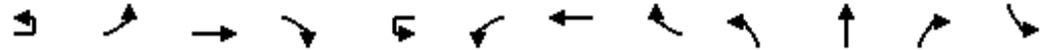


Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	158	1636	10	964	1	48	116
v/c Ratio	0.33	0.38	0.04	0.25	0.01	0.44	0.50
Control Delay	4.6	5.5	3.8	6.8	72.0	92.6	18.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.6	5.5	3.8	6.8	72.0	92.6	18.1
Queue Length 50th (ft)	23	115	1	101	1	59	0
Queue Length 95th (ft)	65	325	8	188	7	100	64
Internal Link Dist (ft)		1739		274	70	420	
Turn Bay Length (ft)	190		50				200
Base Capacity (vph)	614	4303	376	3799	392	267	406
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.38	0.03	0.25	0.00	0.18	0.29

Intersection Summary

HCM Signalized Intersection Capacity Analysis  
 1: Harley Dealer/Draper Drive & Fairfax Blvd

Background Conditions  
 Timing Plan: AM Peak Hour



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↖	↑↑↑			↖	↑↑↑			↖	↗	
Traffic Volume (vph)	6	149	1602	1	5	5	883	62	0	1	0	47
Future Volume (vph)	6	149	1602	1	5	5	883	62	0	1	0	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.6	5.6			5.6	5.6			5.8		
Lane Util. Factor		1.00	0.91			1.00	0.91			1.00		
Frt		1.00	1.00			1.00	0.99			1.00		
Flt Protected		0.95	1.00			0.95	1.00			1.00		
Satd. Flow (prot)		1751	5187			1805	4892			1900		
Flt Permitted		0.27	1.00			0.13	1.00			1.00		
Satd. Flow (perm)		489	5187			255	4892			1900		
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.92	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	6	152	1635	1	5	5	901	63	0	1	0	48
RTOR Reduction (vph)	0	0	0	0	0	0	2	0	0	0	0	0
Lane Group Flow (vph)	0	158	1636	0	0	10	962	0	0	1	0	0
Heavy Vehicles (%)	5%	3%	0%	0%	0%	0%	5%	5%	0%	0%	0%	11%
Turn Type	custom	pm+pt	NA		custom	pm+pt	NA			NA	Perm	Perm
Protected Phases		1	6			5	2			4		
Permitted Phases	1	6			5	2			4		4	4
Actuated Green, G (s)		161.2	152.7			149.0	146.6			14.9		
Effective Green, g (s)		162.7	153.7			151.0	147.6			15.9		
Actuated g/C Ratio		0.86	0.81			0.79	0.78			0.08		
Clearance Time (s)		6.6	6.6			6.6	6.6			6.8		
Vehicle Extension (s)		3.0	3.0			3.0	3.0			3.0		
Lane Grp Cap (vph)		481	4196			230	3800			159		
v/s Ratio Prot		c0.02	c0.32			0.00	0.20			0.00		
v/s Ratio Perm		0.26				0.03						
v/c Ratio		0.33	0.39			0.04	0.25			0.01		
Uniform Delay, d1		2.6	5.1			4.1	5.9			79.8		
Progression Factor		1.00	1.00			1.00	1.00			1.00		
Incremental Delay, d2		0.4	0.3			0.1	0.2			0.0		
Delay (s)		3.0	5.3			4.2	6.0			79.8		
Level of Service		A	A			A	A			E		
Approach Delay (s)			5.1				6.0			79.8		
Approach LOS			A				A			E		
<b>Intersection Summary</b>												
HCM 2000 Control Delay			9.8			HCM 2000 Level of Service				A		
HCM 2000 Volume to Capacity ratio			0.40									
Actuated Cycle Length (s)			190.0			Sum of lost time (s)				17.0		
Intersection Capacity Utilization			58.6%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis  
 1: Harley Dealer/Draper Drive & Fairfax Blvd

Background Conditions  
 Timing Plan: AM Peak Hour



Movement	SBT	SBR
Lane Configurations	↕	↗
Traffic Volume (vph)	0	114
Future Volume (vph)	0	114
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	5.8	5.8
Lane Util. Factor	1.00	1.00
Frt	1.00	0.85
Flt Protected	0.95	1.00
Satd. Flow (prot)	1626	1524
Flt Permitted	0.76	1.00
Satd. Flow (perm)	1296	1524
Peak-hour factor, PHF	0.98	0.98
Adj. Flow (vph)	0	116
RTOR Reduction (vph)	0	106
Lane Group Flow (vph)	48	10
Heavy Vehicles (%)	0%	6%
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Actuated Green, G (s)	14.9	14.9
Effective Green, g (s)	15.9	15.9
Actuated g/C Ratio	0.08	0.08
Clearance Time (s)	6.8	6.8
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	108	127
v/s Ratio Prot		
v/s Ratio Perm	c0.04	0.01
v/c Ratio	0.44	0.08
Uniform Delay, d1	82.8	80.3
Progression Factor	1.00	1.00
Incremental Delay, d2	2.9	0.3
Delay (s)	85.7	80.5
Level of Service	F	F
Approach Delay (s)	82.1	
Approach LOS	F	

Intersection Summary

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↑
Traffic Vol, veh/h	0	1642	964	5	0	5
Future Vol, veh/h	0	1642	964	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1785	1048	5	0	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	- 527
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0 *689
Stage 1	0	-	-	-	0 -
Stage 2	0	-	-	-	0 -
Platoon blocked, %		-	-	-	1
Mov Cap-1 Maneuver	-	-	-	-	- *689
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	689
HCM Lane V/C Ratio	-	-	-	0.008
HCM Control Delay (s)	-	-	-	10.3
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

HCM 6th TWSC  
3: Spring St & Fairfax Blvd

Background Conditions  
Timing Plan: AM Peak Hour

Intersection													
Int Delay, s/veh	2.1												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘ ↑↑↑			↘ ↑↑↑			↕			↕			
Traffic Vol, veh/h	22	1592	28	10	5	932	37	11	4	5	23	1	26
Future Vol, veh/h	22	1592	28	10	5	932	37	11	4	5	23	1	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	130	-	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	4	0	20	5	3	0	9	0	0	13	0	4
Mvmt Flow	22	1624	29	10	5	951	38	11	4	5	23	1	27

Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	989	0	0	1207	1653	0	0	2094	2702	827	1696	2697	495
Stage 1	-	-	-	-	-	-	-	1683	1683	-	1000	1000	-
Stage 2	-	-	-	-	-	-	-	411	1019	-	696	1697	-
Critical Hdwy	5.3	-	-	6	5.4	-	-	6.58	6.5	7.1	6.66	6.5	7.18
Critical Hdwy Stg 1	-	-	-	-	-	-	-	7.48	5.5	-	7.56	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.88	5.5	-	6.96	5.5	-
Follow-up Hdwy	3.1	-	-	2.5	3.15	-	-	3.89	4	3.9	3.93	4	3.94
Pot Cap-1 Maneuver	*887	-	-	*852	*677	-	-	*51	*22	*546	*87	*22	*697
Stage 1	-	-	-	-	-	-	-	*547	*533	-	*699	*687	-
Stage 2	-	-	-	-	-	-	-	*706	*687	-	*542	*533	-
Platoon blocked, %	1	-	-	1	1	-	-	-	-	1	-	-	1
Mov Cap-1 Maneuver	*887	-	-	*780	*780	-	-	*46	*21	*546	*71	*21	*697
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	*46	*21	-	*71	*21	-
Stage 1	-	-	-	-	-	-	-	*534	*519	-	*682	*674	-
Stage 2	-	-	-	-	-	-	-	*665	*674	-	*520	*519	-

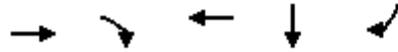
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	135	54.2
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	46	*887	-	-	*780	-	-	122
HCM Lane V/C Ratio	0.444	0.025	-	-	0.02	-	-	0.418
HCM Control Delay (s)	135	9.2	-	-	9.7	-	-	54.2
HCM Lane LOS	F	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	1.6	0.1	-	-	0.1	-	-	1.8

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Queues  
4: FFX Circle & Fairfax Blvd

Background Conditions  
Timing Plan: AM Peak Hour



Lane Group	EBT	EBR	WBT	SBT	SBR
Lane Group Flow (vph)	1410	329	819	424	302
v/c Ratio	0.58	0.32	0.34	0.47	0.20
Control Delay	19.0	14.9	3.9	68.5	0.3
Queue Delay	0.0	0.0	0.2	0.0	0.0
Total Delay	19.0	14.9	4.0	68.5	0.3
Queue Length 50th (ft)	529	180	50	274	0
Queue Length 95th (ft)	670	273	56	316	0
Internal Link Dist (ft)	835		176	192	
Turn Bay Length (ft)					
Base Capacity (vph)	2435	1029	2412	1088	1524
Starvation Cap Reductn	0	0	736	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.58	0.32	0.49	0.39	0.20
Intersection Summary					

HCM Signalized Intersection Capacity Analysis  
4: FFX Circle & Fairfax Blvd

Background Conditions  
Timing Plan: AM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↑↑	↑		↑↑						↑↑	↑	
Traffic Volume (vph)	0	1311	306	0	762	0	0	0	0	13	381	281	
Future Volume (vph)	0	1311	306	0	762	0	0	0	0	13	381	281	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		3.5	3.5		3.5						4.8	4.0	
Lane Util. Factor		0.95	1.00		0.95						0.95	1.00	
Frt		1.00	0.85		1.00						1.00	0.85	
Flt Protected		1.00	1.00		1.00						1.00	1.00	
Satd. Flow (prot)		3505	1482		3471						3413	1524	
Flt Permitted		1.00	1.00		1.00						1.00	1.00	
Satd. Flow (perm)		3505	1482		3471						3413	1524	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Adj. Flow (vph)	0	1410	329	0	819	0	0	0	0	14	410	302	
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0	
Lane Group Flow (vph)	0	1410	329	0	819	0	0	0	0	0	424	302	
Heavy Vehicles (%)	0%	3%	9%	0%	4%	0%	0%	0%	0%	23%	5%	6%	
Turn Type		NA	Prot		NA					Split	NA	Free	
Protected Phases		2	2		2					4	4		
Permitted Phases												Free	
Actuated Green, G (s)		151.3	151.3		151.3						56.1	220.0	
Effective Green, g (s)		152.9	152.9		152.9						58.8	220.0	
Actuated g/C Ratio		0.70	0.70		0.70						0.27	1.00	
Clearance Time (s)		5.1	5.1		5.1						7.5		
Vehicle Extension (s)		3.0	3.0		3.0						3.0		
Lane Grp Cap (vph)		2435	1029		2412						912	1524	
v/s Ratio Prot		c0.40	0.22		0.24						c0.12		
v/s Ratio Perm												0.20	
v/c Ratio		0.58	0.32		0.34						0.46	0.20	
Uniform Delay, d1		17.1	13.2		13.4						67.4	0.0	
Progression Factor		1.00	1.00		0.25						1.00	1.00	
Incremental Delay, d2		1.0	0.8		0.4						0.4	0.3	
Delay (s)		18.1	14.0		3.7						67.8	0.3	
Level of Service		B	B		A						E	A	
Approach Delay (s)		17.3			3.7			0.0			39.7		
Approach LOS		B			A			A			D		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			18.9									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.55										
Actuated Cycle Length (s)			220.0									Sum of lost time (s)	8.3
Intersection Capacity Utilization			62.8%									ICU Level of Service	B
Analysis Period (min)			15										
c Critical Lane Group													

Queues

5: Old Lee Highway/FFX Circle & Fairfax Blvd

Background Conditions

Timing Plan: AM Peak Hour



Lane Group	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	1434	782	155	747	333
v/c Ratio	0.59	0.32	0.15	0.82	0.21
Control Delay	2.6	14.2	12.6	83.4	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	2.6	14.2	12.6	83.4	0.3
Queue Length 50th (ft)	31	226	74	541	0
Queue Length 95th (ft)	34	298	122	591	0
Internal Link Dist (ft)	176	1252		171	
Turn Bay Length (ft)			200		
Base Capacity (vph)	2435	2412	1048	1087	1583
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.59	0.32	0.15	0.69	0.21

Intersection Summary

HCM Signalized Intersection Capacity Analysis  
5: Old Lee Highway/FFX Circle & Fairfax Blvd

Background Conditions  
Timing Plan: AM Peak Hour

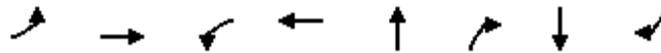
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑	↑		↑↑	↑			
Traffic Volume (vph)	0	1319	0	0	719	143	42	645	306	0	0	0
Future Volume (vph)	0	1319	0	0	719	143	42	645	306	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5			3.5	3.5		4.8	4.0			
Lane Util. Factor		0.95			0.95	1.00		0.95	1.00			
Frt		1.00			1.00	0.85		1.00	0.85			
Flt Protected		1.00			1.00	1.00		1.00	1.00			
Satd. Flow (prot)		3505			3471	1509		3407	1583			
Flt Permitted		1.00			1.00	1.00		1.00	1.00			
Satd. Flow (perm)		3505			3471	1509		3407	1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1434	0	0	782	155	46	701	333	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1434	0	0	782	155	0	747	333	0	0	0
Heavy Vehicles (%)	0%	3%	0%	0%	4%	7%	0%	6%	2%	0%	0%	0%
Turn Type		NA			NA	Perm	Split	NA	Free			
Protected Phases		2			2		4	4				
Permitted Phases						2			Free			
Actuated Green, G (s)		151.3			151.3	151.3		56.1	220.0			
Effective Green, g (s)		152.9			152.9	152.9		58.8	220.0			
Actuated g/C Ratio		0.70			0.70	0.70		0.27	1.00			
Clearance Time (s)		5.1			5.1	5.1		7.5				
Vehicle Extension (s)		3.0			3.0	3.0		3.0				
Lane Grp Cap (vph)		2435			2412	1048		910	1583			
v/s Ratio Prot		c0.41			0.23			c0.22				
v/s Ratio Perm						0.10			0.21			
v/c Ratio		0.59			0.32	0.15		0.82	0.21			
Uniform Delay, d1		17.3			13.2	11.4		75.7	0.0			
Progression Factor		0.10			1.00	1.00		1.00	1.00			
Incremental Delay, d2		0.9			0.4	0.3		6.0	0.3			
Delay (s)		2.6			13.6	11.7		81.7	0.3			
Level of Service		A			B	B		F	A			
Approach Delay (s)		2.6			13.3			56.6			0.0	
Approach LOS		A			B			E			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			22.4				HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio			0.65									
Actuated Cycle Length (s)			220.0				Sum of lost time (s)		8.3			
Intersection Capacity Utilization			62.8%				ICU Level of Service		B			
Analysis Period (min)			15									
c Critical Lane Group												

Queues

1: Harley Dealer/Draper Drive & Fairfax Blvd

Background Conditions

Timing Plan: PM Peak Hour

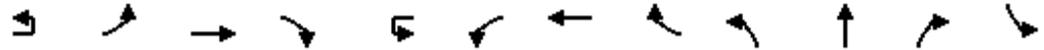


Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	138	1262	7	1875	1	6	66	123
v/c Ratio	0.59	0.30	0.02	0.47	0.01	0.04	0.58	0.50
Control Delay	17.7	4.7	3.9	9.7	86.0	0.5	114.9	18.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.7	4.7	3.9	9.7	86.0	0.5	114.9	18.8
Queue Length 50th (ft)	23	95	1	300	1	0	95	0
Queue Length 95th (ft)	90	228	6	490	9	0	149	72
Internal Link Dist (ft)		1739		274	70		420	
Turn Bay Length (ft)	190		50					200
Base Capacity (vph)	319	4272	464	3975	189	251	210	347
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.30	0.02	0.47	0.01	0.02	0.31	0.35

Intersection Summary

HCM Signalized Intersection Capacity Analysis  
 1: Harley Dealer/Draper Drive & Fairfax Blvd

Background Conditions  
 Timing Plan: PM Peak Hour



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↖	↑↑↑			↖	↑↑↑			↖	↗	
Traffic Volume (vph)	10	124	1219	5	4	3	1727	92	1	0	6	64
Future Volume (vph)	10	124	1219	5	4	3	1727	92	1	0	6	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.6	5.6			5.6	5.6			5.8	6.8	
Lane Util. Factor		1.00	0.91			1.00	0.91			1.00	1.00	
Frt		1.00	1.00			1.00	0.99			1.00	0.85	
Flt Protected		0.95	1.00			0.95	1.00			0.95	1.00	
Satd. Flow (prot)		1756	5079			1805	5084			1805	1380	
Flt Permitted		0.09	1.00			0.21	1.00			0.64	1.00	
Satd. Flow (perm)		167	5079			396	5084			1219	1380	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.92	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	10	128	1257	5	4	3	1780	95	1	0	6	66
RTOR Reduction (vph)	0	0	0	0	0	0	2	0	0	0	6	0
Lane Group Flow (vph)	0	138	1262	0	0	7	1873	0	0	1	0	0
Heavy Vehicles (%)	0%	3%	2%	20%	0%	0%	1%	6%	0%	0%	17%	6%
Turn Type	custom	pm+pt	NA		custom	pm+pt	NA		Perm	NA	Perm	Perm
Protected Phases		1	6			5	2			4		
Permitted Phases	1	6			5	2			4		4	4
Actuated Green, G (s)		189.1	180.1			173.4	171.0			17.5	17.5	
Effective Green, g (s)		190.1	181.1			175.4	172.0			18.5	17.5	
Actuated g/C Ratio		0.86	0.82			0.80	0.78			0.08	0.08	
Clearance Time (s)		6.6	6.6			6.6	6.6			6.8	6.8	
Vehicle Extension (s)		3.0	3.0			3.0	3.0			3.0	3.0	
Lane Grp Cap (vph)		234	4180			337	3974			102	109	
v/s Ratio Prot		c0.03	0.25			0.00	0.37					
v/s Ratio Perm		c0.47				0.02				0.00	0.00	
v/c Ratio		0.59	0.30			0.02	0.47			0.01	0.00	
Uniform Delay, d1		8.6	4.6			4.5	8.3			92.4	93.2	
Progression Factor		1.00	1.00			1.00	1.00			1.00	1.00	
Incremental Delay, d2		3.8	0.2			0.0	0.4			0.0	0.0	
Delay (s)		12.4	4.8			4.6	8.7			92.4	93.2	
Level of Service		B	A			A	A			F	F	
Approach Delay (s)			5.5				8.7			93.1		
Approach LOS			A				A			F		

Intersection Summary			
HCM 2000 Control Delay	12.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	220.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	73.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
 1: Harley Dealer/Draper Drive & Fairfax Blvd

Background Conditions  
 Timing Plan: PM Peak Hour



Movement	SBT	SBR
Lane Configurations	↕	↗
Traffic Volume (vph)	0	119
Future Volume (vph)	0	119
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	5.8	5.8
Lane Util. Factor	1.00	1.00
Frt	1.00	0.85
Flt Protected	0.95	1.00
Satd. Flow (prot)	1703	1568
Flt Permitted	0.76	1.00
Satd. Flow (perm)	1357	1568
Peak-hour factor, PHF	0.97	0.97
Adj. Flow (vph)	0	123
RTOR Reduction (vph)	0	113
Lane Group Flow (vph)	66	10
Heavy Vehicles (%)	0%	3%
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Actuated Green, G (s)	17.5	17.5
Effective Green, g (s)	18.5	18.5
Actuated g/C Ratio	0.08	0.08
Clearance Time (s)	6.8	6.8
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	114	131
v/s Ratio Prot		
v/s Ratio Perm	c0.05	0.01
v/c Ratio	0.58	0.08
Uniform Delay, d1	97.0	92.9
Progression Factor	1.00	1.00
Incremental Delay, d2	7.0	0.3
Delay (s)	104.0	93.2
Level of Service	F	F
Approach Delay (s)	96.9	
Approach LOS	F	

Intersection Summary

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↑
Traffic Vol, veh/h	0	1306	1821	7	0	4
Future Vol, veh/h	0	1306	1821	7	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1420	1979	8	0	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	994
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	*489
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %		-	-	-	1
Mov Cap-1 Maneuver	-	-	-	-	*489
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	489
HCM Lane V/C Ratio	-	-	-	0.009
HCM Control Delay (s)	-	-	-	12.4
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

HCM 6th TWSC  
3: Spring St & Fairfax Blvd

Background Conditions  
Timing Plan: PM Peak Hour

Intersection													
Int Delay, s/veh	9.6												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑				↖ ↑↑↑				↕			↕	
Traffic Vol, veh/h	28	1250	29	18	13	1759	28	10	0	28	28	2	59
Future Vol, veh/h	28	1250	29	18	13	1759	28	10	0	28	28	2	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	130	-	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	8	2	0	0	0	2	0	0	0	4	0	0	3
Mvmt Flow	29	1289	30	19	13	1813	29	10	0	29	29	2	61

Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	1842	0	0	963	1319	0	0	2152	3268	660	2466	3269	921
Stage 1	-	-	-	-	-	-	-	1362	1362	-	1892	1892	-
Stage 2	-	-	-	-	-	-	-	790	1906	-	574	1377	-
Critical Hdwy	5.46	-	-	5.6	5.3	-	-	6.4	6.5	7.18	6.4	6.5	7.16
Critical Hdwy Stg 1	-	-	-	-	-	-	-	7.3	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.7	5.5	-	6.7	5.5	-
Follow-up Hdwy	3.18	-	-	2.3	3.1	-	-	3.8	4	3.94	3.8	4	3.93
Pot Cap-1 Maneuver	*634	-	-	*1053	*782	-	-	*52	*9	*615	*33	*9	*513
Stage 1	-	-	-	-	-	-	-	*638	*606	-	*530	*504	-
Stage 2	-	-	-	-	-	-	-	*530	*504	-	*638	*606	-
Platoon blocked, %	1	-	-	1	1	-	-	-	-	1	-	-	1
Mov Cap-1 Maneuver	*634	-	-	*898	*898	-	-	*35	*8	*615	*30	*8	*513
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	*35	*8	-	*30	*8	-
Stage 1	-	-	-	-	-	-	-	*608	*578	-	*506	*486	-
Stage 2	-	-	-	-	-	-	-	*449	*486	-	*580	*578	-

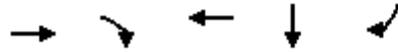
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	51.7	\$ 323
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	115	* 634	-	-	* 898	-	-	69
HCM Lane V/C Ratio	0.341	0.046	-	-	0.036	-	-	1.33
HCM Control Delay (s)	51.7	10.9	-	-	9.2	-	-	\$ 323
HCM Lane LOS	F	B	-	-	A	-	-	F
HCM 95th %tile Q(veh)	1.4	0.1	-	-	0.1	-	-	7.5

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Queues  
4: FFX Circle & Fairfax Blvd

Background Conditions  
Timing Plan: PM Peak Hour



Lane Group	EBT	EBR	WBT	SBT	SBR
Lane Group Flow (vph)	1112	326	1289	924	659
v/c Ratio	0.50	0.32	0.57	0.91	0.42
Control Delay	11.2	9.9	3.5	50.0	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	11.2	9.9	3.5	50.0	0.8
Queue Length 50th (ft)	192	93	40	314	0
Queue Length 95th (ft)	240	141	46	#433	0
Internal Link Dist (ft)	835		176	192	
Turn Bay Length (ft)					
Base Capacity (vph)	2244	1004	2266	1017	1583
Starvation Cap Reductn	0	0	30	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.50	0.32	0.58	0.91	0.42

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

# HCM Signalized Intersection Capacity Analysis

## 4: FFX Circle & Fairfax Blvd

Background Conditions  
Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↑↑	↑		↑↑						↑↑	↑	
Traffic Volume (vph)	0	1090	319	0	1263	0	0	0	0	23	883	646	
Future Volume (vph)	0	1090	319	0	1263	0	0	0	0	23	883	646	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		3.4	3.4		3.4						4.8	4.0	
Lane Util. Factor		0.95	1.00		0.95						0.95	1.00	
Frt		1.00	0.85		1.00						1.00	0.85	
Flt Protected		1.00	1.00		1.00						1.00	1.00	
Satd. Flow (prot)		3539	1583		3574						3537	1583	
Flt Permitted		1.00	1.00		1.00						1.00	1.00	
Satd. Flow (perm)		3539	1583		3574						3537	1583	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	
Adj. Flow (vph)	0	1112	326	0	1289	0	0	0	0	23	901	659	
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0	
Lane Group Flow (vph)	0	1112	326	0	1289	0	0	0	0	0	924	659	
Heavy Vehicles (%)	0%	2%	2%	0%	1%	0%	0%	0%	0%	0%	2%	2%	
Turn Type		NA	Prot		NA					Split	NA	Free	
Protected Phases		2	2		2					4	4		
Permitted Phases												Free	
Actuated Green, G (s)		65.0	65.0		65.0						27.5	105.0	
Effective Green, g (s)		66.6	66.6		66.6						30.2	105.0	
Actuated g/C Ratio		0.63	0.63		0.63						0.29	1.00	
Clearance Time (s)		5.0	5.0		5.0						7.5		
Vehicle Extension (s)		3.0	3.0		3.0						3.0		
Lane Grp Cap (vph)		2244	1004		2266						1017	1583	
v/s Ratio Prot		0.31	0.21		c0.36						c0.26		
v/s Ratio Perm												0.42	
v/c Ratio		0.50	0.32		0.57						0.91	0.42	
Uniform Delay, d1		10.2	8.8		11.0						36.1	0.0	
Progression Factor		1.00	1.00		0.23						1.00	1.00	
Incremental Delay, d2		0.8	0.9		0.9						11.5	0.8	
Delay (s)		11.0	9.7		3.4						47.6	0.8	
Level of Service		B	A		A						D	A	
Approach Delay (s)		10.7			3.4			0.0			28.1		
Approach LOS		B			A			A			C		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			14.9									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.67										
Actuated Cycle Length (s)			105.0									Sum of lost time (s)	8.2
Intersection Capacity Utilization			67.3%									ICU Level of Service	C
Analysis Period (min)			15										
c Critical Lane Group													

Queues  
5: Old Lee Highway/FFX Circle & Fairfax Blvd

Background Conditions  
Timing Plan: PM Peak Hour



Lane Group	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	1154	1261	252	470	311
v/c Ratio	0.51	0.56	0.25	0.47	0.19
Control Delay	3.0	12.0	9.1	32.6	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	3.0	12.0	9.1	32.6	0.3
Queue Length 50th (ft)	31	231	67	136	0
Queue Length 95th (ft)	m35	287	107	186	0
Internal Link Dist (ft)	176	1252		171	
Turn Bay Length (ft)			200		
Base Capacity (vph)	2244	2266	1014	1006	1599
Starvation Cap Reductn	8	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.52	0.56	0.25	0.47	0.19

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

# HCM Signalized Intersection Capacity Analysis

## 5: Old Lee Highway/FFX Circle & Fairfax Blvd

Background Conditions  
Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑	↗		↖↑	↗			
Traffic Volume (vph)	0	1108	0	0	1211	242	47	404	299	0	0	0
Future Volume (vph)	0	1108	0	0	1211	242	47	404	299	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.4			3.4	3.4		4.8	4.0			
Lane Util. Factor		0.95			0.95	1.00		0.95	1.00			
Frt		1.00			1.00	0.85		1.00	0.85			
Flt Protected		1.00			1.00	1.00		0.99	1.00			
Satd. Flow (prot)		3539			3574	1599		3497	1599			
Flt Permitted		1.00			1.00	1.00		0.99	1.00			
Satd. Flow (perm)		3539			3574	1599		3497	1599			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	1154	0	0	1261	252	49	421	311	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1154	0	0	1261	252	0	470	311	0	0	0
Heavy Vehicles (%)	0%	2%	0%	0%	1%	1%	0%	3%	1%	0%	0%	0%
Turn Type		NA			NA	Perm	Split	NA	Free			
Protected Phases		2			2		4	4				
Permitted Phases						2			Free			
Actuated Green, G (s)		65.0			65.0	65.0		27.5	105.0			
Effective Green, g (s)		66.6			66.6	66.6		30.2	105.0			
Actuated g/C Ratio		0.63			0.63	0.63		0.29	1.00			
Clearance Time (s)		5.0			5.0	5.0		7.5				
Vehicle Extension (s)		3.0			3.0	3.0		3.0				
Lane Grp Cap (vph)		2244			2266	1014		1005	1599			
v/s Ratio Prot		0.33			c0.35			c0.13				
v/s Ratio Perm						0.16			0.19			
v/c Ratio		0.51			0.56	0.25		0.47	0.19			
Uniform Delay, d1		10.4			10.9	8.3		30.8	0.0			
Progression Factor		0.21			1.00	1.00		1.00	1.00			
Incremental Delay, d2		0.7			1.0	0.6		0.3	0.3			
Delay (s)		2.9			11.8	8.9		31.1	0.3			
Level of Service		A			B	A		C	A			
Approach Delay (s)		2.9			11.4			18.8			0.0	
Approach LOS		A			B			B			A	

### Intersection Summary

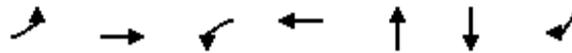
HCM 2000 Control Delay	10.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	8.2
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Queues

1: Harley Dealer/Draper Drive & Fairfax Blvd

Total Future Conditions

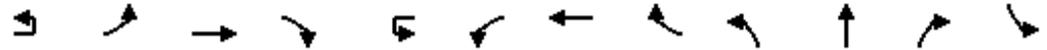
Timing Plan: AM Peak Hour



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	158	1664	67	991	1	48	116
v/c Ratio	0.34	0.41	0.26	0.26	0.01	0.44	0.50
Control Delay	4.8	7.5	5.6	6.8	72.0	92.6	18.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.8	7.5	5.6	6.8	72.0	92.6	18.1
Queue Length 50th (ft)	23	200	9	105	1	59	0
Queue Length 95th (ft)	65	348	31	195	7	100	64
Internal Link Dist (ft)		1739		274	70	420	
Turn Bay Length (ft)	190		50				200
Base Capacity (vph)	612	4075	362	3799	392	267	406
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.41	0.19	0.26	0.00	0.18	0.29
<b>Intersection Summary</b>							

HCM Signalized Intersection Capacity Analysis  
 1: Harley Dealer/Draper Drive & Fairfax Blvd

Total Future Conditions  
 Timing Plan: AM Peak Hour



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	6	149	1630	1	57	5	909	62	0	1	0	47
Future Volume (vph)	6	149	1630	1	57	5	909	62	0	1	0	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.6	5.6			5.6	5.6			5.8		
Lane Util. Factor		1.00	0.91			1.00	0.91			1.00		
Frt		1.00	1.00			1.00	0.99			1.00		
Flt Protected		0.95	1.00			0.95	1.00			1.00		
Satd. Flow (prot)		1751	5187			1805	4893			1900		
Flt Permitted		0.26	1.00			0.12	1.00			1.00		
Satd. Flow (perm)		487	5187			235	4893			1900		
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.92	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	6	152	1663	1	62	5	928	63	0	1	0	48
RTOR Reduction (vph)	0	0	0	0	0	0	2	0	0	0	0	0
Lane Group Flow (vph)	0	158	1664	0	0	67	989	0	0	1	0	0
Heavy Vehicles (%)	5%	3%	0%	0%	0%	0%	5%	5%	0%	0%	0%	11%
Turn Type	custom	pm+pt	NA		custom	pm+pt	NA			NA	Perm	Perm
Protected Phases		1	6			5	2			4		
Permitted Phases	1	6			5	2			4		4	4
Actuated Green, G (s)		156.8	148.3			153.4	146.6			14.9		
Effective Green, g (s)		158.8	149.3			155.4	147.6			15.9		
Actuated g/C Ratio		0.84	0.79			0.82	0.78			0.08		
Clearance Time (s)		6.6	6.6			6.6	6.6			6.8		
Vehicle Extension (s)		3.0	3.0			3.0	3.0			3.0		
Lane Grp Cap (vph)		470	4075			256	3801			159		
v/s Ratio Prot		c0.02	c0.32			0.01	0.20			0.00		
v/s Ratio Perm		0.26				0.20						
v/c Ratio		0.34	0.41			0.26	0.26			0.01		
Uniform Delay, d1		3.0	6.4			3.9	5.9			79.8		
Progression Factor		1.00	1.00			1.00	1.00			1.00		
Incremental Delay, d2		0.4	0.3			0.5	0.2			0.0		
Delay (s)		3.4	6.7			4.5	6.1			79.8		
Level of Service		A	A			A	A			E		
Approach Delay (s)			6.4				6.0			79.8		
Approach LOS			A				A			E		
<b>Intersection Summary</b>												
HCM 2000 Control Delay			10.4			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.41									
Actuated Cycle Length (s)			190.0			Sum of lost time (s)				17.0		
Intersection Capacity Utilization			59.1%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis  
 1: Harley Dealer/Draper Drive & Fairfax Blvd

Total Future Conditions  
 Timing Plan: AM Peak Hour



Movement	SBT	SBR
Lane Configurations	↔	↔
Traffic Volume (vph)	0	114
Future Volume (vph)	0	114
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	5.8	5.8
Lane Util. Factor	1.00	1.00
Frt	1.00	0.85
Flt Protected	0.95	1.00
Satd. Flow (prot)	1626	1524
Flt Permitted	0.76	1.00
Satd. Flow (perm)	1296	1524
Peak-hour factor, PHF	0.98	0.98
Adj. Flow (vph)	0	116
RTOR Reduction (vph)	0	106
Lane Group Flow (vph)	48	10
Heavy Vehicles (%)	0%	6%
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Actuated Green, G (s)	14.9	14.9
Effective Green, g (s)	15.9	15.9
Actuated g/C Ratio	0.08	0.08
Clearance Time (s)	6.8	6.8
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	108	127
v/s Ratio Prot		
v/s Ratio Perm	c0.04	0.01
v/c Ratio	0.44	0.08
Uniform Delay, d1	82.8	80.3
Progression Factor	1.00	1.00
Incremental Delay, d2	2.9	0.3
Delay (s)	85.7	80.5
Level of Service	F	F
Approach Delay (s)	82.1	
Approach LOS	F	

Intersection Summary

HCM 6th TWSC  
2: Fairfax Blvd & Site Driveway

Total Future Conditions  
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↑
Traffic Vol, veh/h	0	1722	910	153	0	137
Future Vol, veh/h	0	1722	910	153	0	137
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1872	989	166	0	149

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	- 578
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	- 7.14
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	- 3.92
Pot Cap-1 Maneuver	0	-	-	-	0 *701
Stage 1	0	-	-	-	0 -
Stage 2	0	-	-	-	0 -
Platoon blocked, %		-	-	-	- 1
Mov Cap-1 Maneuver	-	-	-	-	- *701
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	701
HCM Lane V/C Ratio	-	-	-	0.212
HCM Control Delay (s)	-	-	-	11.5
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.8

Notes  
~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Intersection														
Int Delay, s/veh	7.3													
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	↵ ↑↑↑				↵ ↑↑↑				↕			↕		
Traffic Vol, veh/h	76	1618	28	10	5	974	37	11	4	5	36	1	78	
Future Vol, veh/h	76	1618	28	10	5	974	37	11	4	5	36	1	78	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None	
Storage Length	130	-	-	-	110	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98	98	
Heavy Vehicles, %	0	4	0	20	5	3	0	9	0	0	13	0	4	
Mvmt Flow	78	1651	29	10	5	994	38	11	4	5	37	1	80	

Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	1032	0	0	1226	1680	0	0	2250	2884	840	1861	2879	516
Stage 1	-	-	-	-	-	-	-	1822	1822	-	1043	1043	-
Stage 2	-	-	-	-	-	-	-	428	1062	-	818	1836	-
Critical Hdwy	5.3	-	-	6	5.4	-	-	6.58	6.5	7.1	6.66	6.5	7.18
Critical Hdwy Stg 1	-	-	-	-	-	-	-	7.48	5.5	-	7.56	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.88	5.5	-	6.96	5.5	-
Follow-up Hdwy	3.1	-	-	2.5	3.15	-	-	3.89	4	3.9	3.93	4	3.94
Pot Cap-1 Maneuver	*872	-	-	*852	*677	-	-	*40	*16	*546	*68	*17	*685
Stage 1	-	-	-	-	-	-	-	*547	*533	-	*688	*676	-
Stage 2	-	-	-	-	-	-	-	*694	*676	-	*542	*531	-
Platoon blocked, %	1	-	-	1	1	-	-	-	-	1	-	-	1
Mov Cap-1 Maneuver	*872	-	-	*780	*780	-	-	*31	*14	*546	*48	*15	*685
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	*31	*14	-	*48	*15	-
Stage 1	-	-	-	-	-	-	-	*499	*485	-	*626	*663	-
Stage 2	-	-	-	-	-	-	-	*601	*663	-	*485	*484	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.1	245	133.8
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	31	* 872	-	-	* 780	-	-	124
HCM Lane V/C Ratio	0.658	0.089	-	-	0.02	-	-	0.946
HCM Control Delay (s)	245	9.5	-	-	9.7	-	-	133.8
HCM Lane LOS	F	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	2.2	0.3	-	-	0.1	-	-	6.2

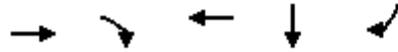
Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Queues

4: FFX Circle & Fairfax Blvd

Total Future Conditions

Timing Plan: AM Peak Hour



Lane Group	EBT	EBR	WBT	SBT	SBR
Lane Group Flow (vph)	1430	351	849	424	317
v/c Ratio	0.59	0.34	0.36	0.45	0.21
Control Delay	20.1	16.0	4.2	67.1	0.3
Queue Delay	0.0	0.0	0.2	0.0	0.0
Total Delay	20.1	16.0	4.4	67.1	0.3
Queue Length 50th (ft)	553	200	56	272	0
Queue Length 95th (ft)	704	302	62	312	0
Internal Link Dist (ft)	835		176	192	
Turn Bay Length (ft)					
Base Capacity (vph)	2411	1019	2388	1088	1524
Starvation Cap Reductn	0	0	672	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.59	0.34	0.49	0.39	0.21

Intersection Summary

# HCM Signalized Intersection Capacity Analysis

## 4: FFX Circle & Fairfax Blvd

Total Future Conditions  
Timing Plan: AM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↑↑	↑		↑↑						↑↑	↑	
Traffic Volume (vph)	0	1330	326	0	790	0	0	0	0	13	381	295	
Future Volume (vph)	0	1330	326	0	790	0	0	0	0	13	381	295	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		3.5	3.5		3.5						4.8	4.0	
Lane Util. Factor		0.95	1.00		0.95						0.95	1.00	
Frt		1.00	0.85		1.00						1.00	0.85	
Flt Protected		1.00	1.00		1.00						1.00	1.00	
Satd. Flow (prot)		3505	1482		3471						3413	1524	
Flt Permitted		1.00	1.00		1.00						1.00	1.00	
Satd. Flow (perm)		3505	1482		3471						3413	1524	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Adj. Flow (vph)	0	1430	351	0	849	0	0	0	0	14	410	317	
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0	
Lane Group Flow (vph)	0	1430	351	0	849	0	0	0	0	0	424	317	
Heavy Vehicles (%)	0%	3%	9%	0%	4%	0%	0%	0%	0%	23%	5%	6%	
Turn Type		NA	Prot		NA					Split	NA	Free	
Protected Phases		2	2		2					4	4		
Permitted Phases												Free	
Actuated Green, G (s)		149.8	149.8		149.8						57.6	220.0	
Effective Green, g (s)		151.4	151.4		151.4						60.3	220.0	
Actuated g/C Ratio		0.69	0.69		0.69						0.27	1.00	
Clearance Time (s)		5.1	5.1		5.1						7.5		
Vehicle Extension (s)		3.0	3.0		3.0						3.0		
Lane Grp Cap (vph)		2412	1019		2388						935	1524	
v/s Ratio Prot		c0.41	0.24		0.24						c0.12		
v/s Ratio Perm												0.21	
v/c Ratio		0.59	0.34		0.36						0.45	0.21	
Uniform Delay, d1		18.1	14.0		14.2						66.2	0.0	
Progression Factor		1.00	1.00		0.26						1.00	1.00	
Incremental Delay, d2		1.1	0.9		0.4						0.4	0.3	
Delay (s)		19.1	14.9		4.0						66.5	0.3	
Level of Service		B	B		A						E	A	
Approach Delay (s)		18.3			4.0			0.0			38.2		
Approach LOS		B			A			A			D		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			19.1									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.55										
Actuated Cycle Length (s)			220.0									Sum of lost time (s)	8.3
Intersection Capacity Utilization			63.9%									ICU Level of Service	B
Analysis Period (min)			15										
c Critical Lane Group													

Queues  
5: Old Lee Highway/FFX Circle & Fairfax Blvd

Total Future Conditions  
Timing Plan: AM Peak Hour



Lane Group	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	1454	804	155	768	333
v/c Ratio	0.60	0.34	0.15	0.82	0.21
Control Delay	2.7	15.0	13.2	82.4	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	2.7	15.0	13.2	82.4	0.3
Queue Length 50th (ft)	32	240	75	556	0
Queue Length 95th (ft)	34	317	125	602	0
Internal Link Dist (ft)	176	1252		171	
Turn Bay Length (ft)			200		
Base Capacity (vph)	2411	2388	1037	1087	1583
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.60	0.34	0.15	0.71	0.21

Intersection Summary

# HCM Signalized Intersection Capacity Analysis

## 5: Old Lee Highway/FFX Circle & Fairfax Blvd

Total Future Conditions  
Timing Plan: AM Peak Hour

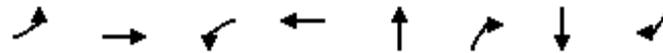
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑	↑		↑↑	↑			
Traffic Volume (vph)	0	1338	0	0	740	143	49	658	306	0	0	0
Future Volume (vph)	0	1338	0	0	740	143	49	658	306	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5			3.5	3.5		4.8	4.0			
Lane Util. Factor		0.95			0.95	1.00		0.95	1.00			
Frt		1.00			1.00	0.85		1.00	0.85			
Flt Protected		1.00			1.00	1.00		1.00	1.00			
Satd. Flow (prot)		3505			3471	1509		3407	1583			
Flt Permitted		1.00			1.00	1.00		1.00	1.00			
Satd. Flow (perm)		3505			3471	1509		3407	1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1454	0	0	804	155	53	715	333	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1454	0	0	804	155	0	768	333	0	0	0
Heavy Vehicles (%)	0%	3%	0%	0%	4%	7%	0%	6%	2%	0%	0%	0%
Turn Type		NA			NA	Perm	Split	NA	Free			
Protected Phases		2			2		4	4				
Permitted Phases						2			Free			
Actuated Green, G (s)		149.8			149.8	149.8		57.6	220.0			
Effective Green, g (s)		151.4			151.4	151.4		60.3	220.0			
Actuated g/C Ratio		0.69			0.69	0.69		0.27	1.00			
Clearance Time (s)		5.1			5.1	5.1		7.5				
Vehicle Extension (s)		3.0			3.0	3.0		3.0				
Lane Grp Cap (vph)		2412			2388	1038		933	1583			
v/s Ratio Prot		c0.41			0.23			c0.23				
v/s Ratio Perm						0.10			0.21			
v/c Ratio		0.60			0.34	0.15		0.82	0.21			
Uniform Delay, d1		18.3			13.9	11.9		74.9	0.0			
Progression Factor		0.09			1.00	1.00		1.00	1.00			
Incremental Delay, d2		0.9			0.4	0.3		5.9	0.3			
Delay (s)		2.6			14.3	12.2		80.8	0.3			
Level of Service		A			B	B		F	A			
Approach Delay (s)		2.6			14.0			56.5			0.0	
Approach LOS		A			B			E			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			22.6				HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			220.0				Sum of lost time (s)		8.3			
Intersection Capacity Utilization			63.9%				ICU Level of Service		B			
Analysis Period (min)			15									
c Critical Lane Group												

Queues

1: Harley Dealer/Draper Drive & Fairfax Blvd

Total Future Conditions

Timing Plan: PM Peak Hour



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	138	1281	53	1895	1	6	66	123
v/c Ratio	0.60	0.31	0.15	0.48	0.01	0.04	0.58	0.50
Control Delay	18.4	6.3	4.1	9.9	86.0	0.5	114.9	18.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.4	6.3	4.1	9.9	86.0	0.5	114.9	18.8
Queue Length 50th (ft)	23	154	9	308	1	0	95	0
Queue Length 95th (ft)	93	241	24	501	9	0	149	72
Internal Link Dist (ft)		1739		274	70		420	
Turn Bay Length (ft)	190		50					200
Base Capacity (vph)	317	4083	449	3969	189	251	210	347
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.31	0.12	0.48	0.01	0.02	0.31	0.35

Intersection Summary

HCM Signalized Intersection Capacity Analysis  
 1: Harley Dealer/Draper Drive & Fairfax Blvd

Total Future Conditions  
 Timing Plan: PM Peak Hour



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↖	↑↑↑			↖	↑↑↑			↖	↗	
Traffic Volume (vph)	10	124	1238	5	46	3	1746	92	1	0	6	64
Future Volume (vph)	10	124	1238	5	46	3	1746	92	1	0	6	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.6	5.6			5.6	5.6			5.8	6.8	
Lane Util. Factor		1.00	0.91			1.00	0.91			1.00	1.00	
Frt		1.00	1.00			1.00	0.99			1.00	0.85	
Flt Protected		0.95	1.00			0.95	1.00			0.95	1.00	
Satd. Flow (prot)		1756	5079			1805	5084			1805	1380	
Flt Permitted		0.09	1.00			0.20	1.00			0.64	1.00	
Satd. Flow (perm)		163	5079			378	5084			1219	1380	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.92	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	10	128	1276	5	50	3	1800	95	1	0	6	66
RTOR Reduction (vph)	0	0	0	0	0	0	2	0	0	0	6	0
Lane Group Flow (vph)	0	138	1281	0	0	53	1893	0	0	1	0	0
Heavy Vehicles (%)	0%	3%	2%	20%	0%	0%	1%	6%	0%	0%	17%	6%
Turn Type	custom	pm+pt	NA		custom	pm+pt	NA		Perm	NA	Perm	Perm
Protected Phases		1	6			5	2			4		
Permitted Phases	1	6			5	2		4			4	4
Actuated Green, G (s)		187.7	175.9			177.3	170.7			17.5	17.5	
Effective Green, g (s)		189.7	176.9			179.3	171.7			18.5	17.5	
Actuated g/C Ratio		0.86	0.80			0.82	0.78			0.08	0.08	
Clearance Time (s)		6.6	6.6			6.6	6.6			6.8	6.8	
Vehicle Extension (s)		3.0	3.0			3.0	3.0			3.0	3.0	
Lane Grp Cap (vph)		233	4083			357	3967			102	109	
v/s Ratio Prot		c0.03	0.25			0.01	0.37					
v/s Ratio Perm		c0.48				0.12				0.00	0.00	
v/c Ratio		0.59	0.31			0.15	0.48			0.01	0.00	
Uniform Delay, d1		9.1	5.6			3.9	8.4			92.4	93.2	
Progression Factor		1.00	1.00			1.00	1.00			1.00	1.00	
Incremental Delay, d2		4.0	0.2			0.2	0.4			0.0	0.0	
Delay (s)		13.1	5.8			4.1	8.9			92.4	93.2	
Level of Service		B	A			A	A			F	F	
Approach Delay (s)			6.6				8.7			93.1		
Approach LOS			A				A			F		

Intersection Summary			
HCM 2000 Control Delay	12.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	220.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	73.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
 1: Harley Dealer/Draper Drive & Fairfax Blvd

Total Future Conditions  
 Timing Plan: PM Peak Hour



Movement	SBT	SBR
Lane Configurations	↔	↗
Traffic Volume (vph)	0	119
Future Volume (vph)	0	119
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	5.8	5.8
Lane Util. Factor	1.00	1.00
Frt	1.00	0.85
Flt Protected	0.95	1.00
Satd. Flow (prot)	1703	1568
Flt Permitted	0.76	1.00
Satd. Flow (perm)	1357	1568
Peak-hour factor, PHF	0.97	0.97
Adj. Flow (vph)	0	123
RTOR Reduction (vph)	0	113
Lane Group Flow (vph)	66	10
Heavy Vehicles (%)	0%	3%
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Actuated Green, G (s)	17.5	17.5
Effective Green, g (s)	18.5	18.5
Actuated g/C Ratio	0.08	0.08
Clearance Time (s)	6.8	6.8
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	114	131
v/s Ratio Prot		
v/s Ratio Perm	c0.05	0.01
v/c Ratio	0.58	0.08
Uniform Delay, d1	97.0	92.9
Progression Factor	1.00	1.00
Incremental Delay, d2	7.0	0.3
Delay (s)	104.0	93.2
Level of Service	F	F
Approach Delay (s)	96.9	
Approach LOS	F	

Intersection Summary

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↑
Traffic Vol, veh/h	0	1367	1771	128	0	115
Future Vol, veh/h	0	1367	1771	128	0	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1486	1925	139	0	125

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 1032
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 7.14
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.92
Pot Cap-1 Maneuver	0	-	- 0 *514
Stage 1	0	-	- 0 -
Stage 2	0	-	- 0 -
Platoon blocked, %		-	- 1
Mov Cap-1 Maneuver	-	-	- - *514
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.2
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	514
HCM Lane V/C Ratio	-	-	-	0.243
HCM Control Delay (s)	-	-	-	14.2
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.9

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

HCM 6th TWSC  
3: Spring St & Fairfax Blvd

Total Future Conditions  
Timing Plan: PM Peak Hour

Intersection													
Int Delay, s/veh	30.4												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑			↖ ↑↑↑				↕			↕		
Traffic Vol, veh/h	70	1269	29	18	13	1788	28	10	0	28	39	2	101
Future Vol, veh/h	70	1269	29	18	13	1788	28	10	0	28	39	2	101
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	130	-	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	8	2	0	0	0	2	0	0	0	4	0	0	3
Mvmt Flow	72	1308	30	19	13	1843	29	10	0	29	40	2	104

Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	1872	0	0	977	1338	0	0	2269	3403	669	2589	3404	936
Stage 1	-	-	-	-	-	-	-	1467	1467	-	1922	1922	-
Stage 2	-	-	-	-	-	-	-	802	1936	-	667	1482	-
Critical Hdwy	5.46	-	-	5.6	5.3	-	-	6.4	6.5	7.18	6.4	6.5	7.16
Critical Hdwy Stg 1	-	-	-	-	-	-	-	7.3	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.7	5.5	-	6.7	5.5	-
Follow-up Hdwy	3.18	-	-	2.3	3.1	-	-	3.8	4	3.94	3.8	4	3.93
Pot Cap-1 Maneuver	*603	-	-	*1053	*782	-	-	*44	*7	*615	*~ 28	*7	*488
Stage 1	-	-	-	-	-	-	-	*638	*606	-	*504	*479	-
Stage 2	-	-	-	-	-	-	-	*504	*479	-	*638	*594	-
Platoon blocked, %	1	-	-	1	1	-	-	-	-	1	-	-	1
Mov Cap-1 Maneuver	*603	-	-	*898	*898	-	-	*23	*6	*615	*~ 24	*6	*488
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	*23	*6	-	*~ 24	*6	-
Stage 1	-	-	-	-	-	-	-	*562	*534	-	*444	*462	-
Stage 2	-	-	-	-	-	-	-	*381	*462	-	*535	*523	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.2	88.9	\$ 693.5
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	79	* 603	-	-	* 898	-	-	66
HCM Lane V/C Ratio	0.496	0.12	-	-	0.036	-	-	2.218
HCM Control Delay (s)	88.9	11.8	-	-	9.2	-	-	\$ 693.5
HCM Lane LOS	F	B	-	-	A	-	-	F
HCM 95th %tile Q(veh)	2.1	0.4	-	-	0.1	-	-	14

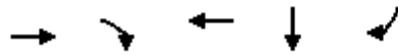
Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

## Queues

## 4: FFX Circle &amp; Fairfax Blvd

Total Future Conditions

Timing Plan: PM Peak Hour



Lane Group	EBT	EBR	WBT	SBT	SBR
Lane Group Flow (vph)	1128	341	1308	924	669
v/c Ratio	0.50	0.34	0.58	0.91	0.42
Control Delay	11.3	10.1	3.5	50.0	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	11.3	10.1	3.6	50.0	0.8
Queue Length 50th (ft)	196	98	42	314	0
Queue Length 95th (ft)	245	149	48	#433	0
Internal Link Dist (ft)	835		176	192	
Turn Bay Length (ft)					
Base Capacity (vph)	2244	1004	2266	1017	1583
Starvation Cap Reductn	0	0	31	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.50	0.34	0.59	0.91	0.42

## Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

# HCM Signalized Intersection Capacity Analysis

## 4: FFX Circle & Fairfax Blvd

Total Future Conditions  
Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑		↑↑						↑↑	↑
Traffic Volume (vph)	0	1105	334	0	1282	0	0	0	0	23	883	656
Future Volume (vph)	0	1105	334	0	1282	0	0	0	0	23	883	656
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.4	3.4		3.4						4.8	4.0
Lane Util. Factor		0.95	1.00		0.95						0.95	1.00
Frt		1.00	0.85		1.00						1.00	0.85
Flt Protected		1.00	1.00		1.00						1.00	1.00
Satd. Flow (prot)		3539	1583		3574						3537	1583
Flt Permitted		1.00	1.00		1.00						1.00	1.00
Satd. Flow (perm)		3539	1583		3574						3537	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	1128	341	0	1308	0	0	0	0	23	901	669
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1128	341	0	1308	0	0	0	0	0	924	669
Heavy Vehicles (%)	0%	2%	2%	0%	1%	0%	0%	0%	0%	0%	2%	2%
Turn Type		NA	Prot		NA					Split	NA	Free
Protected Phases		2	2		2					4	4	
Permitted Phases												Free
Actuated Green, G (s)		65.0	65.0		65.0						27.5	105.0
Effective Green, g (s)		66.6	66.6		66.6						30.2	105.0
Actuated g/C Ratio		0.63	0.63		0.63						0.29	1.00
Clearance Time (s)		5.0	5.0		5.0						7.5	
Vehicle Extension (s)		3.0	3.0		3.0						3.0	
Lane Grp Cap (vph)		2244	1004		2266						1017	1583
v/s Ratio Prot		0.32	0.22		c0.37						c0.26	
v/s Ratio Perm												0.42
v/c Ratio		0.50	0.34		0.58						0.91	0.42
Uniform Delay, d1		10.3	8.9		11.1						36.1	0.0
Progression Factor		1.00	1.00		0.23						1.00	1.00
Incremental Delay, d2		0.8	0.9		0.9						11.5	0.8
Delay (s)		11.1	9.9		3.5						47.6	0.8
Level of Service		B	A		A						D	A
Approach Delay (s)		10.8			3.5			0.0			28.0	
Approach LOS		B			A			A			C	

### Intersection Summary

HCM 2000 Control Delay	14.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	8.2
Intersection Capacity Utilization	67.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Queues  
5: Old Lee Highway/FFX Circle & Fairfax Blvd

Total Future Conditions  
Timing Plan: PM Peak Hour



Lane Group	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	1170	1276	252	485	311
v/c Ratio	0.52	0.56	0.25	0.48	0.19
Control Delay	3.0	12.1	9.1	32.9	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	3.0	12.1	9.1	32.9	0.3
Queue Length 50th (ft)	31	235	67	141	0
Queue Length 95th (ft)	m35	291	107	192	0
Internal Link Dist (ft)	176	1252		171	
Turn Bay Length (ft)			200		
Base Capacity (vph)	2244	2266	1014	1005	1599
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.52	0.56	0.25	0.48	0.19

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

# HCM Signalized Intersection Capacity Analysis

## 5: Old Lee Highway/FFX Circle & Fairfax Blvd

Total Future Conditions  
Timing Plan: PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑	↑		↑↑	↑			
Traffic Volume (vph)	0	1123	0	0	1225	242	52	414	299	0	0	0
Future Volume (vph)	0	1123	0	0	1225	242	52	414	299	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.4			3.4	3.4		4.8	4.0			
Lane Util. Factor		0.95			0.95	1.00		0.95	1.00			
Frt		1.00			1.00	0.85		1.00	0.85			
Flt Protected		1.00			1.00	1.00		0.99	1.00			
Satd. Flow (prot)		3539			3574	1599		3497	1599			
Flt Permitted		1.00			1.00	1.00		0.99	1.00			
Satd. Flow (perm)		3539			3574	1599		3497	1599			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	1170	0	0	1276	252	54	431	311	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1170	0	0	1276	252	0	485	311	0	0	0
Heavy Vehicles (%)	0%	2%	0%	0%	1%	1%	0%	3%	1%	0%	0%	0%
Turn Type		NA			NA	Perm	Split	NA	Free			
Protected Phases		2			2		4	4				
Permitted Phases						2			Free			
Actuated Green, G (s)		65.0			65.0	65.0		27.5	105.0			
Effective Green, g (s)		66.6			66.6	66.6		30.2	105.0			
Actuated g/C Ratio		0.63			0.63	0.63		0.29	1.00			
Clearance Time (s)		5.0			5.0	5.0		7.5				
Vehicle Extension (s)		3.0			3.0	3.0		3.0				
Lane Grp Cap (vph)		2244			2266	1014		1005	1599			
v/s Ratio Prot		0.33			c0.36			c0.14				
v/s Ratio Perm						0.16			0.19			
v/c Ratio		0.52			0.56	0.25		0.48	0.19			
Uniform Delay, d1		10.5			10.9	8.3		30.9	0.0			
Progression Factor		0.21			1.00	1.00		1.00	1.00			
Incremental Delay, d2		0.8			1.0	0.6		0.4	0.3			
Delay (s)		2.9			11.9	8.9		31.3	0.3			
Level of Service		A			B	A		C	A			
Approach Delay (s)		2.9			11.4			19.2			0.0	
Approach LOS		A			B			B			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			10.4				HCM 2000 Level of Service		B			
HCM 2000 Volume to Capacity ratio			0.54									
Actuated Cycle Length (s)			105.0				Sum of lost time (s)		8.2			
Intersection Capacity Utilization			67.8%				ICU Level of Service		C			
Analysis Period (min)			15									
c Critical Lane Group												

## Fiscal Impact Estimate - Wawa SUMMARY

	Potential Redevelopment LOW	Potential Redevelopment HIGH
<b>RESIDENTIAL REVENUES</b>		
Real Estate Tax	\$0	\$0
BPOL (Rental Tax)	\$0	\$0
Personal Property Tax	\$0	\$0
Retail Sales Tax (1%)	\$0	\$0
Restaurant Tax (1% + 4%)	\$0	\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>
<b>RESIDENTIAL EXPENSES</b>		
Education	\$0	\$0
Police/Fire	\$0	\$0
Misc. Gov't	\$0	\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>
<b>COMMERCIAL REVENUES</b>		
Real Estate Tax	\$57,000	\$63,000
BPOL (Rental Tax)	\$0	\$0
Retail Sales Tax (1%)	\$38,000	\$46,000
Restaurant Tax (4%)	\$53,000	\$65,000
Gasoline Tax Revenue	\$127,000	\$155,000
Retail/Restaurant BPOL/BPP	\$34,000	\$41,000
<b>TOTAL</b>	<b>\$309,000</b>	<b>\$370,000</b>
<b>COMMERCIAL EXPENSES</b>		
Police/Fire	\$18,000	\$22,000
Misc. Gov't	\$5,000	\$6,000
<b>TOTAL</b>	<b>\$23,000</b>	<b>\$28,000</b>
<b>BALANCE</b>	<b>\$281,000</b>	<b>\$347,000</b>



## Board of Architectural Review

DATE: September 18, 2019  
 TO: Board of Architectural Review Chair and Members  
 THROUGH: Jason Sutphin, Community Development Division Chief (JDS)  
 FROM: Tommy Scibilia, BAR Liaison (TS)  
 SUBJECT: Wawa

- ATTACHMENTS:
1. Relevant Regulations
  2. Statement of Design Intent
  3. Photos, Plans, Elevations, and Renderings
  4. Meeting Minutes June 5, 2019

### **Nature of Request**

1. Case Number: BAR-19-00547
2. Addresses: 9700 Fairfax Boulevard
3. Request: New gas station
4. Applicant: 9700 Fairfax Boulevard LLC
5. Applicant's Representative: Robert Brant
6. Status of Representative: Agent
7. Current Zoning: CR Commercial Retail, IH Industrial Heavy, Architectural Control Overlay District
8. Proposed Zoning: CR Commercial Retail, Architectural Control Overlay District

## **BACKGROUND**

The 1.82-acre subject site consists of two adjoining properties located on the north side of Fairfax Boulevard at the corner of Spring Street. The site is currently developed with a motel constructed in 1953, and most recently operated by the Rodeway Inn. The property with frontage along Fairfax Boulevard is zoned CR Commercial Retail, while the property to the north is zoned IH Industrial Heavy. Surrounding uses include a landscaping company to the north, a bank building to the west, and auto sales and service to the east and south.

The applicant is proposing to demolish the existing motel and construct a six station/twelve pump gas station, freestanding canopy structure, and grocery store which would function like a convenience store. In order to do this, the applicant is requesting a rezoning of the subject site to CR Commercial Retail, a

special use permit for a fuel station, and several special exceptions. City Council will be the deciding body on the land use requests, in addition to the major certificate of appropriateness, for which the BAR must review and provide a recommendation to City Council prior to the land use hearing.

The applicant appeared before the BAR for a work session on the preliminary architecture and site improvements on June 5, 2019. Board members made the following remarks:

- Board members generally agreed that the proposal would be an overall improvement to the aesthetics of the property.
- The applicant should explore ways to locate the building closer to Fairfax Boulevard.
- Provide a rendered view or elevation of the front of the building with the fuel pump canopy superimposed to see how it would look in context.
- The proposed use will be economically viable and popular, so it is especially important that it look nice. This should set a design quality precedent for this part of the City.
- Some Board members believed that this was an inappropriate use for this part of the City and would not be a pedestrian-friendly amenity.
- The applicant should provide perspective renderings of the entire development in the next round of submissions.
- The Board appreciated the proposed design of the dumpster and tool shed enclosure.
- Some Board members wanted to know how the scale of the freestanding canopy compared to the size and overall height of other fuel station canopies in the City.

The full meeting minutes from the June 5, 2019 meeting are included as Attachment 4.

The plan presented at the work session consisted of the six fuel stations and freestanding canopy oriented toward the south or front of the site, with the grocery store located to the north. The site had two primary vehicular entrances, one off of Fairfax Boulevard at the southwest corner, and one off of Spring Street at the northeast corner. The existing sidewalk and retaining wall along Fairfax Boulevard remained in their existing configuration, and a new sidewalk was shown along Spring Street. The majority of the site was to be paved, with drive aisles and parking surrounding the fuel stations and the grocery store. A loading area was located on the north side of the building, and a dumpster and toolshed enclosure were proposed the site's northwest corner. A concrete walkway was located on the north, east, and south sides of the building. The preliminary landscape plan showed understory trees along the periphery of the site and in the four landscape islands at the building's corners, understory trees along the streets, and a hedge on the inside edge of the landscaped space surrounding the drive aisles and parking areas on the south and west portions of the site. An air station was shown to the northwest of the fueling stations, and a transformer and bike racks were located in the landscape island at the building's northeast corner. Steel bollards were shown installed on all sides of the grocery store, around the electrical transformer, and in front of the dumpster enclosure.

The grocery store design consisted of a one story structure with a rectangular footprint, roughly 92 feet by 78 feet, with two main entrances for customers on the north/rear and south/front sides of the building, and several service entrances on the west, north, and east sides. The body of the building was

red brick, “Tavern Flash” by Marion Ceramics, with a light brown accent brick, “Fieldstone” by Metro Brick. The base of the building as well as the columns of the covered front and rear entrances were stacked stone veneer, “Provence Ohio Drystack” by Quality Stone. A brick parapet with dark gray aluminum coping and white metal trim was shown to be set back slightly from the main roofline. The front entrance had tower element with an accent brick inlay for signage and a pyramid hip standing seam metal roof in dark gray color, “Slate Grey” by Atlas Aluminum, creating the tallest section of the building at 28’6” (per §1.5.11 of the Zoning Ordinance, see Attachment 1). A smaller entry feature with the same signage area and dark gray standing seam metal roof was located over the rear entrance, up to the height of the parapet. A dark gray standing seam metal roof with white trim and fascia spanned the south elevation, providing a covered area for customers, an ice storage freezer, and waste receptacles in front of the store. Dark bronze storefront windows were located along the front façade and to the left of the entrance. Windows with matching dark bronze framing were located along the east façade with light brown accent brick above. Similar fields of accent brick were included on the west and north elevations. The service entrances, rollup door at the loading area, scuppers, and downspouts were all proposed to be in a white finish.

The freestanding canopy had a dark gray standing seam metal roof sloping downward toward Fairfax Boulevard, supported by 12 columns of stacked stone and white metal with white metal framing. It had a maximum height of 21’2”. The dumpster enclosure had a stacked stone base, red brick walls, a cast stone cap, white corrugated metal swing gates, a white service entrance steel door, and one downcast wall pack light in a white finish.

Mechanical equipment was proposed to be roof-mounted and screened by the parapet. No information about lighting fixtures was provided in the work session material submissions.

## **PROPOSAL**

The applicant has revised the proposal and seeks a recommendation on the major certificate of appropriateness to City Council.

The site layout and architecture of the building, freestanding canopy, and dumpster/toolshed enclosure have remained mostly unchanged since the work session (see Background section above), with a couple minor exceptions: There is now a sidewalk proposed on the west side of the Fairfax Boulevard driveway leading to a relocated bike rack pad. Landscaping changes are noted below.

The applicant has supplied additional materials to help illustrate the project at the request of the BAR. Attachment 3 contains three dimensional renderings of the project looking north, looking northeast traveling eastbound on Fairfax Boulevard, and looking northwest traveling westbound on Fairfax Boulevard.

The landscape plan has been finalized with this submission and includes a mix of canopy trees and understory trees along both Fairfax Boulevard and Spring Street. Canopy trees include four Princeton

sentry ginkgos near the driveway entrances and one willow oak at the street corner. Understory trees include Cornelian cherry dogwoods and eastern hornbeams along Fairfax Boulevard, and white fringetrees along Spring Street. The Zoning Ordinance requires canopy trees to be planted within 15 feet of the curb line along all streets per §4.5.6.B.1 (see Attachment 1) at a rate of one for every 40 linear feet of frontage, which is not proposed, and so the applicant is requesting a special exception to use understory trees in some of these required locations to avoid conflicts with overhead utility lines. 11 canopy trees including Princeton sentry ginkgos, willow oaks, and American elms are proposed along the western property line, on the other side of which is mature vegetation along the neighboring bank property's eastern edge. Continuous hedges of inkberry and dwarf Burford hollies are proposed along the southern, eastern, and northern perimeters of the internal drive aisle and parking area to screen these uses from view per §4.5.7.C.1 of the Zoning Ordinance. A hedge of dwarf Japanese hollies are proposed around the electrical transformer at the building's northeast corner. The four parking islands at the corners of the grocery store each contain an American elm canopy tree. Groundcover would be planted in beds on either side of the Fairfax Boulevard driveway and includes Stella de Oro daylily, variegated lily turf, and coneflower.

Attachment 4 contains specifications for the different lighting fixtures including downcast lights in the fuel pump canopy, soffit lights above the walkway against the front of the building, downcast flat security lights on the side and rear elevations of the grocery store, decorative wall sconces on the entrance columns at the front and rear of the building, and 20-foot-tall pole-mounted cobra head fixtures to illuminate the parking lot and drive aisles. All fixtures would be LEDs with a 5700K color temperature and a white finish.

The mechanical equipment associated with the grocery store remains proposed as roof-mounted equipment to be screened by the parapet, and the electrical transformer's location in the landscape island at the grocery building's northeast corner has not changed. Site amenities, aside from the fuel pumps and standard plastic waste receptacles at the pumping stations, include air pump stations to the northeast of the fuel pumps, curving metal bike racks on a small pad to the west of the fuel canopies, black metal ribbon benches off of the sidewalk on Fairfax Boulevard, and green metal waste receptacles and tan ice cabinets in the covered area along the front of the grocery store.

## **ANALYSIS**

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

#### *Architectural Control Overlay District Overview, ACOD-1*

##### *ACOD Goals, ACOD-1.2*

- 1. Strengthen the street edge with buildings and landscape on major corridors.*
- 2. Maintain a human scale in building design and outdoor spaces.*

3. *Where existing buildings or developments do not provide appropriate examples, new development should strive to implement the intended vision rather than repeat existing patterns.*
4. *Existing buildings or developments should be upgraded to a higher design quality as opportunities arise to reflect these guidelines.*
5. *Continue the emphasis on attractive and well maintained landscaping.*
6. *Preserve and enhance natural character of topography, streams, and mature trees.*
7. *Mask the utilitarian by screening equipment, loading areas, parking lots, and other uses that have adverse visual impacts.*
8. *Continue to create an inviting public streetscape realm with coordinated designs.*

Staff believes that the street edge is generally strengthened with the enhanced landscaping, although enhancements can be made (see landscaping discussion below and Recommendations). Although the structures on the site are not close to the street, their setback is consistent with neighboring uses and with other fuel stations in the City, which typically have deeper setbacks to accommodate the vehicles the station serves. It is noted that site layout and design are not part of what is listed under items for consideration for certificates of appropriateness and thus are not within the purview of the BAR. Review and recommendations should be made based on the design quality of the architecture, landscaping, and site amenities.

*Building Orientation, ACOD-3.3*

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

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

Staff finds the proposal to be consistent with these guidelines.

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

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

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

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

Staff believes that while the overall building footprint is simple in form, the architectural detailing in the roofline and the use of façade insets and covered entrances and walkways effectively articulate the structure and give it visual interest.

*Roof Form & Materials, ACOD-3.6*

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

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

*On roofs that are visible, use quality materials such as standing-seam metal, architectural shingles, slate, or artificial slate.*

Staff finds the use of various rooflines at the covered walkway and at the entrances, as well as the use of standing seam metal to be consistent with these guidelines.

*Opening Types & Patterns, ACOD-3.7*

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

*Opaque spandrel glass panels may be used sparingly to conceal structural elements and/or where the design of a building's interior does not allow for the use of clear glass. Opaque spandrel glass panels should not be used as a decorative feature in place of clear glass.*

Staff finds the use of bronze-framed windows and doors with sidelights throughout the building design to be appropriate and consistent. To staff's knowledge, all glazing proposed is to be transparent.

*Building Foundations, ACOD-3.9*

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

*Brick or stone veneer may be used over a block or concrete foundation if the applied veneer appears as a masonry foundation. Do not leave foundations of plain concrete block or poured concrete exposed when visible from public places.*

The proposed stone veneer as the water table material for the grocery store building is consistent with these guidelines.

*Materials & Textures, ACOD-3.9*

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

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

The proposed materials are consistent with these guidelines. Staff believes the use of the same materials for the fuel pump canopy to be an appropriate treatment that would create consistency within the site.

*Architectural Details & Decorative Features, ACOD-3.9*

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

Staff finds the use of varied rooflines, special entrance features, decorative banding, and wall insets on the grocery store building to be in line with this guideline.

*Building-Mounted Lighting, ACOD-3.12*

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

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

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

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

Staff finds the proposed sconces at the entrances to be appropriate decorative lighting features that fit into the design language of the rest of the building. The downcast security lights are appropriate for service areas where they are proposed. All fixtures utilize an LED lighting source, consistent with the above guideline. Staff believes that all lighting fixtures should be in a dark bronze finish, rather than a white finish, as this finish is easier to maintain and consistent with fixtures found throughout the City (see Recommendations).

*Appurtenances, ACOD-3.13*

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

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

*When the mechanical equipment, vents, meters, satellite dishes and similar equipment is ground mounted, screening should include either an opaque fence or wall made of the same material as the building or an evergreen hedge that screens objectionable views.*

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

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

The mechanical equipment for the grocery store is to be roof-mounted and fully screened from view, consistent with this guideline. Staff finds the proposed use of dwarf Japanese hollies to be an appropriate screen for the electrical transformer. The primary loading area is located on the rear elevation of the grocery store building, consistent with these guidelines. The dumpster enclosure would comprise of the same high quality materials proposed for use on the grocery store building, and its siting in the back corner of the site is appropriate.

*Building Types: Additional Considerations, ACOD-3.14*

*Service/Gas Stations:*

*Canopies should complement their associated buildings in materials and scale, and be integrated with the buildings' overall design.*

The proposed canopy design uses the same colors and materials as the grocery store building and the dumpster/toolshed enclosure, and although the structure is freestanding and not integrated into the structure of the building, staff finds its design to overall conform to this additional consideration for gas stations.

*Painting, Color & Finishes, ACOD-4*

*Guidelines, ACOD-4.2*

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

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

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

*Select natural tones instead of overly bright and obtrusive colors.*

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

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

No masonry products are proposed to be painted with this application. Staff finds the overall color palette to be appropriately natural in tone. Staff believes the use of contrasting colors for the metal elements is an appropriate way to distinguish these from the earth tones of the masonry products.

*Awnings & Canopies, ACOD-5*

*Placement & Design, ACOD-5.2*

*Place an awning or canopy carefully within the storefront, porch, door, or window openings so it fits the building and does not obscure other important features or elements or damage materials.*

*Choose designs that do not interfere with existing signs, street trees, or other elements along the street.*

*Choose an awning shape that fits the opening in which it is installed. Use materials and forms that are compatible with the associated building.*

*Make sure the height of the bottom edge of the awning or canopy meets code requirements.*

*Canopies, including service station canopies and drive-through canopies, should complement their associated buildings in materials and scale, and be integrated with the buildings' overall design.*

#### *Material & Color, ACOD-5.3*

*Coordinate color scheme of awnings and canopies with the overall building color scheme.*

*Avoid using shiny plastic-like fabrics.*

*Use materials that are compatible with the associated building.*

*Gasoline station canopy color should be compatible with the overall color scheme of the rest of the property. Brand colors may be appropriate for use on gas station canopies if executed tastefully.*

Staff finds the design of both the canopy over the covered walkway and the freestanding fuel pump canopy to conform to the above guidelines. The materials and colors are appropriate and compatible with the design of the grocery store building, and the design of the freestanding canopy and its angle preserve views of the grocery store from the right-of-way.

#### *Private Site Design & Elements, ACOD-6*

##### *Parking, ACOD-6.2*

*Limit parking to areas within the private site as allowed by the Zoning Ordinance. See §4.2. for general parking requirements.*

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

*Off-street parking lots should be designed, located, and buffered in order to minimize their negative visual impacts on surrounding areas. If parking lots cannot be screened from the public right-of-*

*way by building mass, screen parking lots with berms, plant materials, or walls, or a combination of these materials. With any screening technique other than building massing, protect views from the public right-of-way into the site of building frontages and signage. Where needed, limb up canopy trees to open views. Limit the height of walls, berms, or shrub layer plantings to that of the height of the vehicles they are screening.*

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

Staff finds the proposed parking to conform to these design standards as they relate to architectural review. While the BAR's review should not focus on site layout or number of parking spaces, staff believes that from a design standpoint, the parking areas and drive aisles are well landscaped at their peripheries to help screen parked vehicles from view in the right-of-way and soften the appearance of this utilitarian onsite use.

*Paving, ACOD-6.2*

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

Staff finds the use of asphalt and concrete to be acceptable in the ACOD.

*Landscaping, ACOD-6.3*

*Use plant materials that are appropriate and hardy to this region and to harsh urban conditions. Select materials with concern for their longevity and ease of maintenance. From these selections, create a distinctive and visually attractive outdoor space. See Appendix III, Plant List City of Fairfax Design Guidelines for Private Property.*

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

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

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

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

Staff finds the landscaping to be a major improvement over the very limited landscaping onsite currently. Although staff finds that the landscape design generally conforms to the guidelines, staff believes that additional areas of shrubs and groundcover would enhance the appearance of the property and create a more layered landscape throughout the site (see Recommendations).

*Lighting, ACOD-6.5*

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

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

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

See discussion above on building-mounted lighting. Staff finds the freestanding parking lot cobra head fixtures to be consistent with the proposed building-mounted lighting fixtures and in line with the above guidelines. Staff believes that all lighting fixtures should be in a dark bronze finish, rather than a white finish, as this finish is easier to maintain and consistent with fixtures found throughout the City (see Recommendations).

*Furnishings, ACOD-6.6*

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

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

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

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

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

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

Staff finds the proposed furnishings and amenities to conform to these guidelines. The black metal ribbon benches, which are proposed beside the Fairfax Boulevard sidewalk, are very similar in materiality and design to those used at Old Town Square. The bike racks and bollards are both proposed to be in a similar color finish that is cohesive with the color palette proposed for the grocery store and fuel pump canopy. The proposed trash receptacles are appropriately located near the entrances to the grocery store and beside the fuel pumps.

*Appurtenances, ACOD-6.7*

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

*Low berms may be used where the landscape topography supports their insertion.*

*Dumpster enclosures should reflect the surrounding building materials and design.*

Staff finds the proposed screening of the electrical transformer and the design of the dumpster/toolshed enclosure to be consistent with these guidelines.

*Franchise Design, ACOD-7*

*Guidelines, ACOD-7.2*

*Standard franchise designs are discouraged in the ACOD unless they reflect the district goals of higher quality materials and building designs that enhance the visual character of the district.*

*Franchise designs that use over-scaled generic building elements, roof forms, and colors over large expanses of the building to communicate a standardized brand are discouraged.*

*If the company uses franchise design elements and/or colors that are unique and symbolic of a particular chain business, they must be secondary to the overall architectural design.*

*Franchise buildings should include basic forms, roof designs, materials and colors that result in a design that can be easily remodeled if the building is vacated. Uniquely branded buildings may be difficult to sell or lease resulting in long-term vacancy or blight.*

Although the proposal is typical of Wawa architecture, staff finds that the materials and design are of high-quality and not overly “branded” in appearance. No corporate advertising colors are proposed for use in the built structures. Staff believes that the proposed structures would be

occupiable and usable by other fuel station tenants if Wawa were to cease operations at this location.

***Comprehensive Plan:***

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

*Chapter 2 – Land Use*

*Commercial Corridors and Activity Centers Goal 1 – Enhance Commercial Corridors.*

*ACTION CCAC1.1.3 Encourage creativity and architectural excellence in new commercial developments. (50)*

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

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

Staff finds the proposal to make use of high-quality building and landscape materials, attractive architecture, and a generally layered landscape that would overall enhance the appearance of the site.

## **RECOMMENDATIONS**

Staff finds the proposal to generally conform to the City’s design criteria and therefore recommends that the BAR recommend to City Council approval of the major certificate of appropriateness with the following conditions:

1. All lighting fixtures shall be in a dark bronze finish, and illumination levels shall be subject to review and approval by the Zoning Administrator.
2. Additional shrubs and groundcover shall be installed within the parking islands, along the Fairfax Boulevard and Spring Street frontages, and along the western landscape area.
3. The proposed modifications shall be in general conformance with the review materials received by staff and included in the staff report, as modified through the date of this meeting, except as further modified by the Board of Architectural Review, the Director of Community Development and Planning, Zoning, or the Building Official.



Google Earth  
© 2016 Google  
© 2016 Google

Fairfax Blvd &  
Spring Str

# 3-D Perspective Site Renderings

FOR INFORMATIONAL AND ILLUSTRATION PURPOSES ONLY. ALL PRODUCT,  
SERVICE AND CORPORATE NAMES ARE THE PROPERTY OF THEIR RESPECTIVE OWNERS.

www.redleonard.com  
513-574-9500

**red leonard associates**



Fairfax Blvd &  
Spring Str

# 3-D Perspective Site Renderings

FOR INFORMATIONAL AND ILLUSTRATION PURPOSES ONLY. ALL PRODUCT,  
SERVICE AND CORPORATE NAMES ARE THE PROPERTY OF THEIR RESPECTIVE OWNERS.

www.redleonard.com  
513-574-9500

**red leonard associates**



Google Earth  
© 2018 Google  
© 2018 Google

Fairfax Blvd &  
Spring Str

# 3-D Perspective Site Renderings

FOR INFORMATIONAL AND ILLUSTRATION PURPOSES ONLY. ALL PRODUCT,  
SERVICE AND CORPORATE NAMES ARE THE PROPERTY OF THEIR RESPECTIVE OWNERS.

www.redleonard.com  
513-574-9500

**red leonard** associates



Fairfax Blvd & Spring Str

# 3-D Perspective Site Renderings

FOR INFORMATIONAL AND ILLUSTRATION PURPOSES ONLY. ALL PRODUCT, SERVICE AND CORPORATE NAMES ARE THE PROPERTY OF THEIR RESPECTIVE OWNERS.

www.redleonard.com  
513-574-9500

**red leonard associates**



Google Earth  
© 2016 Google  
© 2016 Google

Fairfax Blvd &  
Spring Str

# 3-D Perspective Site Renderings

FOR INFORMATIONAL AND ILLUSTRATION PURPOSES ONLY. ALL PRODUCT, SERVICE AND CORPORATE NAMES ARE THE PROPERTY OF THEIR RESPECTIVE OWNERS.

www.redleonard.com  
513-574-9500

red leonard associates



Google Earth  
© 2016 Google  
© 2016 Google

Fairfax Blvd &  
Spring Str

# 3-D Perspective Site Renderings

FOR INFORMATIONAL AND ILLUSTRATION PURPOSES ONLY. ALL PRODUCT, SERVICE AND CORPORATE NAMES ARE THE PROPERTY OF THEIR RESPECTIVE OWNERS.

www.redleonard.com  
513-574-9500

**red leonard** associates



RIGHT (EAST) ELEVATION (SPRING ST.)



FRONT (SOUTH) ELEVATION (FAIRFAX BLVD.)



REAR (NORTH) ELEVATION

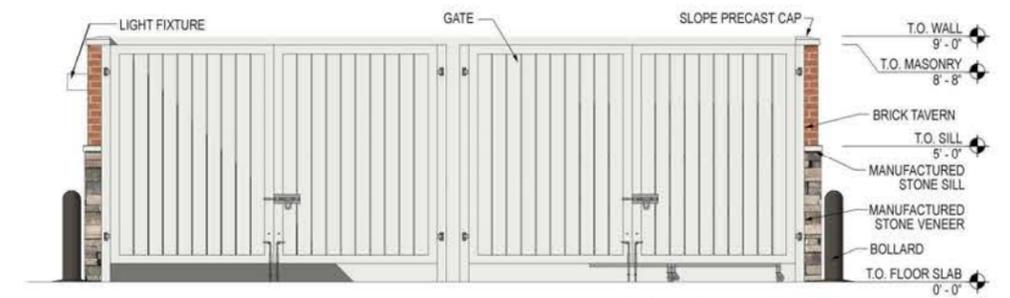
Roof/Parapet Cap Atas Aluminum Corp Slate Grey	Gutters/Porch/Soffits Atas Aluminum Corp Ascot White (10)
Metro Brick Fieldstone #105	Thin Brick Tavern Flash Red Marion Ceramics
Quality Stone Chin Drystack Provence	Door / Frames White
Trim / Fascia White	Ice Storage SW2828 Colonial Revival Tan



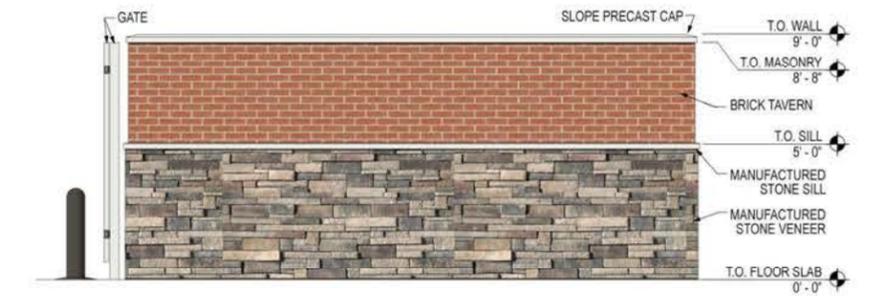
LEFT (WEST) ELEVATION

NOTE:  
SIGNAGE IS SHOWN FOR REFERENCE ONLY  
SEPARATE PERMIT REQUIRED





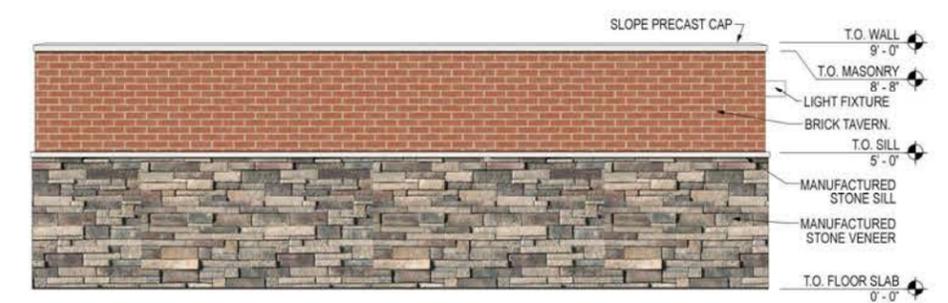
**FRONT ELEVATION**



**RIGHT ELEVATION**

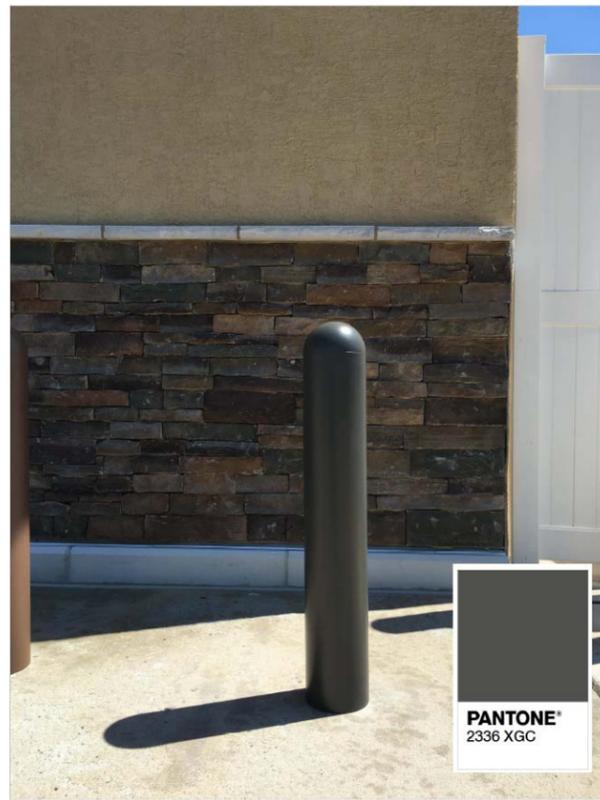


**LEFT ELEVATION**

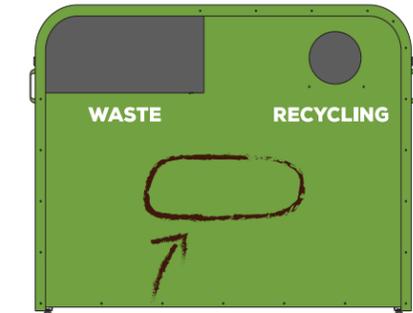


**REAR ELEVATION**





Bollards

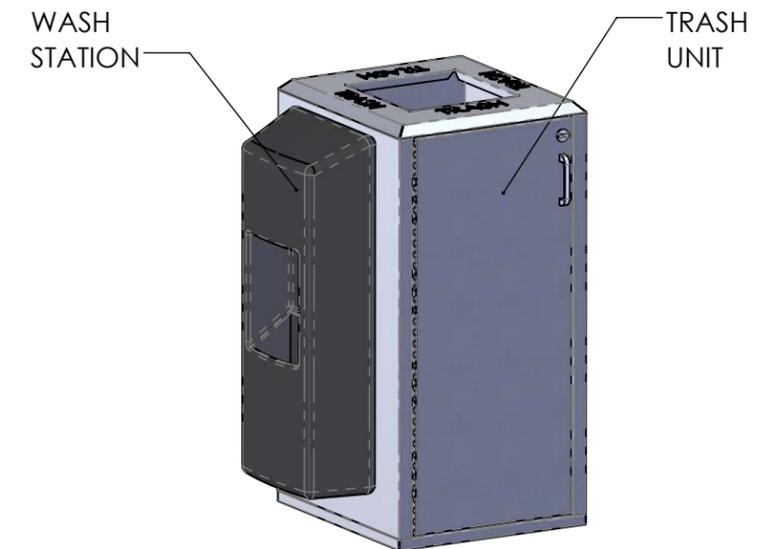


**YOUR LOGO GOES HERE**  
(or wherever you'd like).

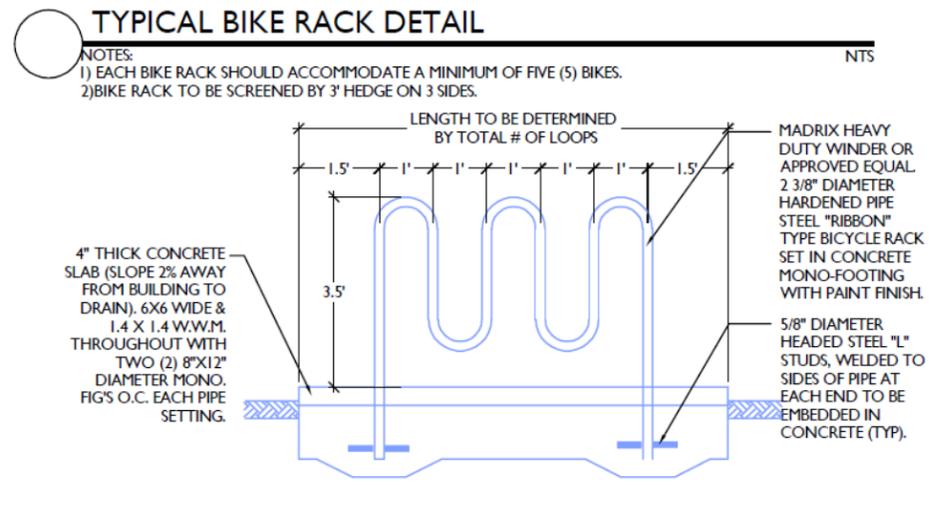
Building Exterior Trash Receptacle



Exterior Ice Cabinet



Gas Canopy Trash Receptacle



Finish to match bollards



Bike Racks



Benches



RECEIVED

NOV 22 2019

Community Dev & Planning

**AFFIDAVIT FOR POSTED NOTICE (SIGN)**

I, Robert D. Brant, Attorney/Agent for 9700 Fairfax Blvd LLC, hereby affirm that I have received, read, understand and agree to abide by the 'Posted Notice Instructions to the Applicant' and location map depicting sign placement given to me on November 22, 2019 as required by City Code, Chapter 110, Article 6.2.5.B.3.

The subject property will be posted visibly and securely with **two** signs, from **Friday, November 29, 2019** to **Wednesday, December 11, 2019**, including the date of the public hearing as given on the sign(s).

Notices will not be placed on trees, utility poles, or traffic control signs or elsewhere in the public right-of-way. All posted notices will be removed no later than **Friday, December 20, 2019, no more than 10 days after hearing.**

A photo confirmation of the "Posted Notice" (sign) placement will be provided to the Zoning Office on date of placement.

[Handwritten Signature]  
Applicant/Agent Signature

11/22/19  
Date

**APPLICANT/AGENT MUST SIGN AND HAVE THEIR SIGNATURES NOTARIZED**

The above affidavit was subscribed and confirmed by oath or affirmation before me on this 22 day of November, 20 19, in the State of Virginia.

My commission expires 11/30/2023.



[Handwritten Signature]  
Notary Public/Registration No.

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

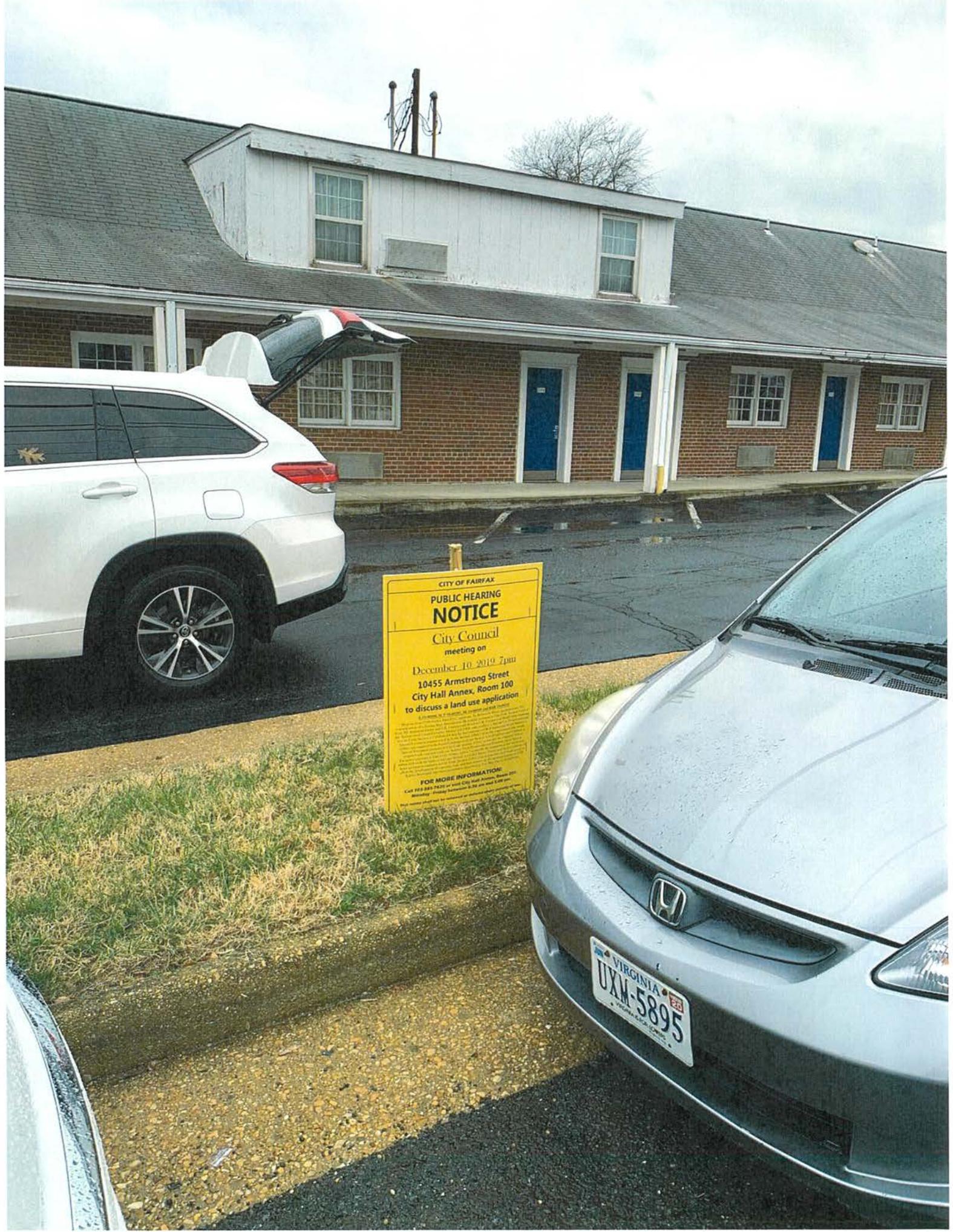
Receipt # \_\_\_\_\_

Date Paid \_\_\_\_\_

Fee Paid \_\_\_\_\_

Associated Case # \_\_\_\_\_

Staff Initials \_\_\_\_\_



CITY OF FAIRFAX  
**PUBLIC HEARING NOTICE**  
 City Council  
 meeting on  
 December 10, 2019 7pm  
 10455 Armstrong Street  
 City Hall Annex, Room 100  
 to discuss a land use application

EXEMPTIONS: If a resident, an applicant, or a member of the public has a written request for an exemption from the public hearing process, the City Council may, at its discretion, exempt the applicant from the public hearing process. The City Council may also exempt an applicant from the public hearing process if the applicant is a member of the City Council or a member of the City Council's staff.

**FOR MORE INFORMATION:**  
 Call 703-883-7620 or visit City Hall Annex, Room 100  
 Meeting: Priority Registration is for you and 3:00 pm  
 Meeting: Public Hearing is for you and 5:00 pm  
 Your meeting should last for approximately 10 minutes.

VIRGINIA  
 UXM-5895  
 2019  
 VIRGINIA EQUIPMENT





**City of Fairfax, Virginia**

10455 Armstrong Street · Fairfax, VA 22030-3630

703-385-7930 · www.fairfaxva.gov

November 26, 2019

Re: 9700 Fairfax Blvd

Dear Property Owner:

Current City real estate records indicate that you are the owner of land near or adjacent to the property which is the subject of the above-referenced application. Pursuant to City Code Section 110-6.B.2 **you are hereby notified that the City Council at its meeting on Tuesday, December 10, 2019 at 7:00 p.m. in City Hall Annex, Room 100, 10455 Armstrong Street, will hold a public hearing to consider the following:**

**Z-19-00296, SU-19-00297, SE-19-00298 and BAR 19-00547**

Request from 9700 Fairfax Blvd LLC, applicant, by Robert D. Brant, agent/attorney, for consideration of a Zoning Map Amendment (Rezoning) pursuant to City Code Section 110-6.4 from IH, Industrial Heavy and CR, Commercial Retail to CR, Commercial Retail while retaining the Architectural Control Overlay District (ACOD), with proffers; a Special Use Permit pursuant to City Code Section 3.3 (Allowed Uses) for fuel stations in CR, Commercial Retail District; a Special Exception pursuant to City Code Section 110-6.7 from the requirement that on-site utilities are required to be located underground per Section 4.11 (Underground Utilities), a Special Exception pursuant to City Code Section 110-6.7 to modify the required 10-foot required side (interior yard) per Section 3.6.2 (Nonresidential Districts), and a Special Exception pursuant to City Code Section 110-6.7 to modify the requirement for street trees within 15-feet of the back of curb per Section 4.5.6.B.1 (Street Trees); and for a Certificate of Appropriateness pursuant to City Code Section 110-6.5 for architecture and landscaping, to allow the development of a grocery store and fuel stations on the premises known as 9700 Fairfax Boulevard and more particularly described as Tax Map Parcel 48-3-09-056.

You are entitled to speak at the public hearing, or you may submit written testimony. A copy of the application is available for review in the Department of Community Development and Planning, Annex Room 207, City Hall.

If you have questions regarding the application, please call the Zoning Office at 703-385-7820.

Sincerely,

Albert Frederick  
Planner III

cc: Jason Sutphin



**City of Fairfax, Virginia**

10455 Armstrong Street · Fairfax, VA 22030-3630  
703-385-7930 · [www.fairfaxva.gov](http://www.fairfaxva.gov)

November 26, 2019

Barbara Byron  
Planning Division  
Fairfax County Dept. of Planning and Development  
12055 Government Center Pkwy, Suite 730  
Fairfax, Virginia 22035

Re: 9700 Fairfax Blvd

Pursuant to Section 15.2-2204 (amended) of the Code of Virginia, enclosed is the legal notification for the above-referenced application. For additional information, please call the Department of Community Development and Planning at 703-385-7820 or Alexis El-Hage at [alexis.el-hage@fairfaxva.gov](mailto:alexis.el-hage@fairfaxva.gov)

Sincerely,

Albert Frederick  
Planner III

Enclosure

NOTICE OF PUBLIC HEARING  
CITY OF FAIRFAX, VIRGINIA

Notice is hereby given that the City Council of the City of Fairfax at its meeting on Tuesday, December 10, 2019 at 7:00 p.m. in the City Hall Annex, Room 100, 10455 Armstrong Street, will hold a Public Hearing to consider the following:

**Z-19-00296, SU-19-00297, SE-19-00298 and BAR 19-00547**

Request from 9700 Fairfax Blvd LLC, applicant, by Robert D. Brant, agent/attorney, for consideration of a Zoning Map Amendment (Rezoning) pursuant to City Code Section 110-6.4 from IH, Industrial Heavy and CR, Commercial Retail to CR, Commercial Retail while retaining the Architectural Control Overlay District (ACOD), with proffers; a Special Use Permit pursuant to City Code Section 3.3 (Allowed Uses) for fuel stations in CR, Commercial Retail District; a Special Exception pursuant to City Code Section 110-6.7 from the requirement that on-site utilities are required to be located underground per Section 4.11 (Underground Utilities), a Special Exception pursuant to City Code Section 110-6.7 to modify the required 10-foot required side (interior yard) per Section 3.6.2 (Nonresidential Districts), and a Special Exception pursuant to City Code Section 110-6.7 to modify the requirement for street trees within 15-feet of the back of curb per Section 4.5.6.B.1 (Street Trees); and for a Certificate of Appropriateness pursuant to City Code Section 110-6.5 for architecture and landscaping, to allow the development of a grocery store and fuel stations on the premises known as 9700 Fairfax Boulevard and more particularly described as Tax Map Parcel 48-3-09-056.

**SU-19-00652**

Request from Faithful Life Church, applicant, by Robert D. Brant, Attorney-in-fact, for a Special Use Permit pursuant to City Code Section 110-3.3.1B for a Religious Institution (Faithful Life Church) in the CR Commercial Retail Zoning District and Architectural Control Overlay District on the premises known as 9870 Main St and more particularly described as Tax Map Parcel 58-3-02-013A, 013B, 013C.

All interested parties are invited to attend the public hearing and express their views. All reports will be available five (5) days prior to the meeting date in the City Clerk's Office, Room 316, City Hall, 10455 Armstrong Street, and on the City of Fairfax webpage at [www.fairfaxva.gov](http://www.fairfaxva.gov). The City will make reasonable accommodations for the disabled upon request received at least five days prior to the meeting; please call 703-385-7930, (TTY 711) for assistance.

Melanie Crowder, City Clerk

11/22/2019

11/29/2019



Certified: *Christine Johnston*  
Christine Johnston  
Acting Assessor

11/12

2019

**9700 Fairfax Blvd**

N



OLA INC.  
9700 Fairfax Boulevard  
Fairfax, VA 22031

BARBARA A. BRYON, DIRECTOR  
DEPT. OF PLANNING & DEVELOPMENT  
12055 GOVERNMENT CENTER PARKWAY, SUITE 1048  
FAIRFAX, VA 22035

Raleigh E Worsham (TR)  
Kathleen B Worsham (TR)  
2308 Victoria Crossing Lane  
Midlothian, VA 23113

Nick Caine  
Director of Market Research  
McWilliams/Ballard  
1029 North Royal Street, Suite 301  
Alexandria, VA 22314

SAM FAIRFAX LLC  
10208 Tyburn Terrace  
Bethesda, MD 20814-2268

Fairfax Oaks Homeowners Assoc.  
Mr. Tom Casey  
9608 Ridge Avenue  
Fairfax, VA 22030

CUBESMART, LP  
PTA-CS #924  
P.O. Box 320099  
Alexandria, VA 22320

Foxcroft Colony Condominium  
Mr. Bruce Long  
9483-A Fairfax Boulevard  
Fairfax, VA 22031

NRK REALTY MANAGEMENT LLC  
1016 Bluegrass Road  
Versailles, KY 40383

Great Oaks Homeowners Assoc.  
Mr. Iain Williamson  
9935 Great Oaks Way  
Fairfax, VA 22030

SHEEHY FAIRFAX PROPERTY LLC  
12701 Fair Lakes Cir. # 250  
Fairfax, VA 22033

Preserve at Great Oaks HOA  
Mr. Kevin Allexon  
3303 Preserve Oaks Court  
Fairfax, VA 22030

CSSK PROPERTIES LLC  
6401 Springhouse Circle  
Clifton, VA 20124

FAIRFAX CIRCLE INVESTORS & II LLC  
C/O Rosenthal Properties  
1945 Old Gallows Road, Suite 300  
Vienna, VA 22182

WALTER ENTERPRISES LC  
P.O. Box 90  
Woodstock, VA 22664

9625 LEE HWY LLC  
C/O Judy L Lothrop  
11208 Split Rail Lane  
Fairfax Station, VA 22039

## Unofficial Property Record Card - Fairfax, VA

### General Property Data

Parcel ID 48 3 09 056	Account Number 35012
Property Owner OLA INC	Property Location 9700 FAIRFAX BLVD FAIRFAX
	Property Use
Mailing Address 9700 FAIRFAX BLVD	Most Recent Sale Date 2/1/2000
	Legal Reference 11233-050
City FAIRFAX	Grantor NISHA INC
Mailing State VA Zip 22031	Sale Price 2,200,000
ParcelZoning Split Zoned (IH/CR)	Land Area 1.820 acres
Tax Exempt No	Type <b>Commercial-General</b>

### Current Property Assessment

Card 1 Value	Land Value 2,616,600	Building Value 1,293,100	Total Value 3,909,700
--------------	----------------------	--------------------------	-----------------------

### Building Description

Building Style MOTEL	# of Living Units 55	Flooring Type N/A
Year Built 1953	Roof Structure N/A	Heating Type N/A
Building Grade Average	Roof Cover N/A	Heating Fuel N/A
Building Condition N/A	Siding Brick	Air Conditioning 0%
Above Grade Floor Area (SF) 19,872	Interior Walls N/A	# of Fireplaces 0
Total Floor Area (SF) 19,872	# of Bedrooms 55	# of Full Baths 0
Number Rooms 55	# of 1/2 Baths 0	

### Utilities Information

Water	Public
	Water
Sewer	Public
	Sewer

### Legal Description

EAST FAIRFAX PARK LTS 56-60-79290 SF

### Narrative Description of Property

This property contains 1.820 acres of land mainly classified as with a(n) MOTEL style building, built about 1953 , having Brick exterior and N/A roof cover, with 0 commercial unit(s) and 55 residential unit(s), 55 room(s), 55 bedroom(s), 0 bath(s), 0 half bath(s).

#### Disclaimer/Privacy Policy

Under Virginia State law these records are public information. Display of this information on the internet is specifically authorized by Va. Code 58.1-3122.2 (1998). See the [Virginia State Code](#) to read the pertinent enabling statute. Owner names will be withheld from the Internet record upon request.

While the City of Fairfax has attempted to ensure that the data contained in this file and displayed on this site is accurate and reflects the property's characteristics, the City of Fairfax makes no warranties, express or implied, concerning the accuracy, completeness, reliability, or suitability of this data. The City of Fairfax does not assume any liability associated with the use or misuse of this data.

## Unofficial Property Record Card - Fairfax, VA

### General Property Data

Parcel ID 48 3 09 055	Account Number 65278
Property Owner WORSHAM RALEIGH E (TR)	Property Location 3174 SPRING ST FAIRFAX
WORSHAM KATHLEEN B (TR)	Property Use
Mailing Address 2308 VICTORIA CROSSING LN	Most Recent Sale Date 12/31/1996
City MIDLOTHIAN	Legal Reference 9894-130
Mailing State VA Zip 23113	Grantor WORSHAM RALEIGH E
ParcelZoning Industrial Heavy	Sale Price 0
Tax Exempt No	Land Area 0.379 acres
	Type <b>Commercial Gift</b>

### Current Property Assessment

Card 1 Value	Land Value 454,100	Building Value 136,500	Total Value 590,600
--------------	--------------------	------------------------	---------------------

### Building Description

Building Style INDUSTRIAL	# of Living Units 0	Flooring Type N/A
Year Built 1962	Roof Structure N/A	Heating Type N/A
Building Grade N/A	Roof Cover N/A	Heating Fuel N/A
Building Condition N/A	Siding Brick	Air Conditioning 0%
Above Grade Floor Area (SF) 2,615	Interior Walls Drywall	# of Fireplaces 0
Total Floor Area (SF) 2,615	# of Bedrooms 0	# of Full Baths 0
Number Rooms 0	# of 1/2 Baths 0	

### Utilites Information

Water	Public
	Water
Sewer	Public
	Sewer

### Legal Description

EAST FAIRFAX PARK LT 55 - 16513 SF 9894-0130

### Narrative Description of Property

This property contains 0.379 acres of land mainly classified as with a(n) INDUSTRIAL style building, built about 1962 , having Brick exterior and N/A roof cover, with 0 commercial unit(s) and 0 residential unit(s), 0 room(s), 0 bedroom(s), 0 bath(s), 0 half bath(s).

#### Disclaimer/Privacy Policy

Under Virginia State law these records are public information. Display of this information on the internet is specifically authorized by Va. Code 58.1-3122.2 (1998). See the [Virginia State Code](#) to read the pertinent enabling statute. Owner names will be withheld from the Internet record upon request.

While the City of Fairfax has attempted to ensure that the data contained in this file and displayed on this site is accurate and reflects the property's characteristics, the City of Fairfax makes no warranties, express or implied, concerning the accuracy, completeness, reliability, or suitability of this data. The City of Fairfax does not assume any liability associated with the use or misuse of this data.

## Unofficial Property Record Card - Fairfax, VA

### General Property Data

Parcel ID 48 3 09 040	Account Number 49336
Property Owner SAM FAIRFAX LLC	Property Location 3175 SPRING ST FAIRFAX
	Property Use
Mailing Address 10208 TYBURN TER	Most Recent Sale Date 7/18/1997
	Legal Reference 10057-758
City BETHESDA	Grantor REINES MARILYN W TRS
Mailing State MD Zip 20814-2268	Sale Price 0
ParcelZoning Industrial Heavy	Land Area 0.316 acres
Tax Exempt No	Type <b>Does Not Appear Valid</b>

### Current Property Assessment

Card 1 Value	Land Value 378,000	Building Value 0	Total Value 378,000
--------------	--------------------	------------------	---------------------

### Building Description

Building Style N/A	# of Living Units 0	Flooring Type N/A
Year Built 0	Roof Structure N/A	Heating Type N/A
Building Grade N/A	Roof Cover N/A	Heating Fuel N/A
Building Condition N/A	Siding N/A	Air Conditioning 0%
Above Grade Floor Area (SF) 0	Interior Walls N/A	# of Fireplaces 0
Total Floor Area (SF) 0	# of Bedrooms 0	# of Full Baths 0
Number Rooms 0	# of 1/2 Baths 0	

### Utilites Information

Water	Public
	Water
Sewer	Public
	Sewer

### Legal Description

EAST FAIRFAX PARK LT 40 - 13744 SF 6599-1296

### Narrative Description of Property

This property contains 0.316 acres of land mainly classified as with a(n) N/A style building, built about 0 , having N/A exterior and N/A roof cover, with 0 commercial unit(s) and 0 residential unit(s), 0 room(s), 0 bedroom(s), 0 bath(s), 0 half bath(s).

#### Disclaimer/Privacy Policy

Under Virginia State law these records are public information. Display of this information on the internet is specifically authorized by Va. Code 58.1-3122.2 (1998). See the [Virginia State Code](#) to read the pertinent enabling statute. Owner names will be withheld from the Internet record upon request.

While the City of Fairfax has attempted to ensure that the data contained in this file and displayed on this site is accurate and reflects the property's characteristics, the City of Fairfax makes no warranties, express or implied, concerning the accuracy, completeness, reliability, or suitability of this data. The City of Fairfax does not assume any liability associated with the use or misuse of this data.

## Unofficial Property Record Card - Fairfax, VA

---

### General Property Data

Parcel ID 48 3 09 039 A	Account Number 49325
Property Owner SAM FAIRFAX LLC	Property Location 9660 FAIRFAX BLVD FAIRFAX
	Property Use
Mailing Address 10208 TYBURN TER	Most Recent Sale Date 7/18/1997
	Legal Reference 10057-758
City BETHESDA	Grantor REINES ALFRED M
Mailing State MD Zip 20814-2268	Sale Price 0
ParcelZoning Commercial Retail	Land Area 0.589 acres
Tax Exempt No	Type <b>Does Not Appear Valid</b>

---

### Current Property Assessment

Card 1 Value	Land Value 1,025,900	Building Value 31,400	Total Value 1,057,300
--------------	----------------------	-----------------------	-----------------------

---

### Building Description

Building Style AUTO DEALR	# of Living Units 0	Flooring Type N/A
Year Built 1975	Roof Structure N/A	Heating Type N/A
Building Grade Fair	Roof Cover N/A	Heating Fuel N/A
Building Condition N/A	Siding Composition	Air Conditioning 0%
Above Grade Floor Area (SF) 1,320	Interior Walls Drywall	# of Fireplaces 0
Total Floor Area (SF) 1,320	# of Bedrooms 0	# of Full Baths 0
Number Rooms 0	# of 1/2 Baths 0	

---

### Utilites Information

Water	Public
	Water
Sewer	Public
	Sewer

---

### Legal Description

EAST FAIRFAX PARK PT LTS 38 & 39-25647 SF 5444-1675

---

### Narrative Description of Property

This property contains 0.589 acres of land mainly classified as with a(n) AUTO DEALR style building, built about 1975 , having Composition exterior and N/A roof cover, with 0 commercial unit(s) and 0 residential unit(s), 0 room(s), 0 bedroom(s), 0 bath(s), 0 half bath(s).

---

### Disclaimer/Privacy Policy

Under Virginia State law these records are public information. Display of this information on the internet is specifically authorized by Va. Code 58.1-3122.2 (1998). See the [Virginia State Code](#) to read the pertinent enabling statute. Owner names will be withheld from the Internet record upon request.

While the City of Fairfax has attempted to ensure that the data contained in this file and displayed on this site is accurate and reflects the property's characteristics, the City of Fairfax makes no warranties, express or implied, concerning the accuracy, completeness, reliability, or suitability of this data. The City of Fairfax does not assume any liability associated with the use or misuse of this data.

## Unofficial Property Record Card - Fairfax, VA

### General Property Data

Parcel ID 48 3 10 013 A	Account Number 689603
Property Owner CUBESMART, LP	Property Location 3179 DRAPER DR FAIRFAX
PTA- CS #924	Property Use
Mailing Address P.O. BOX 320099	Most Recent Sale Date 9/8/2014
	Legal Reference 23791-1159
City ALEXANDRIA	Grantor STORAGE PARTNERS OF FAIRFAX II L
Mailing State VA Zip 22320	Sale Price 0
ParcelZoning Industrial Heavy	Land Area 1.469 acres
Tax Exempt No	Type <b>No Consideration</b>

### Current Property Assessment

Card 1 Value	Land Value 1,759,100	Building Value 9,874,500	Total Value 11,633,600
--------------	----------------------	--------------------------	------------------------

### Building Description

Building Style SELF STORAGE	# of Living Units 0	Flooring Type N/A
Year Built 1998	Roof Structure N/A	Heating Type N/A
Building Grade Good	Roof Cover N/A	Heating Fuel N/A
Building Condition N/A	Siding Brick	Air Conditioning 0%
Above Grade Floor Area (SF) 115,310	Interior Walls N/A	# of Fireplaces 0
Total Floor Area (SF) 115,310	# of Bedrooms 0	# of Full Baths 0
Number Rooms 0	# of 1/2 Baths 0	

### Utilities Information

Water	Public
	Water
Sewer	Public
	Sewer

### Legal Description

BEECH PARK RESUB LTS 11- 15, & 5,7-63969 SF

### Narrative Description of Property

This property contains 1.469 acres of land mainly classified as with a(n) SELF STORAGE style building, built about 1998 , having Brick exterior and N/A roof cover, with 0 commercial unit(s) and 0 residential unit(s), 0 room(s), 0 bedroom(s), 0 bath(s), 0 half bath(s).

#### Disclaimer/Privacy Policy

Under Virginia State law these records are public information. Display of this information on the internet is specifically authorized by Va. Code 58.1-3122.2 (1998). See the [Virginia State Code](#) to read the pertinent enabling statute. Owner names will be withheld from the Internet record upon request.

While the City of Fairfax has attempted to ensure that the data contained in this file and displayed on this site is accurate and reflects the property's characteristics, the City of Fairfax makes no warranties, express or implied, concerning the accuracy, completeness, reliability, or suitability of this data. The City of Fairfax does not assume any liability associated with the use or misuse of this data.

## Unofficial Property Record Card - Fairfax, VA

### General Property Data

Parcel ID 48 3 10 014 A	Account Number 689614
Property Owner NRK REALTY MANAGEMENT, LLC	Property Location 9720 FAIRFAX BLVD FAIRFAX
Mailing Address 1016 BLUEGRASS RD	Property Use
City VERSAILLES	Most Recent Sale Date 1/3/2012
Mailing State KY Zip 40383	Legal Reference 22052-0273
ParcelZoning Commercial Retail	Grantor KEITH ROSS & NORMA L
Tax Exempt No	Sale Price 0
	Land Area 0.878 acres
	Type <b>No Consideration</b>

### Current Property Assessment

Card 1 Value	Land Value 1,433,800	Building Value 1,284,000	Total Value 2,717,800
--------------	----------------------	--------------------------	-----------------------

### Building Description

Building Style BANK	# of Living Units 0	Flooring Type N/A
Year Built 1997	Roof Structure N/A	Heating Type N/A
Building Grade Good	Roof Cover N/A	Heating Fuel N/A
Building Condition N/A	Siding Brick	Air Conditioning 0%
Above Grade Floor Area (SF) 4,246	Interior Walls Drywall	# of Fireplaces 0
Total Floor Area (SF) 4,246	# of Bedrooms 0	# of Full Baths 0
Number Rooms 0	# of 1/2 Baths 0	

### Utilities Information

Water	Public
	Water
Sewer	Public
	Sewer

### Legal Description

BEECH PARK RESUB LTS 11- 15&5,7-38235 SF 9408-1735

### Narrative Description of Property

This property contains 0.878 acres of land mainly classified as with a(n) BANK style building, built about 1997 , having Brick exterior and N/A roof cover, with 0 commercial unit(s) and 0 residential unit(s), 0 room(s), 0 bedroom(s), 0 bath(s), 0 half bath(s).

#### Disclaimer/Privacy Policy

Under Virginia State law these records are public information. Display of this information on the internet is specifically authorized by Va. Code 58.1-3122.2 (1998). See the [Virginia State Code](#) to read the pertinent enabling statute. Owner names will be withheld from the Internet record upon request.

While the City of Fairfax has attempted to ensure that the data contained in this file and displayed on this site is accurate and reflects the property's characteristics, the City of Fairfax makes no warranties, express or implied, concerning the accuracy, completeness, reliability, or suitability of this data. The City of Fairfax does not assume any liability associated with the use or misuse of this data.

## Unofficial Property Record Card - Fairfax, VA

### General Property Data

Parcel ID 48 3 02 018 A	Account Number 692933
Property Owner SHEEHY FAIRFAX PROPERTY, LLC	Property Location 9739 FAIRFAX BLVD FAIRFAX
	Property Use
Mailing Address 12701 FAIR LAKES CIR #250	Most Recent Sale Date 3/13/2015
	Legal Reference 23998-0959
City FAIRFAX	Grantor ROBERT C DEHAVEN ENTERPRISES LLC
Mailing State VA Zip 22033	Sale Price 7,000,000
ParcelZoning Commercial General	Land Area 2.696 acres
Tax Exempt No	Type <b>Commerical Sale incl. value other than RE-1 parcel</b>

### Current Property Assessment

Card 1 Value	Land Value 3,053,700	Building Value 3,280,600	Total Value 6,334,300
--------------	----------------------	--------------------------	-----------------------

### Building Description

Building Style AUTO DEALR	# of Living Units 0	Flooring Type N/A
Year Built 1999	Roof Structure N/A	Heating Type N/A
Building Grade Excellent	Roof Cover N/A	Heating Fuel N/A
Building Condition N/A	Siding N/A	Air Conditioning 0%
Above Grade Floor Area (SF) 27,317	Interior Walls Drywall	# of Fireplaces 0
Total Floor Area (SF) 27,317	# of Bedrooms 0	# of Full Baths 0
Number Rooms 0	# of 1/2 Baths 0	

### Utilites Information

Water	Public
	Water
Sewer	Public
	Sewer

### Legal Description

ACREAGE (CONSOLIDATION OF LTS 18 & 19) NOW 18A 2.69630 ACRE 10575-1037

### Narrative Description of Property

This property contains 2.696 acres of land mainly classified as with a(n) AUTO DEALR style building, built about 1999 , having N/A exterior and N/A roof cover, with 0 commercial unit(s) and 0 residential unit(s), 0 room(s), 0 bedroom(s), 0 bath(s), 0 half bath(s).

### Disclaimer/Privacy Policy

Under Virginia State law these records are public information. Display of this information on the internet is specifically authorized by Va. Code 58.1-3122.2 (1998). See the [Virginia State Code](#) to read the pertinent enabling statute. Owner names will be withheld from the Internet record upon request.

While the City of Fairfax has attempted to ensure that the data contained in this file and displayed on this site is accurate and reflects the property's characteristics, the City of Fairfax makes no warranties, express or implied, concerning the accuracy, completeness, reliability, or suitability of this data. The City of Fairfax does not assume any liability associated with the use or misuse of this data.

## Unofficial Property Record Card - Fairfax, VA

### General Property Data

Parcel ID 48 3 08 005 B	Account Number 45627
Property Owner CSSK PROPERTIES LLC	Property Location 9715 FAIRFAX BLVD FAIRFAX
	Property Use
Mailing Address 6401 SPRINGHOUSE CIR	Most Recent Sale Date 6/20/2016
	Legal Reference 24619-0617
City CLIFTON	Grantor CG 50, LLC
Mailing State VA Zip 20124	Sale Price 3,400,000
ParcelZoning Commercial Retail	Land Area 1.077 acres
Tax Exempt No	Type <b>Commercial-General</b>

### Current Property Assessment

Card 1 Value	Land Value 1,582,800	Building Value 1,725,600	Total Value 3,308,400
--------------	----------------------	--------------------------	-----------------------

### Building Description

Building Style RESTAURANT	# of Living Units 0	Flooring Type N/A
Year Built 1954	Roof Structure N/A	Heating Type N/A
Building Grade Average	Roof Cover N/A	Heating Fuel N/A
Building Condition N/A	Siding Comb-Stucco/	Air Conditioning 0%
Above Grade Floor Area (SF) 14,188	Interior Walls N/A	# of Fireplaces 0
Total Floor Area (SF) 14,188	# of Bedrooms 0	# of Full Baths 0
Number Rooms 0	# of 1/2 Baths 0	

### Utilites Information

Water	Public
	Water
Sewer	Public
	Sewer

### Legal Description

EAST FAIRFAX PARK SEC 2 PT LT 5 - 46897 SF 6031-617

### Narrative Description of Property

This property contains 1.077 acres of land mainly classified as with a(n) RESTAURANT style building, built about 1954 , having Comb-Stucco/ exterior and N/A roof cover, with 0 commercial unit(s) and 0 residential unit(s), 0 room(s), 0 bedroom(s), 0 bath(s), 0 half bath(s).

#### Disclaimer/Privacy Policy

Under Virginia State law these records are public information. Display of this information on the internet is specifically authorized by Va. Code 58.1-3122.2 (1998). See the [Virginia State Code](#) to read the pertinent enabling statute. Owner names will be withheld from the Internet record upon request.

While the City of Fairfax has attempted to ensure that the data contained in this file and displayed on this site is accurate and reflects the property's characteristics, the City of Fairfax makes no warranties, express or implied, concerning the accuracy, completeness, reliability, or suitability of this data. The City of Fairfax does not assume any liability associated with the use or misuse of this data.

## Unofficial Property Record Card - Fairfax, VA

### General Property Data

Parcel ID 48 3 08 005 A	Account Number 49314
Property Owner SAM FAIRFAX LLC	Property Location 9711 FAIRFAX BLVD FAIRFAX
Mailing Address 10208 TYBURN TER	Property Use
City BETHESDA	Most Recent Sale Date 7/18/1997
Mailing State MD Zip 20814-2268	Legal Reference 10057-760
ParcelZoning Commercial Retail	Grantor REINES ALFRED M TRS
Tax Exempt No	Sale Price 0
	Land Area 1.184 acres
	Type <b>Does Not Appear Valid</b>

### Current Property Assessment

Card 1 Value	Land Value 1,933,600	Building Value 527,300	Total Value 2,460,900
--------------	----------------------	------------------------	-----------------------

### Building Description

Building Style AUTO DEALR	# of Living Units 0	Flooring Type N/A
Year Built 1959	Roof Structure N/A	Heating Type N/A
Building Grade Average	Roof Cover N/A	Heating Fuel N/A
Building Condition N/A	Siding Stucco/Alum	Air Conditioning 0%
Above Grade Floor Area (SF) 12,183	Interior Walls Drywall	# of Fireplaces 0
Total Floor Area (SF) 12,183	# of Bedrooms 0	# of Full Baths 0
Number Rooms 0	# of 1/2 Baths 0	

### Utilities Information

Water	Public
	Water
Sewer	Public
	Sewer

### Legal Description

EAST FAIRFAX PARK SEC 2 PT LT 5 - 51562 SF 6626-533

### Narrative Description of Property

This property contains 1.184 acres of land mainly classified as with a(n) AUTO DEALR style building, built about 1959 , having Stucco/Alum exterior and N/A roof cover, with 0 commercial unit(s) and 0 residential unit(s), 0 room(s), 0 bedroom(s), 0 bath(s), 0 half bath(s).

#### Disclaimer/Privacy Policy

Under Virginia State law these records are public information. Display of this information on the internet is specifically authorized by Va. Code 58.1-3122.2 (1998). See the [Virginia State Code](#) to read the pertinent enabling statute. Owner names will be withheld from the Internet record upon request.

While the City of Fairfax has attempted to ensure that the data contained in this file and displayed on this site is accurate and reflects the property's characteristics, the City of Fairfax makes no warranties, express or implied, concerning the accuracy, completeness, reliability, or suitability of this data. The City of Fairfax does not assume any liability associated with the use or misuse of this data.

## Unofficial Property Record Card - Fairfax, VA

### General Property Data

Parcel ID 48 3 08 004	Account Number 18135
Property Owner FAIRFAX CIRCLE INVESTORS & II LLC	Property Location 9629 FAIRFAX BLVD FAIRFAX
C/O ROSENTHAL PROPERTIES	Property Use
Mailing Address 1945 OLD GALLOWS RD STE 300	Most Recent Sale Date 7/28/2000
City VIENNA	Legal Reference 11452-527
Mailing State VA Zip 22182	Grantor FAIRFAX CIRCLE PTNSHP
ParcelZoning Commercial Retail	Sale Price 11,952,300
Tax Exempt No	Land Area 9.290 acres
	Type <b>Commercial-General</b>

### Current Property Assessment

Card 1 Value	Land Value 12,139,900	Building Value 11,390,100	Total Value 23,530,000
--------------	-----------------------	---------------------------	------------------------

### Building Description

Building Style SHOP CTR	# of Living Units 0	Flooring Type N/A
Year Built 1963	Roof Structure N/A	Heating Type N/A
Building Grade Average	Roof Cover N/A	Heating Fuel N/A
Building Condition N/A	Siding Comb-Stucco/	Air Conditioning 0%
Above Grade Floor Area (SF) 126,755	Interior Walls N/A	# of Fireplaces 0
Total Floor Area (SF) 126,755	# of Bedrooms 0	# of Full Baths 0
Number Rooms 0	# of 1/2 Baths 0	

### Utilities Information

Water	Public
	Water
Sewer	Public
	Sewer

### Legal Description

EAST FAIRFAX PARK SEC 2 PCL A PT LTS 4,5-404664 SF

### Narrative Description of Property

This property contains 9.290 acres of land mainly classified as with a(n) SHOP CTR style building, built about 1963 , having Comb-Stucco/ exterior and N/A roof cover, with 0 commercial unit(s) and 0 residential unit(s), 0 room(s), 0 bedroom(s), 0 bath(s), 0 half bath(s).

#### Disclaimer/Privacy Policy

Under Virginia State law these records are public information. Display of this information on the internet is specifically authorized by Va. Code 58.1-3122.2 (1998). See the [Virginia State Code](#) to read the pertinent enabling statute. Owner names will be withheld from the Internet record upon request.

While the City of Fairfax has attempted to ensure that the data contained in this file and displayed on this site is accurate and reflects the property's characteristics, the City of Fairfax makes no warranties, express or implied, concerning the accuracy, completeness, reliability, or suitability of this data. The City of Fairfax does not assume any liability associated with the use or misuse of this data.

## Unofficial Property Record Card - Fairfax, VA

### General Property Data

Parcel ID 48 3 10 015 A	Account Number 689625
Property Owner NRK REALTY MANAGEMENT, LLC	Property Location 9738 FAIRFAX BLVD FAIRFAX
Mailing Address 1016 BLUEGRASS RD	Property Use
City VERSAILLES	Most Recent Sale Date 1/3/2012
Mailing State KY Zip 40383	Legal Reference 22052-0273
ParcelZoning Split Zoned (IH/CR)	Grantor KEITH ROSS
Tax Exempt No	Sale Price 0
	Land Area 1.110 acres
	Type <b>No Consideration</b>

### Current Property Assessment

Card 1 Value	Land Value 1,813,600	Building Value 377,100	Total Value 2,190,700
--------------	----------------------	------------------------	-----------------------

### Building Description

Building Style GEN. RETAIL	# of Living Units 0	Flooring Type N/A
Year Built 1973	Roof Structure N/A	Heating Type N/A
Building Grade Average	Roof Cover N/A	Heating Fuel N/A
Building Condition N/A	Siding Comb-Stucco/	Air Conditioning 0%
Above Grade Floor Area (SF) 6,140	Interior Walls N/A	# of Fireplaces 0
Total Floor Area (SF) 6,140	# of Bedrooms 0	# of Full Baths 0
Number Rooms 0	# of 1/2 Baths 0	

### Utilities Information

Water	Public
	Water
Sewer	Public
	Sewer

### Legal Description

BEECH PARK RESUB LTS 11- 15,&5,7-48363 SF 9408-1735

### Narrative Description of Property

This property contains 1.110 acres of land mainly classified as with a(n) GEN. RETAIL style building, built about 1973 , having Comb-Stucco/ exterior and N/A roof cover, with 0 commercial unit(s) and 0 residential unit(s), 0 room(s), 0 bedroom(s), 0 bath(s), 0 half bath(s).

### Disclaimer/Privacy Policy

Under Virginia State law these records are public information. Display of this information on the internet is specifically authorized by Va. Code 58.1-3122.2 (1998). See the [Virginia State Code](#) to read the pertinent enabling statute. Owner names will be withheld from the Internet record upon request.

While the City of Fairfax has attempted to ensure that the data contained in this file and displayed on this site is accurate and reflects the property's characteristics, the City of Fairfax makes no warranties, express or implied, concerning the accuracy, completeness, reliability, or suitability of this data. The City of Fairfax does not assume any liability associated with the use or misuse of this data.

## Unofficial Property Record Card - Fairfax, VA

### General Property Data

Parcel ID 48 3 09 035 A	Account Number 62242
Property Owner WALTER ENTERPRISES, LC	Property Location 9654 FAIRFAX BLVD FAIRFAX
Mailing Address PO BOX 90	Property Use
City WOODSTOCK	Most Recent Sale Date 5/24/1994
Mailing State VA Zip 22664	Legal Reference 9128-0028
Parcel Zoning Split Zoned (IH/CR)	Grantor WALTER RICHARD
Tax Exempt No	Sale Price 0
	Land Area 0.755 acres
	Type <b>Does Not Appear Valid</b>

### Current Property Assessment

Card 1 Value	Land Value 1,151,700	Building Value 102,400	Total Value 1,254,100
--------------	----------------------	------------------------	-----------------------

### Building Description

Building Style AUTO DEALR	# of Living Units 0	Flooring Type N/A
Year Built 1969	Roof Structure N/A	Heating Type N/A
Building Grade Average	Roof Cover N/A	Heating Fuel N/A
Building Condition N/A	Siding Comb-Stucco/	Air Conditioning 0%
Above Grade Floor Area (SF) 1,941	Interior Walls Drywall	# of Fireplaces 0
Total Floor Area (SF) 1,941	# of Bedrooms 0	# of Full Baths 0
Number Rooms 0	# of 1/2 Baths 0	

### Utilities Information

Water	Public
	Water
Sewer	Public
	Sewer

### Legal Description

EAST FAIRFAX PARK LT 35 PT LT 36,37-32907 SF 9128-28

### Narrative Description of Property

This property contains 0.755 acres of land mainly classified as with a(n) AUTO DEALR style building, built about 1969 , having Comb-Stucco/ exterior and N/A roof cover, with 0 commercial unit(s) and 0 residential unit(s), 0 room(s), 0 bedroom(s), 0 bath(s), 0 half bath(s).

#### Disclaimer/Privacy Policy

Under Virginia State law these records are public information. Display of this information on the internet is specifically authorized by Va. Code 58.1-3122.2 (1998). See the [Virginia State Code](#) to read the pertinent enabling statute. Owner names will be withheld from the Internet record upon request.

While the City of Fairfax has attempted to ensure that the data contained in this file and displayed on this site is accurate and reflects the property's characteristics, the City of Fairfax makes no warranties, express or implied, concerning the accuracy, completeness, reliability, or suitability of this data. The City of Fairfax does not assume any liability associated with the use or misuse of this data.

## Unofficial Property Record Card - Fairfax, VA

### General Property Data

Parcel ID 48 3 08 003 B	Account Number 702146
Property Owner 9625 LEE HWY LLC	Property Location 9607 9625 FAIRFAX BLVD FAIRFAX
C/O JUDY L LOTHROP	Property Use
Mailing Address 11208 SPLIT RAIL LN	Most Recent Sale Date
	Legal Reference
City FAIRFAX STATION	Grantor
Mailing State VA Zip 22039	Sale Price 0
Parcel Zoning Commercial Retail	Land Area 1.495 acres
Tax Exempt No	Type

### Current Property Assessment

Card 1 Value	Land Value 2,604,900	Building Value 4,556,900	Total Value 7,161,800
--------------	----------------------	--------------------------	-----------------------

### Building Description

Building Style SHOP CTR	# of Living Units 0	Flooring Type N/A
Year Built 2011	Roof Structure N/A	Heating Type N/A
Building Grade N/A	Roof Cover N/A	Heating Fuel N/A
Building Condition N/A	Siding Comb-Brick/S	Air Conditioning 0%
Above Grade Floor Area (SF) 18,212	Interior Walls N/A	# of Fireplaces 0
Total Floor Area (SF) 18,212	# of Bedrooms 0	# of Full Baths 0
Number Rooms 0	# of 1/2 Baths 0	

### Utilities Information

Water	Public Water
Sewer	Public Sewer

### Legal Description

FAIRFAX BOULEVARD CENTER (EAST FAIRFAX PARK) SEC 2 PT LT 1, LT 3 1.495 AC 21360-0383

### Narrative Description of Property

This property contains 1.495 acres of land mainly classified as with a(n) SHOP CTR style building, built about 2011 , having Comb-Brick/S exterior and N/A roof cover, with 0 commercial unit(s) and 0 residential unit(s), 0 room(s), 0 bedroom(s), 0 bath(s), 0 half bath(s).

### Disclaimer/Privacy Policy

Under Virginia State law these records are public information. Display of this information on the internet is specifically authorized by Va. Code 58.1-3122.2 (1998). See the [Virginia State Code](#) to read the pertinent enabling statute. Owner names will be withheld from the Internet record upon request.

While the City of Fairfax has attempted to ensure that the data contained in this file and displayed on this site is accurate and reflects the property's characteristics, the City of Fairfax makes no warranties, express or implied, concerning the accuracy, completeness, reliability, or suitability of this data. The City of Fairfax does not assume any liability associated with the use or misuse of this data.

### **SAMPLE MOTIONS**

- a. Attachment 11A – Motion A: Rezoning Approval
  - b. Attachment 11B – Motion B: Rezoning Denial
  - c. Attachment 11C – Motion A: Special Use Permit Approval
  - d. Attachment 11D – Motion B: Special Use Permit Denial
  - e. Attachment 11E – Motion A: Special Exceptions Approval
  - f. Attachment 11F – Motion B: Special Exceptions Denial
  - g. Attachment 11G – Motion A: Certificate of Appropriateness Approval
  - h. Attachment 11H – Motion B: Certificate of Appropriateness Denial
-

**MOTION - A**

**Rezoning Z-19-00296**

**APPROVAL  
(Recommended by Staff)**

BASED ON THE PUBLIC CONVENIENCE, WELFARE AND GOOD ZONING PRACTICE, WITH RESPECT TO REZONING APPLICATION Z-19-00296, WHICH HAS BEEN FILED FOR THE LAND KNOWN AS 9700 FAIRFAX BOULEVARD AND MORE PARTICULARLY DESCRIBED AS TAX MAP PARCEL 48-3-09-056, I MOVE THAT THE CITY COUNCIL ADOPT THE ORDINANCE FOR REZONING APPLICATION Z-19-00296 TO REZONE THE SUBJECT PROPERTY FROM IH, INDUSTRIAL HEAVY AND CR, COMMERCIAL RETAIL TO CR, COMMERCIAL RETAIL WITH PROFFERS DATED NOVEMBER 22, 2019, AND RETAIN THE ARCHITECTURAL CONTROL OVERLAY DISTRICT (ACOD), AS PREPARED AND SUBMITTED BY THE APPLICANT.

**MOTION - B**

**Rezoning Z-19-00296**

**DENIAL**

BASED ON THE PUBLIC CONVENIENCE, WELFARE AND GOOD ZONING PRACTICE, WITH RESPECT TO REZONING APPLICATION Z-19-00296, WHICH HAS BEEN FILED FOR THE LAND KNOWN AS 9700 FAIRFAX BOULEVARD AND MORE PARTICULARLY DESCRIBED AS TAX MAP PARCEL 48-3-09-056, I MOVE THAT THE CITY COUNCIL DENY THE ORDINANCE FOR REZONING APPLICATION Z-19-00296 TO REZONE THE SUBJECT PROPERTY FROM IH, INDUSTRIAL HEAVY AND CR, COMMERCIAL RETAIL TO CR, COMMERCIAL RETAIL WITH PROFFERS DATED NOVEMBER 22, 2019, AND RETAIN THE ARCHITECTURAL CONTROL OVERLAY DISTRICT (ACOD), AS PREPARED AND SUBMITTED BY THE APPLICANT.

(City Council may choose one or more grounds from the following sample reasons or may craft additional reasons supporting denial)

- The applicant's proposal, as set forth in the General Development Plan, is not in conformance with the Comprehensive Plan and other adopted City goals and policies;
  - The applicant's proposal, as set forth in the General Development Plan, will adversely impact the safety and movement of vehicular traffic upon adjacent streets;
  - The applicant's proposal, as set forth the General Development Plan, is incompatible with and will adversely impact adjacent properties and the surrounding neighborhood;
  - The applicant's proposal, as set forth in the General Development Plan, will adversely impact the health, safety and welfare of residents living in the vicinity of the subject property.
-

**MOTION – A**

**Special Use Permit (SUP-19-00297)**

**APPROVAL  
(Recommended by Staff)**

I MOVE THAT THE CITY COUNCIL APPROVE THE REQUEST OF 9700 FAIRFAX BLVD. LLC, FOR A SPECIAL USE PERMIT PURSUANT TO CITY CODE SECTION 3.3 (ALLOWED USES) FOR FUEL STATIONS IN CR, COMMERCIAL RETAIL DISTRICT ON THE PREMISES KNOWN AS 9700 FAIRFAX BOULEVARD AND MORE PARTICULARLY DESCRIBED AS TAX MAP PARCEL 48-3-09-056, WITH THE FOLLOWING CONDITION:

1. DEVELOPMENT SHALL BE IN CONFORMANCE WITH GENERAL DEVELOPMENT PLAN AND PROFFERS DATE NOVEMBER 22, 2019

**MOTION – B**

**Special Use Permit (SUP-19-00297)**

**DENIAL**

I MOVE THAT THE CITY COUNCIL DENY THE REQUEST OF 9700 FAIRFAX BLVD. LLC, FOR A SPECIAL USE PERMIT PURSUANT TO CITY CODE SECTION 3.3 (ALLOWED USES) FOR FUEL STATIONS IN CR, COMMERCIAL RETAIL DISTRICT ON THE PREMISES KNOWN AS 9700 FAIRFAX BOULEVARD AND MORE PARTICULARLY DESCRIBED AS TAX MAP PARCEL 48-3-09-056, FOR THE FOLLOWING REASON(S):

[CITY COUNCIL TO PROVIDE REASON(S)]

---

**MOTION – A**

**Special Exception (SE-19-00298)**

**APPROVAL  
(Recommended by Staff)**

I MOVE THAT THE CITY COUNCIL ADOPT THE ATTACHED RESOLUTION TO APPROVE THE REQUEST OF 9700 FAIRFAX BLVD. L.L.C, FOR A SPECIAL EXCEPTION PURSUANT TO CITY CODE SECTION 110-6.7 FROM THE REQUIREMENT THAT ON-SITE UTILITIES ARE REQUIRED TO BE LOCATED UNDERGROUND PER SECTION 4.11 (UNDERGROUND UTILITIES), A SPECIAL EXCEPTION PURSUANT TO CITY CODE SECTION 110-6.7 TO MODIFY THE REQUIRED 10-FOOT REQUIRED SIDE (INTERIOR YARD) PER SECTION 3.6.2 (NONRESIDENTIAL DISTRICTS), AND A SPECIAL EXCEPTION PURSUANT TO CITY CODE SECTION 110-6.7 TO MODIFY THE REQUIREMENT FOR STREET TREES WITHIN 15-FEET OF THE BACK OF CURB PER SECTION 4.5.6.B.1 (STREET TREES); ON THE LAND KNOWN AS 9700 FAIRFAX BOULEVARD AND MORE PARTICULARLY DESCRIBED AS TAX MAP PARCEL 48-3-09-056, WITH THE FOLLOWING CONDITION:

1. DEVELOPMENT SHALL BE IN CONFORMANCE WITH GENERAL DEVELOPMENT PLAN AND PROFFERS DATED NOVEMBER 22, 2019

**MOTION – B**

**Special Exception (SE-19-00298)**

**DENIAL**

I MOVE THAT THE CITY COUNCIL DENY THE ATTACHED RESOLUTION TO THE REQUEST OF 9700 FAIRFAX BLVD. L.L.C, FOR A SPECIAL EXCEPTION PURSUANT TO CITY CODE SECTION 110-6.7 FROM THE REQUIREMENT THAT ON-SITE UTILITIES ARE REQUIRED TO BE LOCATED UNDERGROUND PER SECTION 4.11 (UNDERGROUND UTILITIES), A SPECIAL EXCEPTION PURSUANT TO CITY CODE SECTION 110-6.7 TO MODIFY THE REQUIRED 10-FOOT REQUIRED SIDE (INTERIOR YARD) PER SECTION 3.6.2 (NONRESIDENTIAL DISTRICTS), AND A SPECIAL EXCEPTION PURSUANT TO CITY CODE SECTION 110-6.7 TO MODIFY THE REQUIREMENT FOR STREET TREES WITHIN 15-FEET OF THE BACK OF CURB PER SECTION 4.5.6.B.1 (STREET TREES); ON THE LAND KNOWN AS 9700 FAIRFAX BOULEVARD AND MORE PARTICULARLY DESCRIBED AS TAX MAP PARCEL 48-3-09-056.

[CITY COUNCIL TO PROVIDE REASON(S)]

---

**MOTION – A**

**CERTIFICATE OF APPROPRIATENESS (BAR 19-00547)**

**APPROVAL**

**(Recommended by Staff)**

I MOVE THAT THE CITY COUNCIL APPROVE THE REQUEST OF 9700 FAIRFAX BLVD. LLC FOR A CERTIFICATE OF APPROPRIATENESS, IN ACCORDANCE WITH SECTION 110-6.5.6.B OF THE CITY CODE; ON THE LAND KNOWN AS 9700 FAIRFAX BOULEVARD AND MORE PARTICULARLY DESCRIBED AS TAX MAP PARCEL 48-3-09-056, SUBJECT TO THE FOLLOWING CONDITIONS (AS MAY BE AMENDED BY CITY COUNCIL):

1. All lighting fixtures shall be in a dark bronze finish, and illumination levels shall be subject to review and approval by the Zoning Administrator.
2. The proposed modifications shall be in general conformance with the review materials received by staff and included in the staff report, as modified through the date of this meeting, except as further modified by the Board of Architectural Review, the Director of Community Development and Planning, Zoning, or the Building Official.

**MOTION – B**

**CERTIFICATE OF APPROPRIATENESS (BAR 19-00547)**

**DENIAL**

I MOVE THAT THE CITY COUNCIL DENY THE REQUEST OF 9700 FAIRFAX BLVD. LLC, FOR A CERTIFICATE OF APPROPRIATENESS, IN ACCORDANCE WITH SECTION 110-6.5.6.B OF THE CITY CODE; ON THE LAND KNOWN AS 9700 FAIRFAX BOULEVARD AND MORE PARTICULARLY DESCRIBED AS TAX MAP PARCEL 48-3-09-056, FOR THE FOLLOWING REASON(S):

**[City Council should choose one or more of the following as appropriate:]**

1. The proposal is not consistent with the applicable provisions of the City Code or the City of Fairfax Design Guidelines.
2. The proposal does not exhibit a combination of architectural elements, including design, line, mass, dimension, color, material, texture, lighting, landscaping, roof line, or height conforming to accepted architectural principles or exhibit external characteristics of demonstrated architectural aesthetic durability.

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE TO AMEND THE ZONING MAP OF THE CITY OF FAIRFAX, VIRGINIA TO RECLASSIFY FROM IH – INDUSTRIAL HEAVY AND CR – COMMERCIAL RETAIL TO CR – COMMERCIAL RETAIL WITH THE ARCHITECTURAL CONTROL OVERLAY DISTRICT TO REMAIN, WITH PROFFERS; ON THE LAND KNOWN AS 9700 FAIRFAX BOULEVARD AND MORE PARTICULARLY DESCRIBED AS TAX MAP PARCELS 48-3-09-056.**

WHEREAS, Robert D. Brant, Attorney/Agent for 9700 Fairfax Blvd. LLC submitted application No. Z-19-00296 requesting a change in the zoning classification from IH – Industrial Heavy and CR – Commercial Retail to CR – Commercial Retail for the parcel identified above, and more specifically described as

ALL THAT CERTAIN LAND SITUATE IN THE CITY OF FAIRFAX, VIRGINIA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

LOTS FIFTY-SIX (56), FIFTY-SEVEN (57), FIFTY-EIGHT (58), FIFTY-NINE (59) AND SIXTY (60), OF THE SUBDIVISION KNOWN AS EAST FAIRFAX PARK, AS THE SAME APPEARS DULY DEDICATED, PLATTED AND RECORDED IN DEED BOOK F-13, PAGE 543, PLAT BOOK 3, PAGE 39, AMONG THE LAND RECORDS OF FAIRFAX COUNTY, VIRGINIA.

LESS AND EXCEPT THAT PORTION OF SAID LOTS, FIFTY-SEVEN (57), FIFTY-EIGHT (58), FIFTY-NINE (59) AND SIXTY (60), CONVEYED TO THE COMMONWEALTH OF VIRGINIA FOR HIGHWAY PURPOSES, BY DEED DATED DECEMBER 28, 1939 AND RECORDED JUNE 7, 1940, IN DEED BOOK B-14, PAGE 368, AMONG SAID LAND RECORDS;

LESS AND EXCEPT THAT CERTAIN PARCEL CONVEYED TO THE CITY OF FAIRFAX, VIRGINIA, FOR PUBLIC STREET PURPOSES BY DEED DATED MAY 8, 1967 AND RECORDED JULY 21, 1967 IN DEED BOOK 2918, PAGE 156, AMONG THE SAID LAND RECORDS.

ALL OF THE ABOVE BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF LEE HIGHWAY, U.S. ROUTES 29 AND 50, POINT OF BEGINNING BEING A CORNER COMMON TO THE PROPERTY OF ROSS AND NORMA L. KEITH; THENCE RUNNING WITH THE LINE COMMON TO KEITH, AND CONTINUING WITH THE LINE COMMON TO LOTS 14, 13 AND 12, SECTION ONE, BEECH PARK, N 09 DEGREES 58' 00" E 306.53 FEET TO A CORNER COMMON TO LOT 55, EAST FAIRFAX PARK; THENCE RUNNING WITH THE LINE COMMON TO LOT 55, EAST FAIRFAX PARK, S 80 DEGREES 15' 00": E., 275.33 FEET TO A CORNER COMMON TO LOT 55, EAST FAIRFAX PARK ON THE WESTERLY RIGHT-OF-WAY LINE OF SPRING STREET, 50 FOOT RIGHT-OF-WAY; THENCE RUNNING WITH THE WESTERLY RIGHT-OF-WAY LINE OF SPRING STREET THE FOLLOWING: S 09 DEGREES 45' 00" W. 63.48 FEET TO A POINT AND S 02 DEGREES 15' 00" E. 145.26 FEET TO A POINT; THENCE RUNNING

S 42 DEGREES 45' 00" W 49.50 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF LEE HIGHWAY; THENCE RUNNING WITH THE NORTHERLY RIGHT-OF-WAY LINE OF LEE HIGHWAY S 87 DEGREES 45' 00" W 285.99 FEET TO THE POINT OF BEGINNING, CONTAINING 79,292 SQUARE FEET OR 1.8203 ACRES OF LAND.

AND BEING MORE PARTICULARLY BOUNDED AND DESCRIBED AS FOLLOWS, THE CURRENT SURVEY AND BEING REFERENCES TO THE VIRGINIA COORDINATE SYSTEM OF 1983:

BEGINNING AT A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF LEE HIGHWAY, U.S. ROUTES 29 AND 50, POINT OF BEGINNING BEING A CORNER COMMON TO THE PROPERTY OF NRK REALTY MANAGEMENT, LLC (DB 22052 PG 273); THENCE RUNNING WITH THE LINE COMMON TO KEITH, AND CONTINUING WITH THE LINE COMMON TO LOTS 14, 13 AND 12, SECTION ONE, BEECH PARK, N 03 DEGREES 08' 17" E 306.53 FEET TO A CORNER COMMON TO LOT 55, EAST FAIRFAX PARK; THENCE RUNNING WITH THE LINE COMMON TO LOT 55, EAST FAIRFAX PARK, S 87 DEGREES 04' 43" E., 275.33 FEET TO A CORNER COMMON TO LOT 55, EAST FAIRFAX PARK ON THE WESTERLY RIGHT-OF-WAY LINE OF SPRING STREET, 50 FOOT RIGHT-OF-WAY; THENCE RUNNING WITH THE WESTERLY RIGHT-OF-WAY LINE OF SPRING STREET THE FOLLOWING: S 02 DEGREES 55' 17" W. 63.48 FEET TO A POINT AND S 09 DEGREES 04' 43" E. 145.26 FEET TO A POINT; THENCE RUNNING S 35 DEGREES 55' 18" W 49.50 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF LEE HIGHWAY; THENCE RUNNING WITH THE NORTHERLY RIGHT-OF-WAY LINE OF LEE HIGHWAY S 80 DEGREES 55' 17" W 285.99 FEET TO THE POINT OF BEGINNING, CONTAINING 79,292 SQUARE FEET OR 1.8203 ACRES OF LAND.

WHEREAS, the City Council has carefully considered the application, the submitted General Development Plan, the recommendation of the Planning Commission, the recommendation of staff, and the testimony received at public hearing; and

WHEREAS, the City Council has determined that the proposed rezoning is proper and in accordance with the Comprehensive Plan as well as with the pertinent provisions set forth in the Code of Virginia and the Code of the City of Fairfax, Virginia;

NOW, THEREFORE BE IT ORDAINED that the above described property be rezoned from IH – Industrial Heavy and CR – Commercial Retail to CR – Commercial Retail with the Architectural Control Overlay District to remain, with proffers date November 22, 2019, subject to the General Development Plan dated November 1, 2019;

BE IT FURTHER ORDAINED, that the above application package and General Development Plan be approved;

The Zoning Administrator of the City is hereby directed to modify the Zoning Map to show the changes in the zoning of these premises, and the Clerk of the Council is directed to transmit duly certified copies of this ordinance to the applicant, Zoning Administrator, and to the Planning Commission of this City as soon as possible.

This ordinance shall be effective as provided by law.

Planning Commission hearing: November 18, 2019

City Council hearing: December 10, 2019

Adopted:

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Date

ATTEST:

\_\_\_\_\_  
City Clerk

The motion to adopt the ordinance was approved \_\_\_\_\_.

	Vote
Councilmember DeMarco	_____
Councilmember Lim	_____
Councilmember Miller	_____
Councilmember Passey	_____
Councilmember Stehle	_____
Councilmember Yi	_____

City Council  
City of Fairfax

**RESOLUTION 2019 - \_\_\_\_\_**  
**APPROVAL**

RESOLUTION TO APPROVE THE REQUEST OF 9700 FAIRFAX BLVD. LLC, BY ROBERT D. BRANT, ATTORNEY/AGENT, FOR SPECIAL EXCEPTIONS TO THE CITY CODE TO:

- ALLOW A MODIFICATION FROM THE REQUIREMENT THAT ON-SITE UTILITIES ARE REQUIRED TO BE LOCATED UNDERGROUND PURSUANT TO CITY CODE SECTION 110-6.7;
- ALLOW A MODIFICATION THE REQUIRED 10-FOOT REQUIRED SIDE (INTERIOR YARD) ALONG THE NORTHERN PROPERTY LINE PURSUANT CITY CODE SECTION 110-6.7; AND
- ALLOW A MODIFY THE REQUIREMENT FOR STREET TREES WITHIN 15-FEET OF THE BACK OF CURB TO CITY CODE SECTION 110-6.7

ON THE PROPERTY IDENTIFIED AS CITY OF FAIRFAX TAX MAP PARCEL 48-3-09-056.

WHEREAS, 9700 Fairfax Blvd. LLC, by Robert D. Brant, attorney/agent, has submitted Application No. SE-19-00298 requesting Special Exceptions to the City Code as listed above; and

WHEREAS, City Council has carefully considered the application, the recommendation from Staff, and testimony received at the public hearing; and

WHEREAS, City Council has determined that the proposed Special Exceptions are appropriate because the proposal meets the requisites established by City of Fairfax Code Section 110-6.17 for the following reasons:

1. The proposal ensures the same general level of land use compatibility as the otherwise applicable standards;
2. The proposal does not materially and adversely affect adjacent land uses and the physical character of uses in the immediate vicinity of the proposed development because of inadequate transitioning, screening, setbacks and other land use considerations;
3. The proposal is generally consistent with the purposes and intent of the city code and the comprehensive plan;
4. The proposal is based on the physical constraints and land use specifics, rather than on economic hardship of the applicant.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Fairfax on this 10<sup>TH</sup> day of December, 2019, that Application No. SE-19-00298 be and hereby is APPROVED, as requested, with the following condition:

1. DEVELOPMENT SHALL BE IN CONFORMANCE WITH GENERAL DEVELOPMENT PLAN AND PROFFERS

The motion to adopt the resolution was approved \_\_\_\_.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Date

Votes

Councilmember DeMarco	_____
Councilmember Lim	_____
Councilmember Miller	_____
Councilmember Passey	_____
Councilmember Stehle	_____
Councilmember Yi	_____

City Council  
City of Fairfax

**RESOLUTION 2019 - \_\_\_\_\_**  
**DENIAL**

RESOLUTION TO DENY THE REQUEST OF 9700 FAIRFAX BLVD. LLC, BY ROBERT D. BRANT, ATTORNEY/AGENT, FOR SPECIAL EXCEPTIONS TO THE CITY CODE TO:

- ALLOW A MODIFICATION FROM THE REQUIREMENT THAT ON-SITE UTILITIES ARE REQUIRED TO BE LOCATED UNDERGROUND PURSUANT TO CITY CODE SECTION 110-6.7;
- ALLOW A MODIFICATION THE REQUIRED 10-FOOT REQUIRED SIDE (INTERIOR YARD) ALONG THE NORTHERN PROPERTY LINE PURSUANT CITY CODE SECTION 110-6.7; AND
- ALLOW A MODIFY THE REQUIREMENT FOR STREET TREES WITHIN 15-FEET OF THE BACK OF CURB TO CITY CODE SECTION 110-6.7

ON THE PROPERTY IDENTIFIED AS CITY OF FAIRFAX TAX MAP PARCEL 48-3-09-056.

WHEREAS, 9700 Fairfax Blvd LLC, by Robert D. Brant, attorney/agent, has submitted Application No. SE-19-00298 requesting Special Exceptions to the City Code as listed above; and

WHEREAS, City Council has carefully considered the application, the recommendation from Staff and testimony received at the public hearing; and

WHEREAS, City Council has determined that the proposed Special Exceptions are not appropriate because the proposal does not meet the requisites established by City of Fairfax Code Section 110-6.17 for the following reasons:

**[City Council should choose one or more of the following as appropriate:]**

1. The proposal does not ensure the same general level of land use compatibility as the otherwise applicable standards;
2. The proposal materially and adversely affects adjacent land uses and the physical character of uses in the immediate vicinity of the proposed development because of inadequate transitioning, screening, setbacks and other land use considerations;
3. The proposal is not consistent with the purposes and intent of the city code and the comprehensive plan;
4. The proposal is not based on the physical constraints and land use specifics, rather than on economic hardship of the applicant.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Fairfax on this 10<sup>TH</sup> day of December, 2019, that Application No. SE-19-00298 be and hereby is DENIED.

The motion to adopt the resolution was approved \_\_\_\_\_.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Date

Votes

Councilmember DeMarco	_____
Councilmember Lim	_____
Councilmember Miller	_____
Councilmember Passey	_____
Councilmember Stehle	_____
Councilmember Yi	_____