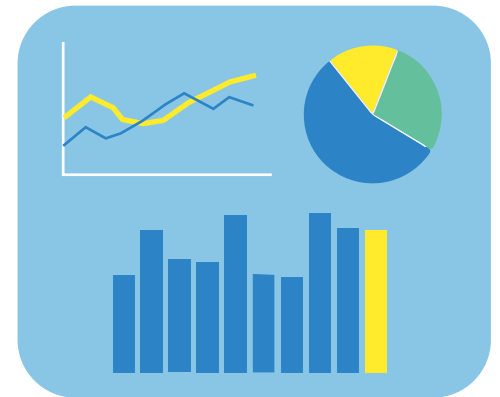
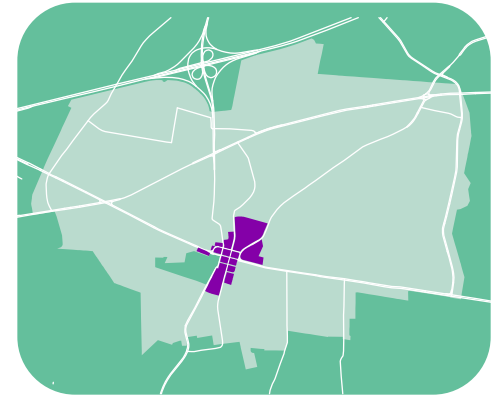


# Old Town Fairfax

# FACT BOOK





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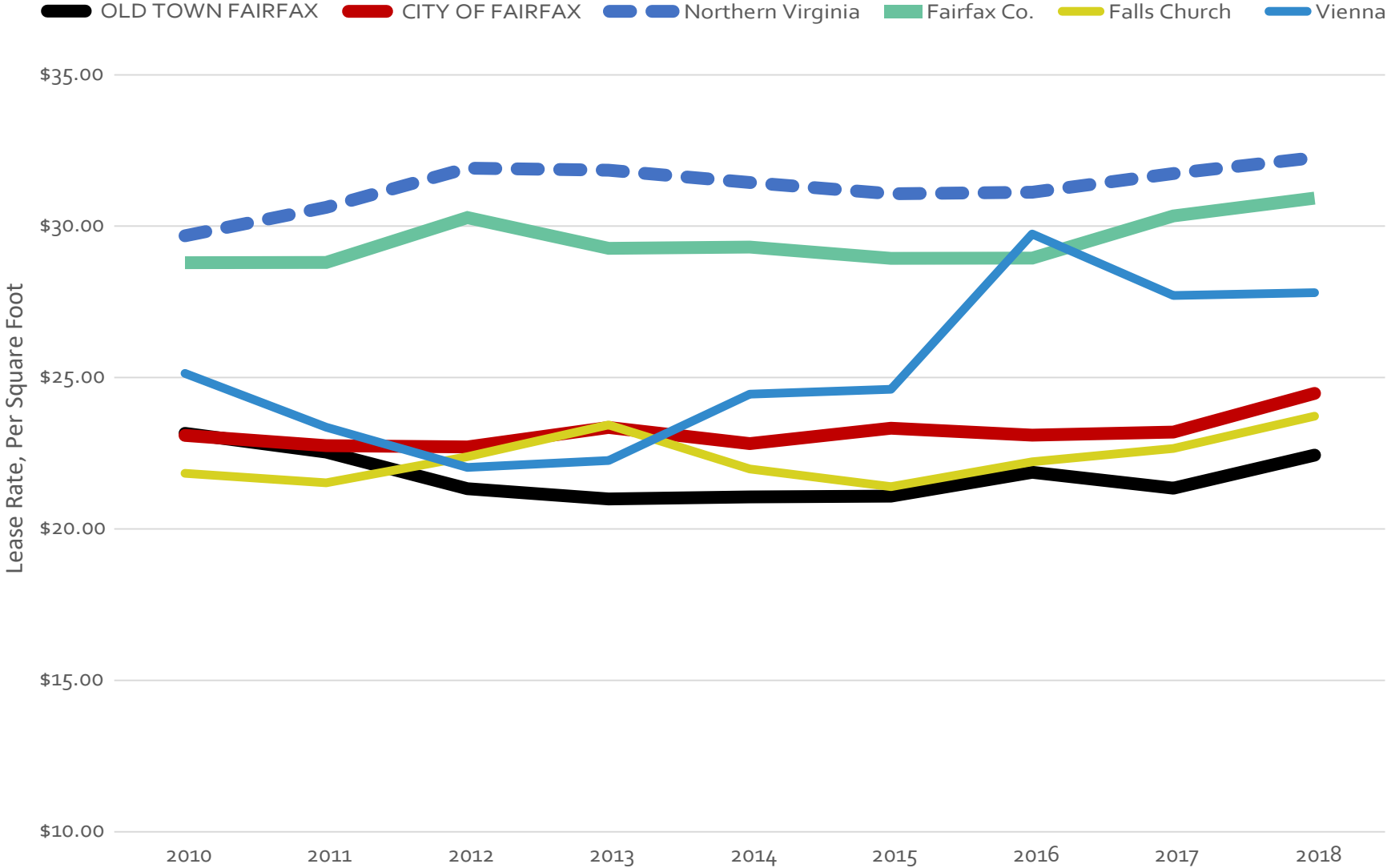
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# Office Lease Analysis

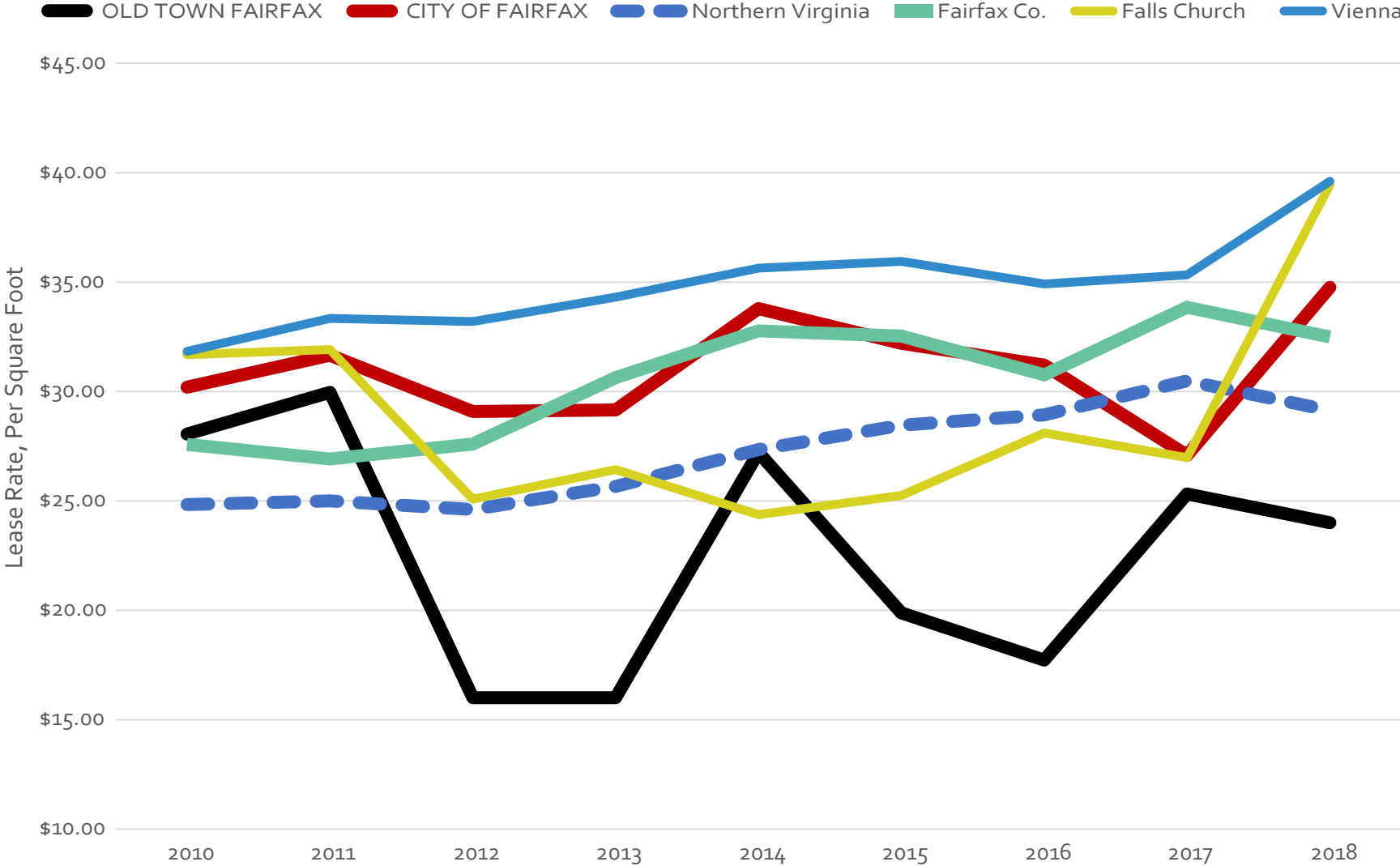
Old Town Fairfax, City of Fairfax, and Select Northern Virginia Areas, 2010-2018



NOTE: Lease rates shown for Gross Direct Rent.  
Source: CoStar, January 2019

# Retail Lease Analysis

Old Town Fairfax, City of Fairfax, and Select Northern Virginia Areas, 2010-2018



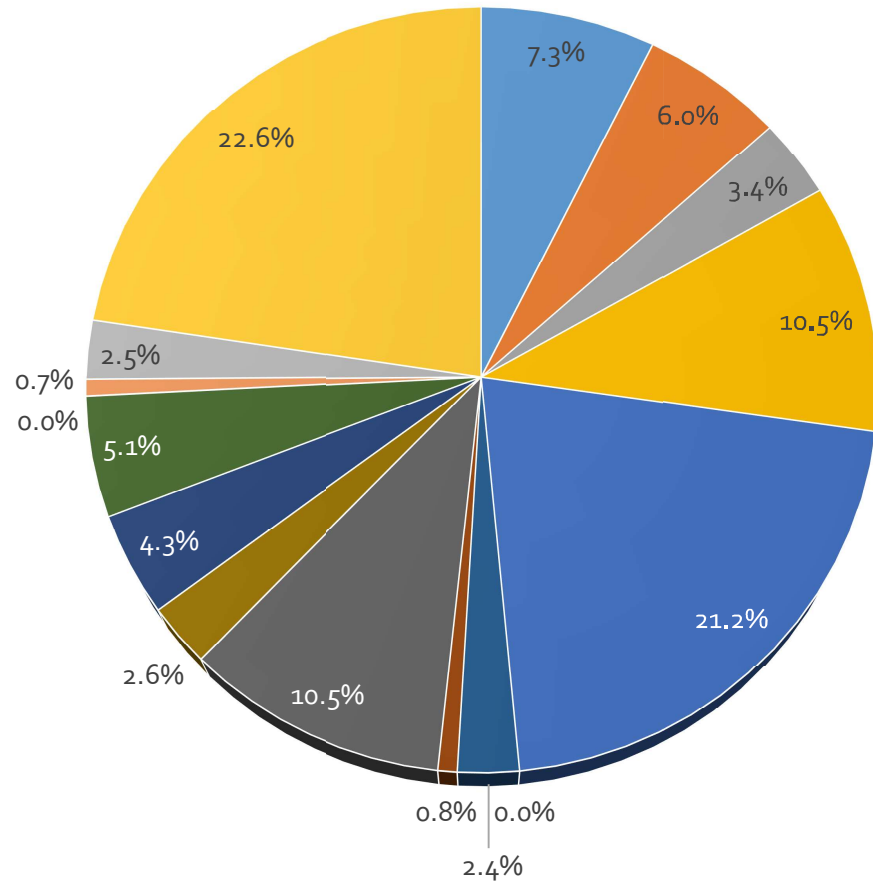
NOTE: Lease rates shown for NNN direct leases.  
Source: CoStar, January 2019

# Old Town Fairfax Offices and Retail Establishments Included in Office and Retail Lease Analyses (2010-2018)

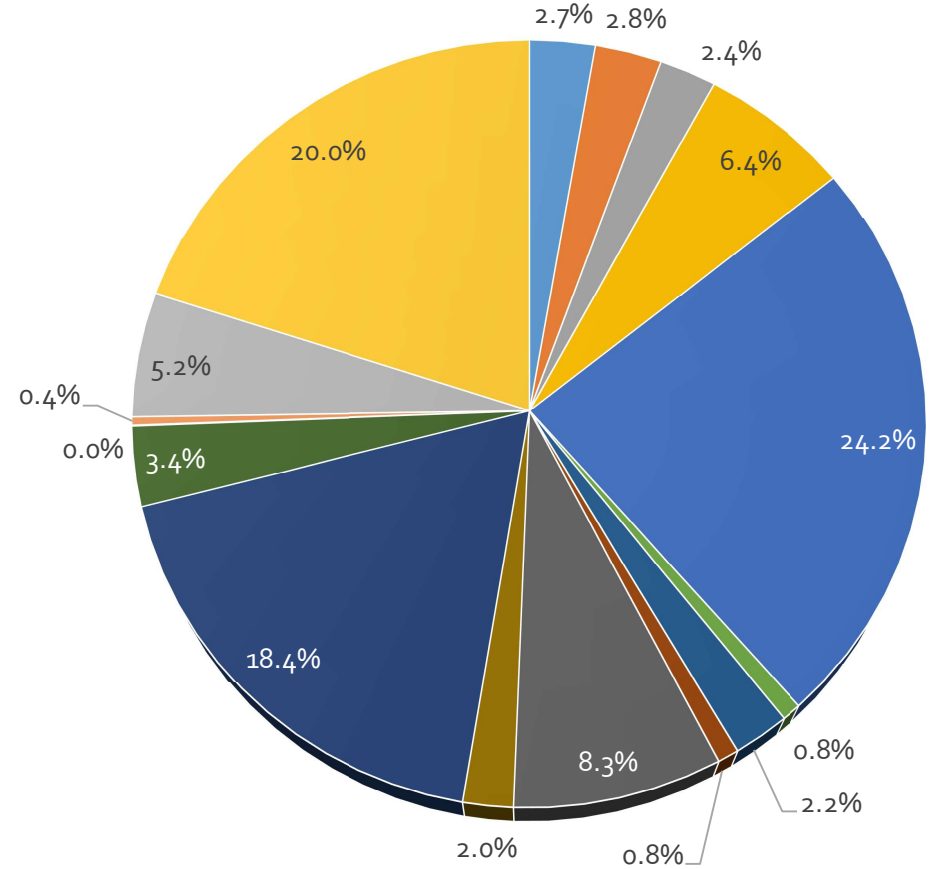


# Taxable Sales as a Percentage of Consumer Goods and Services Sales, 2018

Fairfax City



Fairfax County



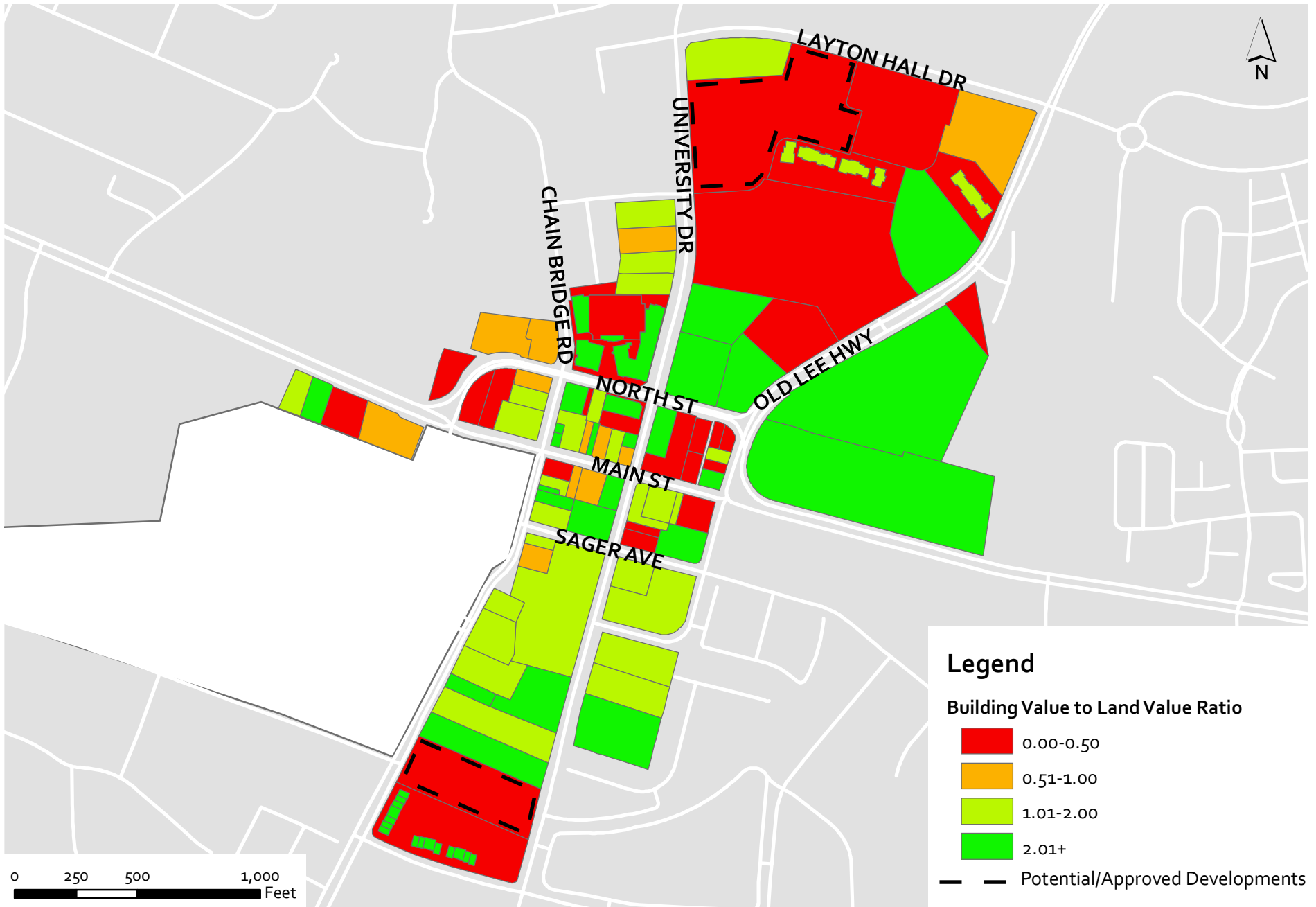
- Motor Vehicle and Parts Dealers
- Furniture and Home Furnishings Stores
- Electronics and Appliance Stores
- Building Material and Garden Equipment and Supplies Dealers
- Food and Beverage Stores
- VA ABC Stores
- Health and Personal Care Stores
- Gasoline Stations

- Clothing and Clothing Accessories Stores
- Sporting Goods, Hobby, Book, and Music Stores
- General Merchandise Stores
- Miscellaneous Store Retailers
- Performing Arts, Spectator Sports, and Related Industries
- Amusement, Gambling, and Recreation Industries
- Accommodation
- Food Services and Drinking Places

Source: University of Virginia Weldon Cooper Center for Public Service, data collected March 2019



# Old Town Fairfax Building Value to Land Value Ratio

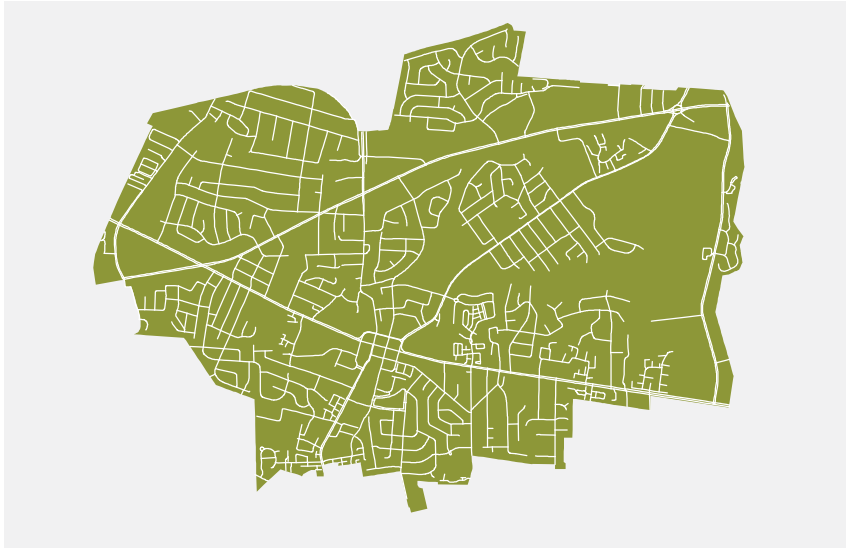


# Old Town Fairfax Proposed and Planned Development Projects and Transportation Improvements



# Transportation Network

## TOTAL VEHICULAR NETWORK



## FUNCTIONAL VEHICULAR NETWORK



A comparison of the entire City of Fairfax street grid to a functional grid, where all roads can be used to make connections to any other part of the city, paints a stark picture. The east side of the city almost entirely consists of neighborhoods isolated by physical barriers. The west side of the city is far more integrated with the city center and areas immediately northwest, southwest, and south of city boundaries. When the trail network and other non-motorized connections are introduced, the east side, as well as the city as a whole, sees much higher network connectivity.

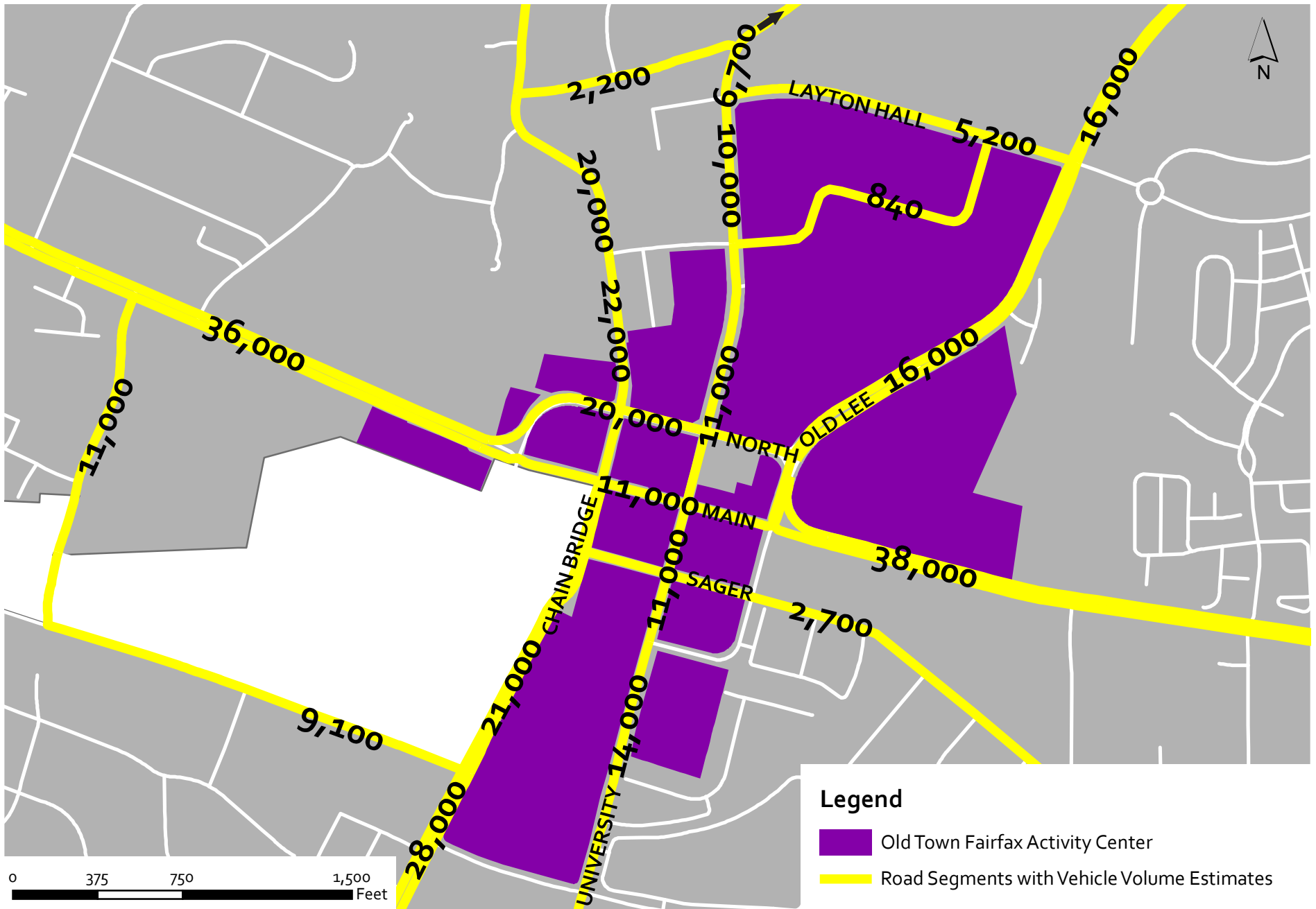
## FUNCTIONAL NON-MOTORIZED NETWORK



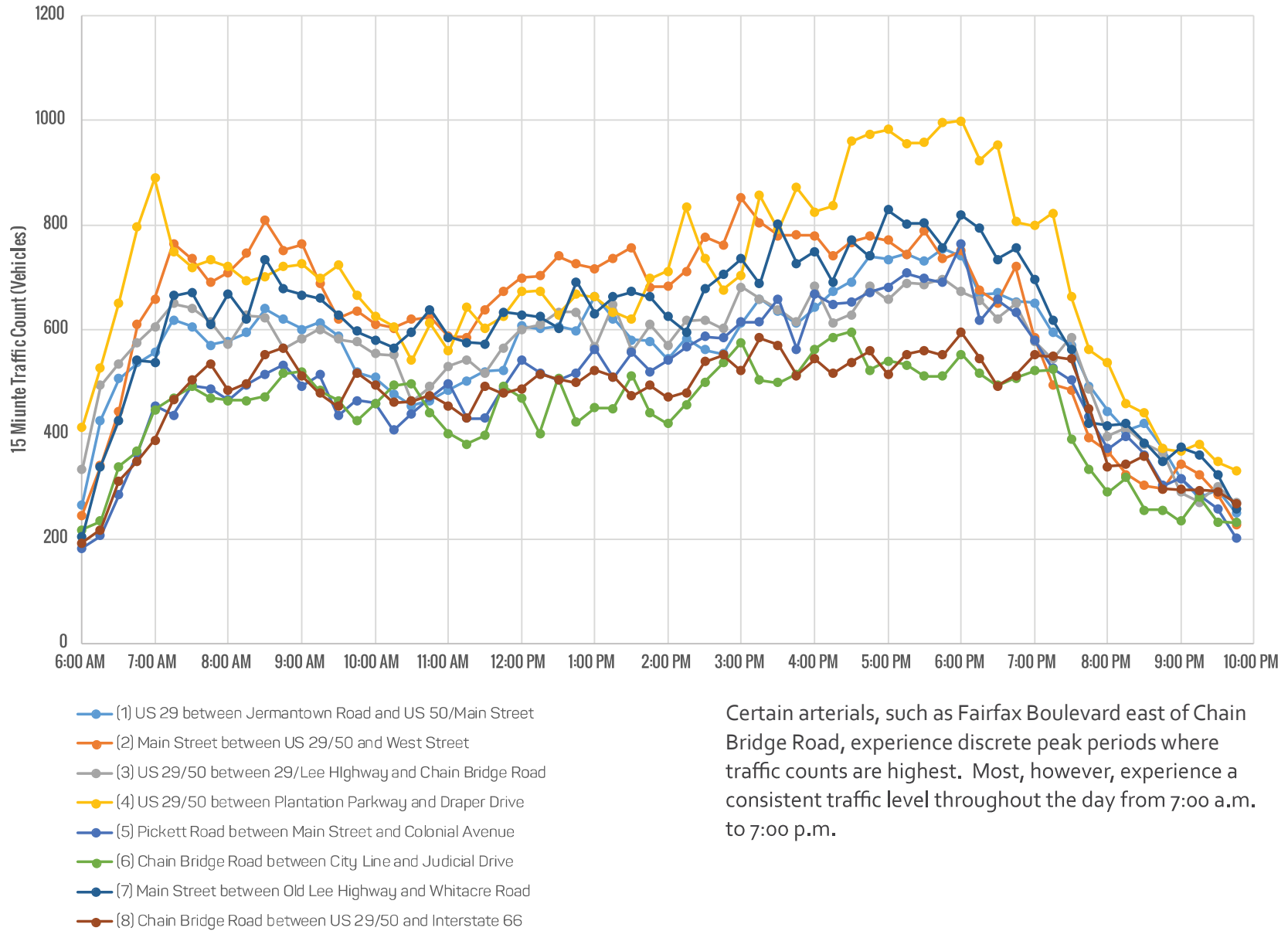
PREPARED BY NELSON\NYGAARD

SOURCE: Fairfax City, 2016

# Old Town Fairfax Annual Average Daily Traffic Volume Estimates, 2017



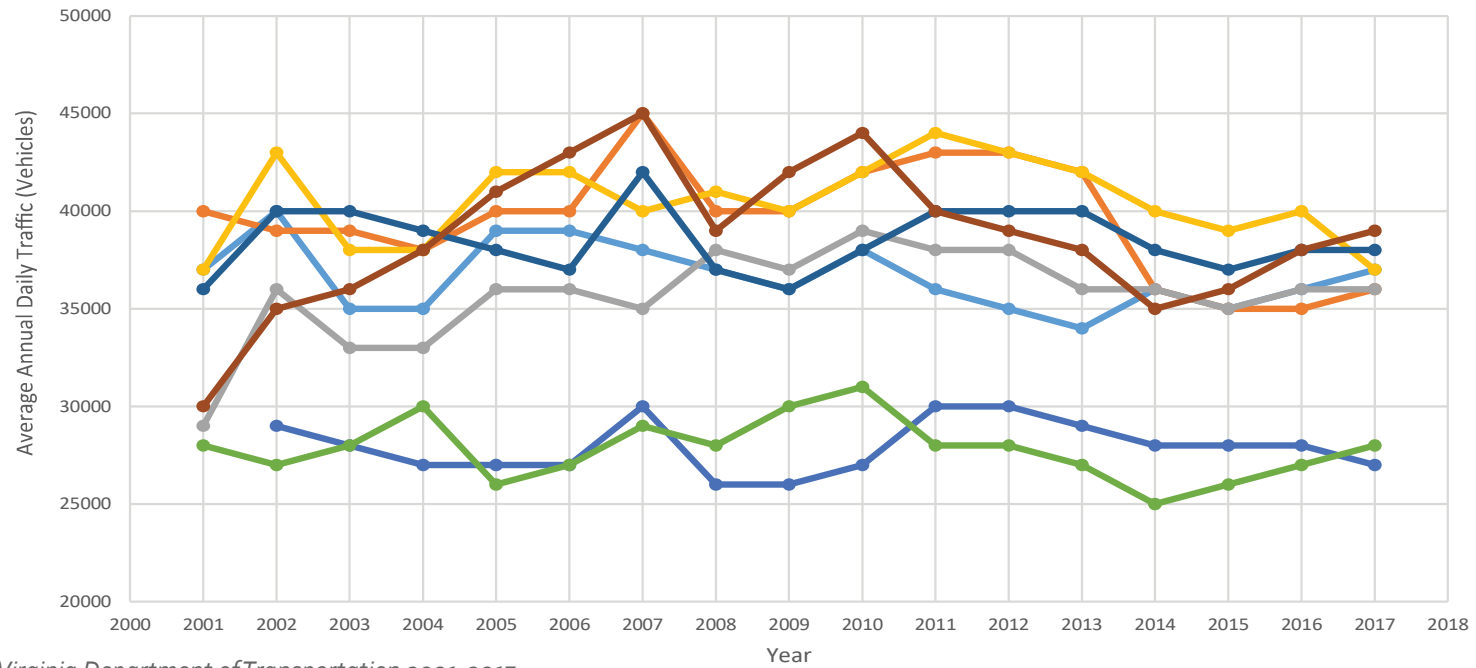
# 15 Minute Traffic Trends



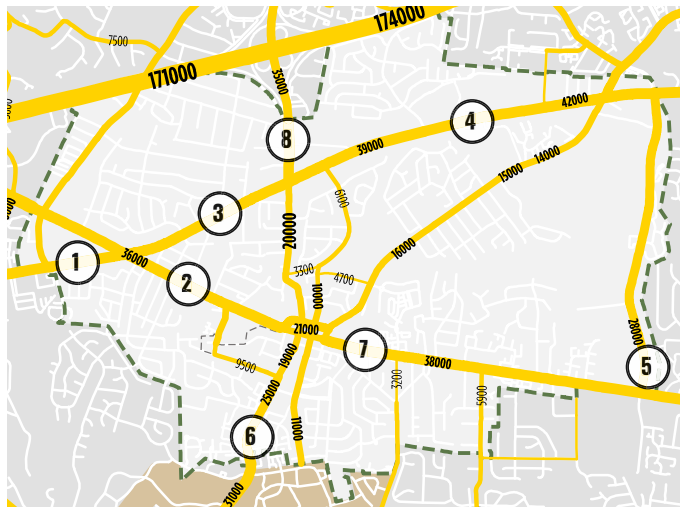
Certain arterials, such as Fairfax Boulevard east of Chain Bridge Road, experience discrete peak periods where traffic counts are highest. Most, however, experience a consistent traffic level throughout the day from 7:00 a.m. to 7:00 p.m.

SOURCE: Quality Counts, 2012  
 PREPARED BY NELSON\NYGAARD

# Annual Traffic Trends



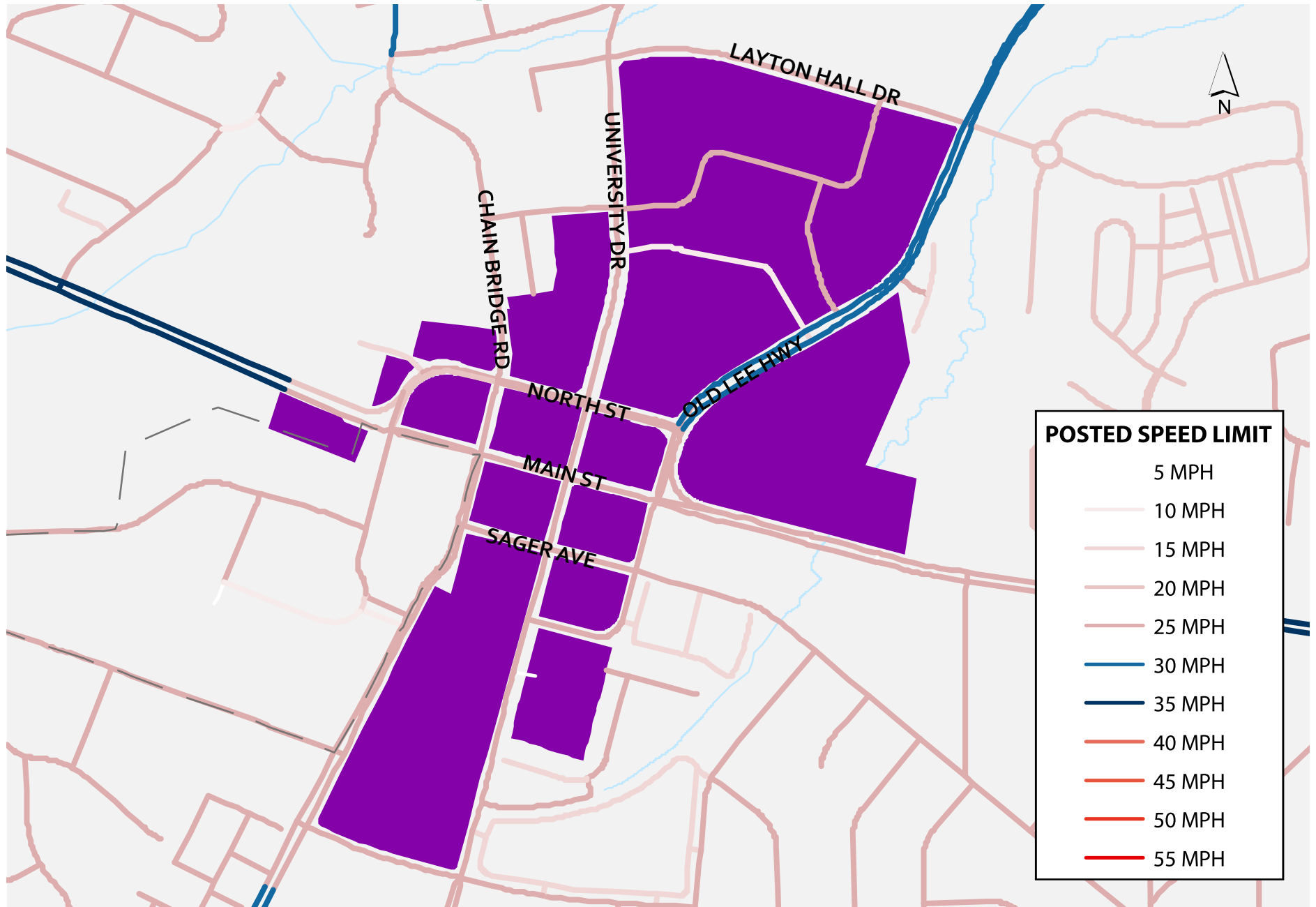
SOURCE: Virginia Department of Transportation 2001-2017  
 PREPARED BY NELSON\NYGAARD



- (1) US 29 between Jermantown Road and US 50/Main Street
- (2) Main Street between US 29/50 and West Street
- (3) US 29/50 between 29/Lee Highway and Chain Bridge Road
- (4) US 29/50 between Plantation Parkway and Draper Drive
- (5) Pickett Road between Main Street and Colonial Avenue
- (6) Chain Bridge Road between City Line and Judicial Drive
- (7) Main Street between Old Lee Highway and Whitacre Road
- (8) Chain Bridge Road between US 29/50 and Interstate 66

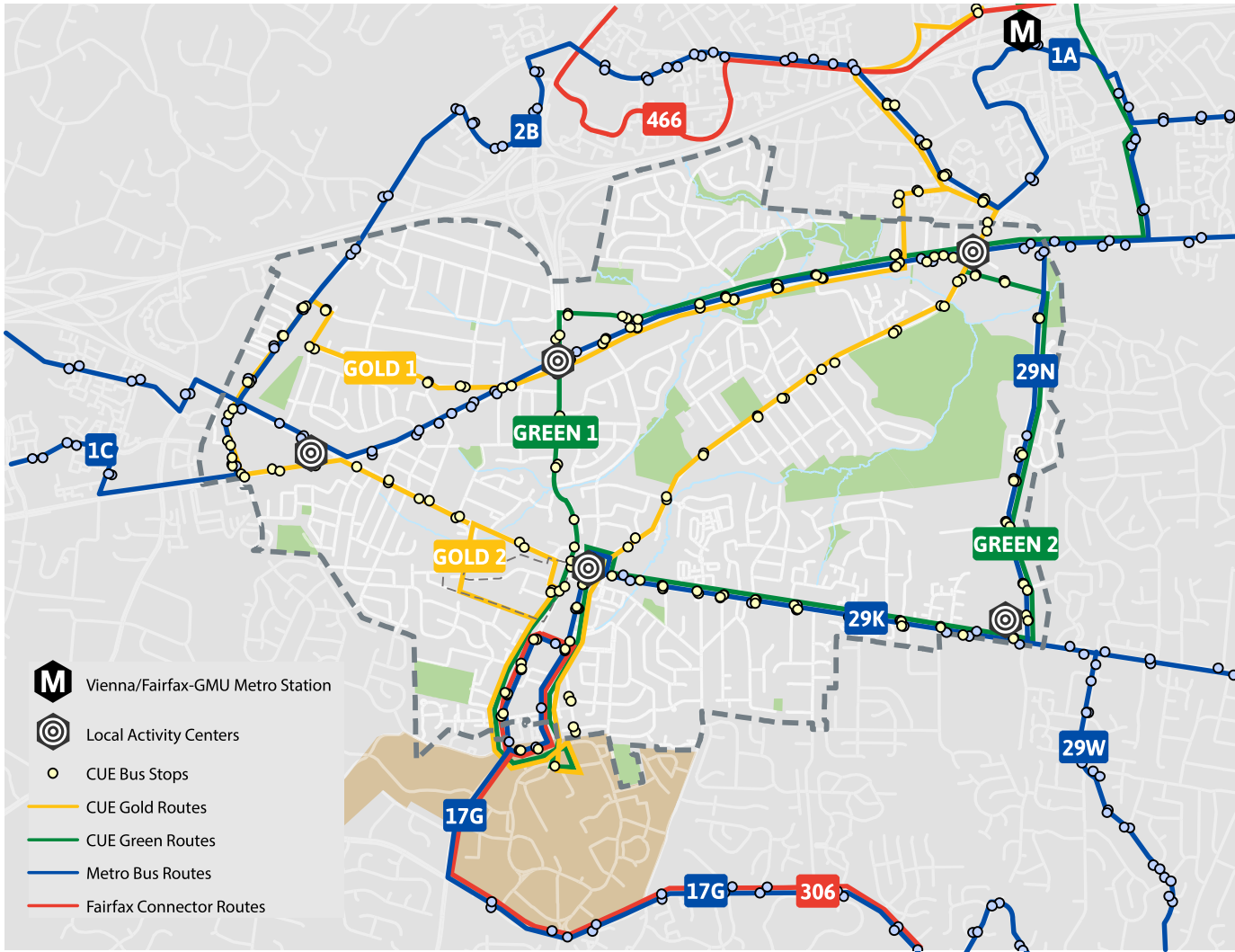
Traffic on most arterials has remained relatively stable over the past 15 years, with some fluctuation from year to year.

# Old Town Fairfax Posted Speed Limits



Source: Fairfax County, 2016 (Updated April 2019)

# Transit Coverage



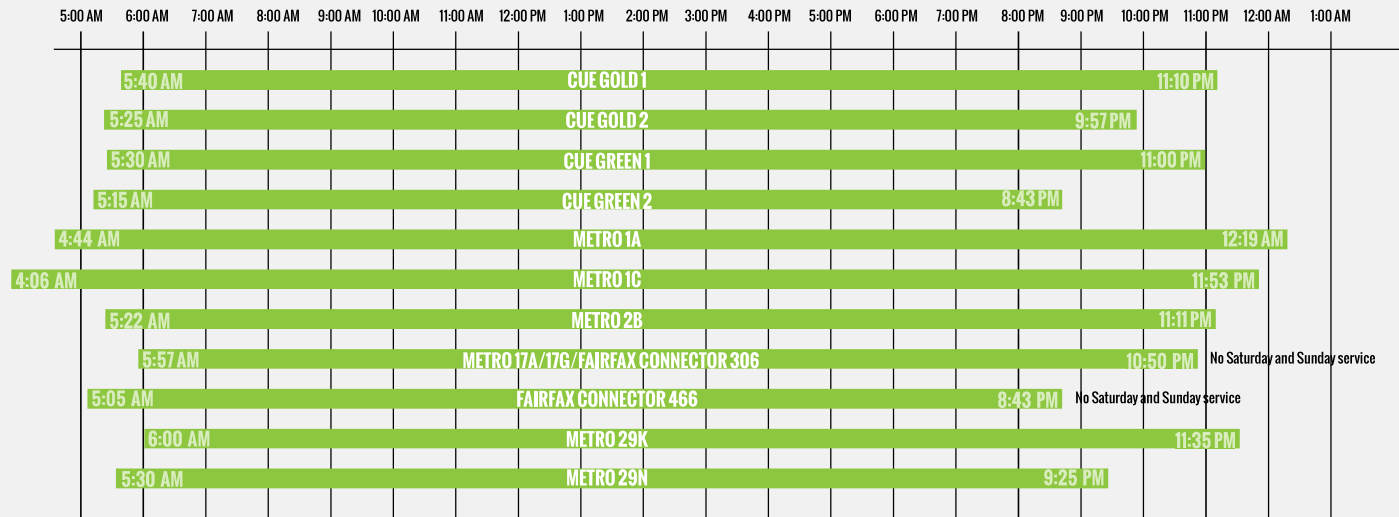
The City of Fairfax is crisscrossed by a mix of CUE, Metro, and Fairfax Connector bus service. Multiple routes serve each of the local activity centers, the Vienna/Fairfax Metro station, and George Mason University.

SOURCE: Washington Metropolitan Area Transit Authority, City-University Energysaver, Fairfax Connector, 2016  
PREPARED BY NELSON\NYGAARD



# Transit Frequency And Span

## WEEKDAY START AND STOP TIMES

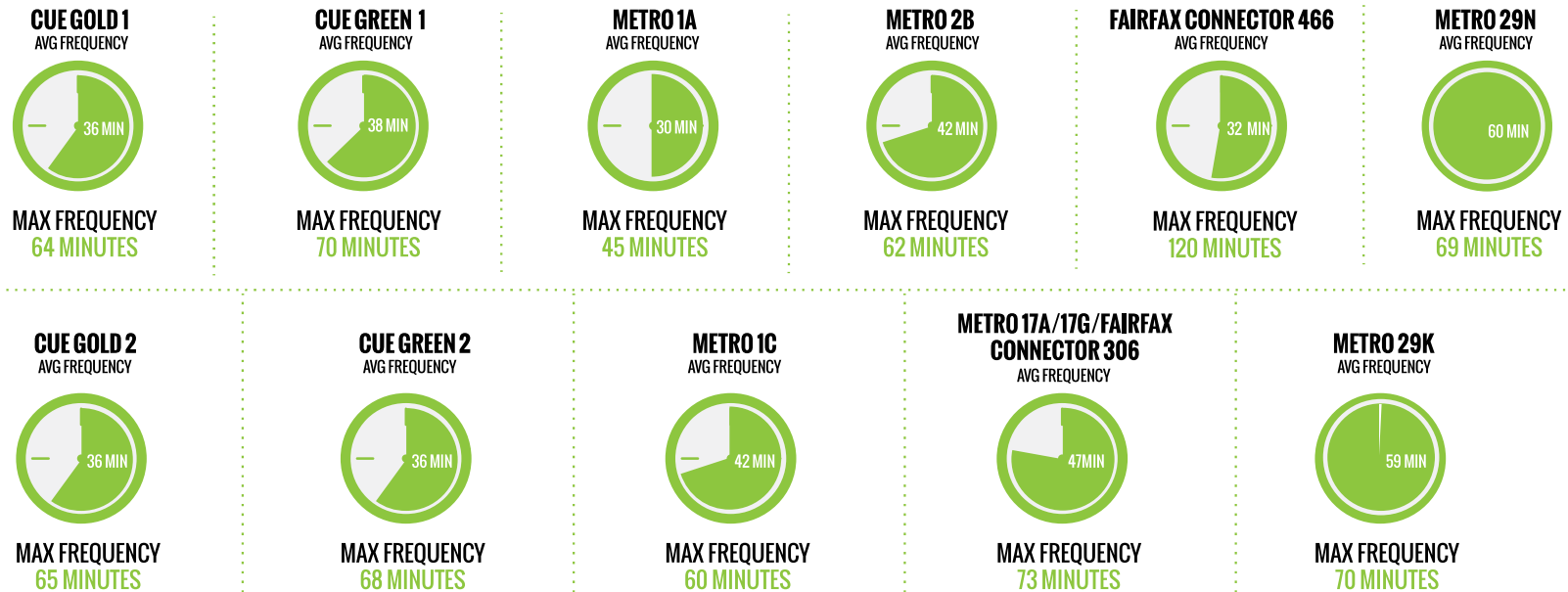


All routes run from early in the morning well into the evening on weekdays. There is Saturday and Sunday coverage on all but a pair of route groups.

SOURCE: Washington Metropolitan Area Transit Authority, City-University Energysaver, Fairfax Connector, 2016

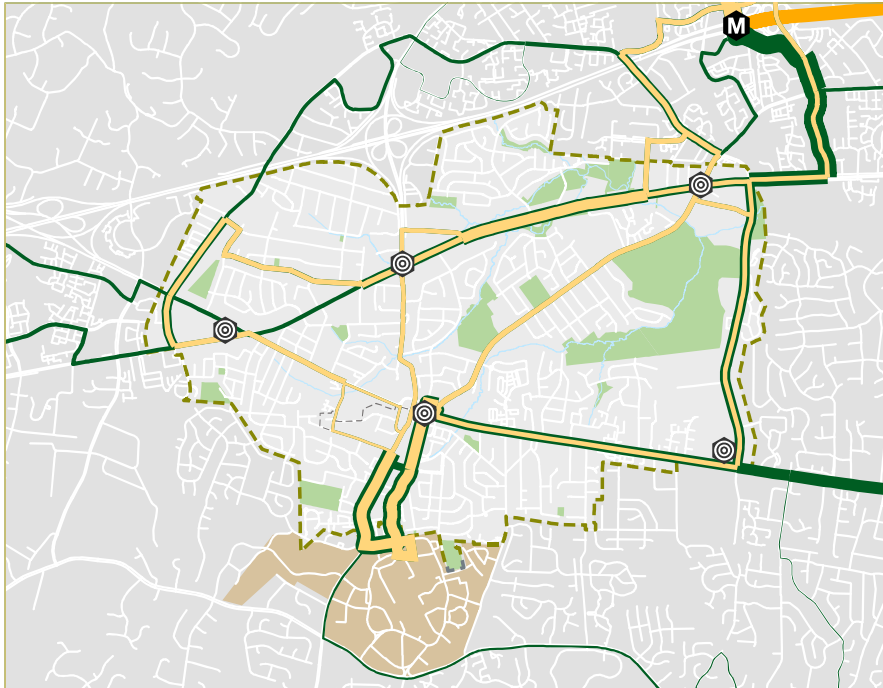
PREPARED BY NELSON\NYGAARD

## AVERAGE TIME BETWEEN BUSES



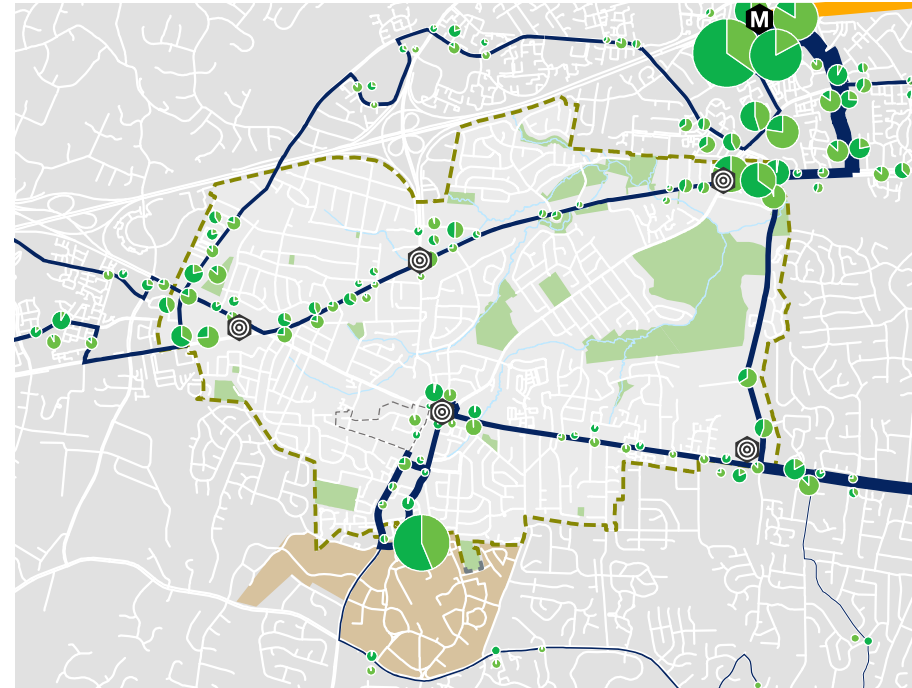
# Bus Ridership

## BUS RIDERSHIP - CUE, TOTAL SERVICE



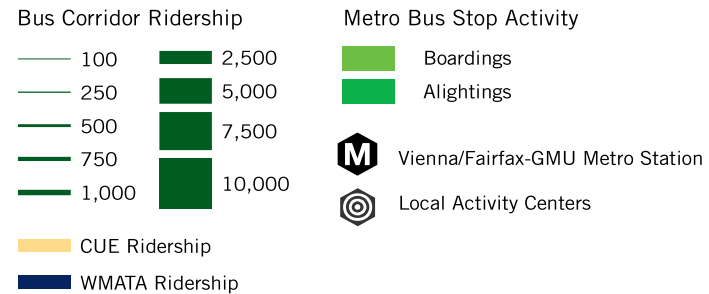
SOURCE: Metropolitan Washington Council of Governments, 2014

## BUS RIDERSHIP + BOARDINGS/ALIGHTINGS - WMATA

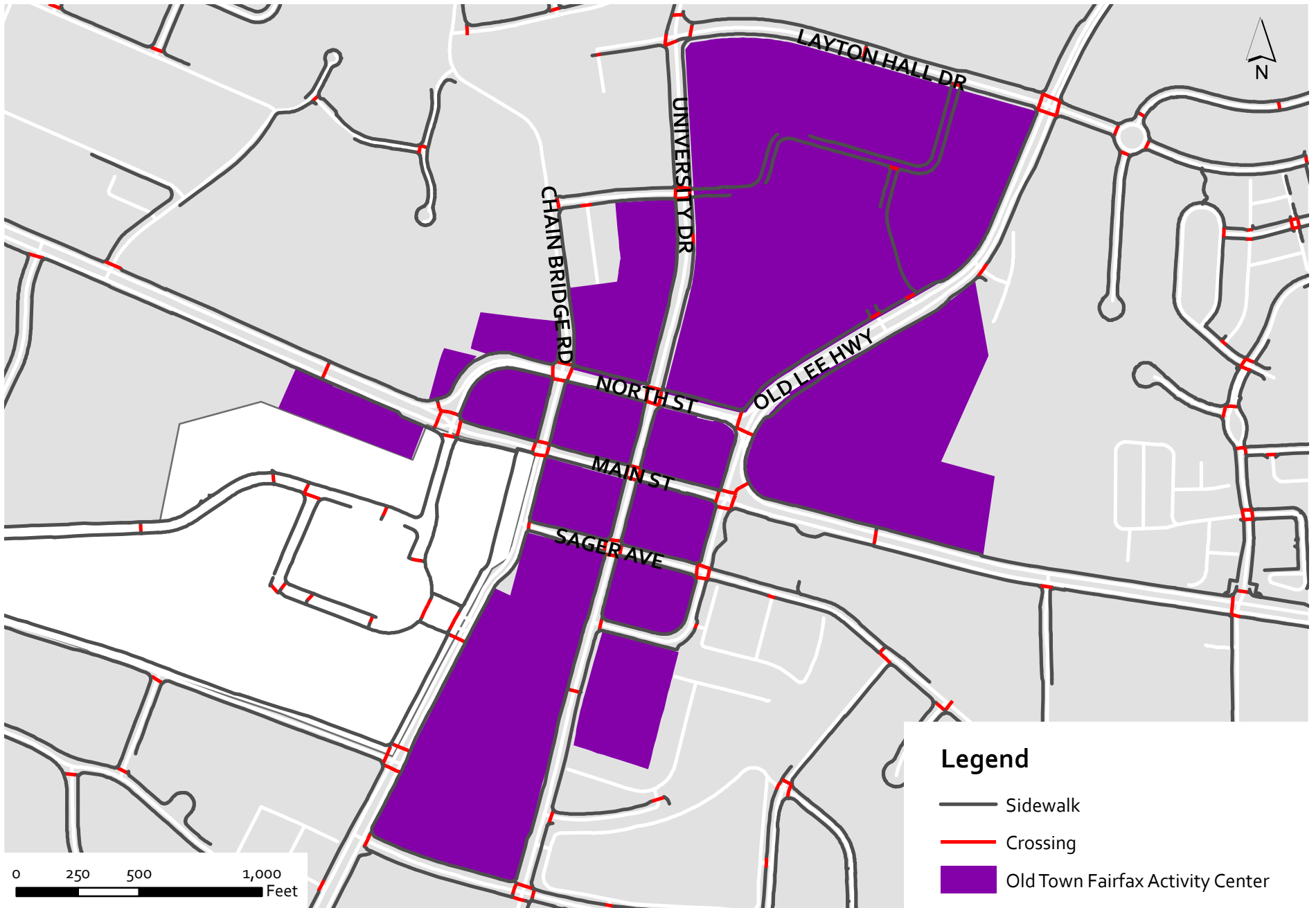


SOURCE: Washington Metropolitan Area Transit Authority, 2015

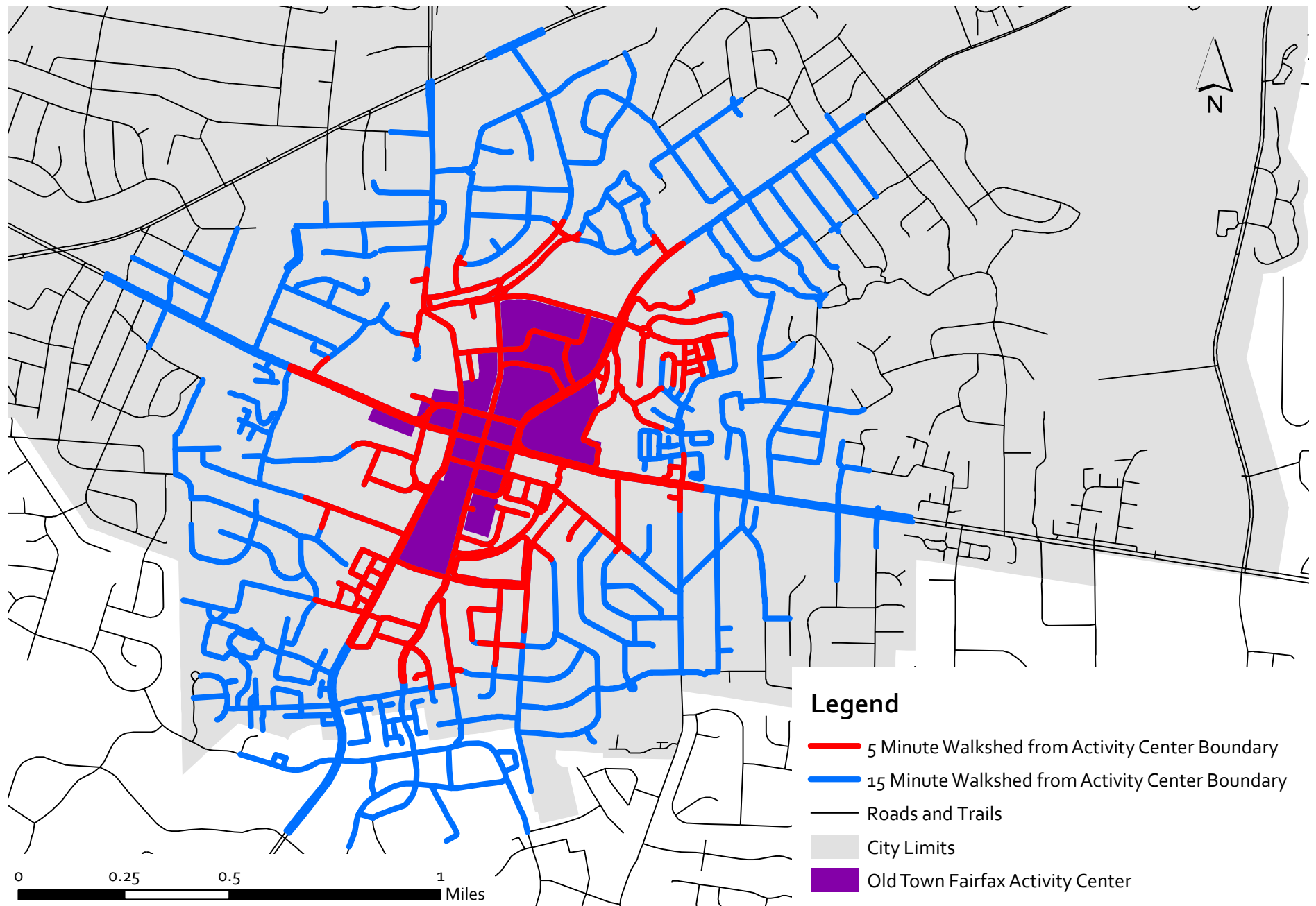
Metro bus stop activity and overall bus corridor activity shows that buses are overwhelmingly used to access the Vienna/Fairfax-GMU Metro station. George Mason University and the Fairfax Circle local activity center are secondary destinations routinely accessed by bus. CUE constitutes a large portion of ridership on transit corridors within the City of Fairfax.



# Old Town Fairfax Sidewalk Network



# Old Town Fairfax 15 Minute Walkshed



# Concentration of Community Amenities and Walkable Infrastructure

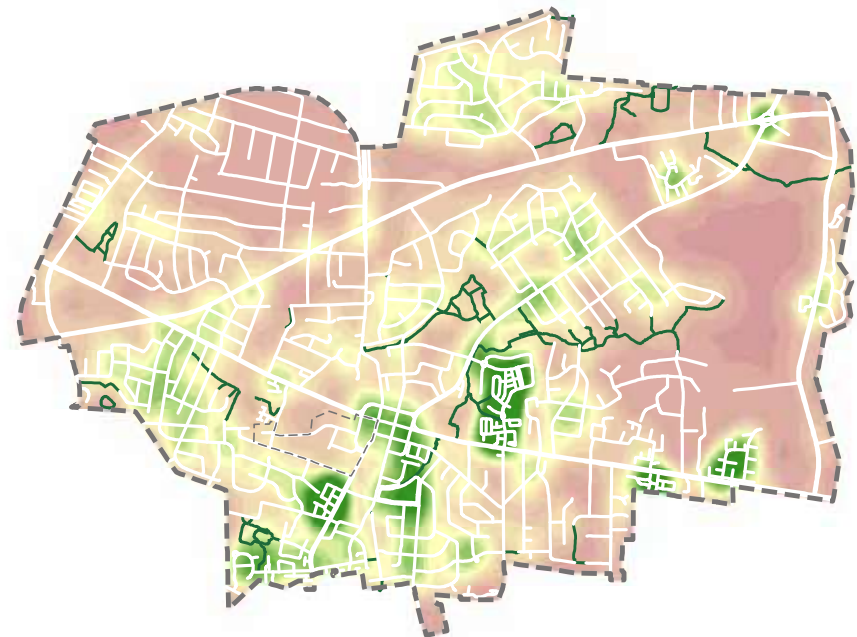
## COMMUNITY AMENITY CONCENTRATION



SOURCE: Google Earth, 2016

PREPARED BY NELSON\NYGAARD

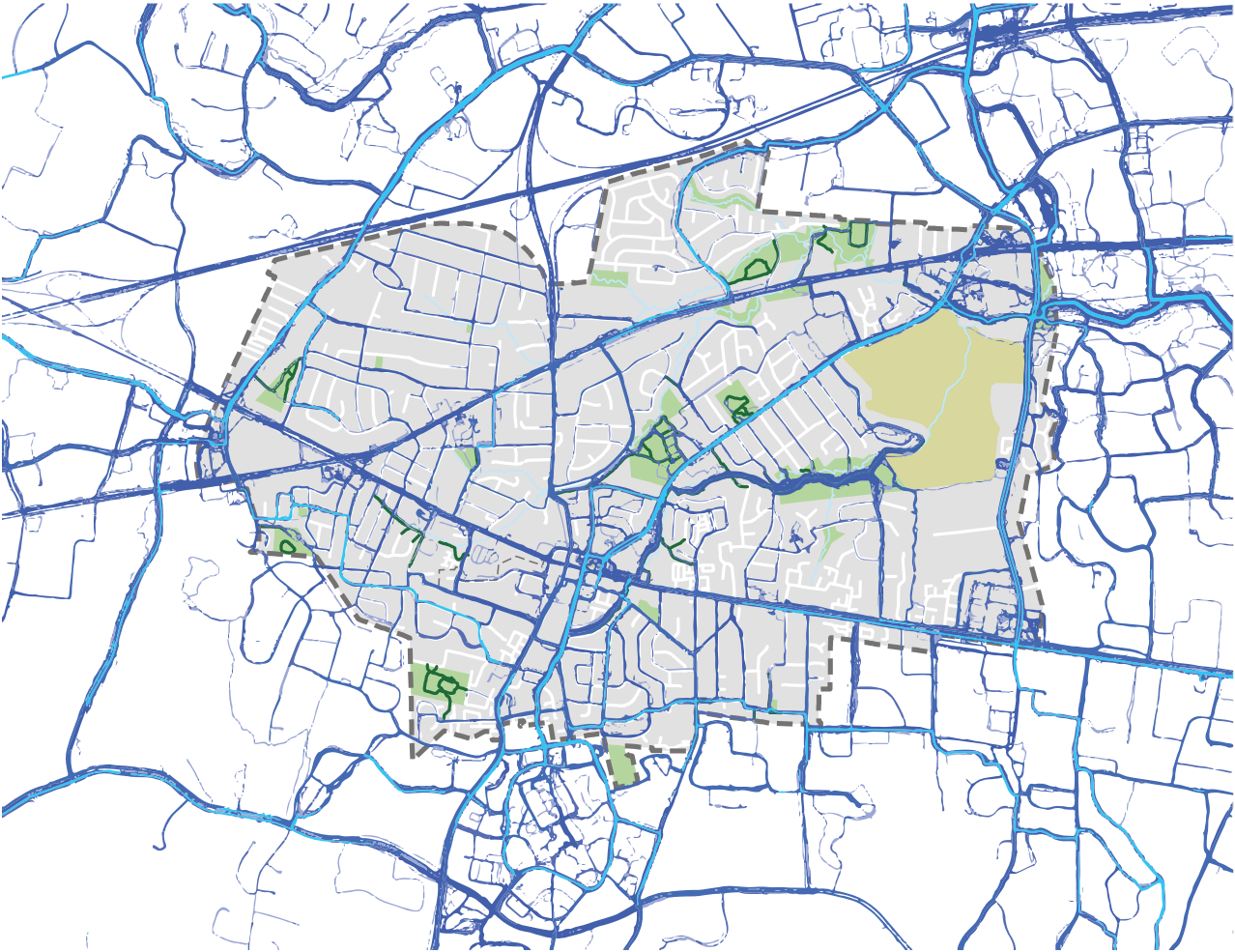
## WALKABLE INFRASTRUCTURE CONCENTRATION



SOURCE: Fairfax City, 2016

Portions of the City of Fairfax could have excellent walkability based on proximity to amenities alone, however a mismatch between the location of those amenities/attractions (including restaurants, cafés, bars, both small and large format retail, pharmacies, banks, government offices, post offices, schools, and museums) and walkable infrastructure features (sidewalk coverage, high intersection density) reduces the overall attractiveness of walking in the city. While walkable areas are dispersed throughout the city, the Old Town local activity center uniquely combines a high destination count with a high concentration of walkable infrastructure. The Old Town infrastructure does come with some limitations however, sidewalks are narrow and lack a protective buffer or planting strip between the walkway and the curb.

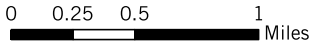
# Bicycle Activity



Other than the city's impressive off-street trail network, dedicated bicycle facilities are limited to a shared-use path along George Mason Boulevard, bicycle lanes on Breckinridge Drive, and recently installed bike lanes on Layton Hall Drive and University Drive. As a result, bicycle activity is drawn to major vehicular corridors and limits riders to those with high bicycle stress tolerance.

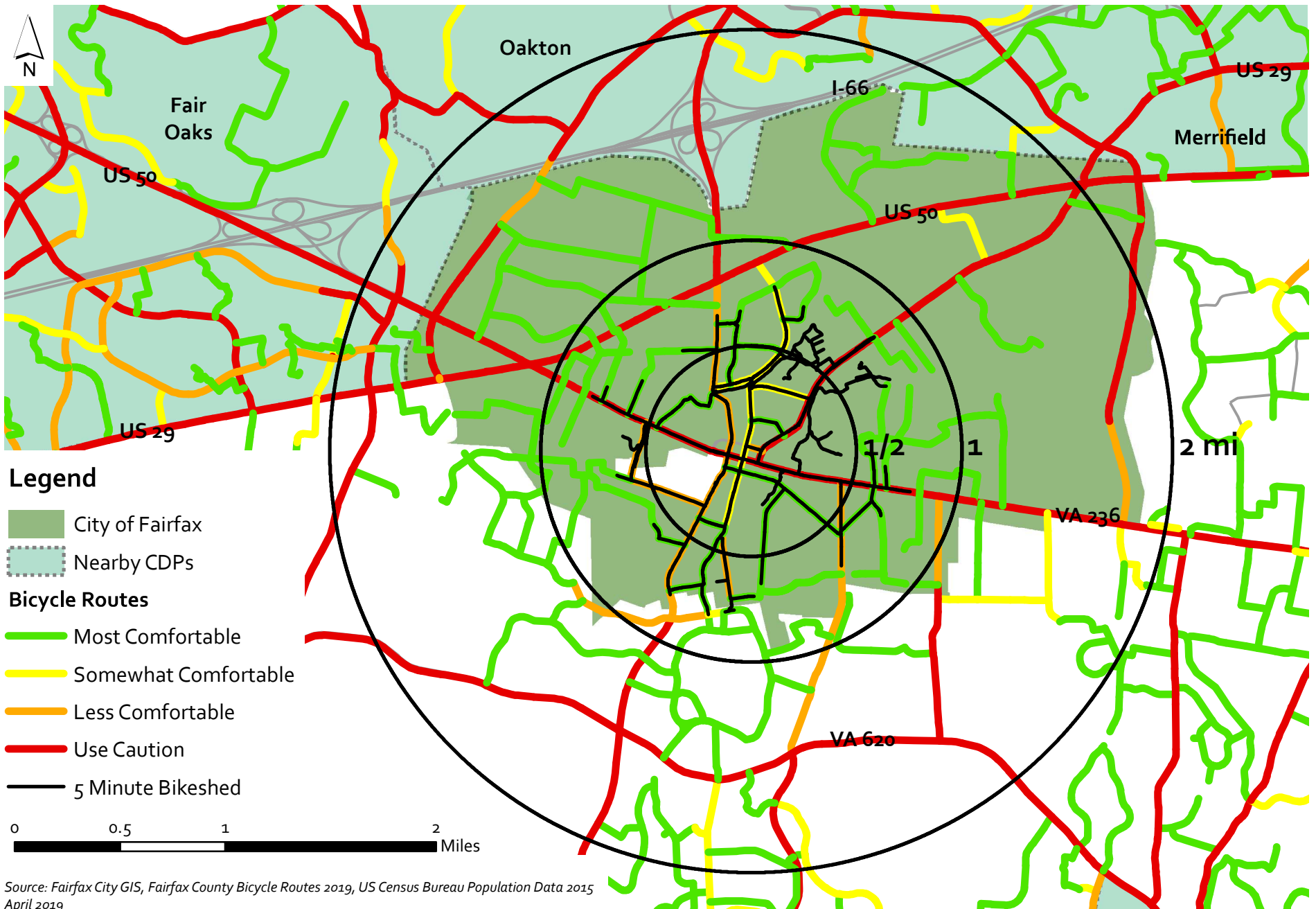
### LEGEND

- Bicycle Facilities
- Off-Street Trails
- Low Activity
- High Activity



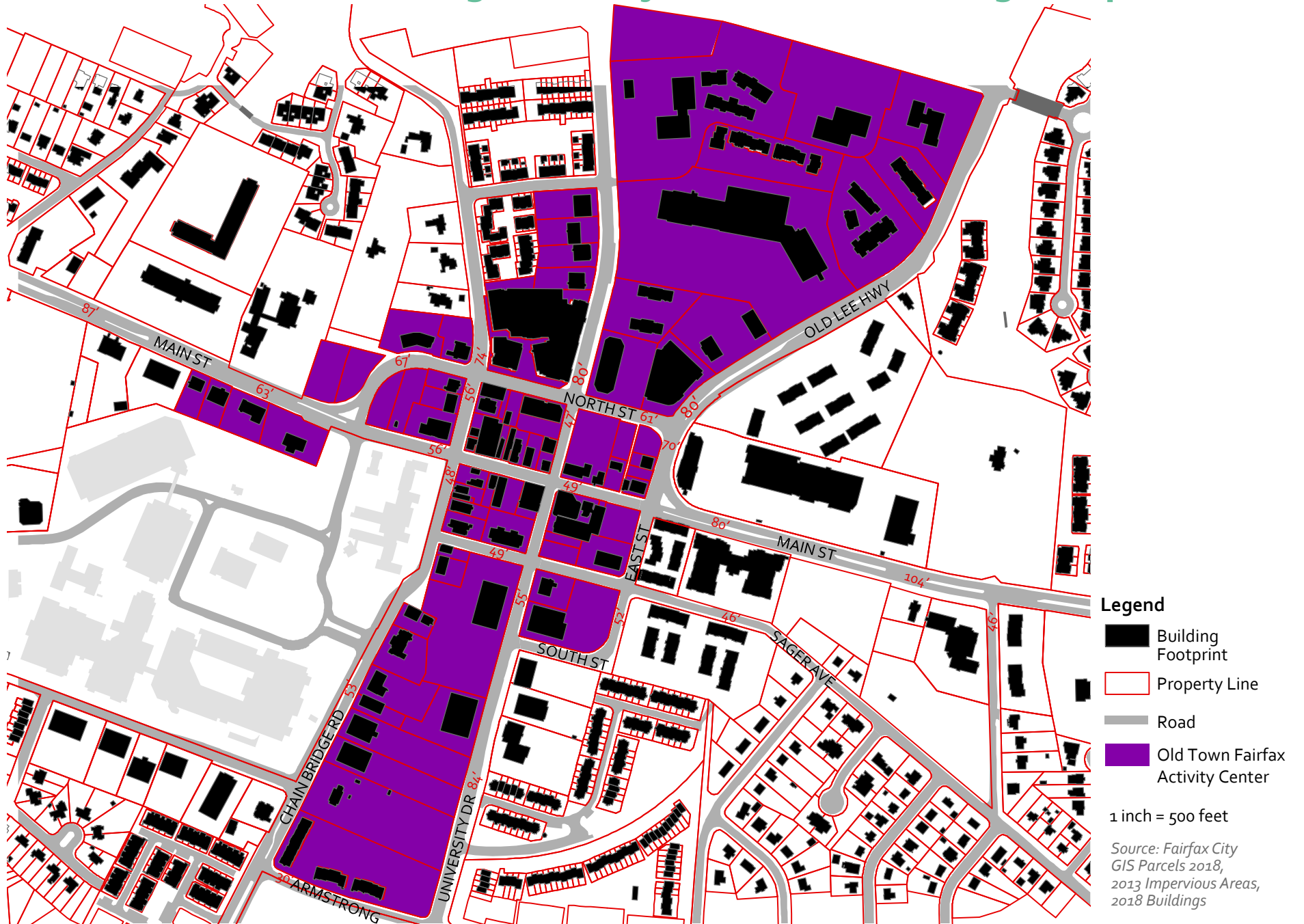
SOURCE: Quality Counts, 2012; Fairfax City, 2016  
PREPARED BY NELSON\NYGAARD

# Regional Bicycle Routes



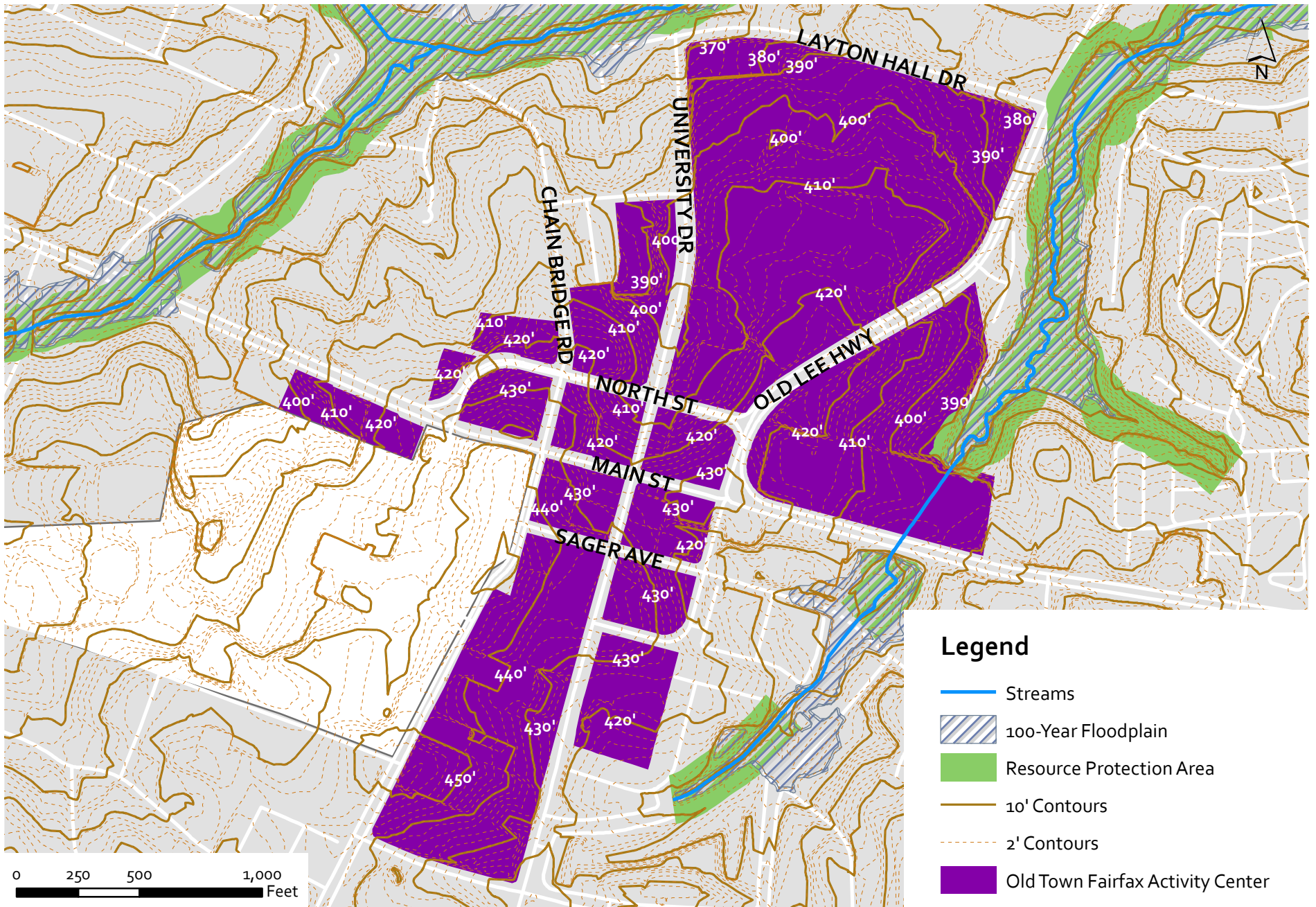
Source: Fairfax City GIS, Fairfax County Bicycle Routes 2019, US Census Bureau Population Data 2015  
 April 2019

# Old Town Fairfax Public Right-of-Way Widths and Building Footprints





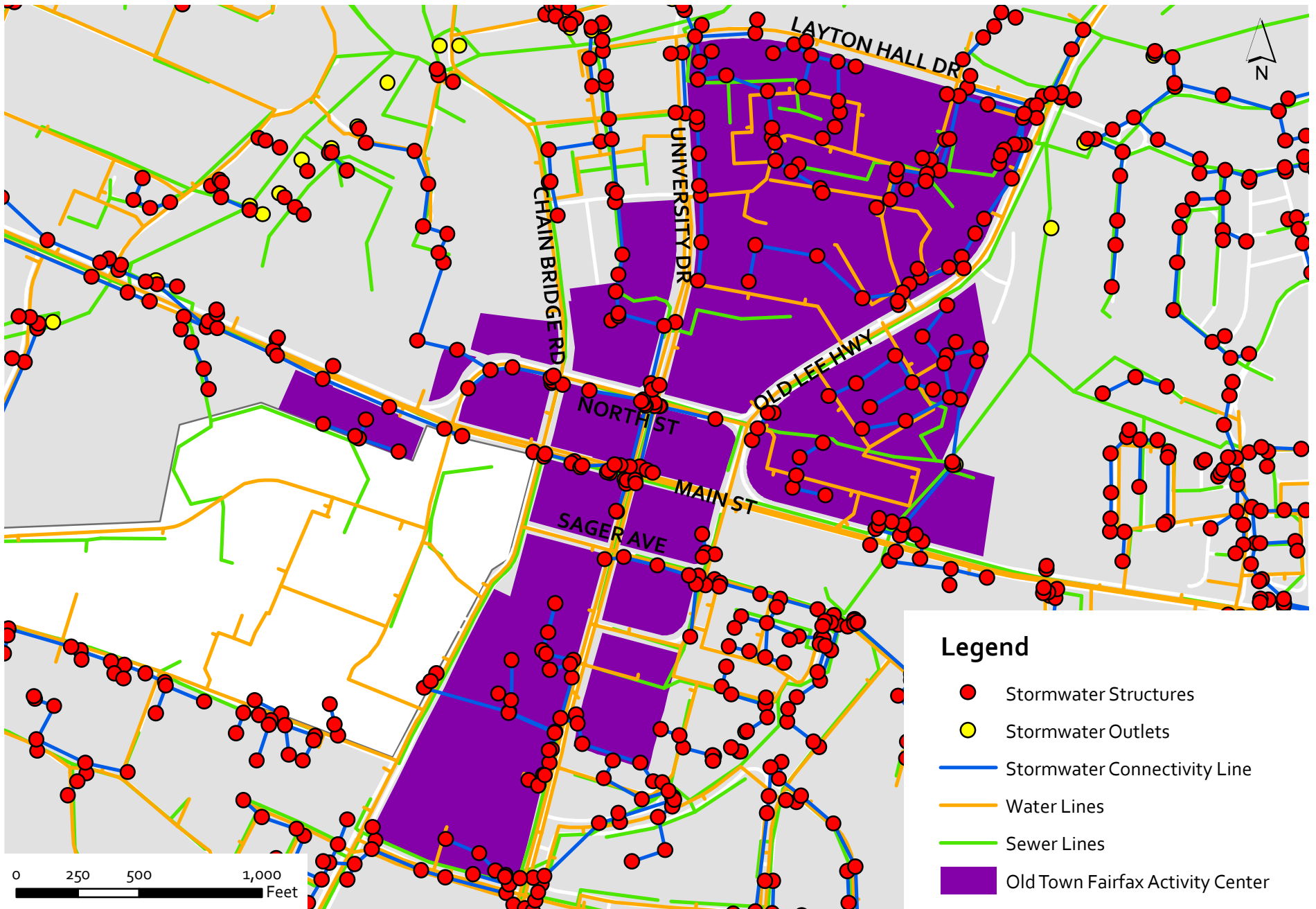
# Old Town Fairfax Land Constraints and Environmental Features



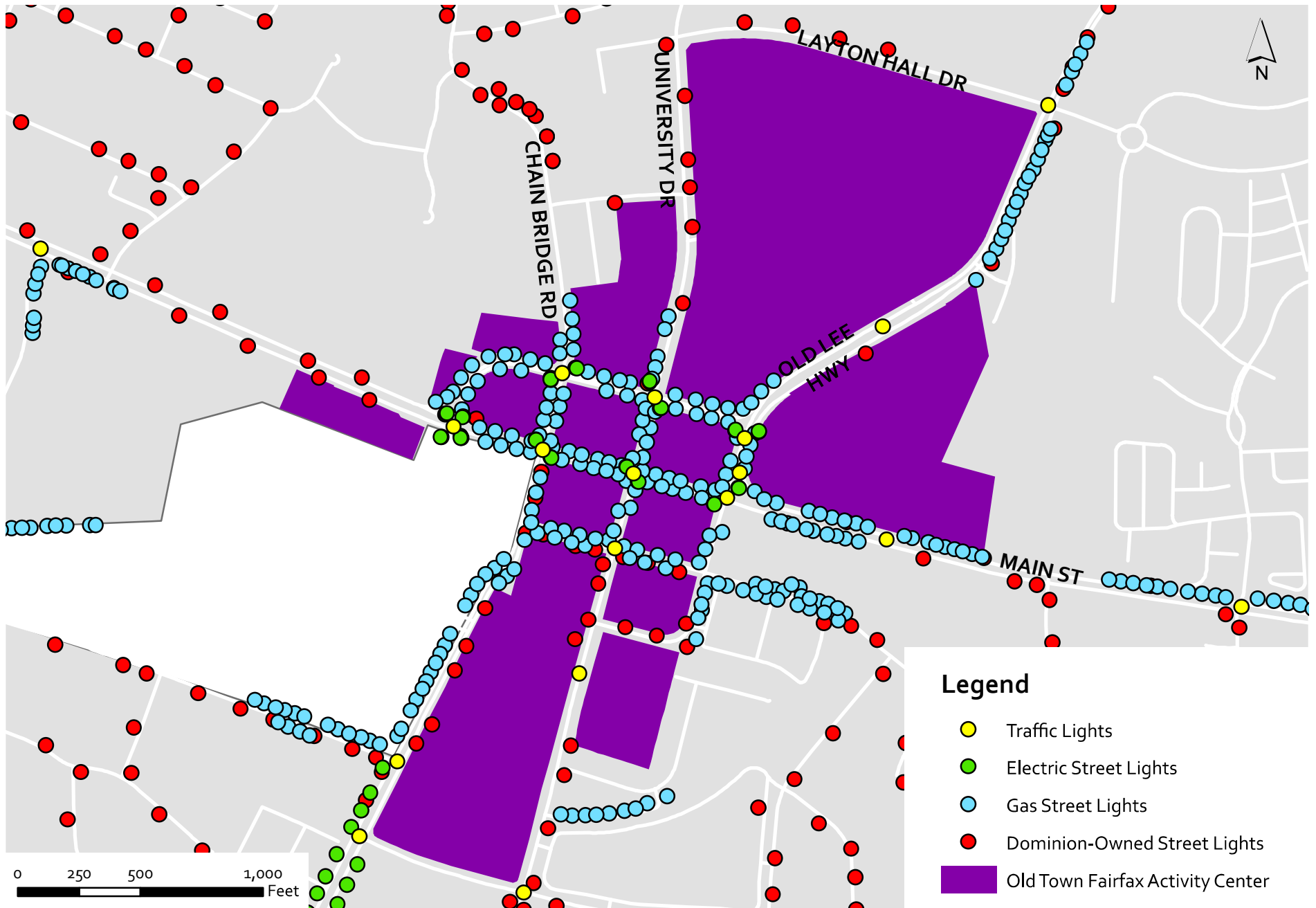
# Old Town Fairfax Building Footprints and Impervious Surface



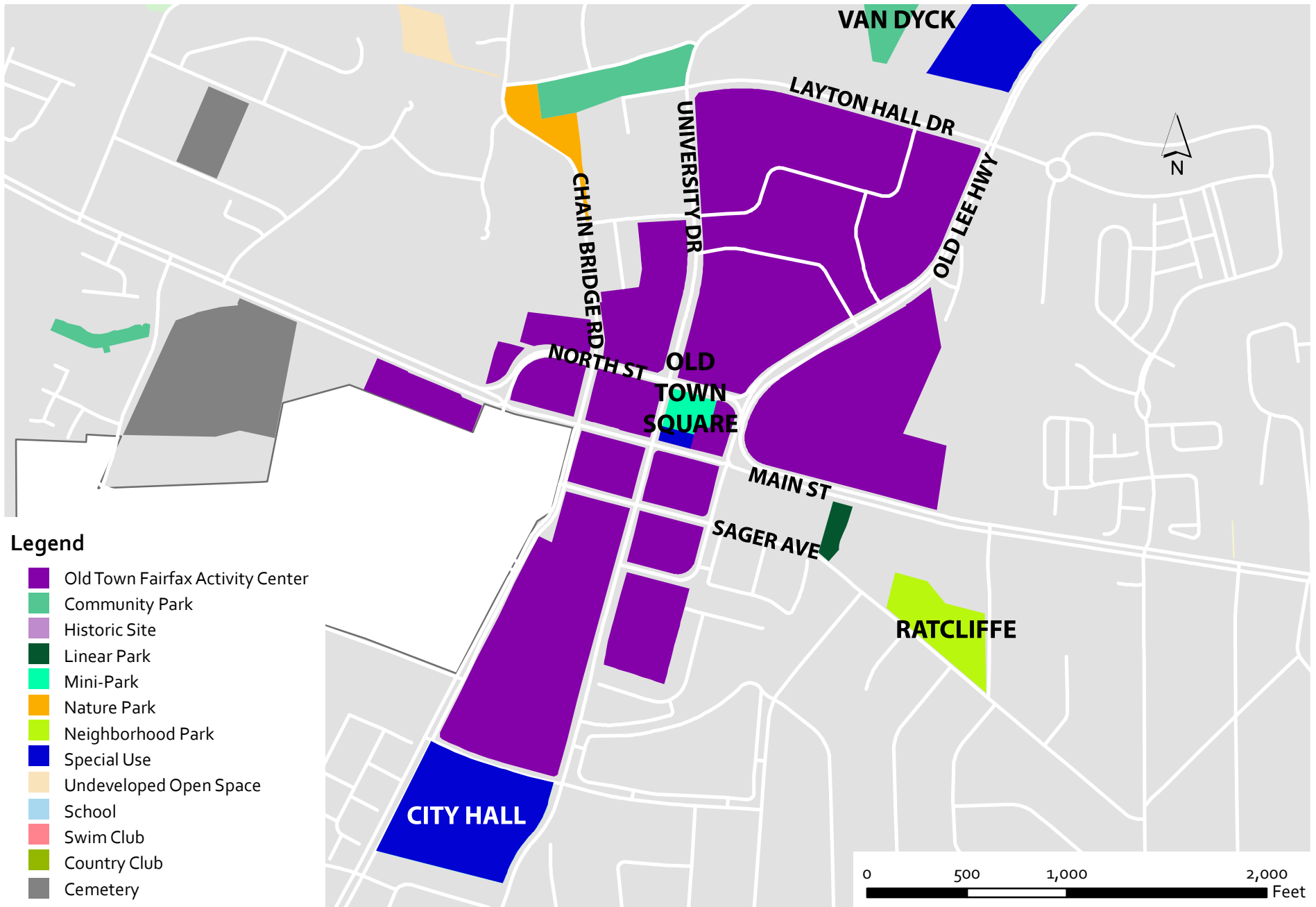
# Old Town Fairfax Water and Sewer Infrastructure



# Old Town Fairfax Street Lights and Traffic Lights



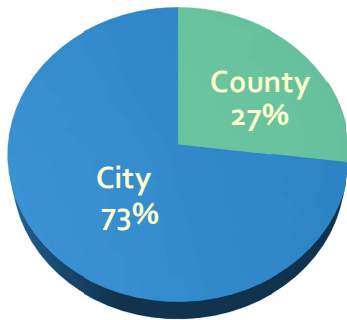
# Old Town Fairfax Open Space and Parks by Type



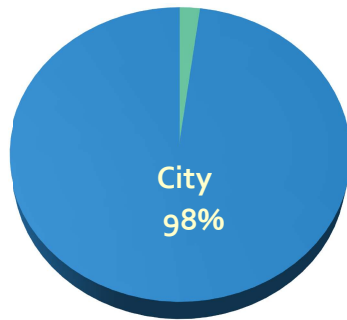
# School Enrollment by Students' Place of Residence and Program Capacity

Fairfax County Public Schools (FCPS) located in City of Fairfax, 2016

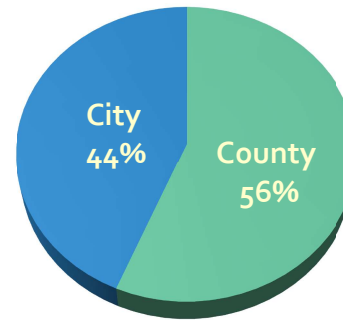
**PROVIDENCE  
ELEMENTARY SCHOOL**



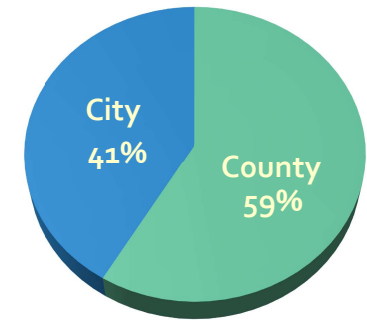
**DANIELS RUN  
ELEMENTARY SCHOOL**



**LANIER  
MIDDLE SCHOOL**



**FAIRFAX  
HIGH SCHOOL**

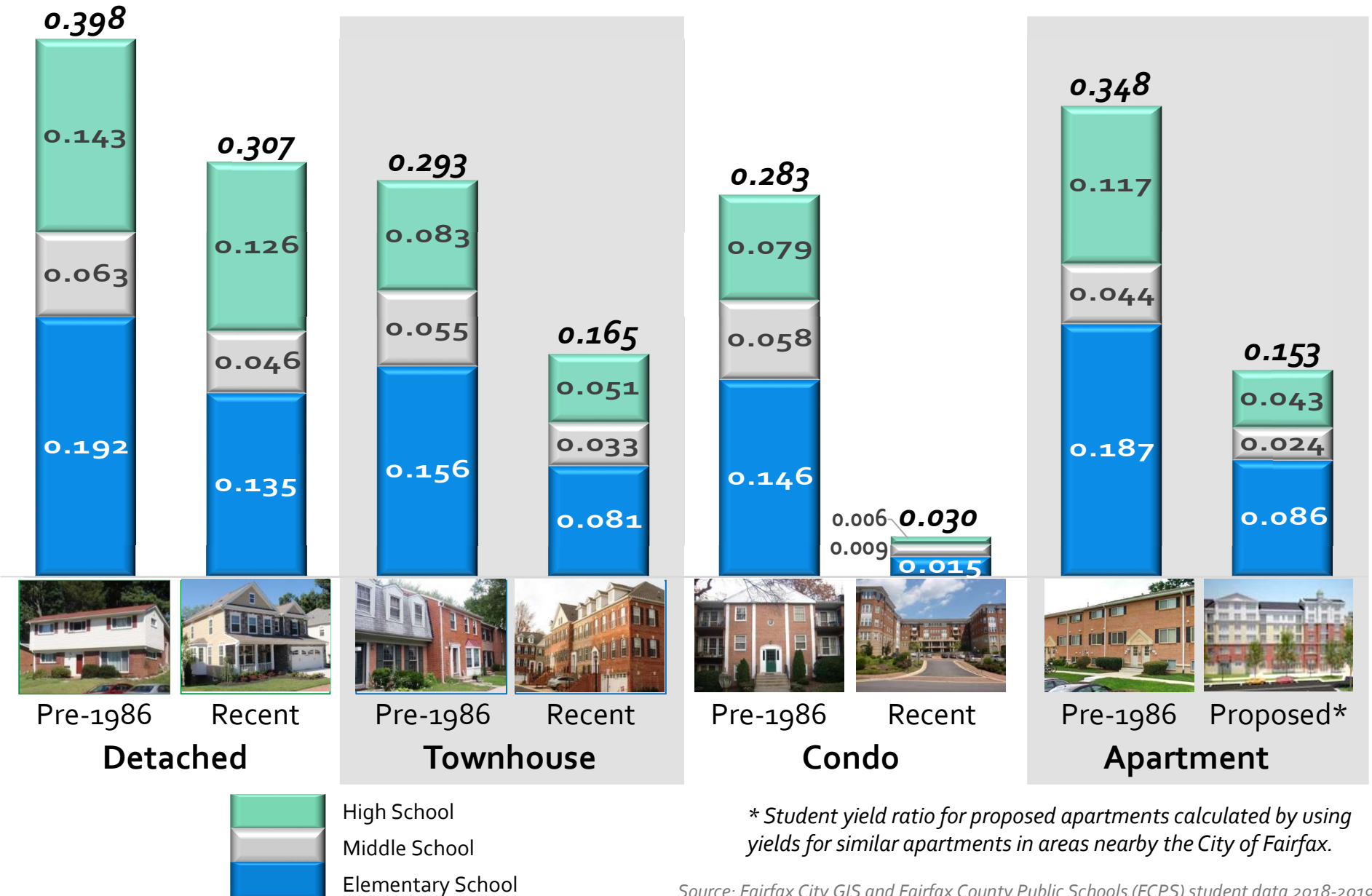


School	2017 Program Capacity	2010 Enrollment	2017 Enrollment	2017 % of Capacity	2022 Projected Enrollment
Fairfax High	2,407	2,375	2,325	97%	2,295
Lanier Middle	1,147	1,236	968	84%	986
Daniels Run	812	783	765	94%	829
Providence	928	929	909	98%	950

Source: Fairfax County Public Schools (FCPS) student data 2017-2018

# Student Yield Ratios

Fairfax City, 2018

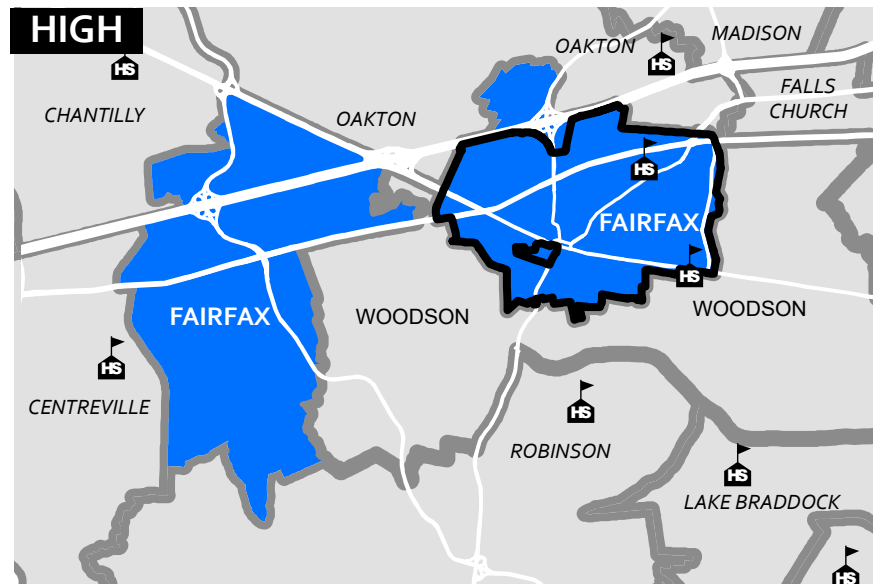
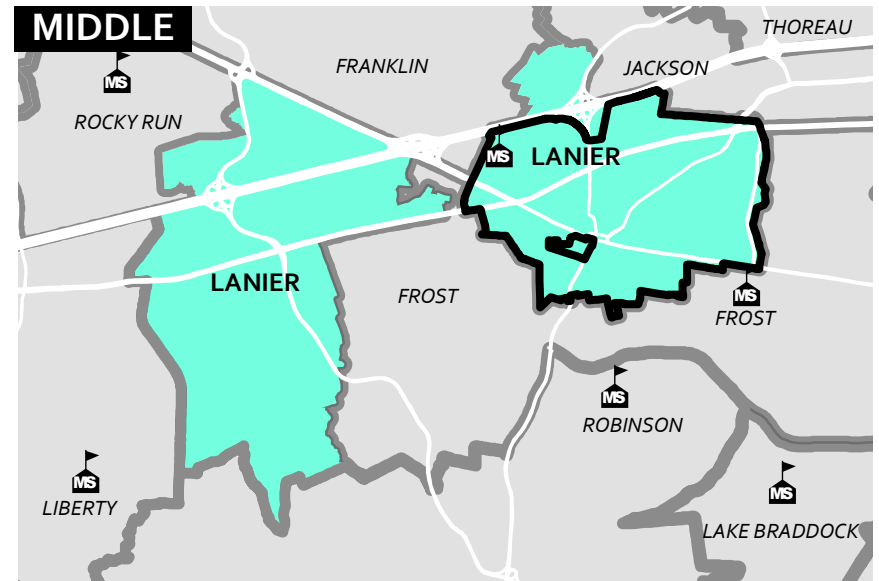
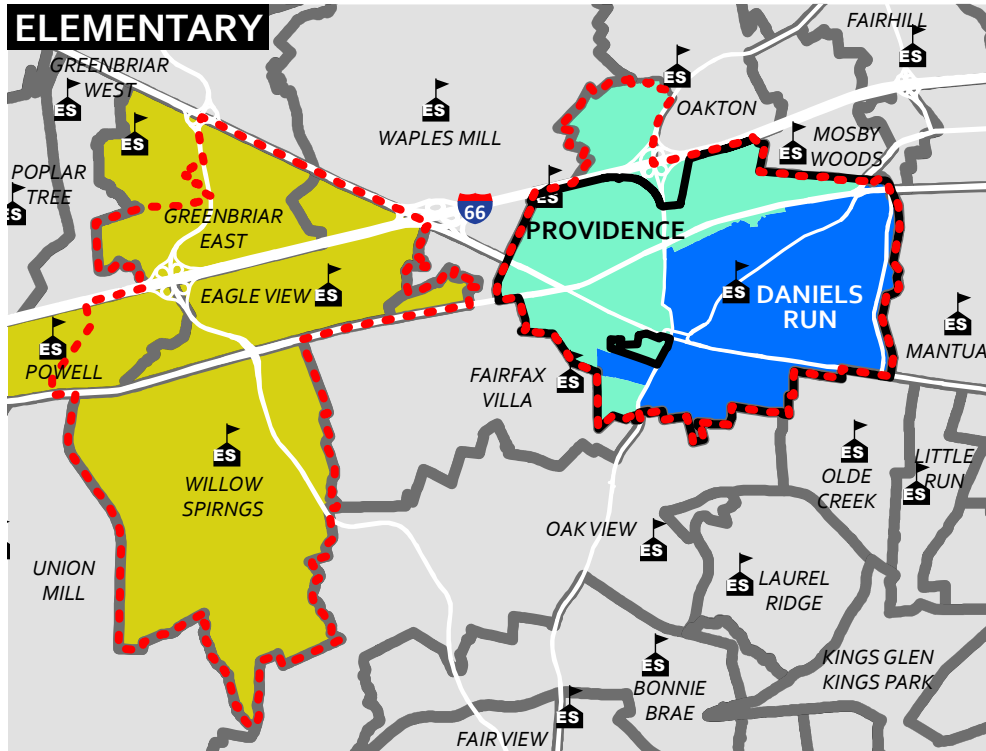


\* Student yield ratio for proposed apartments calculated by using yields for similar apartments in areas nearby the City of Fairfax.

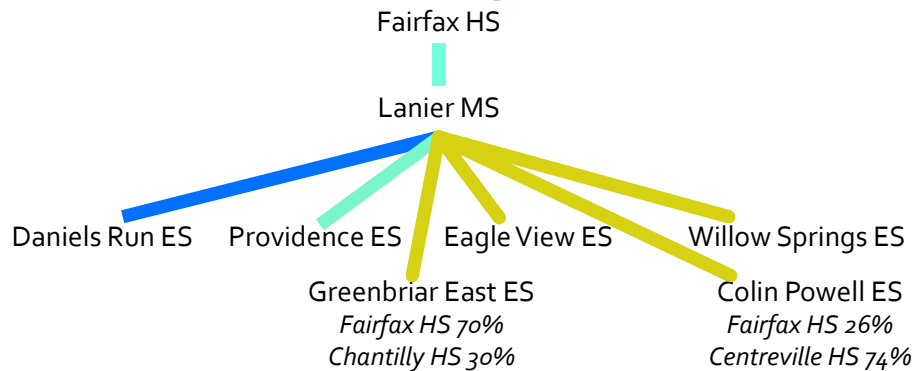
Source: Fairfax City GIS and Fairfax County Public Schools (FCPS) student data 2018-2019

# School Attendance Areas

Fairfax County Public Schools, 2016-2017



Elementary and Middle School Feeders into Fairfax High School



Source: Fairfax City GIS and Fairfax County School Attendance Area data 2016-2017