



Board of Architectural Review

DATE: March 4, 2020
TO: Board of Architectural Review Chair and Members
THROUGH: Jason Sutphin, Community Development Division Chief **JDS**
FROM: Tommy Scibilia, BAR Liaison **TS**
SUBJECT: Northfax West – Work Session

- ATTACHMENTS:
1. Relevant Regulations
 2. Existing Conditions Aerial
 3. Plans Package

Nature of Request

1. Case Number: No Active Case
2. Address: 3570 Chain Bridge Road
3. Tax Map Parcels: 57 2 02 019, 57 2 08 011, 57 2 08 005, 57 2 08 012, 57 2 08 006, 57 2 08 013, 57 2 08 007, 57 2 08 014, 57 2 08 008, 57 2 08 010, 57 2 02 003, 57 2 02 005, 57 2 02 018, 57 2 02 017, 57 2 02 020, 57 2 47 000 A, 57 2 07 015 B
4. Request: 56 townhouses, 7-story senior living facility with structured parking, site improvements
5. Potential Applicant: The Lann Companies
6. Applicant's Representative: Northfax JV LLC
7. Status of Representative: Agent
8. Current Zoning: CR Commercial Retail, RM Residential Medium, Architectural Control Overlay District
9. Proposed Zoning: PD-M Planned Development Mixed-Use, Architectural Control Overlay District

BACKGROUND

The subject site comprises 17 parcels/11.32 acres of land along Chain Bridge Road and Orchard Street in the Northfax Activity Center as defined by the 2035 Comprehensive Plan. The Lann Companies is the title owner of all parcels. The subject site comprises the following:

- Bombay Bistro restaurant, located at the corner of Orchard Street and Chain Bridge Road
- Six parcels used for vehicle storage to the south and west of Bombay Bistro

- Three parcels on the north side of Orchard Street also used for vehicle storage
- Two parcels toward the western terminus of Orchard Street containing single-family homes, 10513 and 10514 Orchard Street
- Five parcels of undeveloped forestland in the southwest and northwest portions of the site which include a stretch of the north fork of the Accotink Creek

To the north and east of the site are a Shell gas station, a four-story office building with surface parking (3554 Chain Bridge Road), and the Assembly townhouse community. To the south fronting Fairfax Boulevard are a used vehicle dealer, Tastee 29 Diner, a vehicle repair shop, and Brown's Mazda car dealership and vehicle service center. To the east across Chain Bridge Road is an Exxon gas station, a vacant restaurant building with surface parking, and a five-story Marriott hotel. To the west are single-family properties of the Fairfax Acres subdivision.

There is a land use application under review for the redevelopment of the Brown's Mazda dealership immediately south of the site, which, as currently proposed, would include a new car dealership complex with a three-story above-ground parking structure above a one-story vehicle service garage on the northern portion of the site. This would be the closest built structure to the proposed development described in this report, and would be 53.0 feet from the property line and approximately 50 feet tall.

PROPOSAL

The applicant is requesting redevelopment of the site to include 56 townhouses, a seven-story senior living facility with structured parking, and site improvements. A concurrent land use case is open and active. First round comments have been provided to the applicant by staff, and responses to those comments are expected to have impacts on certain aspects of the site design, which will be outlined in future staff reports.

Site

Although the site layout and design are not within the purview of a certificate of appropriateness review, a description follows for context. As part of the redevelopment of the site, the applicant is proposing to pipe the Accotink Creek underground through the site to the northwest corner of the property where it would be daylight. This would lead to the removal of the floodplain and resource protection area (RPA) on a substantial portion of the site.

The proposal includes an extension of Orchard Street to the west to connect to an extension of Farr Avenue to the north through the Brown's Mazda property in conjunction with an active redevelopment proposal for that site mentioned above. These roadways would be City rights-of-way, with sidewalks constructed on either side of both roads. The sidewalk on the north side of Orchard Street is proposed to connect to the existing sidewalk on the office building parcel to the east. On-street parking would be located on both sides of both Orchard Street and Farr Avenue.

The townhouses are proposed on the outside of the two roads. The architecture of these buildings is described in more depth below. A private road network consisting of three roads perpendicular to Orchard Street and two dead-end alleys on the northern portion of the site, as well as a road and alley parallel to Orchard Street on the western edge of the site would provide vehicular and pedestrian access to the townhouse units. Thirteen surface parking spaces would be provided near the intersection of Orchard Street and Farr Avenue.

On the inside of Orchard Street and Farr Avenue would be the senior living facility, the architecture of which is described in more depth below. The footprint of the building would form an H shape. Two courtyards would be located on the east and west sides of the building. A two-story structured parking garage in the south portion of the building would have two points of vehicular access, one from the Farr Avenue extension on the west side, and one from a roadway that would extend perpendicular from Orchard Street on the east side.

Phase II of the Northfax development includes 3.50 of the 11.32 total acres in the eastern portion of the site. This area has not yet been programmed and will be the subject of separate future land use requests. The submission materials show anticipated future points of ingress and egress to Phase II from Chain Bridge Road, Orchard Street, and the roadway that is proposed to access the eastern side of the senior living facility.

Town houses

Attachment 2 contains elevations of the proposed townhouse units with material keys.

The proposal includes two types of townhouses. On the north and west portions of the site would be 41 20-foot rear-loaded townhouses. The remaining 15 townhouses on the northern edge of the site would be 24-foot front-loaded units. All units are proposed to be four stories and 44 feet in height. The preliminary architectural submittals show a similar material palette for the two unit types, but a different color palette. The materials for both unit types include face brick, fiber cement siding in different profile widths, fiber cement panel, and synthetic trim.

The 41 rear-loaded units would have cream face brick on the first story, projecting window bays in cream brick and dark blue siding, and wall siding on the second and third floors in medium tan and medium dark gray. The top floor of the units would be light tan fiber cement panel with reveal joints. The garage doors would be in the same light tan color.

The 15 front-loaded units would have red face brick on the first story up through the third story on some units, projecting window bays in dark gray siding, and wall siding on the second and third floors of certain units in light tan. The top floor would be medium gray fiber cement panel with reveal joints. The garage doors would be in the same medium gray color. Both unit types would have white trim detailing.

Both unit types are shown with similar architectural features, including two-story projecting window bays, suspended charcoal gray metal awnings over the front entrances, decorative white cornices above the window bays and along the top of the third story, fourth-floor outdoor terraces on the front portion of the unit, and rear decks on the second story faced in white synthetic trim and with white balustrades.

Senior living facility

Attachment 2 contains perspective renderings and elevations of the senior living facility.

The seven-story facility would be H-shaped with two courtyards on the east and west sides. The northern leg and central connection would contain independent living residential units with amenity spaces on portions of the ground floor. The southern leg would include the parking structure on the first two floors, with amenity areas for assisted living residents on the third and fourth floors, and assisted living residential units on floors four through seven. The parking structure and third-floor amenities would have a larger footprint than the residential floors, extending toward the southern property line shared with Brown's Mazda. Although much of the roofline is shown at a constant height, different wall planes would create the appearance of a well-articulated volume as demonstrated by the street-level perspective renderings in Attachment 2. The main roofline would be 83 feet above grade.

The east elevation would contain the main pedestrian entrance of the senior living facility from within the eastern courtyard. The majority of this façade would be gray brick. The fenestration would be vertically-oriented paired windows, regularly spaced on floors two through seven, with corresponding full-height storefront on the ground floor. All storefront and windows would have dark gray framing and horizontal mullions near the top and bottom of each pane. A lighter gray metal accent panel would be used between the windows on every two floors and above the seventh-floor windows. Woodgrain fiber cement board would be used as an accent material near the main entrance and in narrow strips on the left side of the upper-floor window pairings. A cantilevered metal awning in a white prefinish would extend out over the main entrance at the ground floor. A single column of recessed balconies with cantilevered extensions beyond the main wall plane and dark gray contemporary metal railings would be located near the center of this elevation. The east face of the north leg of the H would utilize the same material palette with three wall planes receding back toward the north elevation, and a slightly different fenestration arrangement. A recessed area on the left side of the courtyard façade would have full-height windows on all seven levels with wall surfaces faced in medium gray metal panel. The roofline of this portion of the building would be taller than the main roofline, and the wall surfaces above the seventh floor would be faced in medium gray corrugated metal panel. The east façade of the assisted living residential units on floors four through seven of the south leg of the building would have two wall planes of scored white fiber cement panel with shorter windows on the left plane and taller windows with cantilevered balconies on the right plane. Woodgrain fiber cement board would be used as an accent. The area between the two white wall planes and beneath them at the third floor amenity space would be medium gray metal panel with extruded horizontal bands between floor levels.

The south elevation would contain two separate treatments for the exterior of the parking structure, which would wrap around to the corresponding east and west elevations. The eastern half would have

vertical, angled vertical metal louvers in a woodgrain finish affixed to the outside of the parking structure, and the western half would have large panels of perforated anodized aluminum affixed to the exterior of the structure in a regular gridded pattern. Precedent images of these accent materials have been included in Attachment 2 for reference. The area in the center of the two halves of the garage would be enclosed, faced in medium gray corrugated metal panel with an egress door at ground level. The third-floor amenity areas include a green roof on the eastern end, an enclosed area in the center with full-height windows opening out to the east and west (best seen in the east and west elevations), and an outdoor patio area on the western half. The perforated metal panels would act as a safety barrier/parapet around the outdoor patio area. The fourth floor would contain another smaller outdoor amenity area above the enclosed amenity area on the third floor. The residential floors on levels four through seven would include vertically-oriented fenestration, similar to that proposed for the east elevation, but with slightly different pairings, one wider window paired with one narrower window of the same height. Two columns of cantilevered balconies would be located on the western end of this elevation. The four residential floors would be framed by a thick band of white metal panel. This banding would also act as an accent between floors within the frame. The center section of this elevation would be faced in medium gray corrugated metal panel. As with the east elevation, woodgrain fiber cement board would be used as an accent material alongside and above windows and doors.

The west elevation would contain the entrances to the ground floor from within the western courtyard. The majority of this façade would be gray brick. The fenestration would be vertically-oriented paired windows regularly spaced on floors two through seven, with full-height storefront on the ground floor, similar to the east elevation, with woodgrain fiber cement board as an accent material. Two columns of recessed balconies with cantilevered extensions beyond the main wall plane would be located near the center of this elevation. The west face of the north leg of the H would utilize the same material palette, with additional windows located at the northwest corner. A slightly projecting area on the right side of the courtyard façade would have three columns of windows with wall surfaces faced in medium gray corrugated metal panel. The roofline of this portion of the building would be shorter than the main roofline. The west façade of the assisted living residential units on floors four through seven of the south leg of the building would have two wall planes of scored white fiber cement panel with shorter windows on the left plane and taller windows on the right plane. Woodgrain fiber cement board would be used as an accent for the fenestration and the area between the two wall planes would be medium gray metal panel with extruded horizontal bands between floor levels.

The north elevation, facing Orchard Street, would have individual entrances to the ground floor residential units. These areas would include small stoops with dark gray contemporary metal railings, double-height divider walls faced in woodgrain fiber cement board, cantilevered medium gray awnings, and decorative wall lighting, with at-grade planters in the areas between each unit entrance. A detail rendering of the proposed ground-floor condition can be found in Attachment 2. The upper residential floors would contain much the same window arrangement and style as the other elevations, with the main wall material being gray brick with accents in woodgrain fiber cement board and medium gray

metal panel. This elevation would have five columns of cantilevered balconies stacked above each of the ground floor entrances. The northwest and northeast corners would have additional windows.

Landscape

The preliminary landscape plan in Attachment 2 shows canopy and understory trees in key locations throughout the site. A more developed landscape plan with shrubs, groundcover, and specific species will be required prior to final BAR hearing. Regularly spaced canopy trees are proposed in a landscape strip between the road and the sidewalk on both sides of Farr Avenue extended and Orchard Street, including the street frontage on the south side of Orchard Street along the 3.5-acre portion of the site that is not yet programmed. Additional canopy trees are shown in certain front yards of the rear-loaded townhouse units in the northern portion of the site.

Where possible, existing trees along the north property line between the proposed front-loaded townhouses and the Assembly neighborhood would be retained, with supplemental trees planted as needed to create a consistent landscape buffer. The western property line between the rear-loaded townhouse units and the single-family lots of Fairfax Acres, the northern property line along the area in the northwest portion of the site where the Accotink Creek would be daylight, and eastern property line between the rear-loaded townhouses and the neighboring office building parking lot would all be planted with a landscape buffer to include a mix of canopy trees, understory trees, and evergreen trees. The southern property line between the senior living facility and Brown's Mazda has a narrow setback and would have limited landscaping, which includes mostly understory trees along the east half of the parking structure.

Lighting

No details on site lighting have been provided at this time.

Amenities

A schematic landscape plan for the east and west courtyards of the senior living facility have been included in Attachment 2 that shows preliminary programming of those amenity spaces. Both areas would have unique designs, but similar features. The courtyards would have a mix of canopy trees, understory trees, and planting beds, lawn spaces, paver patios, pergolas, outdoor seating, and water features. No specific details have yet been provided on these various features. The schematic plan also shows foundation plantings and additional landscaping at the corners of the senior living facility which are not shown in the overall conceptual landscape plan.

No details on site furniture outside of the courtyard areas, such as benches, bike racks, and trash receptacles, have been provided at this time.

Appurtenances

All mechanical units associated with the townhouses and senior living facility would be roof-mounted and screened by parapets. Trash collection for the senior living facility would take place within the

garage. No electrical transformers have been identified on the preliminary plans, but if they are included onsite, they must be screened from view in the rights-of-way in some manner.

ANALYSIS

Staff have made a number of preliminary comments and recommendations to the applicant as part of the architectural review and as part of the land use review which have been included below, accompanied by relevant provisions of the Design Guidelines.

City of Fairfax Design Guidelines:

New Construction, ACOD-3

Building Siting and Building Orientation, ACOD-3.2 – ACOD-3.3

Consider creating open corner plazas on corner buildings or other opportunities for open spaces or outdoor dining on larger parcels in the ACOD.

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.

There is limited pedestrian engagement in the design of the senior living facility along Farr Avenue extended and along the private road proposed perpendicular to Orchard Street on the east side of the facility. Entrances to the building are not conveniently located for access from these roadways.

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

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.

Consider increasing color variation within the townhouse units to help create unique identities for each home within a cohesive design aesthetic.

Explore ways to articulate the portions of the senior living facility that are faced in white fiber cement panel. Consider techniques such as material variation, color variation, or incorporation of reveal joints.

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.

Increase the use of brick or other quality masonry materials, particularly on the side elevations of the townhouse units at the end of each stick that would have high visibility from public roads.

Private Site Design & Elements, ACOD-6

Landscaping, ACOD-6.3

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

A more developed landscape plan with shrubs, groundcover, and specific species will be required prior to final BAR hearing.

Where feasible, incorporate additional canopy and understory trees between the senior living facility parking structure and the south property line in order to soften the garage's appearance.

Utilize landscape design to minimize the visibility of alleyways from public streets.

Comments on the first submission of the land use case have noted that there are deficiencies related to the proposed landscaping, transitional yard design, and open space requirements of the Zoning Ordinance that will need to be addressed in future submissions.

Fences & Walls, ACOD-6.4

In addition to landscaping, fences and walls are useful elements to shape outdoor space, screen undesired views, and reinforce the desired street wall in the commercial core. Vertical elements on private sites such as landscaping, fencing, or walls, define property lines and provide privacy and enclosure.

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

When using formed or poured concrete as a finish wall material, do not mimic building materials (stone, brick, etc.) with a form-liner or pattern stamp; instead make use of concrete's plasticity and unique material qualities.

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

Any walls with an unclad surface of concrete masonry block or metal chain link should be screened with a vegetative buffer on the side facing adjacent properties or visible from a public site or right-of-way.

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

Provide details for privacy fences and retaining walls in line with the above guidelines.

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.

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

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

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

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

Provide a lighting plan and fixture information including lighting type, lighting color temperature, and finish for both building-mounted and freestanding lighting fixtures.

Furnishings, ACOD-6.6

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

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

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

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

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

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

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

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

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

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

Bicycle parking is required for non-residential development and staff encourages bicycle parking be provided for the townhouse units as well.

Provide the locations and details for site furniture and trash receptacles.

Gathering Spaces, ACOD-6.8

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

Smaller and less formal than a plaza as defined in the Zoning Ordinance, gathering spaces may vary widely in type, size and amenities. At a minimum, a gathering space should accommodate six seated individuals and allow for a variety of seating options such as benches, seat walls, tables/chairs, or seating directly on lawn areas. Other amenities in these spaces may include outdoor dining, game tables, public art, or water features.

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

Provide more information on the programming of outdoor amenity spaces.

Comments on the first submission of the land use case have noted that there are deficiencies in the site design related to open space requirements of the Zoning Ordinance that will need to be addressed in future submissions.

Public Art, ACOD-6.10

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

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

Consider incorporation of public art, such as a mural, on the parking structure. The BAR/Council would review the size and placement of the public art, and the Commission on the Arts would review the content.

ATTACHMENT 1

RELEVANT REGULATIONS

§3.7.4. Architectural control overlay district

A. Applicability

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

B. Certificate of appropriateness required

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

C. Exceptions

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

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

D. Design guidelines and standards

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

§5.4.5. Powers and duties

B. Final decisions

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

1. Certificates of appropriateness, major (§6.5)

§6.5.1. Applicability

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

A. A certificate of appropriateness shall be required:

1. To any material change in the appearance of a building, structure, or site visible from public places (rights-of-way, plazas, squares, parks, government sites, and similar) and located in a historic overlay district (§3.7.2), the Old Town Fairfax Transition Overlay District (§3.7.3), or in

the Architectural Control Overlay District (§3.7.4). For purposes of §6.5, “material change in appearance” shall include construction; reconstruction; exterior alteration, including changing the color of a structure or substantial portion thereof; demolition or relocation that affects the appearance of a building, structure or site;

§6.5.3. Certificate of appropriateness types

A. Major certificates of appropriateness

1. Approval authority

(a) General

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

(b) Alternative (in conjunction with other reviews)

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

§6.5.6. Action by decision-making body

A. General (involving other review by city council)

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

B. Other reviews

1. Prior to taking action on special use reviews, planned development reviews, and map amendments (rezoning), the city council shall refer proposed certificates of appropriateness to the BAR for review in accordance with the approval criteria of §6.5.7.

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

§6.5.7. Approval criteria

A. General

1. Certificate of appropriateness applications shall be reviewed for consistency with the applicable provisions of this chapter, any adopted design guidelines, and the community appearance plan.

2. Approved certificates of appropriateness shall exhibit a combination of architectural elements including design, line, mass, dimension, color, material, texture, lighting, landscaping, roof line and height conform to accepted architectural principles and exhibit external characteristics of demonstrated architectural and aesthetic durability.

§6.5.9. Action following approval

A. Approval of any certificate of appropriateness shall be evidenced by issuance of a certificate of appropriateness, including any conditions, signed by the director or the chairman of the board of architectural review. The director shall keep a record of decisions rendered.

B. The applicant shall be issued the original of the certificate, and a copy shall be maintained on file in the director's office.

§6.5.10. Period of validity

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

§6.5.11. Time lapse between similar applications

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

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

§6.5.12. Transfer of certificates of appropriateness

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

§6.5.13. Appeals

A. Appeals to city council

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



B. Appeals to court

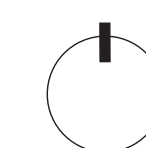
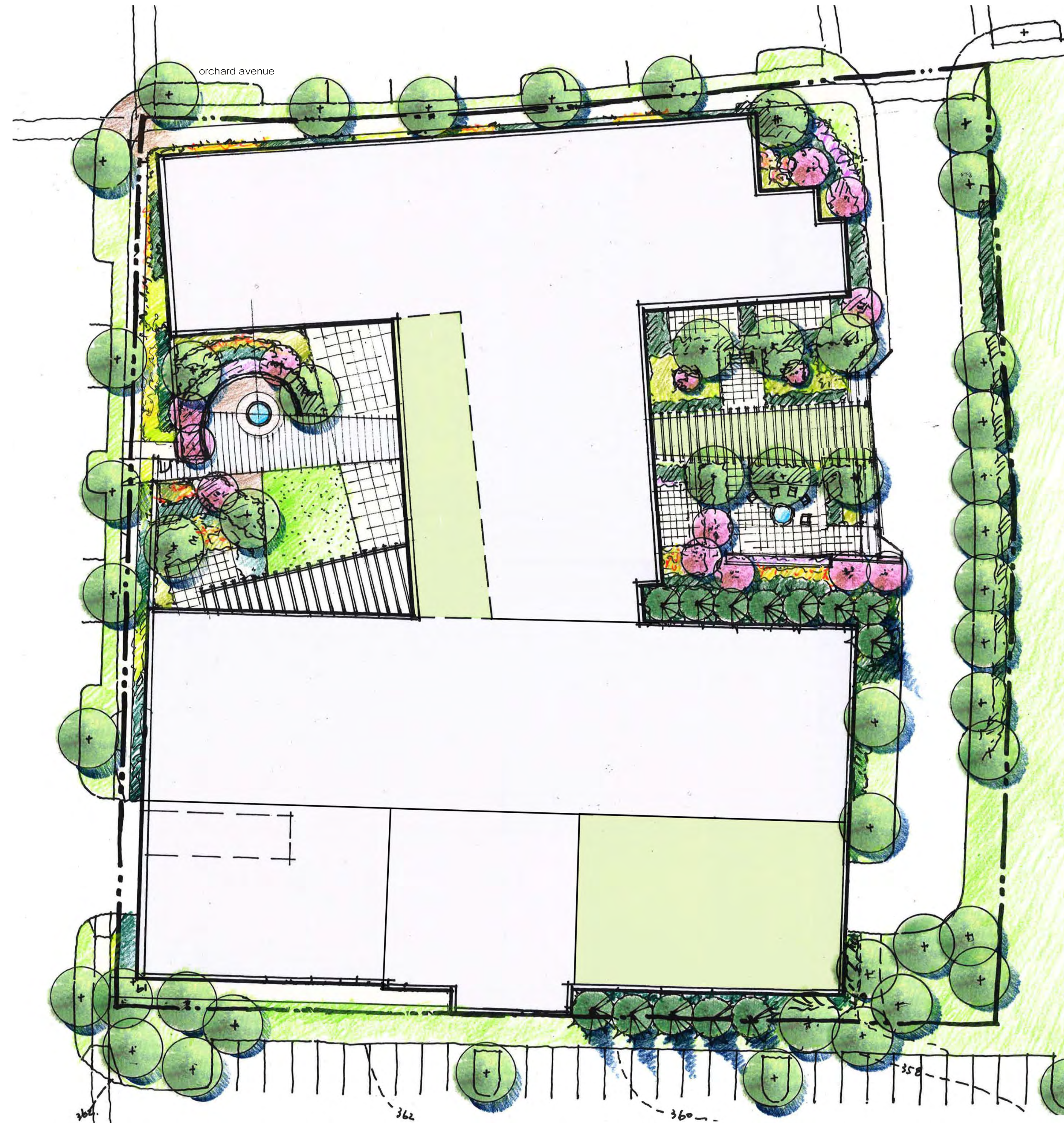
Final decisions of the city council on certificates of appropriateness may be appealed within 30 days of the decision in accordance with §6.23.





LEGEND

-  CANOPY TREE
-  UNDERSTORY TREE





BRIGHTVIEW
SENIOR LIVING

SK+I
ARCHITECTURE

NorthFax Site | Fairfax, VA

Perspective from Orchard Street

FEB 7th, 2020

01







BRIGHTVIEW
SENIOR LIVING

SK+I
ARCHITECTURE

NorthFax Site | Fairfax, VA

Perspective from Orchard Street #2

FEB 7th, 2020

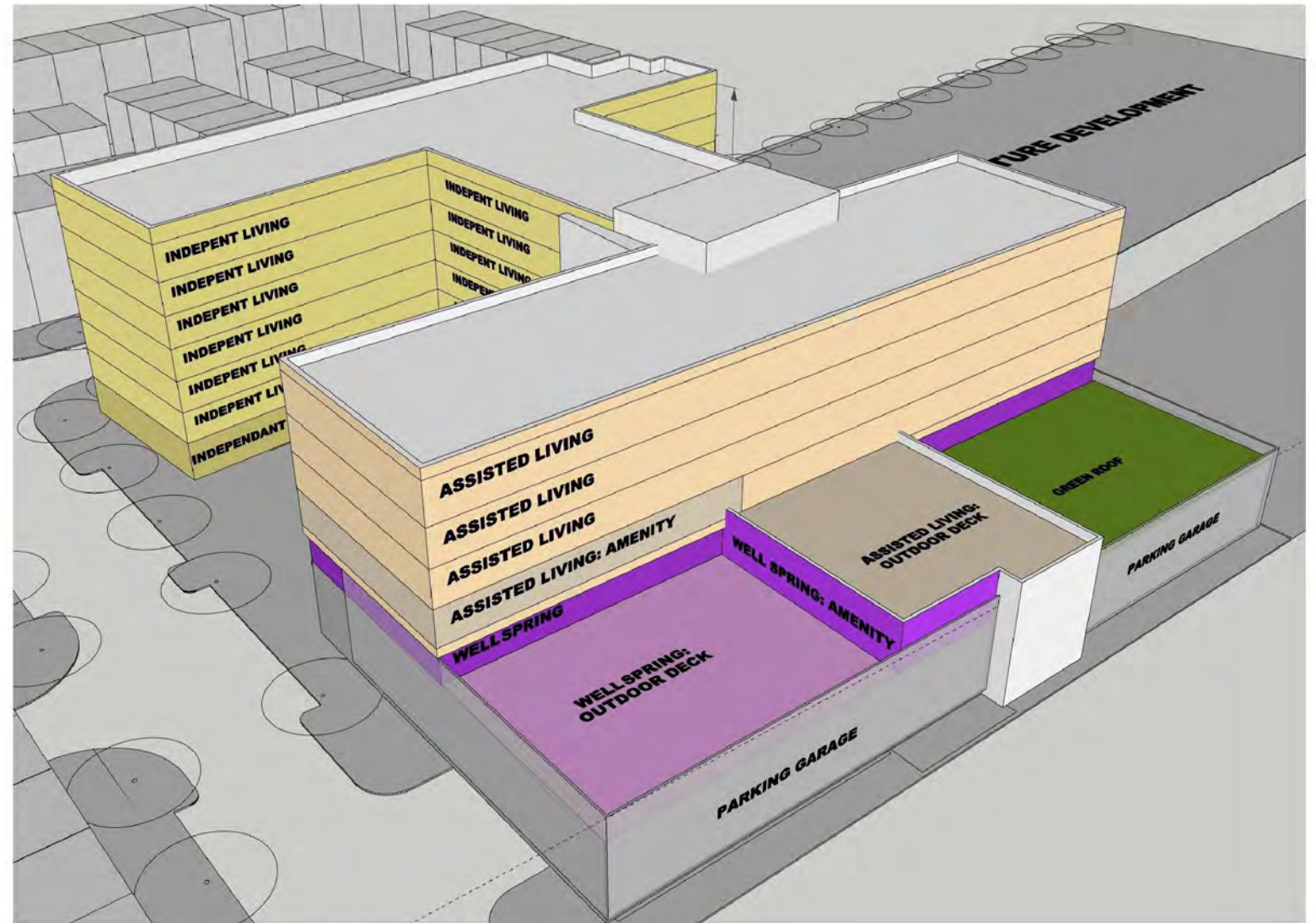
04



MASSING DIAGRAM: OVERALL SITE DEVELOPMENT



MASSING DIAGRAM: OVERALL SITE DEVELOPMENT



MASSING DIAGRAM: PROGRAMING



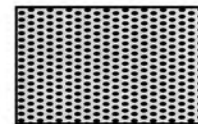
MATERIAL LEGEND



BRICK :
DARK BRICK



FIBER CEMENT BOARD/METAL PANEL :
WHITE



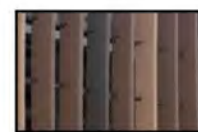
PERFORATED METAL AT GARAGE FACADE :
ANNODIZED ALUMINUM/LIGHT GREY



FLAT/CORRUGATED METAL PANEL :
MEDIUM GREY



FIBER CEMENT BOARD/METAL PANEL :
WOOD GRAIN



LOUVER AT GARAGE FACADE :
WOOD GRAIN

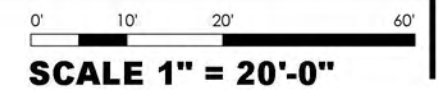


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FEB 7th, 2020

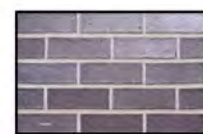


Elevations - East Elevation

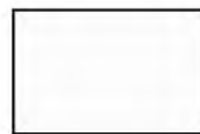




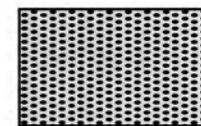
MATERIAL LEGEND



BRICK :
DARK BRICK



FIBER CEMENT BOARD/METAL PANEL :
WHITE



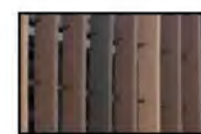
PERFORATED METAL AT GARAGE FACADE :
ANNODIZED ALUMINUM/LIGHT GREY



FLAT/CORRUGATED METAL PANEL :
MEDIUM GREY



FIBER CEMENT BOARD/METAL PANEL :
WOOD GRAIN



LOUVER AT GARAGE FACADE :
WOOD GRAIN

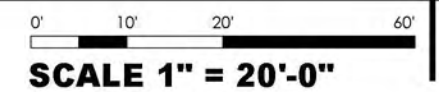


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Elevations - South Elevation

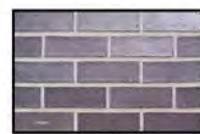
FEB 7th, 2020

07





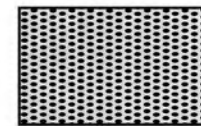
MATERIAL LEGEND



BRICK :
DARK BRICK



FIBER CEMENT BOARD/METAL PANEL :
WHITE



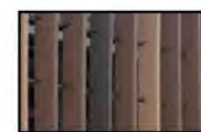
PERFORATED METAL AT GARAGE FACADE :
ANNODIZED ALUMINUM/LIGHT GREY



FLAT/CORRUGATED METAL PANEL :
MEDIUM GREY



FIBER CEMENT BOARD/METAL PANEL :
WOOD GRAIN



LOUVER AT GARAGE FACADE :
WOOD GRAIN

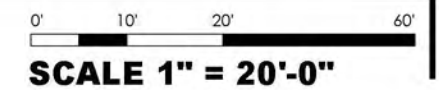


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Elevations - West Elevation

FEB 7th, 2020

08





MATERIAL LEGEND



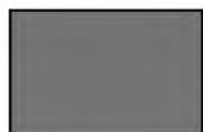
BRICK :
DARK BRICK



FIBER CEMENT BOARD/METAL PANEL :
WHITE



PERFORATED METAL AT GARAGE FACADE :
ANNODIZED ALUMINUM/LIGHT GREY



FLAT/CORRUGATED METAL PANEL :
MEDIUM GREY



FIBER CEMENT BOARD/METAL PANEL :
WOOD GRAIN



LOUVER AT GARAGE FACADE :
WOOD GRAIN

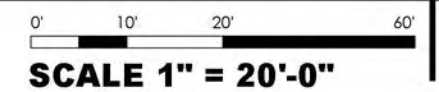


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Elevations - North Elevation

FEB 7th, 2020

09



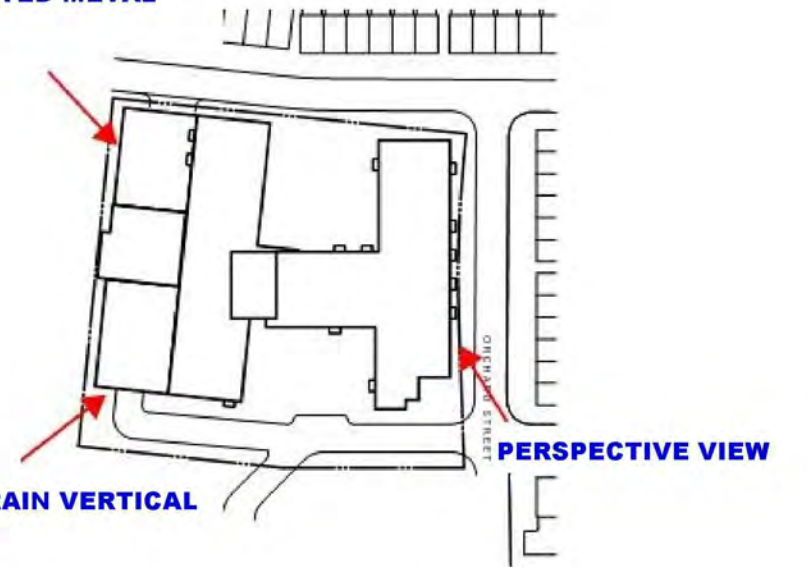


PERSPECTIVE FROM ORCHARD STREET

PEDESTRIAN EXPERIENCE AT GROUND LEVEL

PERFORATED METAL SCREEN

WOOD GRAIN VERTICAL LOUVER



KEY PLAN



PRECEDENT IMAGES: WOOD GRAIN VERTICAL LOUVER



PRECEDENT IMAGES: PERFORATED METAL SCREEN (W/ GRAPHIC ART)





RIGHT ELEV.



FRONT ELEV.



* HVAC CONDENSING
UNITS LOCATED
ON THE ROOF.

REAR ELEV.



LEFT. ELEV.



NORTHEAST
20' TOWN - STREETSCAPE
SCALE: 3/16" = 1'-0"
1-29-2020





RIGHT ELEV.



FRONT ELEV.



REAR ELEV.



LEFT. ELEV.

* HVAC CONDENSING
UNITS LOCATED
ON THE ROOF.



NORTHEAX
24' TOWN - STREETSCAPE
SCALE: 3/16" = 1'-0"
1-29-2020



20' TOWN - STREETSCAPE



MATERIAL LEGEND
COLOR SCHEME #1



FACE BRICK:
CREAM BRICK



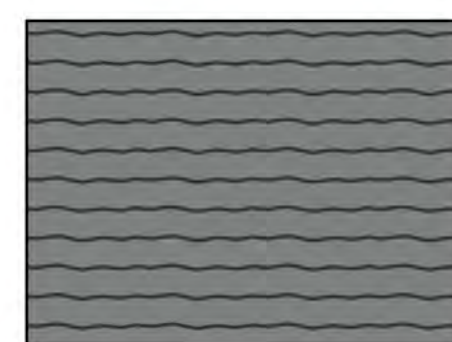
UPPER FIBER CEMENT PANEL/
GARAGE DOOR/
REAR FIBER CEMENT SIDING:
LIGHT TAN



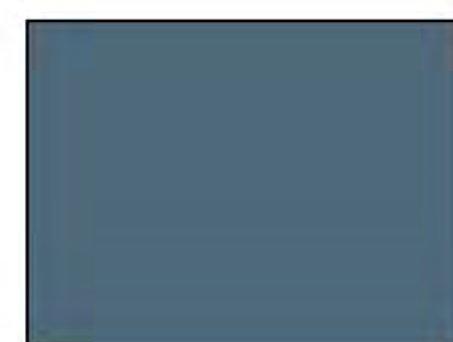
STD. FIBER CEMENT SIDING:
MEDIUM TAN



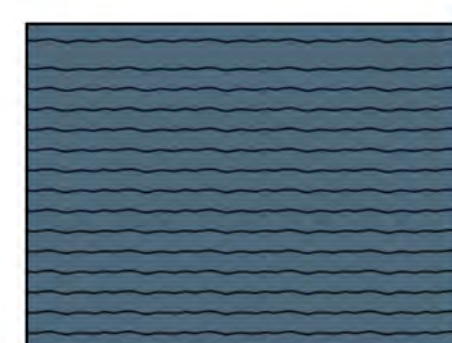
SYNTHETIC TRIM:
WHITE



STD. FIBER CEMENT SIDING:
MEDIUM DARK GRAY



SYNTHETIC BAY TRIM:
DARK BLUE



NARROW FIBER CEMENT SIDING:
DARK BLUE



METAL FINISH:
CHARCOAL GRAY

24' TOWN - STREETSCAPE



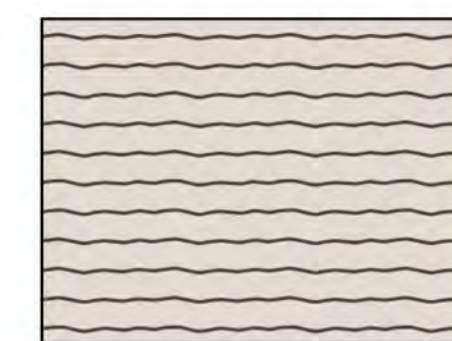
MATERIAL LEGEND
COLOR SCHEME #2



FACE BRICK:
RED BRICK



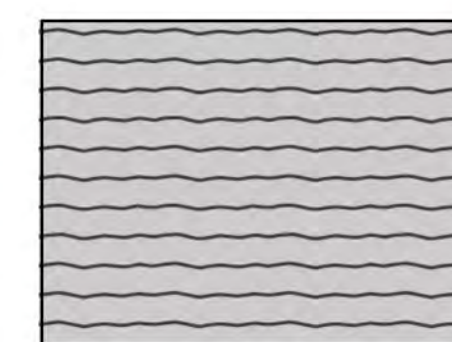
UPPER FIBER CEMENT PANEL/
GARAGE DOOR/
REAR FIBER CEMENT SIDING:
MEDIUM GRAY



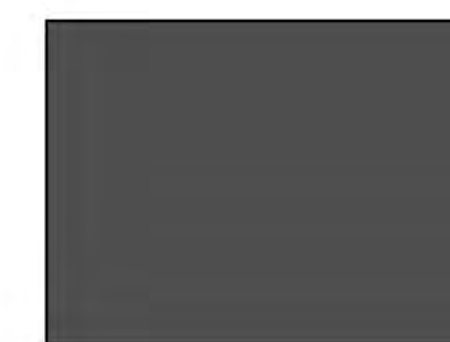
STD. FIBER CEMENT SIDING:
LIGHT TAN



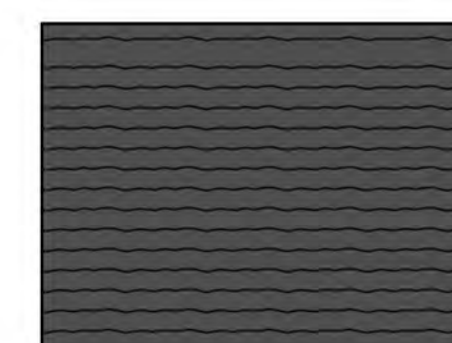
SYNTHETIC TRIM:
WHITE



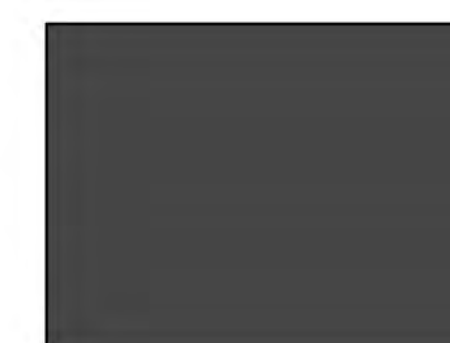
STD. FIBER CEMENT SIDING:
LIGHT GRAY



SYNTHETIC BAY TRIM:
DARK GRAY



NARROW FIBER CEMENT SIDING:
DARK GRAY



METAL FINISH:
CHARCOAL GRAY