



Board of Architectural Review

DATE: June 18, 2025
TO: Board of Architectural Review Chair and Members
THROUGH: Jason Sutphin, Community Development Division Chief *JDS*
FROM: Anna McClintock, BAR Liaison *AM*
SUBJECT: **Public Hearing: 4131 Chain Bridge Rd - Davies Property**

ATTACHMENTS: 1. Relevant Regulations
2. Current plan
3. Previous meeting minutes
4. Assessment of NRHP eligibility

Nature of Request

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

BACKGROUND

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

The Davies House was originally the home of attorney and politician Richard Ewell Thornton (1865-1928). Elected first president of the National Bank of Fairfax in 1902, Thornton served as state senator from Virginia's 14th District from 1905 – 1920. He resigned his elected office to accept an appointment as a Major in the U.S. Army and worked to codify military laws. Thornton is buried in Arlington National Cemetery. The house is a large two-and-a-half story, five bay dwelling in the Colonial Revival style. There was a study done in September 2024, by Thunderbird Archeology, that concluded that the

site has been recommended potentially eligible for the National Register of Historic Places, but further study would be necessary to fully evaluate the site's eligibility. The site is currently not listed as a contributing property on the NRHP. The Board of Architectural Review does not have purview over demolition outside of the city's Historic Overlay District.

The applicant is proposing a Zoning Map Amendment (Rezoning) from RM - Residential Medium, to CU - Commercial Urban, in the Old Town Fairfax Transition Overlay District (TOD). The applicant is requesting the following Special Exceptions:

1. A modification of section 3.5.1.D of the Zoning Ordinance to allow less than 75% ground floor nonresidential use in a mixed-use building.
2. A modification of section 3.6.2 of the Zoning Ordinance to allow more than 24 dwelling units per acre.
3. A modification of section 3.7.3.C.2 of the Zoning Ordinance to allow height greater than 48'.
4. A modification of section 4.3.3.B of the Zoning Ordinance to eliminate the requirement to provide vehicular access to abutting non-residential properties.
5. A modification of section 4.4.4 of the Zoning Ordinance to eliminate the requirements for a sidewalk on the northern side of the proposed private street.
6. A modification of section 3.7.3.E of the Zoning Ordinance to eliminate the requirement for a landscape strip and street trees along the internal access drive.
7. A modification of section 4.5.5 of the Zoning Ordinance to modify transitional yards.

The Board of Architectural Review will be making two recommendations to the City Council. The first recommendation will be for the Special Exceptions and the second recommendation will be for the Major Certificate of Appropriateness. The Board of Architectural Review will be making a recommendation on the Special Exceptions because the site is located within the boundaries of the Fairfax Transition Overlay District. The last work session was in December of 2024 with the Board of Architectural Review. A work session was held in January of 2025 with the City Council and Planning Commission.

PROPOSAL

The applicant proposes to redevelop the approximately 2.69 acre site with two stick-frame buildings that would sit on top of multi-level underground parking. The two buildings would have a total of 276 units with 423 parking spaces.

Building A would front Chain Bridge Road and would be five stories in height over two underground parking levels. This building would include 114 units, 6,608 square feet of ground floor retail, and 4,188 square feet of office space. The building would be 166' wide along Chain Bridge Road and 200' deep into the site. The proposed building would be 61' in height. This building would be arranged in a 'U' shape with an amenity courtyard facing north.

Building B would front University Drive and would be five stories in height at the maximum, over two underground parking levels. This building would include 162 units. The building would be 167' wide along University Drive and 303' deep into the site. This building would be arranged in a 'U' shape with an amenity courtyard facing north.

There would be an internal driveway located on the northern side of the site connecting Chain Bridge Road and University Drive. Parking and loading access points are located off the internal drive.

The architectural elements for Building A along Chain Bridge Road, on the right and middle of the building facade, consist of red and beige brick, metal cornice, metal, and recessed banding. This corner consists of retail frontage with canopies, gooseneck lighting, storefront bays, and signage. The applicant incorporates beige brick on levels one and two into varying bays around the storefront module. Red brick would be located on floors three through five. The applicant proposes architectural stone accents located within the red brick. Juliette balconies are scattered throughout the elevation. Along the left side of the elevation, the applicant proposes a burgundy brick between the first and third floors, canopies, signage, and storefront modules. The remaining part of the upper floors consists of a fiber cement board in different shades of gray. The left most corner of the façade would be stepped back 4', as the applicant incorporates a tower element feature. Varying bays would be 5' in depth. The architecture of this façade appears respectful to the district, while incorporating modern industrial elements.

The architectural elements for Building B along University Drive consist of more traditional architecture, lower scale, and a more residential appeal. The applicant proposes darker red brick with quoins, two story pediments of architectural stone, and dormer features on the fourth floor. Due to the topography, the sidewalk would be several feet below the building. The foundation line would receive beige brick, and the roof would be a standing seam metal roof. Windows would have white color frames, and the elevation consists of varying bays to break up the façade. The recessed bays would be 2'-4' behind the main façade plane and the material would consist of two colors of fiber cement siding including a second story decorative band. The applicant proposes rooftop amenity space along the University side of the building above floor two, along with an exit stair that would be treated with brick and a metal cornice.

All mechanical equipment would be located on the rooftop and would not be visible from public view. Resident amenity areas would include grilling stations, dining tables and chairs, shade structure, pool, and synthetic lawn. In the middle greenway area that separates both buildings, there would be a brick path with landscaping along the path. Site lighting includes acorn pole, building mounted downward facing, gooseneck, and pedestrian trail lighting.

RELEVANT DESIGN GUIDELINES

City of Fairfax Design Guidelines:

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

Building Types, TOD-3.3

Sometimes new commercial, office or mixed-use buildings will be constructed on larger sites. They may be a single large site or several lots assembled from smaller parcels that can translate into new structures whose scale and mass could overwhelm neighboring existing buildings. Therefore, while this building type needs to respond to the various building conditions of the site, it also should employ design techniques to reduce its visual presence.

The applicant uses varying bays to break up the façade while respecting the scale and mass of district. The use of traditional architectural elements helps this building blend in with the surrounding architecture in the historic and transition overlay districts.

Building Size & Footprint, TOD-3.6

Institutional and multi-lot buildings by their nature will have large footprints. Therefore, the massing of these large-scale structures should be reduced so they will not overpower the traditional scale of the neighboring HOD. Techniques could include varying the surface planes of the building, stepping back the building as the structure increases in height, and breaking up the roofline with different elements to create smaller compositions.

The general scale of the building is broken into two main sections divided by the north-south pedestrian greenway. The building shows techniques to break up the massing by a varied roofline, balconies, high quality materials, varying bays, and a respectful scale.

Building Height & Width, TOD-3.7

The maximum height of new buildings in the TOD can allow for a height of four stories. In some instances, four stories may be inappropriately tall. Many commercial buildings in the neighboring downtown area average 30 feet in width. If new buildings are wider than this size, their primary facades should be divided into bays to reflect the predominant width of the existing buildings. Buildings that front on two or more sides should use this bay division technique on all appropriate facades. These bays also should have varied planes within the overall façade. Mixed-use buildings should typically have a taller ground floor to accommodate for commercial uses.

The Old Town Fairfax Small Area Plan suggests a maximum height of four to five stories at this site. The TOD allows a maximum height of four stories. The applicant is proposing four stories along University and five stories along Chain Bridge Road, generally complying with the SAP recommendations.

Building Scale, TOD-3.7

Reinforce the human scale of new design in the TOD by including different materials

or colors, or elements such as entrance and window trim, cornices, string and belt courses to separate floor levels, pilaster-like elements to separate bays, and other decorative features.

The applicant uses storefront modules to break up the pedestrian realm. The applicant is proposing different brick colors and architectural banding. Signage areas are provided in the plan set.

Roof Form & Materials, TOD-3.8

Multi-lot buildings or large-scaled buildings should have a varied roof line to break up the mass of the design using gable and/or hipped forms or different height of sloped bays. If roof-mounted mechanical or other equipment is used, it should be screened from public view on all sides.

The roofline is varied on each elevation. On the Chain Bridge Road elevation, the applicant provides varying bays and a corner element to reduce the roofline size. On the University Drive elevation, the applicant uses recessed bays, landscape walls, railings, canopies, and dormers.

Window Types & Patterns, TOD-3.9

Glass storefronts would generally have more horizontal proportions than upper floor openings. Window proportions in new designs in the TOD may have more flexibility in their proportions than in the HOD.

Windows and frames vary throughout each elevation and are not all the same, changing styles.

Entry Features: Storefronts, Porches & Doors, TOD-3.10

When designing new storefronts in the TOD, continue with the concept of display windows, but the design may have more glass and a wider range of materials than the traditional storefronts of the HOD. Keep the ground levels of new retail commercial buildings at least sixty percent transparent up to a level of ten feet if possible.

Building A has the retail portion on the ground floor along Chain Bridge Road. The applicant uses varying displays for each future storefront with varying modules.

Materials, Textures & Colors, TOD-3.11

The selection of materials and textures for a new building in the TOD should be compatible with, and complement, the neighboring historic buildings. Brick, stone, and wood siding or cementitious siding are the most appropriate materials for new buildings. Most new brick buildings currently use a brick facing over a frame instead of a solid brick wall. Large scale multi-lot buildings whose primary facades have been divided into different bays and planes to relate to existing neighboring buildings may vary materials, shades, and textures.

The proposed varying brick colors and use of architectural stone respects the historic core by not using inappropriate modern materials.

Building-Mounted Lighting, TOD-3.13

Fixtures should utilize an incandescent, LED, fluorescent, metal halide, or color corrected high-pressure sodium lighting sources. Fixtures should be the full cutoff variety to limit the impact of lighting on neighboring properties and on the night sky.

Building mounted lighting would be down light fixtures.

Signs, TOD-5

Disallowed Sign Types, TOD-5.5

Rooftop signs, moving signs, billboards, and off-site signs and portable signs (other than sandwich signs) are not allowed. Temporary signs are not reviewed in the transition district.

A minor BAR certificate would be required at a later date for signage once the tenants are chosen and signage is finalized.

Awnings, TOD-7

Canopies & Marquees, TOD-7.3

Canopies and marquees may be appropriate on non-historic or new commercial buildings depending on their use. They should fit within the overall architectural design and not obscure important elements such as transoms or decorative glass.

Canopies are provided at the top of the first level, offering depth and dimension.

The site is located inside the Old Town Fairfax Small Area Plan boundaries and categorized as activity center in the Comprehensive Plan for future land use.

Old Town Fairfax Small Area Plan, page 25



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

RECOMMENDATION

Major Certificate of Appropriateness:

Staff believes that the proposal complies with applicable provisions of the Zoning Ordinance stated under section 6.5.7. *Approval criteria* and is in general conformance with the Design Guidelines for the Old Town Fairfax Transition Overlay District, and therefore recommends that the Board of Architectural Review provide a conditional recommendation of approval to the City Council with the following conditions:

1. The proposed modifications shall be in general conformance with the plans and renderings received by staff in June 2025 and recommended for approval by the Board of Architectural Review as of June 18, 2025.
2. The applicant shall secure all required zoning approvals and permits prior to construction.
3. Landscaping is subject to change per urban forester comments at site plan approval stage.

Special Exceptions:

Staff finds the request of the applicant, pursuant to City Code Section 11-6.17.1.B.3, for Special Exceptions from the provisions of City Code Section 11-3.7.3.C.2 for less than 75% ground floor nonresidential use, to allow more than 24 dwelling units per acre, to allow height greater than 48', to not provide vehicular access to non-residential properties, to eliminate the sidewalk on the northern side of the access drive, to eliminate the requirement for a landscape strip and street trees along the internal access drive, and to modify the transitional yards, to be appropriate and recommends that the Board of Architectural Review recommend to City Council approval of the request.

ATTACHMENT 1

RELEVANT REGULATIONS

§6.5.1. Applicability

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

A. A certificate of appropriateness shall be required:

1. To any material change in the appearance of a building, structure, or site visible from public places (rights-of-way, plazas, squares, parks, government sites, and similar) and located in a historic overlay district (§3.7.2), the Old Town Fairfax Transition Overlay District (§3.7.3), or in the Architectural Control Overlay District (§3.7.4). For purposes of §6.5, “material change in appearance” shall include construction; reconstruction; exterior alteration, including changing the color of a structure or substantial portion thereof; demolition or relocation that affects the appearance of a building, structure or site;

§6.5.3. Certificate of appropriateness types

A. Major certificates of appropriateness

1. Approval authority

(a) General

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

(b) Alternative (in conjunction with other reviews)

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

§6.5.6. Action by decision-making body

A. General (involving other review by city council)

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

B. Other reviews

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

appropriateness in accordance with the approval criteria of §6.5.7. The city council may request modifications of applications in order that the proposal may better comply with the approval criteria. Following such review, the city council may approve, approve with modifications or conditions, or disapprove the certificate of appropriateness application, or it may table or defer the application.

§6.5.7. Approval criteria

A. General

1. Certificate of appropriateness applications shall be reviewed for consistency with the applicable provisions of this chapter, any adopted design guidelines, and the community appearance plan.
2. Approved certificates of appropriateness shall exhibit a combination of architectural elements including design, line, mass, dimension, color, material, texture, lighting, landscaping, roof line and height conform to accepted architectural principles and exhibit external characteristics of demonstrated architectural and aesthetic durability.

§6.5.9. Action following approval

- A. Approval of any certificate of appropriateness shall be evidenced by issuance of a certificate of appropriateness, including any conditions, signed by the director or the chairman of the board of architectural review. The director shall keep a record of decisions rendered.
- B. The applicant shall be issued the original of the certificate, and a copy shall be maintained on file in the director's office.

§6.5.10. Period of validity

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

§6.5.11. Time lapse between similar applications

- A. The director will not accept, hear or consider substantially the same application for a proposed certificate of appropriateness within a period of 12 months from the date a similar application was denied, except as provided in §6.5.11.B, below.
- B. Upon disapproval of an application, the director and/or board of architectural review may make recommendations pertaining to design, texture, material, color, line, mass, dimensions or lighting. The director and/or board of architectural review may again consider a disapproved application if within 90 days of the decision to disapprove the applicant has amended his application in substantial accordance with such recommendations.

§6.5.12. Transfer of certificates of appropriateness

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

§6.5.13. Appeals

A. Appeals to city council

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

B. Appeals to court

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

§6.16.5. Special Exceptions

B. Applications on historic district and the transition overlay district properties requiring a certificate of appropriateness will be submitted to the board of architectural review for recommendation prior to action by the decision-making body.

4131 Chain Bridge Road, AKA “Davies Property”
Board of Architecture Review
Statement of Intent, for Certificate of Appropriateness.

May 09th 2025

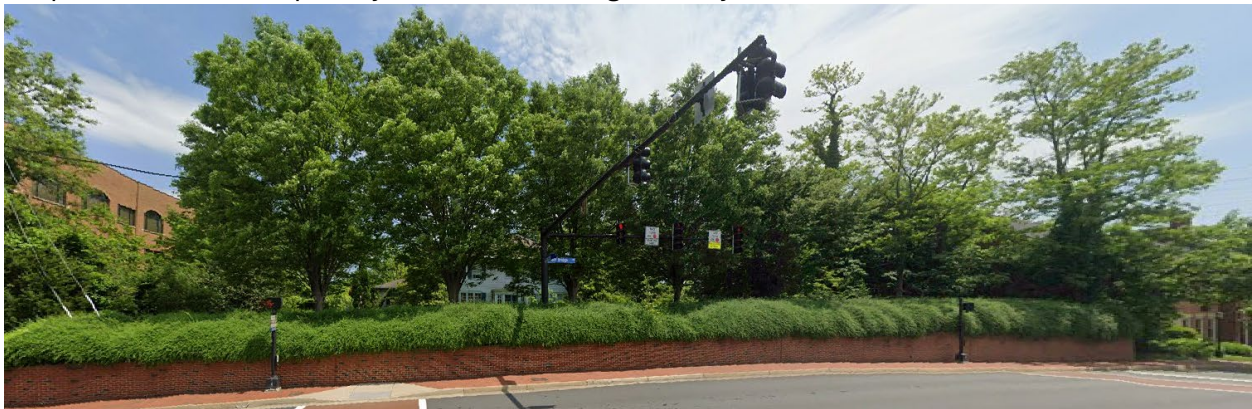
Context

The Property area is 2.69 Acres, and is located at 4131 Chain Bridge road, also known as the “Davies Property”, at the intersection of Chain Bridge road and Judicial Drive, it is a through-block property also fronting University Drive at its intersection with Breckenridge Ln. (Sheets A.01 to A.05)



The Property has a topographic drop of approximately 29 feet of grade, with higher elevation at the Chain Bridge road frontage (+/-454) and lower elevation at the University Drive frontage (+/-425).

Today, the property’s frontage along Chain Bridge Road is brick retaining wall and shrubbery, there is a driveway on Chain Bridge Road on the northern side of its frontage. Along University Drive, a simple board on board privacy fence faces the right of way.



North: 4117 Chain Bridge Rd, a Four-Story office building, with unoccupied ground floor retail space. Approximately 80 feet wide fronting Chain Bridge, its finish materials are red brick, punched windows, smoke-color glazing and bronze looking anodized aluminum windows, simple character, with no major ornamental elements. There is a two-level parking garage at the back, accessible

through a drive-through condition under the office building or through a long driveway off of University Drive, although both, the office building and the parking garage are located very few feet from the property line (north of the subject property), the access driveway off of University Drive has a good amount of grown vegetation / green buffer, approximately 30' wide by 120' long.



Adjacent to 4117, is 4103 Chain Bridge Rd, another office building, 5 stories and no ground floor retail, approximately 80' wide as well treated with brown brick, vertical expression on fenestration, and other than a projected entry marquee/canopy, it has no major ornamental elements. Along University Drive, north of the property, there is a concrete driveway to access the parking garage of 4117 Chain Bridge Rd building, and further north a surface parking lot of 4103 Chain Bridge Rd Building.



Along Chain Bridge Rd. These two buildings provide similar curb-to-building setbacks and similar height-width proportions, providing a scale and street edge precedent.

South: There is a Commercial Townhouse business park with a large surface parking lot, Two stories high with Pitched roof, Treated with two color tones of red brick, with colonial

ornamentation, white color hung windows with decorative muntins, some have shutters, and a variation of stone-like and soldier course brick window headers, entry door pediments vary in style as well.



The dominant/relevant building mass along Chain Bridge Road is two stories with red brick with a dark top (roof).

Along University Drive, this property has a red-brick wall bounding the surface parking lot, the curb-to-wall setback is approximately 50 feet, with vegetation.



East: University Drive Frontage to the East. The existing building context is dispersed and visually disconnected, with large setbacks and vegetated areas or surface parking zones.

The Breckinridge Lane and Courthouse Square townhome communities are located to the east across University Drive at Breckinridge Lane and Courthouse Drive.

The curb-to-building setback of the Courthouse townhomes along University Drive is approximately 80 feet, such distance includes surface parking. These are a combination of two-stories in brick with pitched roof and one-story in brick with mansard roof.



The curb-to-building distance of the Breckenridge Lane townhomes along University Drive is approximately 50 feet at the narrowest point across the street from the subject property.

The Side yard of the nearest townhome of the Courthouse Square townhome community is fronting University Drive. These are Three stories, red-brick with dark pitched roof, with colonial ornamentation, and some beige siding, and red-brick chimney stacks.



West: Chain Bridge Road Frontage, and the termination of Judicial Drive to the West.

South of Judicial Drive is the restaurant Red, Hot & Blue. One story in light gray color stucco, with flat and what appear to be a series of decorative, cedar-shake pitched roof sections, and beige window frames and surrounds, windows and doors have decorative muntins. The structure also has distinctive red fabric awnings with vertical blue stripes and a large, modern, colorful sign. There is an outdoor terrace with trellis (white paint) along university Drive.



The structure is approximately 30 feet from Chain Bridge Rd curb and has a similar undulating red-brick wall/fence approximately 12 feet from curb, in addition there is a timber retaining wall approximately 8 feet from curb., the property's surface parking lot surrounds the building at the back and right at the intersection of Chain Bridge Rd and Judicial Dr.

North of Judicial Drive is the Fairfax County court complex sits opposite the Property across Chain Bridge Road. The approximate curb-to-building dimension at the nearest point is 100 feet for both Chain Bridge Rd and Judicial Dr. within such setback, along both roads, there is a low, undulating, brick wall/fence 5 to 6 feet tall.

The Fairfax County court complex varies in height, with 3 stories fronting Chain Bridge Rd and 5 stories further back long Judicial Drive. The architecture expression is modern, along Chain Bridge Rd is predominant red brick with white windows with some accents in pre-cast concrete.

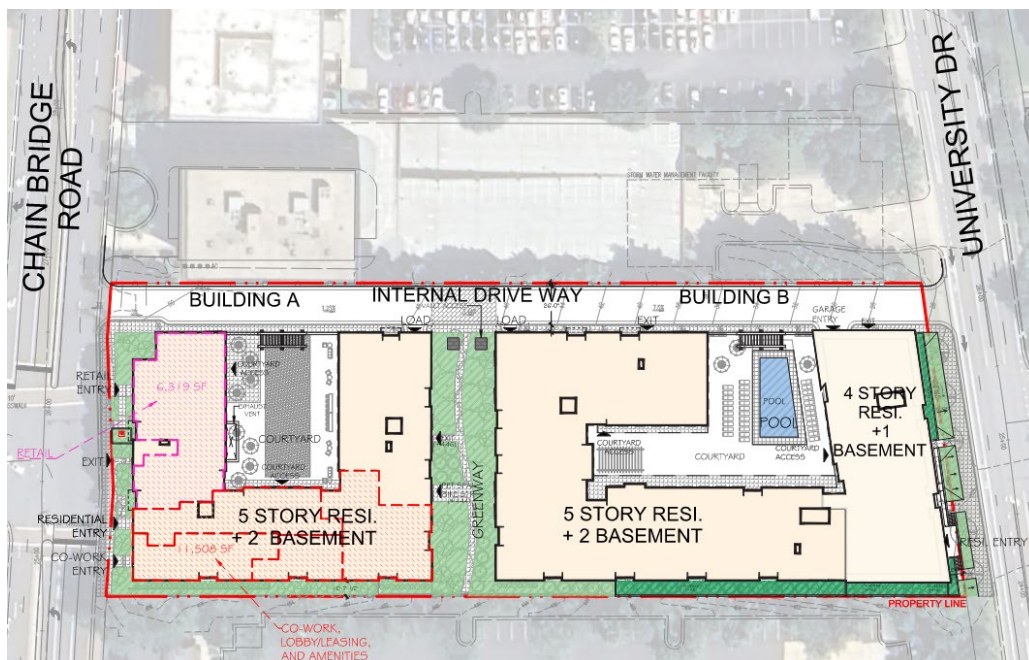


Zoning

The property is zoned **RM Residential Medium District**, seeking re-zoning to **CU Commercial Urban**. The site is also located in the **Transition Overlay District (TOD)** and the **Old Town Small Area Plan**.

Proposed Development

Due to the Site's topographic conditions, The Proposed, Mixed-use Multifamily, rental development is arranged in Two, stick-frame, III-A construction type buildings ("A" and "B") sitting on top of a multi-level underground parking. The total unit count for Buildings A and B is 276 Units, and the total parking provision is 423 Spaces. (Sheet A.01)



Building A, Fronting Chain Bridge Road, is Five Stories over 2 underground parking levels (shared with Building B), and includes 113 units and 6,608 Sq. Ft. of ground floor Retail, and 4,188 Sq. Ft. of Office/Co-Work/Business center space.

The approximate dimensions of the building’s polygon footprint are 166’ wide along Chain Bridge Rd by 200’ long in the east-west direction. The building is arranged in a “U” shape with an open amenity courtyard facing north. The building is 61’-1” High measured from the average grade (+450.55). The setback from property line along Chain Bridge Rd varies from 13’-3” at the narrowest point to 17’-4” at the widest.

Building B, Fronting University Drive, is 4 stories (for the first 76’-0” measured from University Drive property line), stepping up to 5 stories, over two levels of underground parking, and includes 163 Units. The approximate dimensions of the building’s polygon footprint are 166’ wide along University Dr by 303.5’ / 279.8’ long in the east-west direction. Similarly, the building is arranged in a “U” shape with a larger, open, amenity courtyard facing north.

The building is 58’-1” High at the high side and 36’-9” at the low side, measured from the average grade (+438.62). The setback from property line along University Dr is 10’-0”.

Both proposed buildings maintain a separation distance from the southern property line of 10’-7.8”.

The proposed building arrangement includes an internal driveway located on the northern side of the property connecting Chain Bridge Road and University Drive, the parking and loading access points are located off this internal driveway as well.

The proposed also includes a pedestrian space referred to as “greenway” In between the two buildings, as delineated in the Old Town Small Area plan.

Architecture Character Concept

Analyzing Historic Fairfax, The TOD Guidelines, as well as the context, the proposed character revolves around human and contextual scale.

Human and Contextual Scale

Human and Contextual scale is expressed **first** by a variety of building volumes separated by recessed planes, the resulting building volumes vary in width, materiality, parapet height, number and arrangement of window groupings. The overall building mass is therefore reduced to smaller volumes, respectful and compatible with the existing urban context. (Sheets A.23 to A.33)

Second, with distinctive architectural character within those width-varying volumes resulting in a random-yet-organized composition. There are three distinctive architectural characters are proposed, referred to as “Palettes” (Sheet A.40):

“Palette # 1” displays a transitional approach to the historic Fairfax architecture, with predominately red brick walls, with light color mortar, and accents with architectural stone in beige / earthy tones, The building’s base is treated with beige/tan color brick with recessed bands for rich texture and rustication on the first and second floor. On the third floor and above, beige rustication and ornamentation details were added to the NW corner to better relate with the historic Fairfax context. It gives the Chain Bridge facade a more “friendly” feel. Simple hung windows in neutral gray color, there is an intermediate architectural stone band at the top floor for a fourth-floor expression, and Juliette balconies arranged so that most of the volumes and palettes are unique, this character has the highest parapet, 3’-8” High, measured from the roof line. (Sheet A.26)



“Palette # 2” represents a transitional approach as well with a flair of modern industrial, with darker tones, Strong expression line and material change at the third floor, and medium grey fiber cement top two floors, in similar proportions to the commercial townhomes on the south. Brick is a darker blend of red and burgundy, molded look, with lighter mortar color for a rich and warm patina. Hung windows with decorative muntins on the upper sash, grouped in pairs or triples. Its parapet is 2’-2” High, measured from the roof line. (Sheet A.26)



“Palette # 3” is a lower scale, more conservative and residential appeal, Urban “Mansionette”-like expression, proposed for the lower section of the development fronting University Drive, respectful of its context. Predominately darker red/burgundy brick with quoins, two story neoclassic pediments of architectural stone contrasting and providing visual emphasis to a central element, one of it being the building’s access point. Due to the topography and grading solution, these groups of volumes are several feet above the sidewalk elevation, The base below the first floor is treated with beige brick and steps up to the building’s entrance are arranged in a “Palladio villa” expression flanking the main pediment emphasizing the urban mansionette concept. There is an architectural stone band running across the first-floor line for maintaining human scale expression. The decorative roof is black asphalt shingles, with shed dormers treated with white-color trim. All windows are hung, white color frames, with decorative muntins, and two Juliette balconies flank the main central pediment. Its parapet is 42” High, measured from the roof pavers line (which are 12” above the roof line). (Sheet A.26)



Transition **Palettes # 4 and # 5”**, are the recessed balcony bays that delineate the variety of volumes and palettes described above, these are 12-feet wide, and 2 to 4 feet behind the main façade plane, some have balconies some don’t, walls treated with light gray color horizontal fiber-cement siding, for the base, the lower floors are treated with dark gray color horizontal fiber-cement siding, both upper and lower sections separated by a decorative band, the floor below the first floor, where visible, is treated with lighter color brick. Its parapet is 14” from the roof line. (Sheet A.26)

"Palette # 5" is similar to # 4 in materiality but with no balconies, and topped with cast stone balustrade, 42" High measured from the roof pavers line (which are 14" above the roof line). (Sheet A.26)

"Palette # 6" is an architectural feature at the SW corner of Building A along Chain Bridge Rd and the Southern region of the building. There's a step back proposed at the top floor. Additional ceiling height is proposed at the "Tower element feature" for a 14' x 19' corner space. Material consists of a light grey cementitious board and light grey metal cornice.

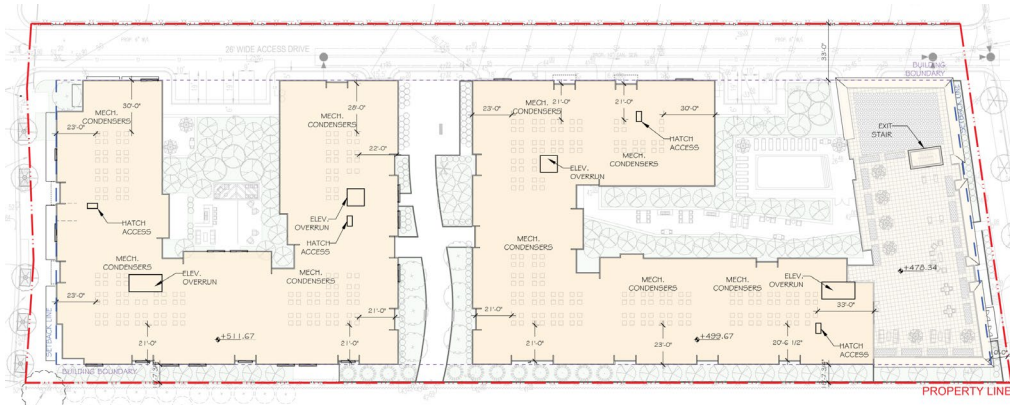


Third, At every side of the exterior perimeter, visible or not from public right of way, The resulting playful array of bands, cornices and material changes corresponding to the different palettes described above creates a dynamic, interesting and non-contiguous visual composition. (Sheets A.27 to A.29)



Garage access as well as openings to the two loading areas will be aluminum-roll up doors, dark gray as rendered.

All Mechanical equipment and other building elements projecting over the roof line, such as condensing fans, rooftop units, roof hatch access, and elevator overruns are placed along the center line of the building, with the parapet heights proposed, and the visual angle from adjacent right of ways won't be visible. (Sheets A.17 – A.19).



Storefronts and Building Entrance

There is emphasis on detail at the Proposed Retail storefront (Chain Bridge Rd side), with decorative muntins on doors, small format (3-foot wide), wide frame, segmented storefront, and clerestory glazing with decorative muntins, Metal canopy extending 6 feet, and wall space for signage, a similar approach with variations of two-story glazing "look" for the Residential Entry.



Summary



The proposed composition is an evolution of multiple reviews, collaborative feedback and what we consider architecture upgrades, it's been carefully crafted to fit this specific site conditions and context; it's meant to express a respectful transition from the Historic Fairfax with slightly modern expression with emphasis on the human scale.

I'd like to thank you for your time invested in reviewing this application, I'm available to respond to any of your questions and appreciate your consideration for a Certificate of Appropriateness.

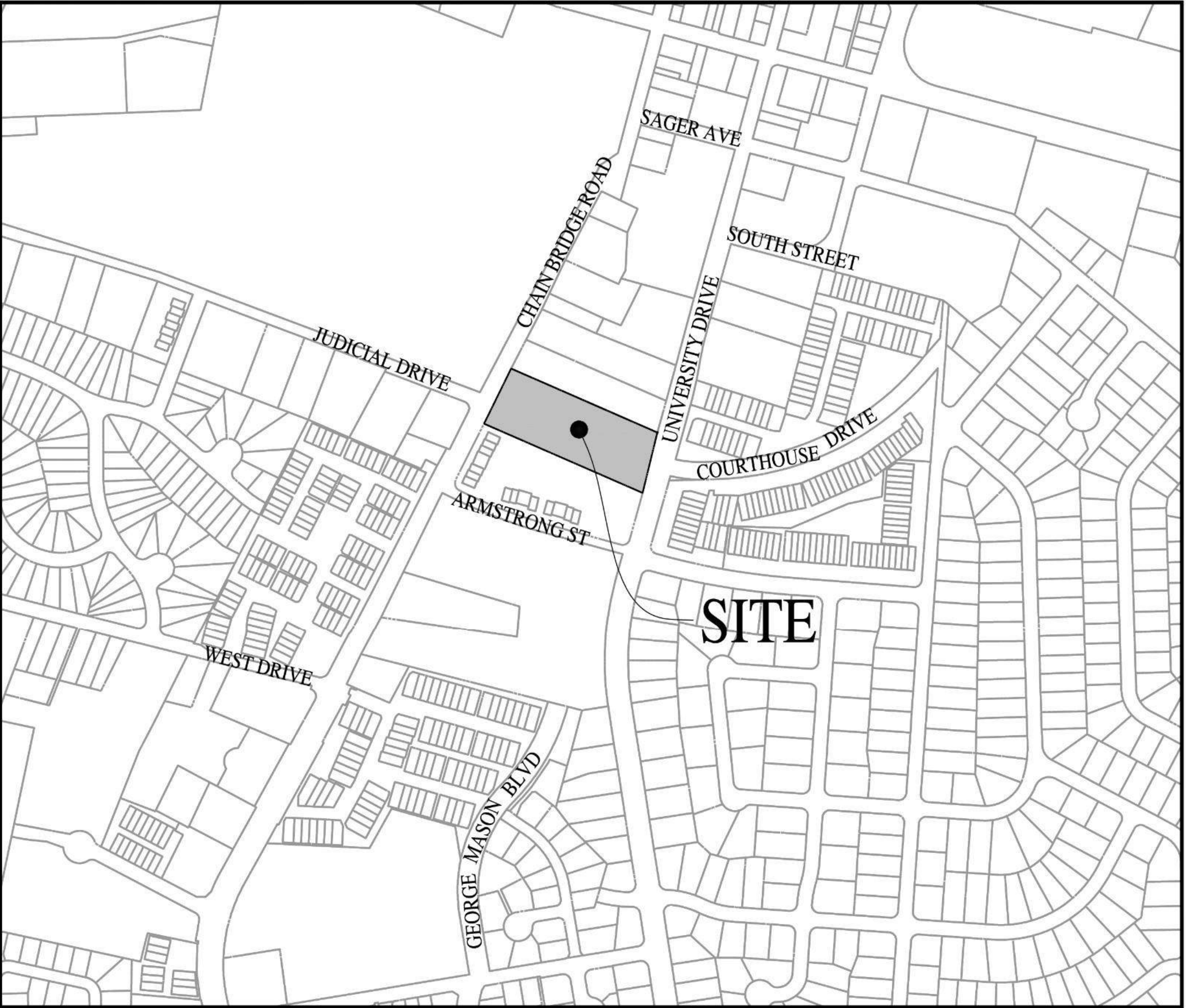
Respectfully,

Ulises Montes de Oca
Lessard Design
umontes@lessarddesign.com
www.lessarddesign.com
571-830-1869

4131 CHAIN BRIDGE ROAD
DAVIES PROPERTY
BOARD OF ARCHITECTURAL REVIEW
AND RE-ZONING SUBMISSION
CITY OF FAIRFAX, VIRGINIA

MAY 22th - 2025

PROPERTY OWNER / APPLICANT
THE HILL, A DAVIES FAMILY LLC C/O DAVIES & DAVIES 5531 LEE HWY SUITE 206 ARLINGTON, VA 22207
DEVELOPER
PARADIGM DEVELOPMENT COMPANY 1415 NORTH COURTHOUSE ROAD SUITE 600 ARLINGTON, VA 22201-2909 PH. 703-527-7500 CONTACT: MICHELINE CASTAN-SMITH
LEGAL COUNSEL
BEAN KINNEY & KORMAN 2311 WILSON BLVD SUITE 500 ARLINGTON, VA 22201 PH. 703-525-4000 CONTACT: DAVID HOUSTON
ARCHITECT/PLANNER
LESSARD DESIGN 8521 LEESBURG PIKE, SUITE 700 VIENNA, VA 22182 PH. 571-830-1869 CONTACT: ULISES MONTES DE OCA
ENGINEER
URBAN, LTD. 4200 D TECHNOLOGY COURT CHANTILLY, VA 20151 PH. 703-642-2306 CONTACT: CLAYTON TOCK
LANDSCAPE ARCHITECT
URBAN, LTD. 7712 LITTLE RIVER TURNPIKE ANNANDALE, VA 22003 PH. 703-642-8080 CONTACT: JOHN LIGHTLE
TRAFFIC ENGINEER
GOROVE SLADE ASSOCIATES 15125 WASHINGTON STREET SUITE 316 HAYMARKET, VA 20169 PH. 571-248-0992 CONTACT: SASHA REDMON



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VICINITY MAP
SCALE: 1"=300'

COVER SHEET

4131 CHAIN BRIDGE ROAD
CITY OF FAIRFAX, VA
PARADIGM DEVELOPMENT

JUN. 05, 2025
PDM.015

A.00



1) CHAINBRIDGE- LOOKING NORTH



4) CHAINBRIDGE- SOUTH PROPERTY-2



7) SITE- NW LOOKING SE



2) CHAINBRIDGE- SOUTH PROPERTY- 1



5) CHAINBRIDGE- NORTH PROPERTY- ACROSS ST



8) CHAINBRIDGE- NORTH PROPERTIES- 2



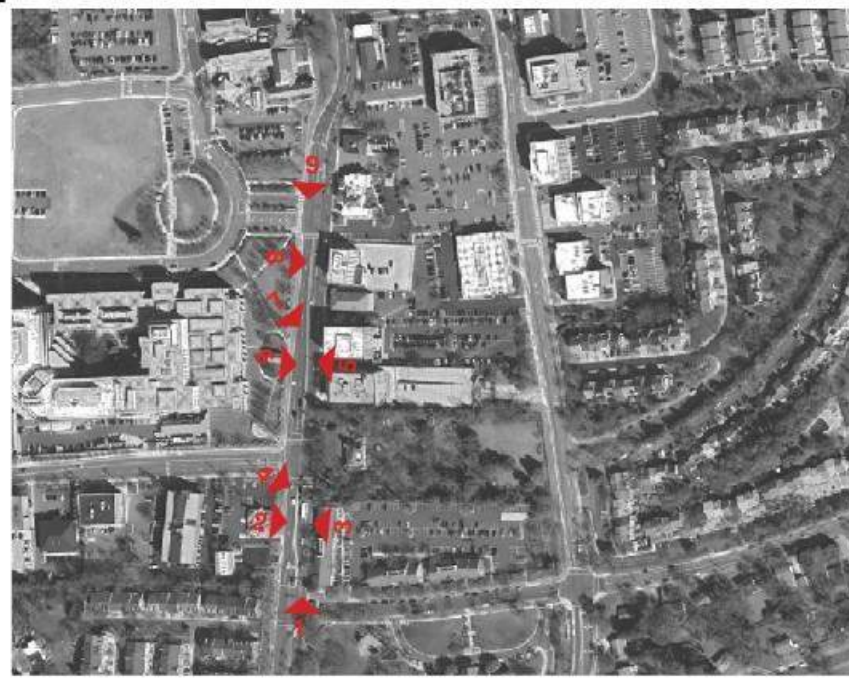
3) CHAINBRIDGE- SOUTH PROPERTY- ACROSS ST- 1



6) CHAINBRIDGE- NORTH PROPERTIES- 1



9) CHAINBRIDGE- LOOKING SOUTH



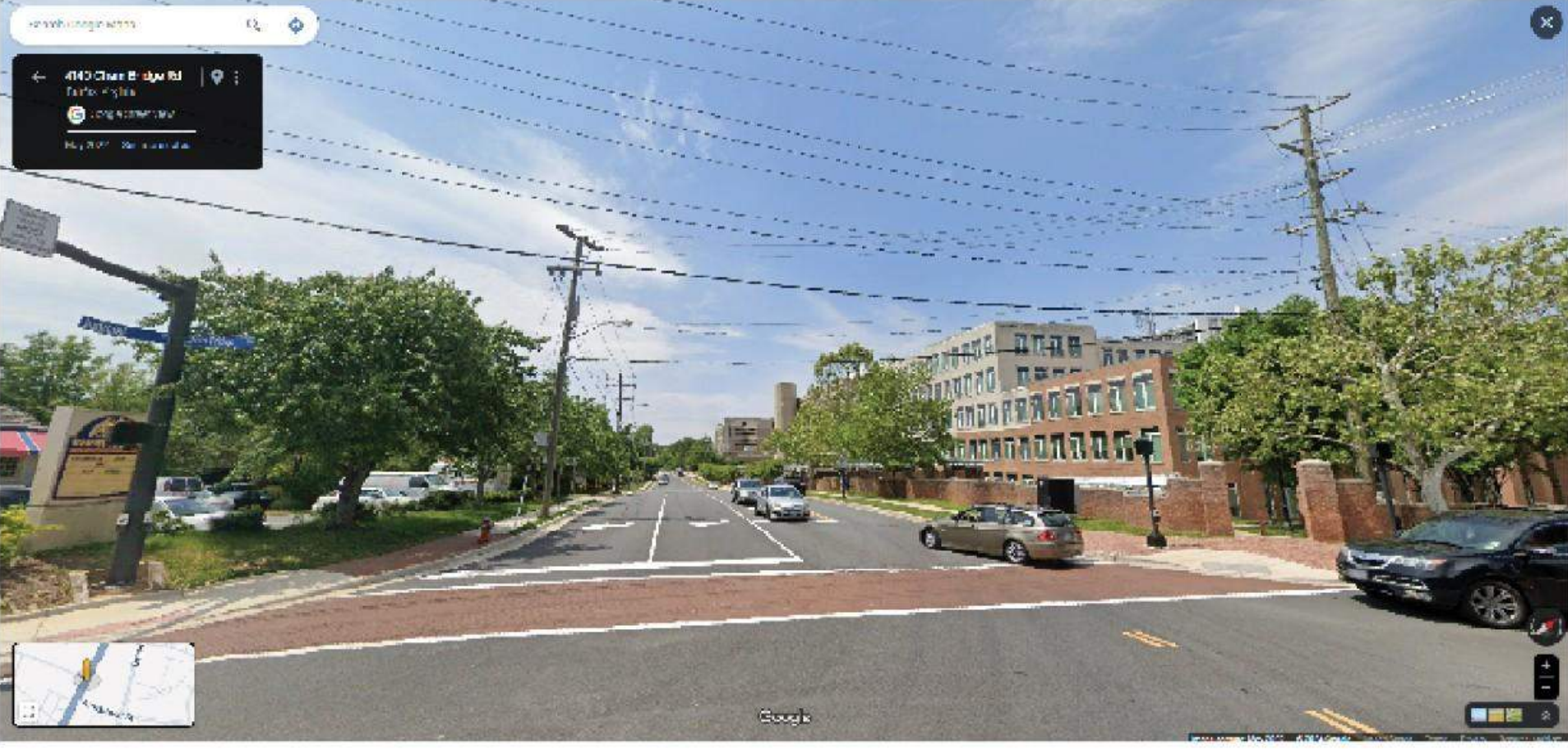
KEY PLAN



1) SITE- SW LOOKING NE



2) CHAINBRIDGE AND JUDICIAL DR- 1



3) JUDICIAL DR- LOOKING WEST



4) JUDICIAL DR- 1



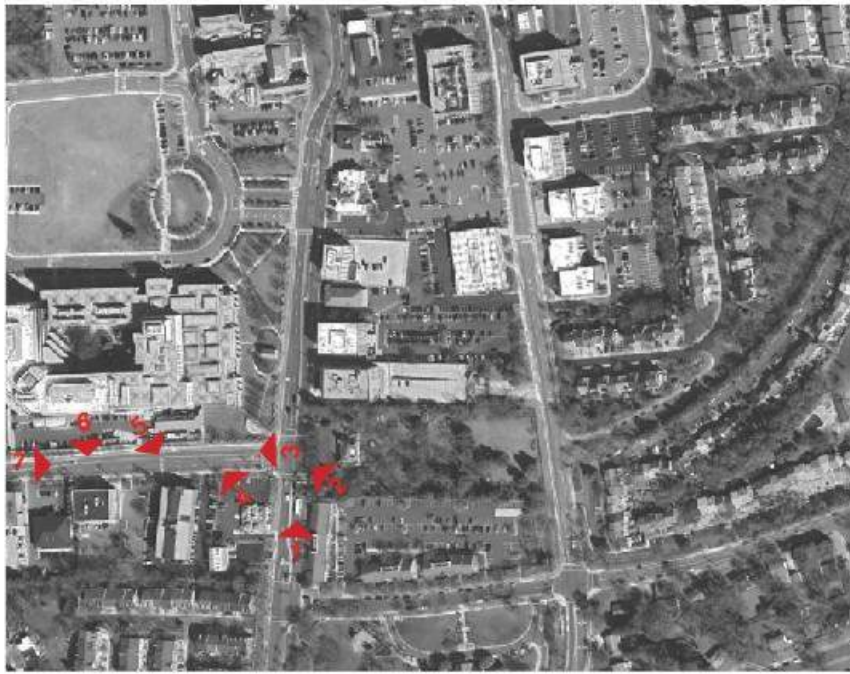
5) JUDICIAL DR- 2



6) JUDICIAL DR- 3



7) JUDICIAL DR- LOOKING EAST



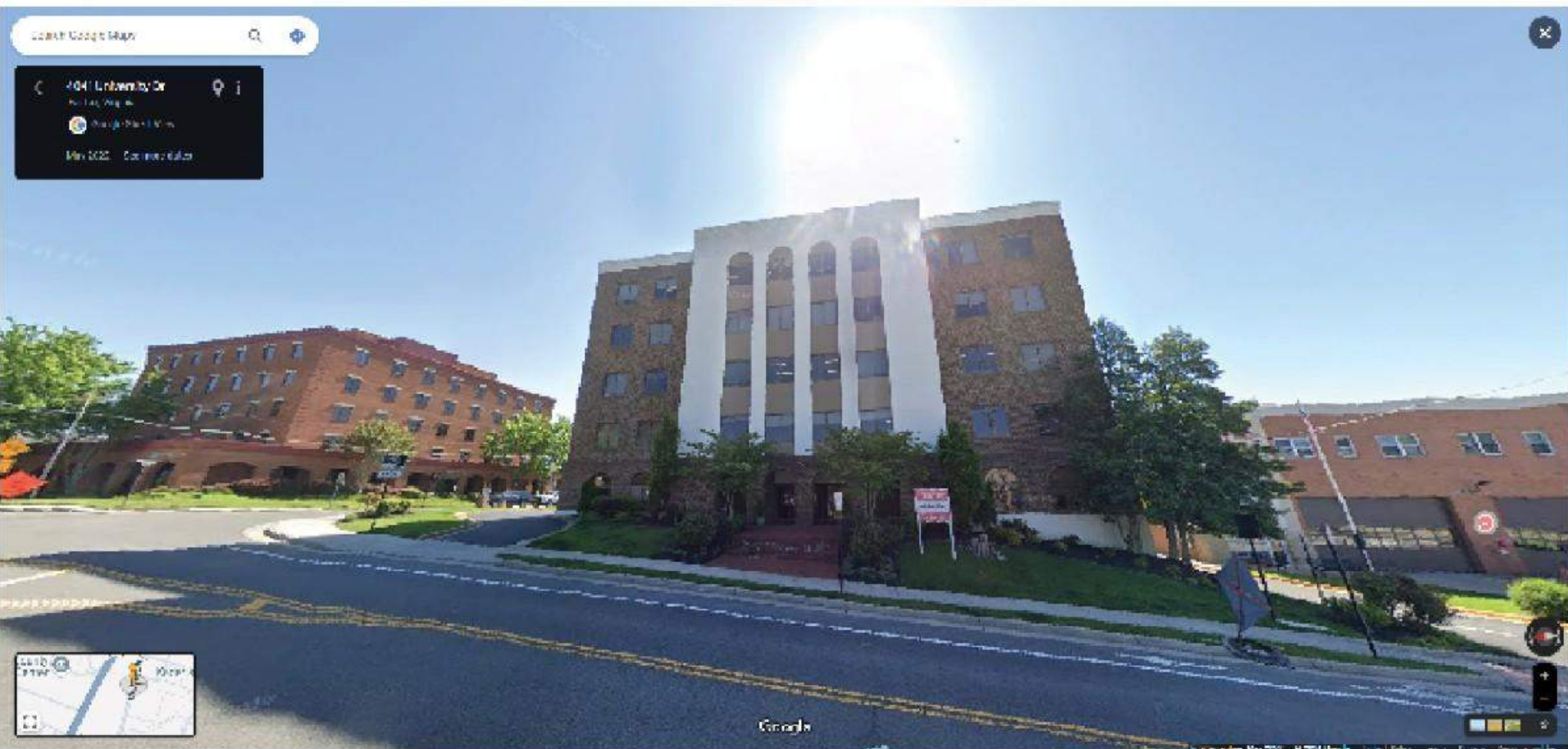
KEY PLAN



1) UNIVERSITY DR- LOOKING SOUTH- 1



2) UNIVERSITY DR- LOOKING SOUTH- 2



3) UNIVERSITY DR- NORTH PROPERTIES- ACROSS ST- 4



4) UNIVERSITY DR- NORTH PROPERTIES- ACROSS ST- 3



5) UNIVERSITY DR- LOOKING SOUTH- 3



6) UNIVERSITY DR- LOOKING NORTH- 2



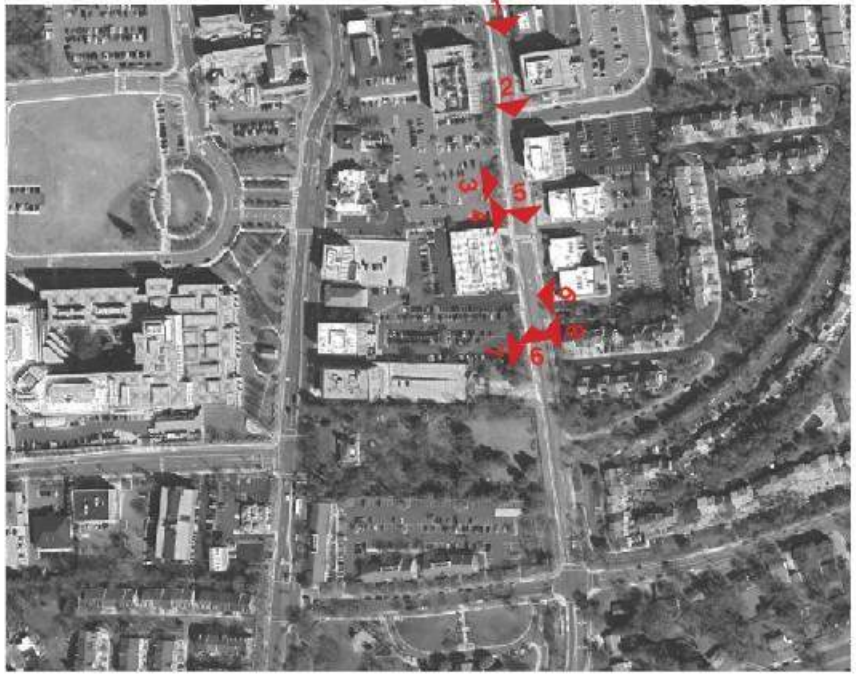
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9) UNIVERSITY DR- NORTH PROPERTIES 2



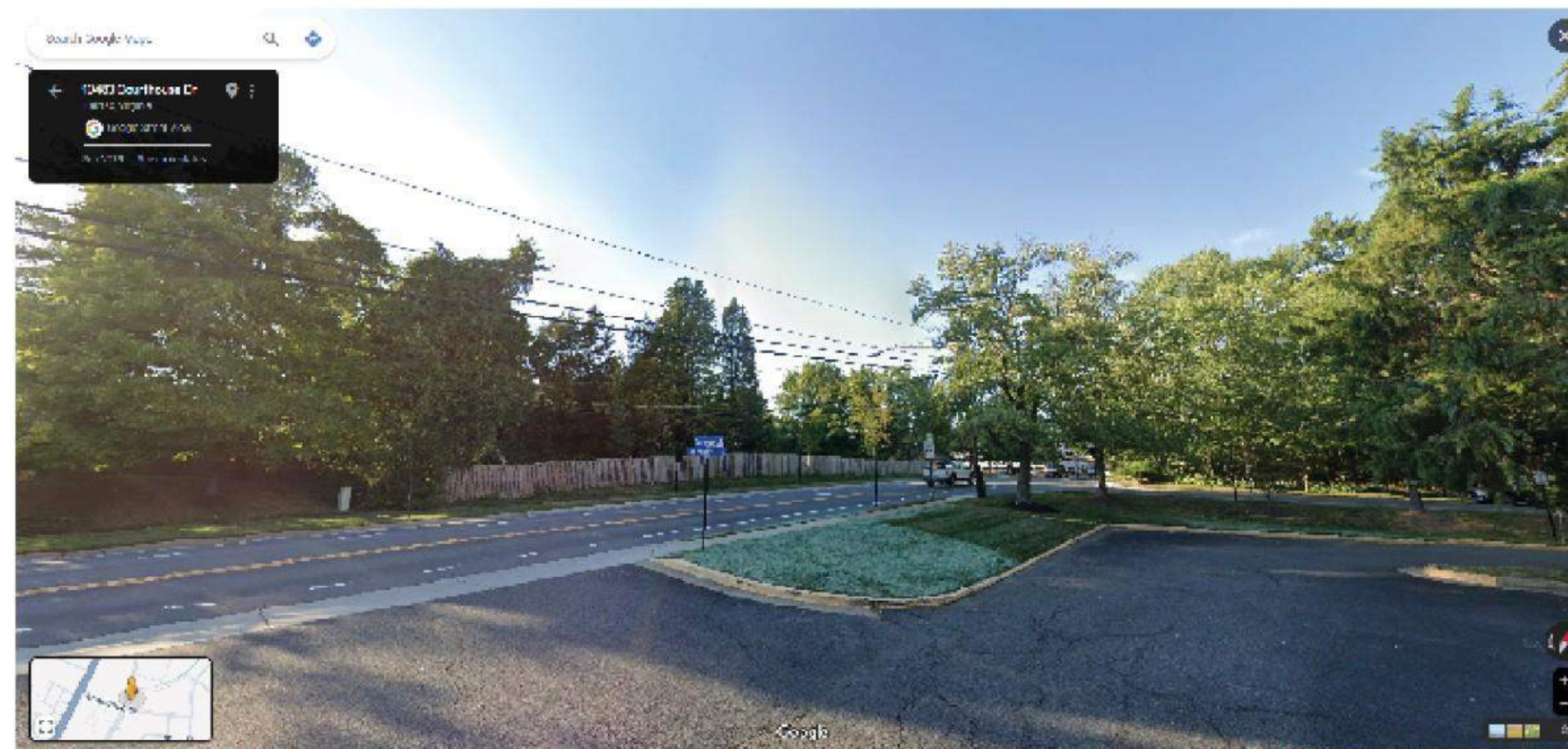
KEY PLAN



1) UNIVERSITY DR- SOUTH PROPERTIES- ACROSS ST- 2



4) UNIVERSITY DR- SOUTH PROPERTIES 1



7) SITE- SE LOOKING NW



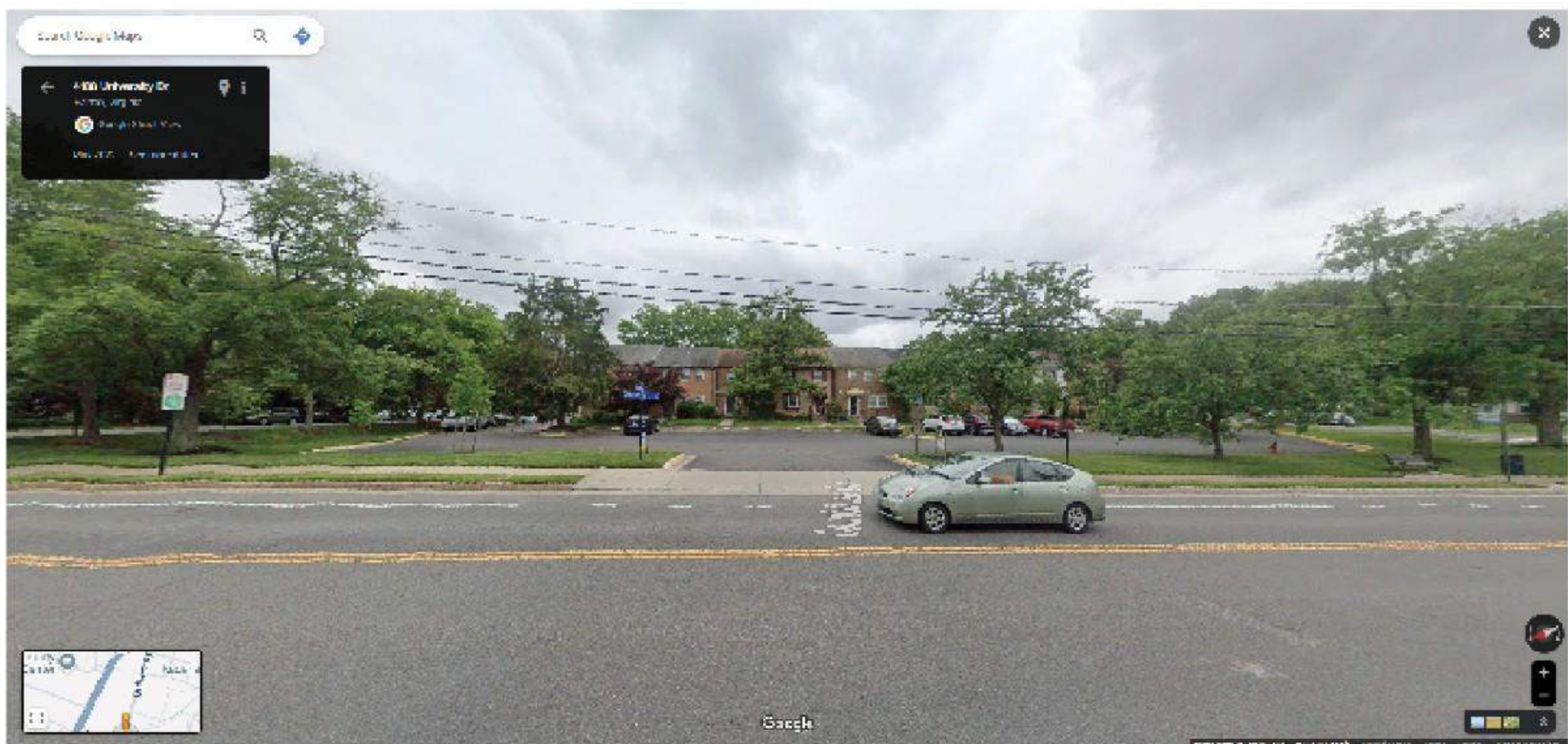
2) UNIVERSITY DR- LOOKING NORTH- 1



5) UNIVERSITY DR- NORTH PROPERTIES- ACROSS ST- 1



8) BRECKENRIDGE LN LOOKING EAST



3) UNIVERSITY DR- SOUTH PROPERTIES- ACROSS ST- 1



6) SITE- NE LOOKING SW



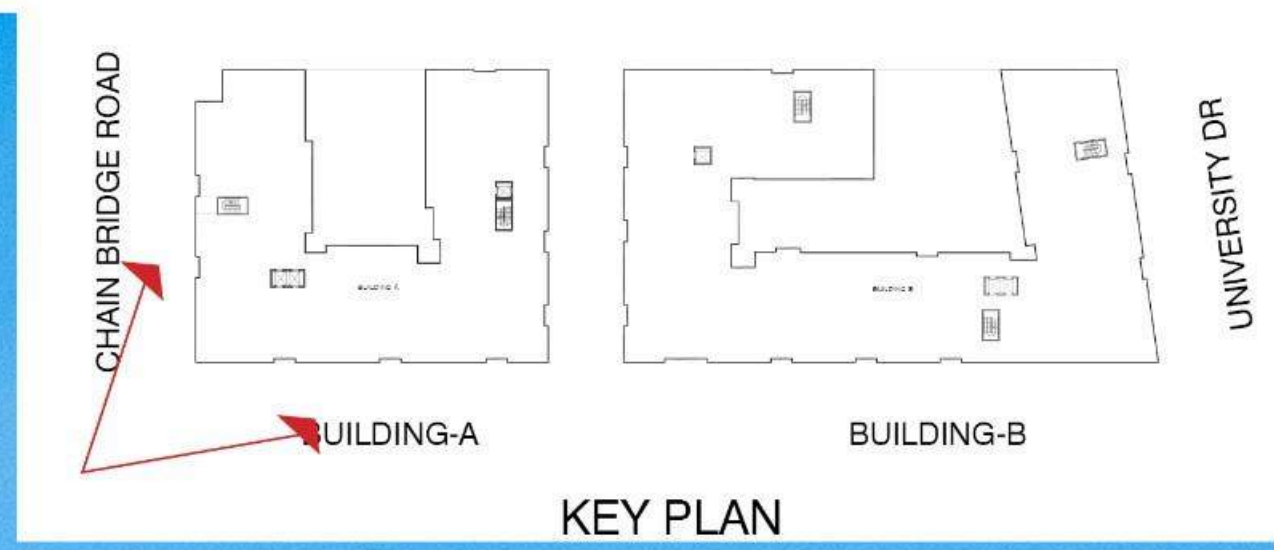
9) BRECKENRIDGE LN LOOKING WEST



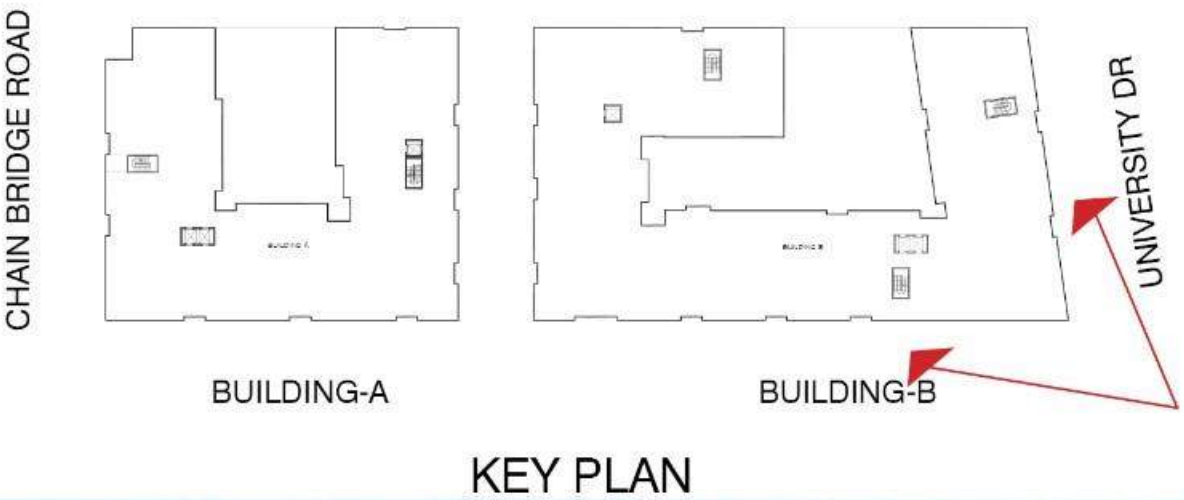
KEY PLAN



*NOTE: REFER TO CIVIL FOR SITE PLAN AND CIVIL INFORMATION.
*NOTE: LANDSCAPE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY.
*NOTE: REFER TO LANDSCAPE FOR TREES AND LANDSCAPE INFORMATION.
*NOTE: IN THE EVENT OF VALUE ENGINEERING NEEDS, STANDING SEAM ROOF MAY BE SUBSTITUTED WITH UPSCALE ARCHITECTURAL ASPHALT SHINGLES.



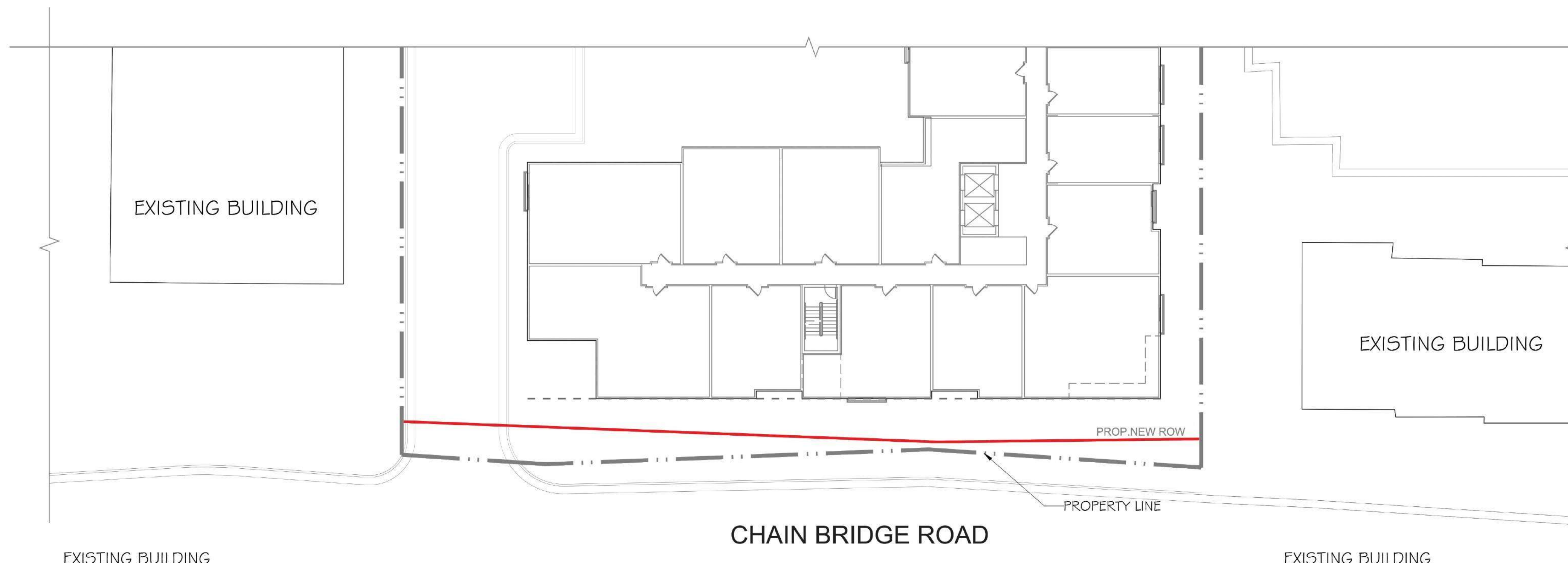
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*NOTE: IN THE EVENT OF VALUE ENGINEERING NEEDS, STANDING SEAM ROOF MAY BE SUBSTITUTED WITH UPSCALE ARCHITECTURAL ASPHALT SHINGLES.



EXISTING BUILDING
CHAINBRIDGE RD

PROPOSED BUILDING A

EXISTING BUILDING
CHAINBRIDGE RD



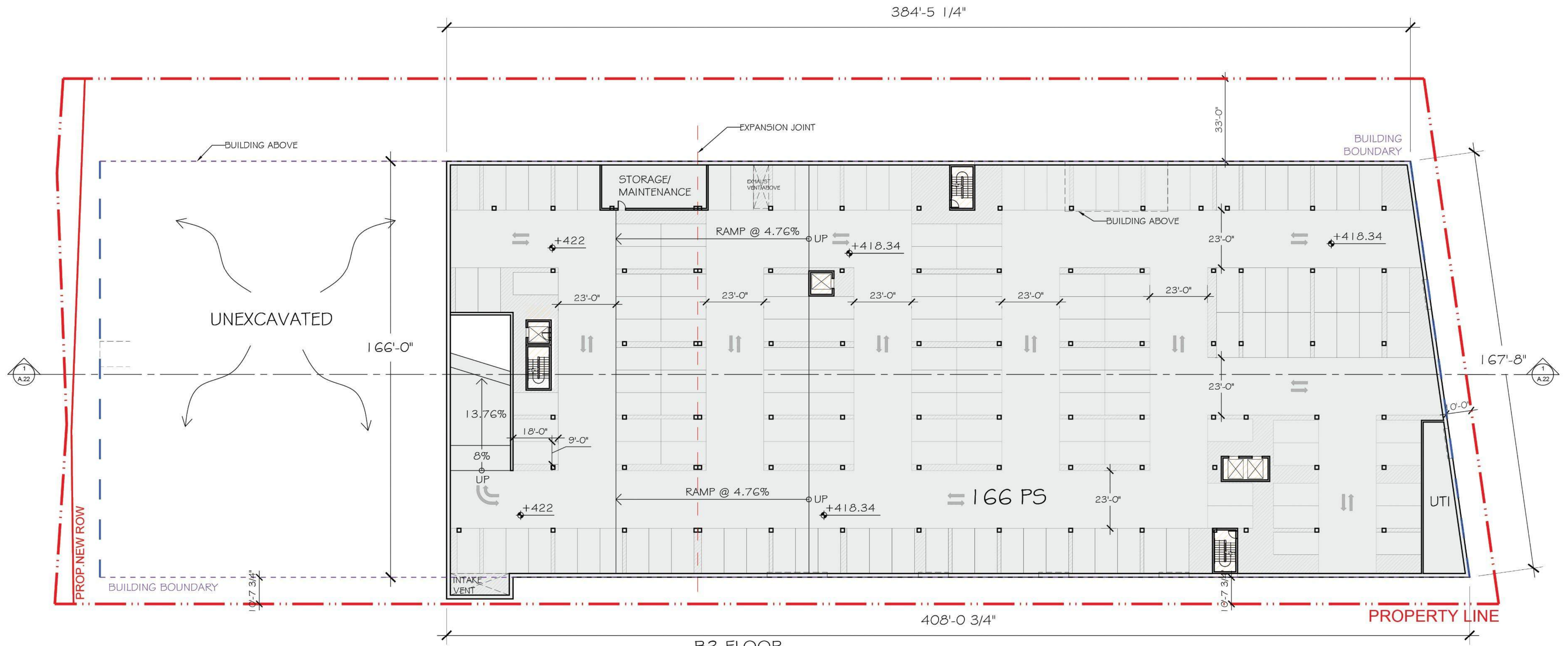
1A) CHAINBRIDGE- NORTH PROPERTIES

1B) CHAINBRIDGE- PROPOSED BUILDING

1C) CHAINBRIDGE-SOUTH PROPERTIES



KEY PLAN



RESIDENTIAL AREA (BUILDING A) = 280 GSF

RESIDENTIAL AREA (BUILDING B) = 684 GSF

PARKING SPACES
STANDARD PS = 166

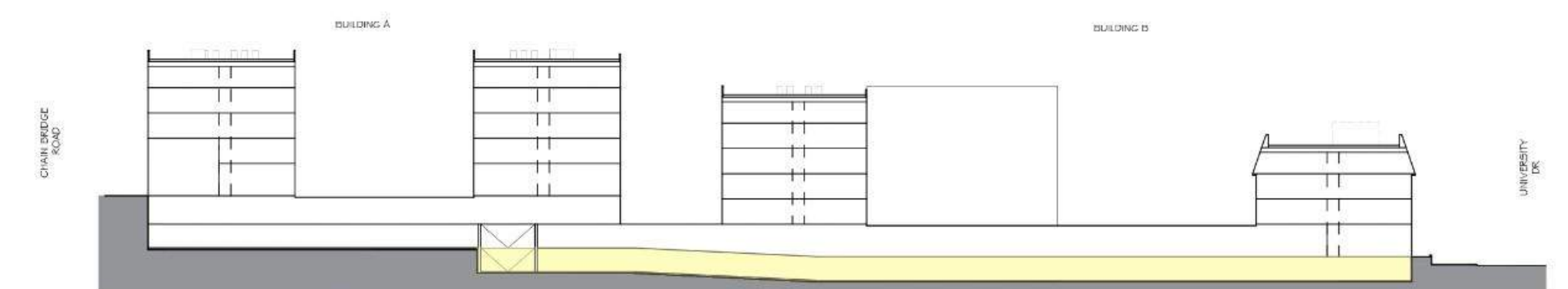
GARAGE/PARKING AREA = 64,588 GSF

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B3 - GARAGE PLAN



KEY SECTION

4131 CHAIN BRIDGE ROAD

CITY OF FAIRFAX, VA
PARADIGM DEVELOPMENT

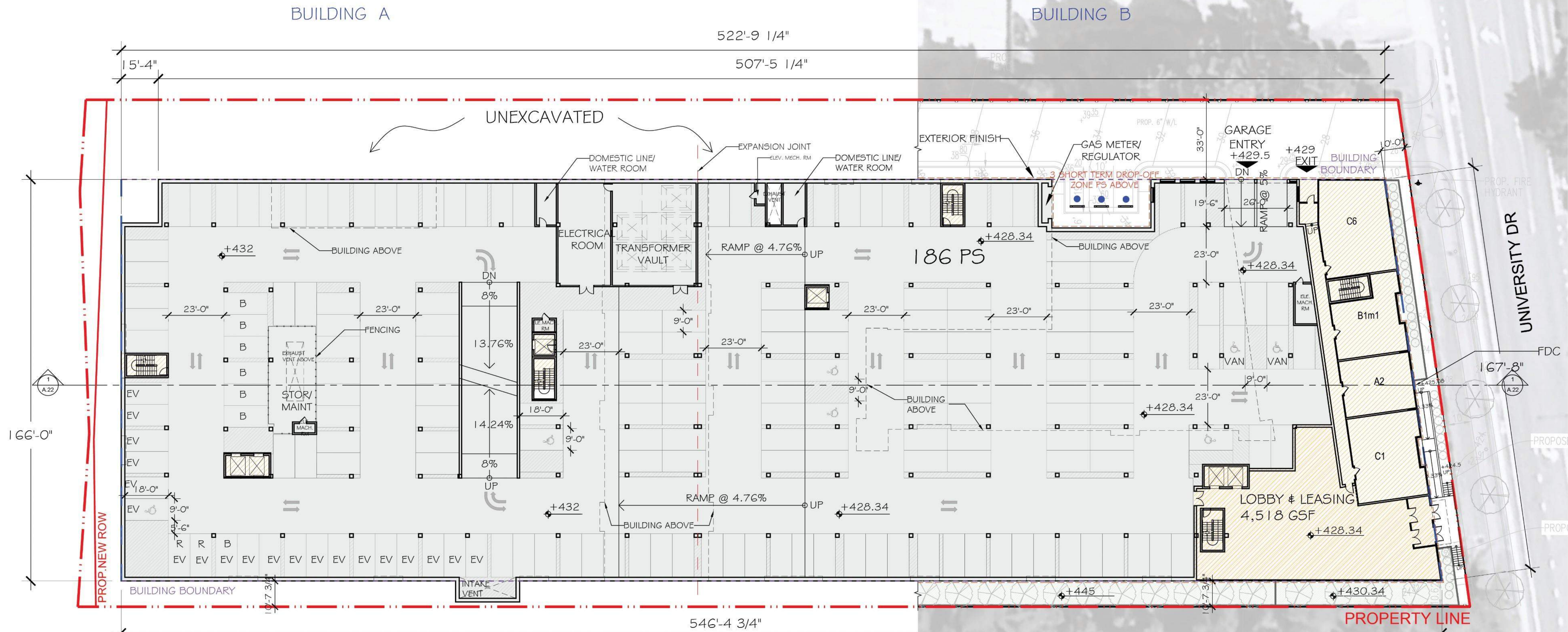
JUN. 05, 2025
PDM.015

0' 10' 20' 40'
SCALE: 1" = 20' (@ 22"x34")

A.12



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● = PICK UP/DROP OFF AND SHORT TERM DELIVERY

GROUND FLOOR AREA (BUILDING A) = 668 GSF
R = RETAIL PARKING (2 PS)
B = BUSSINES / OFFICE PARKING (7 PS)
EV = ELECTRIC VEHICLE PARKING (20 PS)

PARKING SPACES
STANDARD PS = 178
HANDICAP PS = 5
VAN = 2
TOTAL = 186

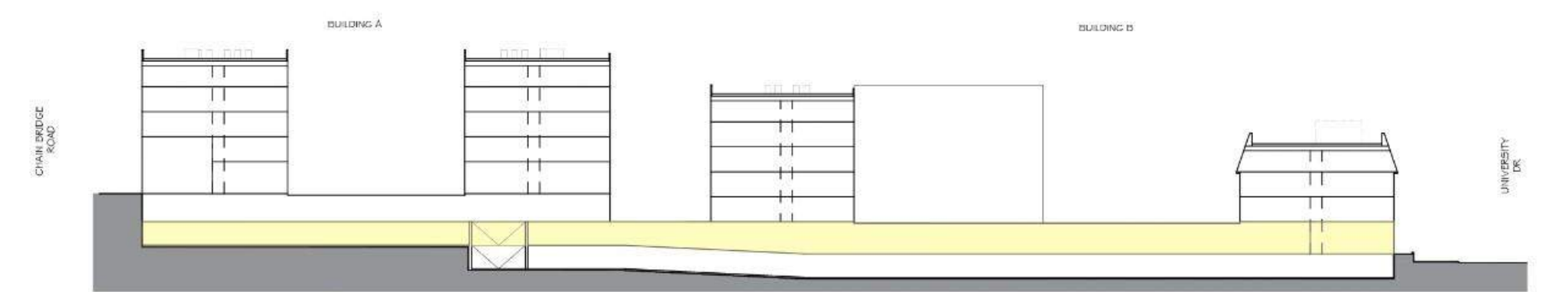
GROUND FLOOR AREA (BUILDING B) = 9,570 GSF
GARAGE/PARKING AREA = 77,483 GSF

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B2 - GARAGE PLAN



KEY SECTION

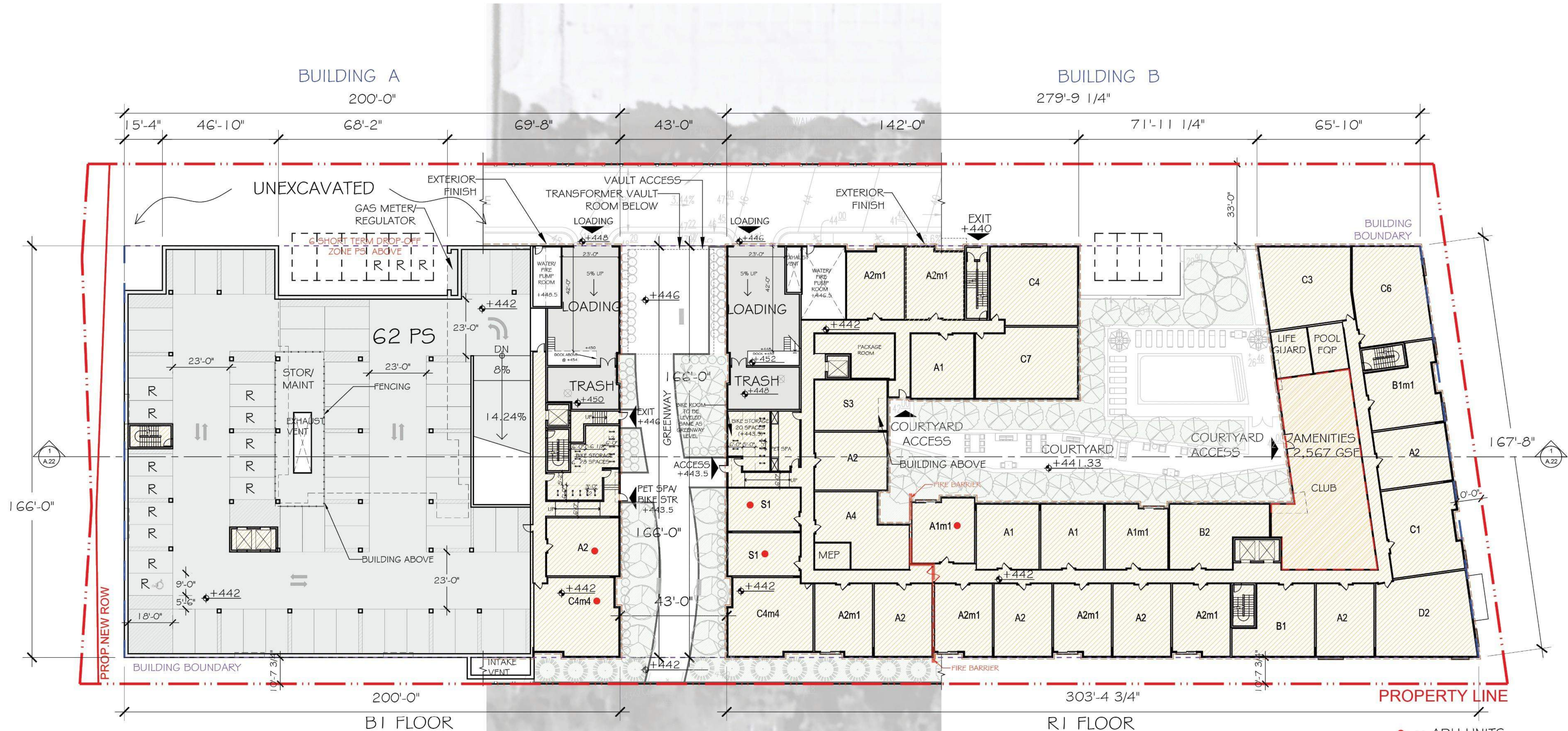
4131 CHAIN BRIDGE ROAD

CITY OF FAIRFAX, VA
PARADIGM DEVELOPMENT

JUN. 05, 2025
PDM.015

0' 10' 20' 40'
SCALE: 1" = 20' (@ 22"x34")

A.13



[Hatched Box] GROUND FLOOR AREA (BUILDING A) = 4,144 GSF
 [Solid Box] GARAGE/PARKING AREA = 24,440 GSF
 R = RETAIL PARKING (16 PS)

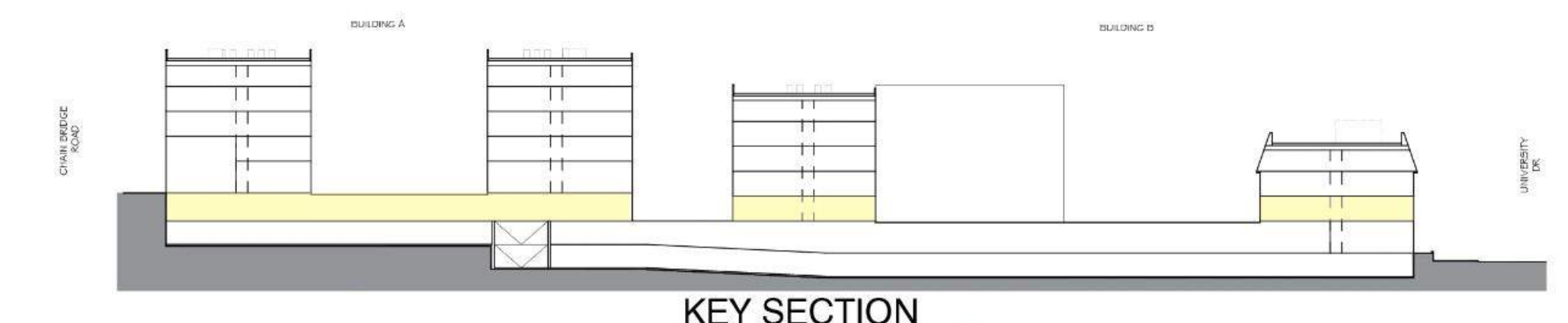
PARKING SPACES
 STANDARD PS = 61
 HANDICAP PS = 1
 TOTAL = 62

[Hatched Box] GROUND FLOOR AREA (BUILDING B) = 34,084 GSF

● = ADU UNITS

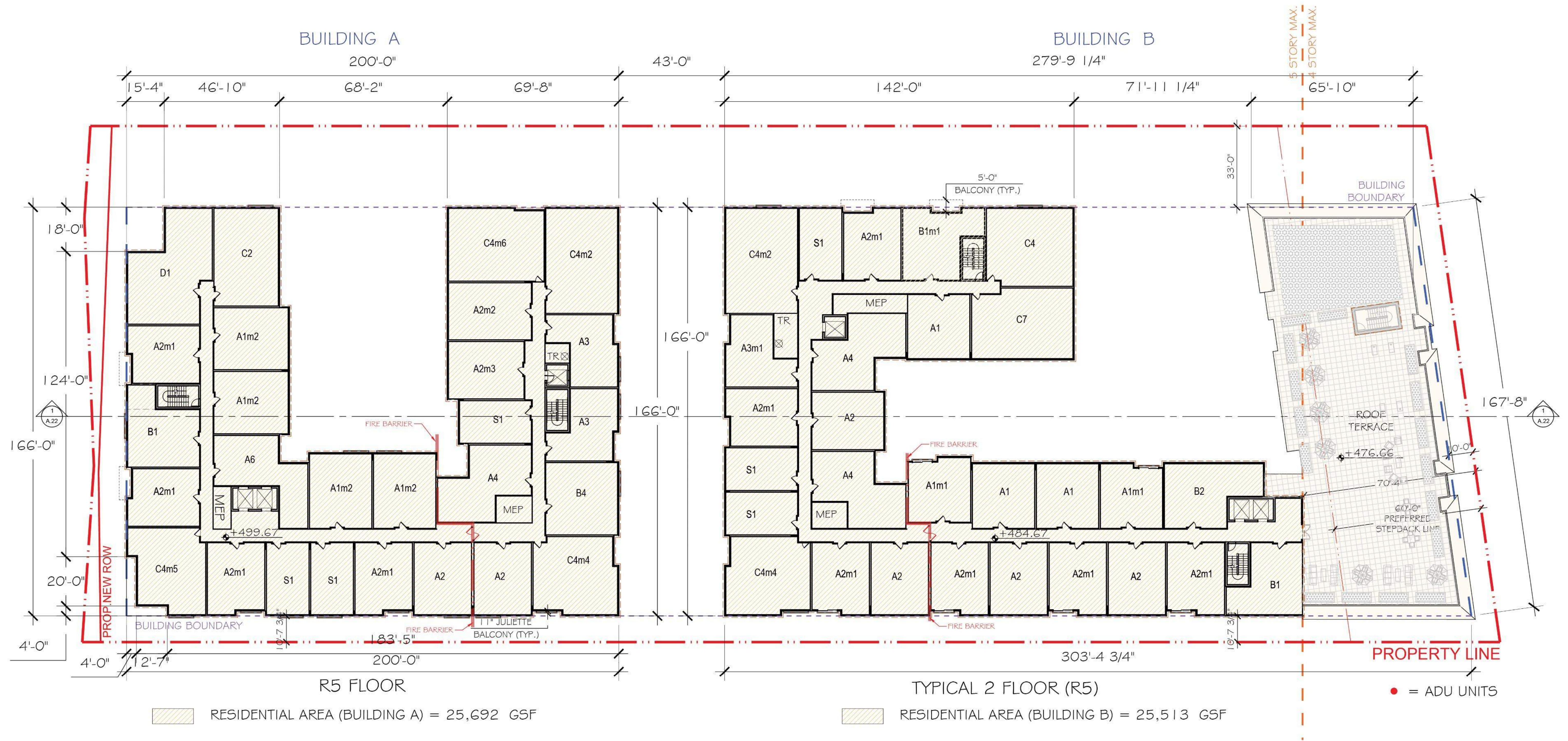
*NOTE: REFER TO CIVIL FOR SITE PLAN AND CIVIL INFORMATION.
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 REFER TO LANDSCAPE FOR TREES AND LANDSCAPE INFORMATION.
 REFER TO CIVIL FOR TRUCK MANEUVERING.

B1 - R1 FLOOR PLAN

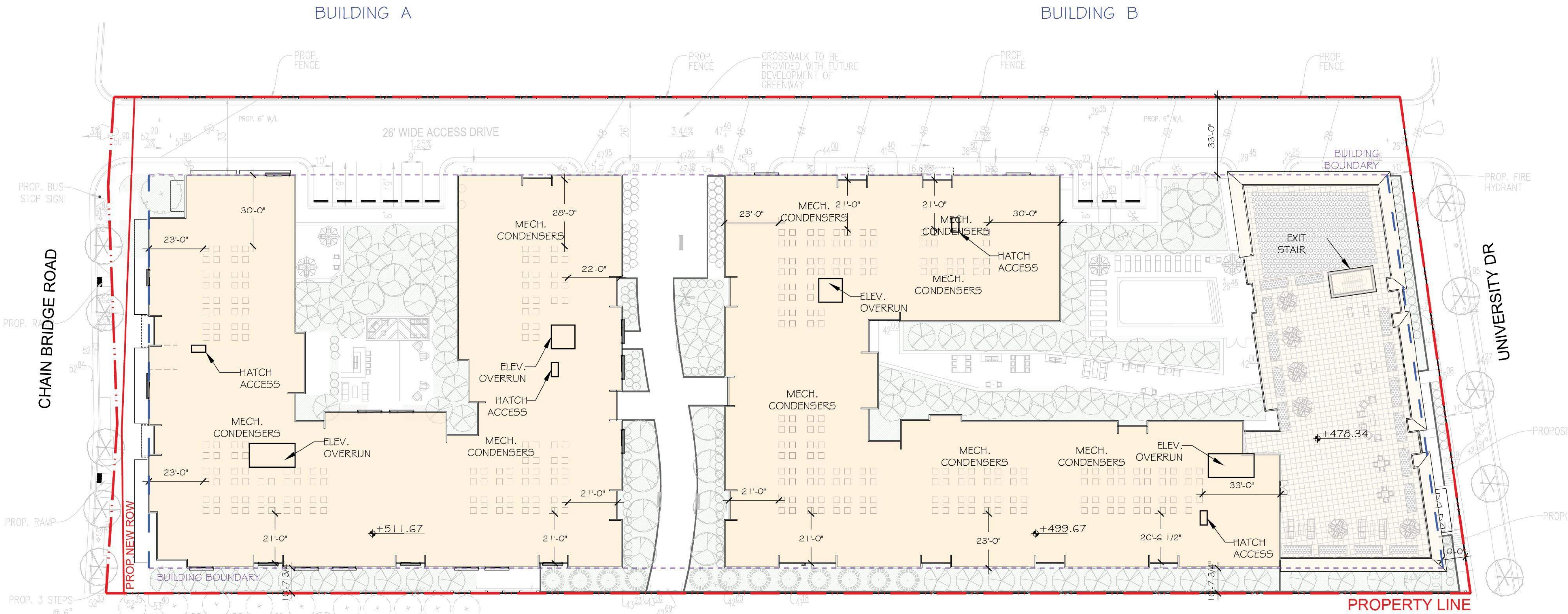




*NOTE: REFER TO CIVIL FOR SITE PLAN AND CIVIL INFORMATION.
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REFER TO CIVIL FOR TRUCK MANEUVERING.



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LANDSCAPE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY.
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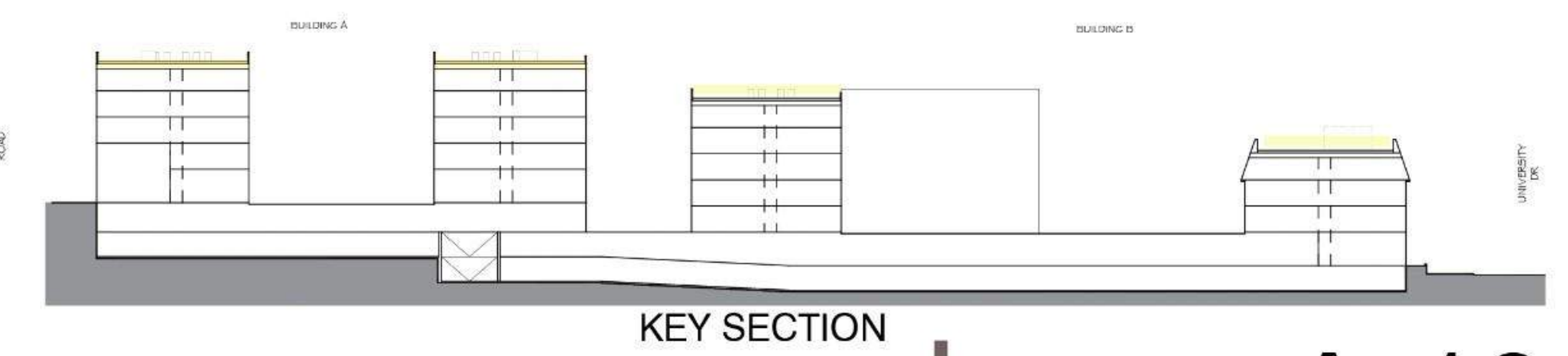


ROOF PLAN

NEAREST POINT: 21'-0"
(PARAPET TO EQUIPMENT, HATCH, OR ELEVATOR OVERRUN)

*NOTE: REFER TO CIVIL FOR SITE PLAN AND CIVIL INFORMATION.
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REFER TO CIVIL FOR TRUCK MANEUVERING.

ROOF PLAN





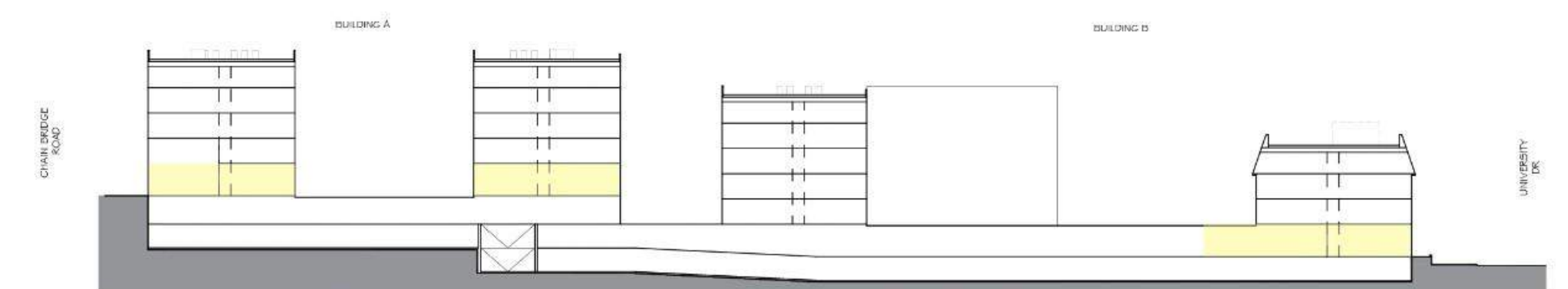
***NOTE: REFER TO CIVIL FOR SITE PLAN AND CIVIL INFORMATION.
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TOTAL REQUIRED: 24,472.5 SF
TOTAL PROVIDED: 10,796 SF



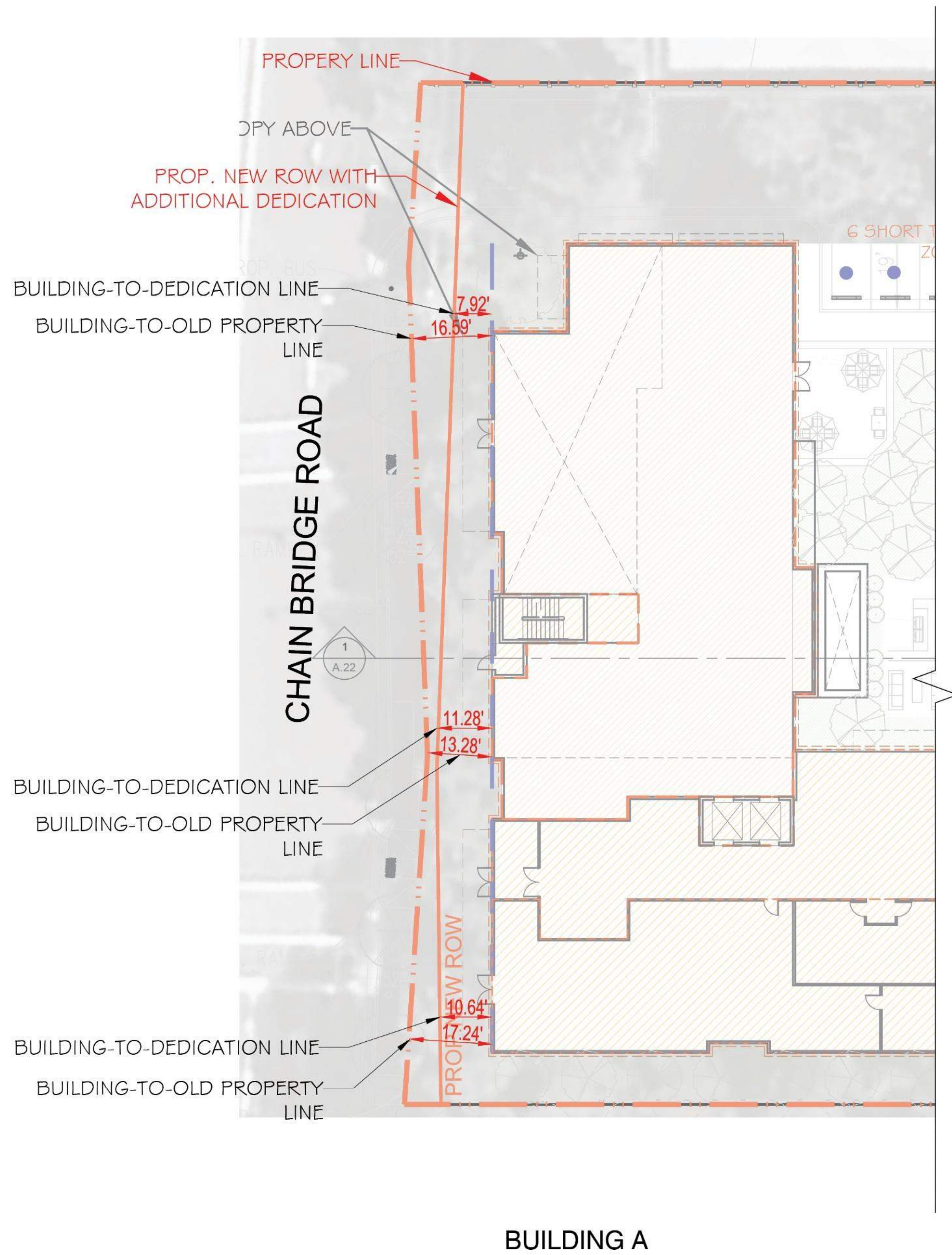
0' 10' 20' 40'

SCALE: 1" = 20' (@ 22"x34")



GROUND FLOOR MIXED USE

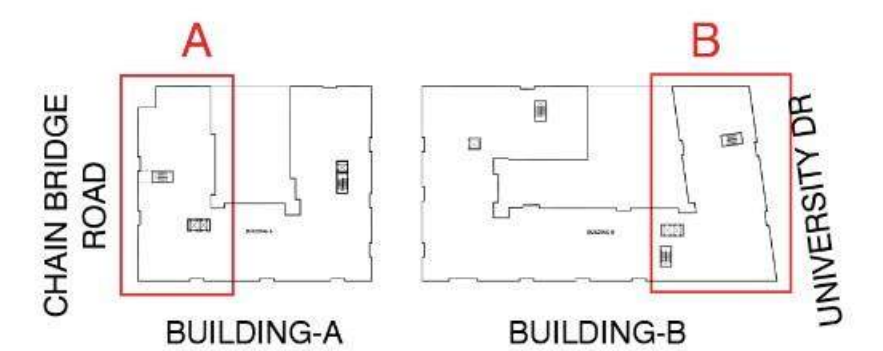
A.20



BUILDING A



BUILDING B



KEY PLAN

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SETBACK FROM PROPERTY LINE DIAGRAM

4131 CHAIN BRIDGE ROAD

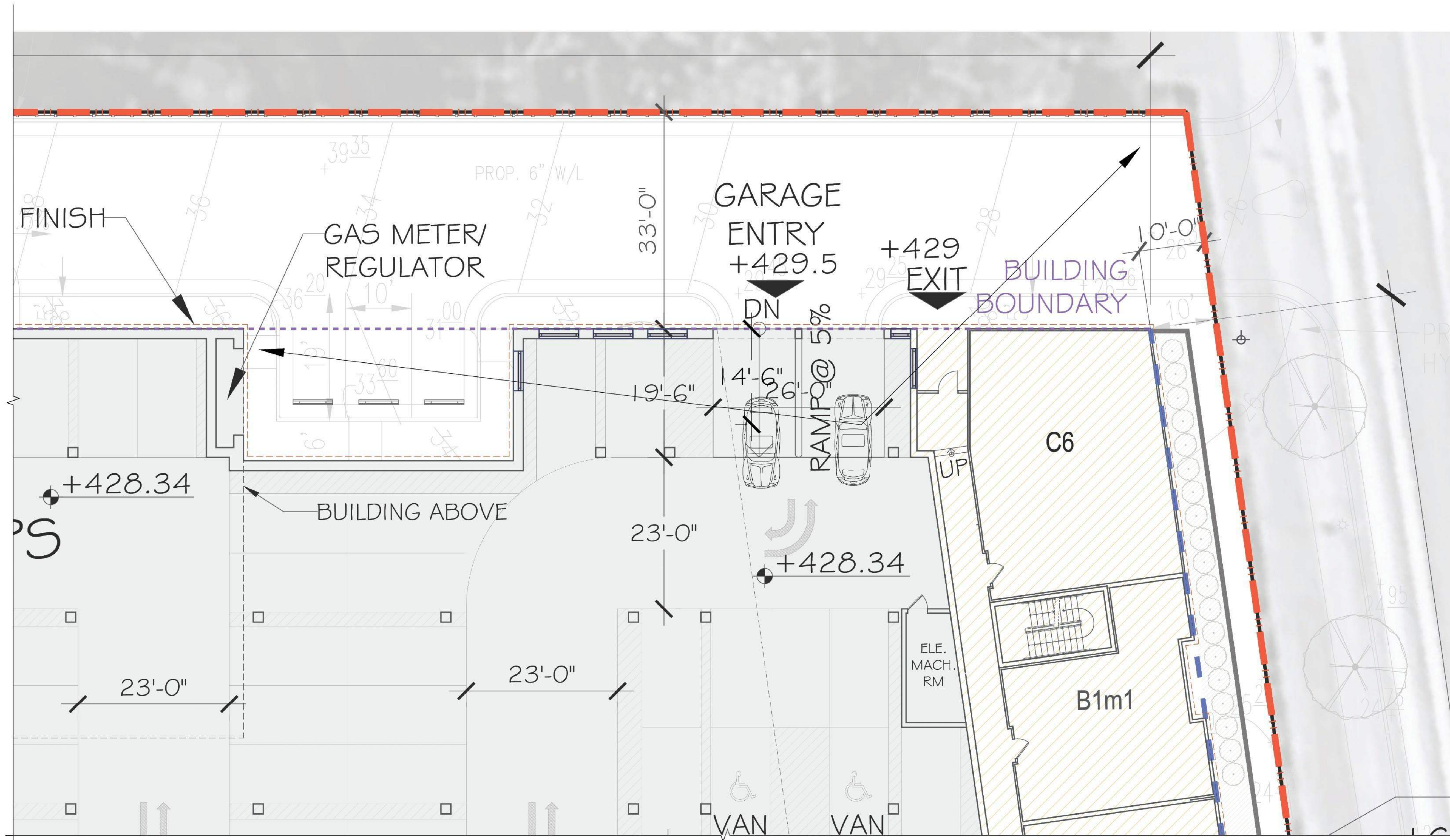
CITY OF FAIRFAX, VA
PARADIGM DEVELOPMENT

JUN. 05, 2025
PDM.015

A.21

0' 8' 16' 32'
SCALE: 1/16" = 1'-0" (@ 22"x34")

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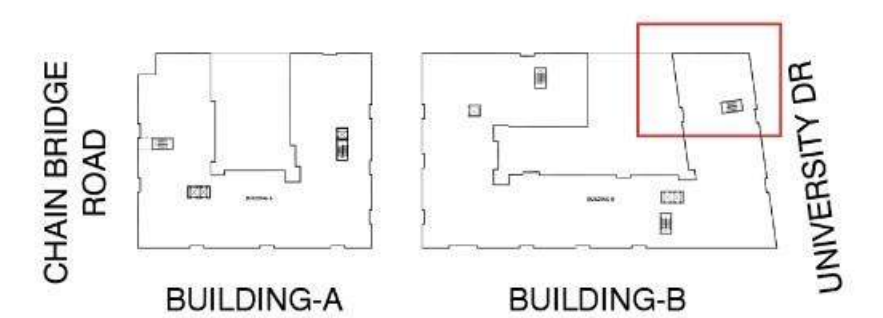


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SIGHT DISTANCE DIAGRAM

4131 CHAIN BRIDGE ROAD

CITY OF FAIRFAX, VA
 PARADIGM DEVELOPMENT



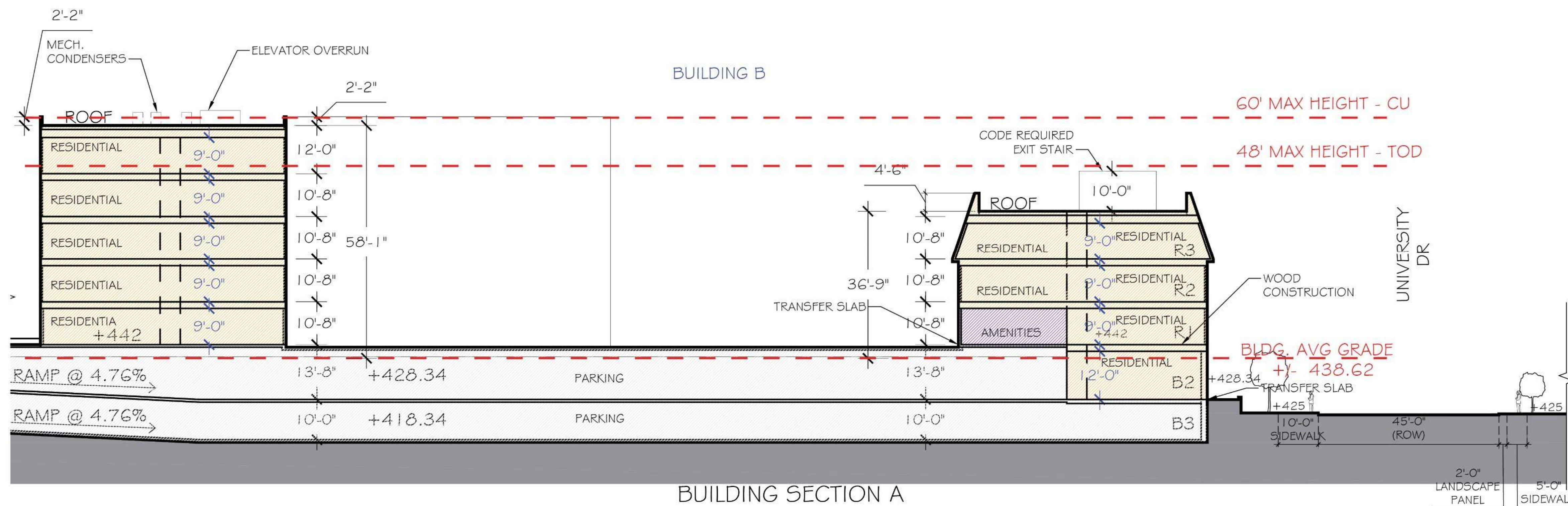
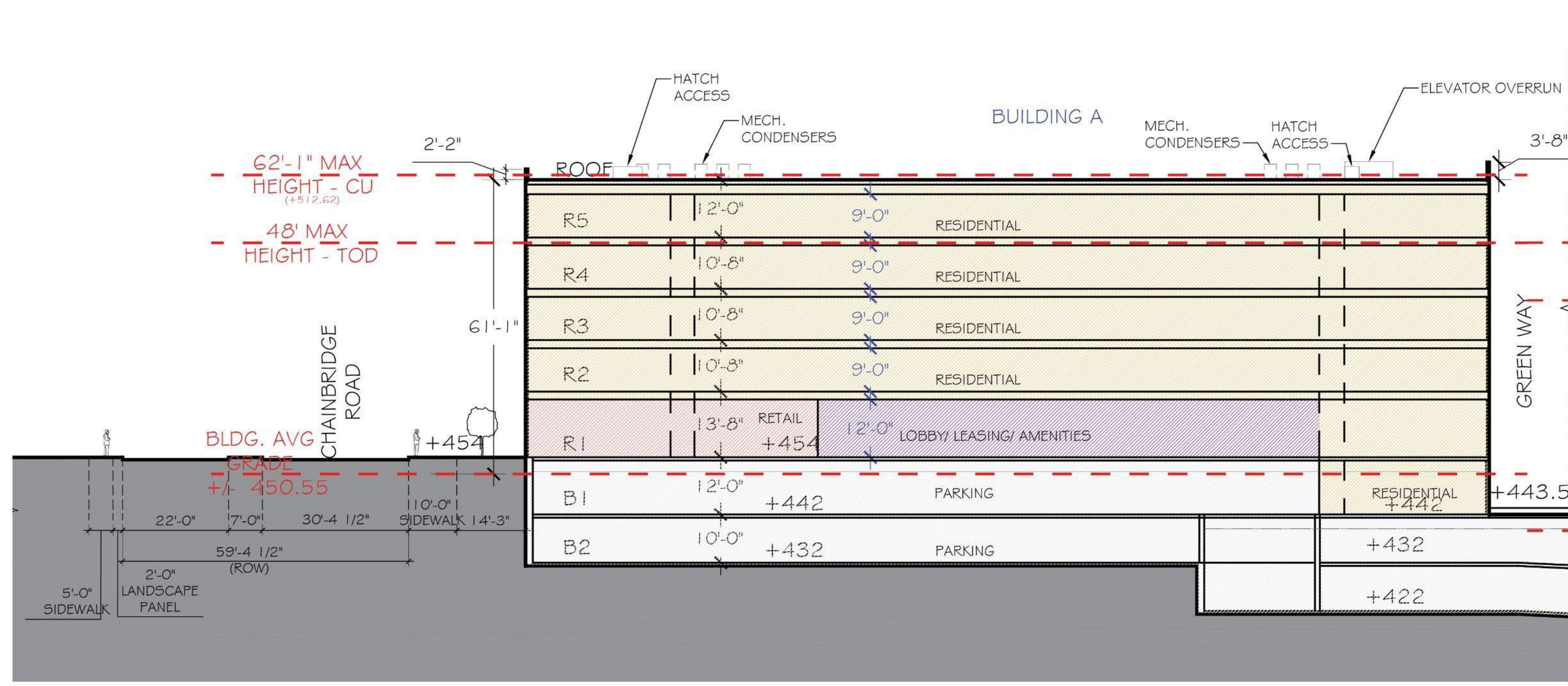
KEY PLAN

JUN. 05, 2025
 PDM.015

A.22

0' 4' 8' 16'
 SCALE: 1/8" = 1'-0" (@ 22"x34")

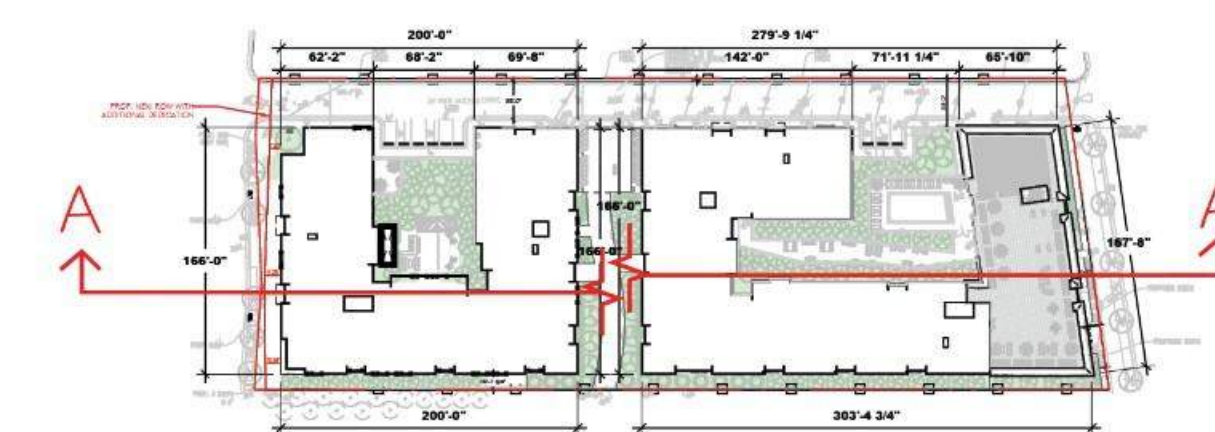
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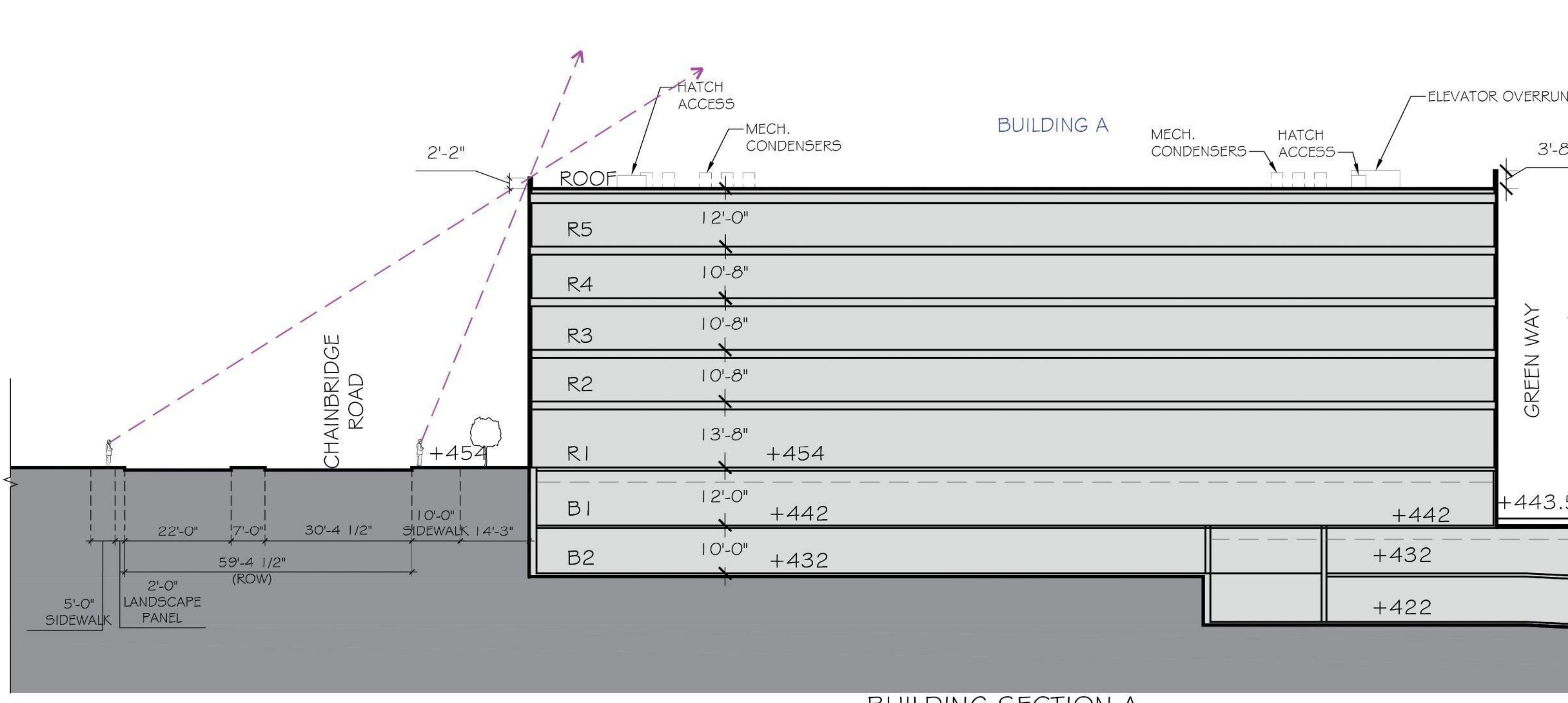


NOTE:
 - COMPLIANT TO ZONING ORDINANCE 3.5.1.D.3

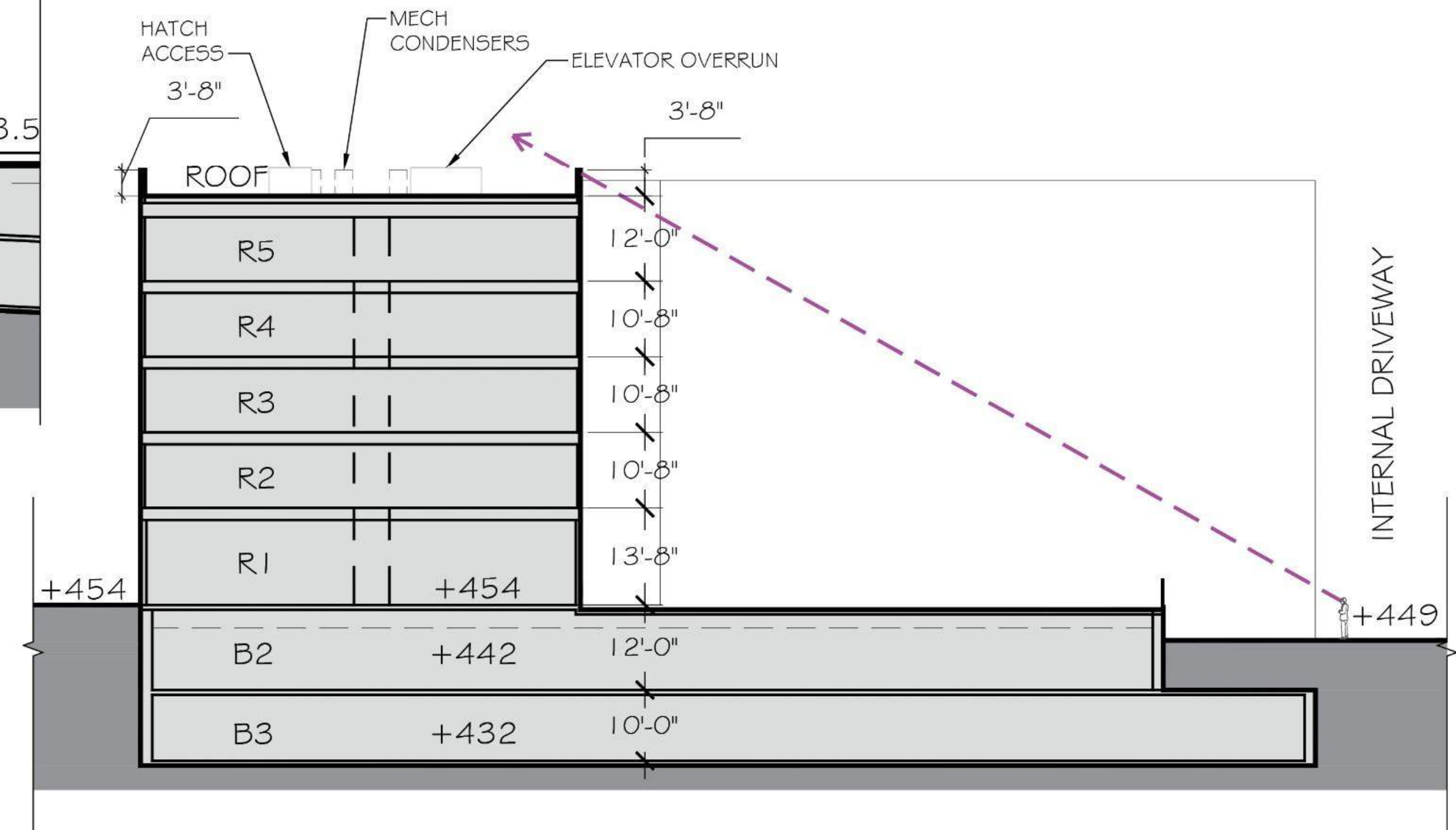
- 12' CEILING MINIMUM AT GROUND FLOOR

- 9' CEILING MINIMUM AT UPPER FLOORS

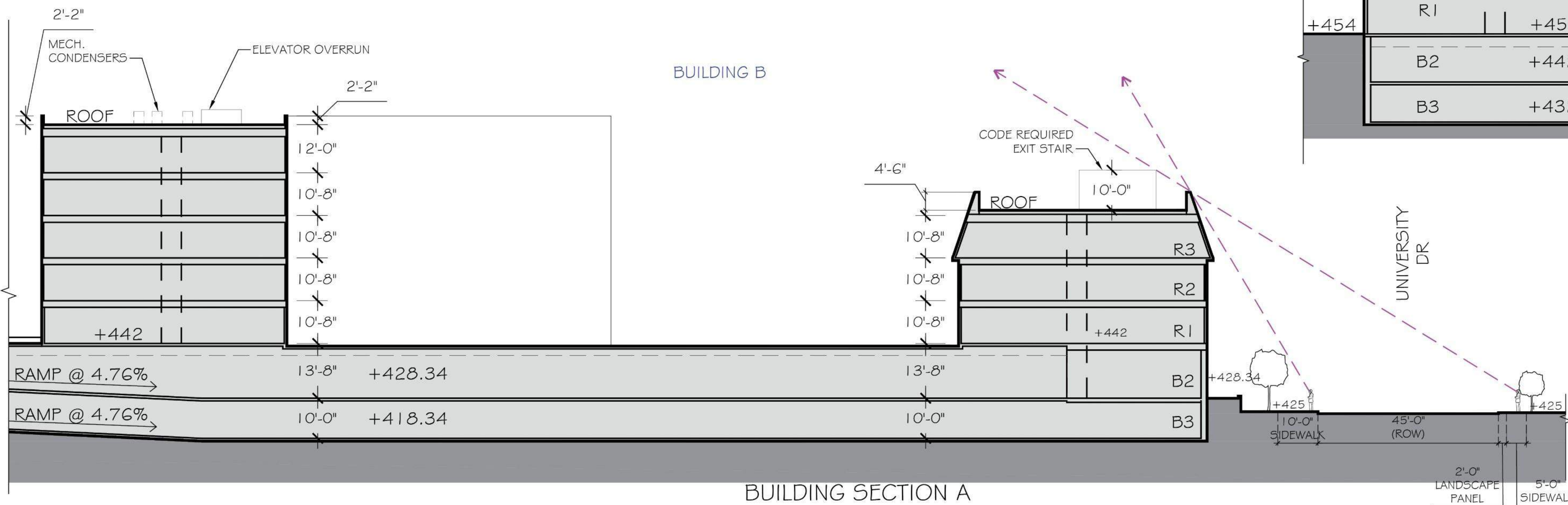




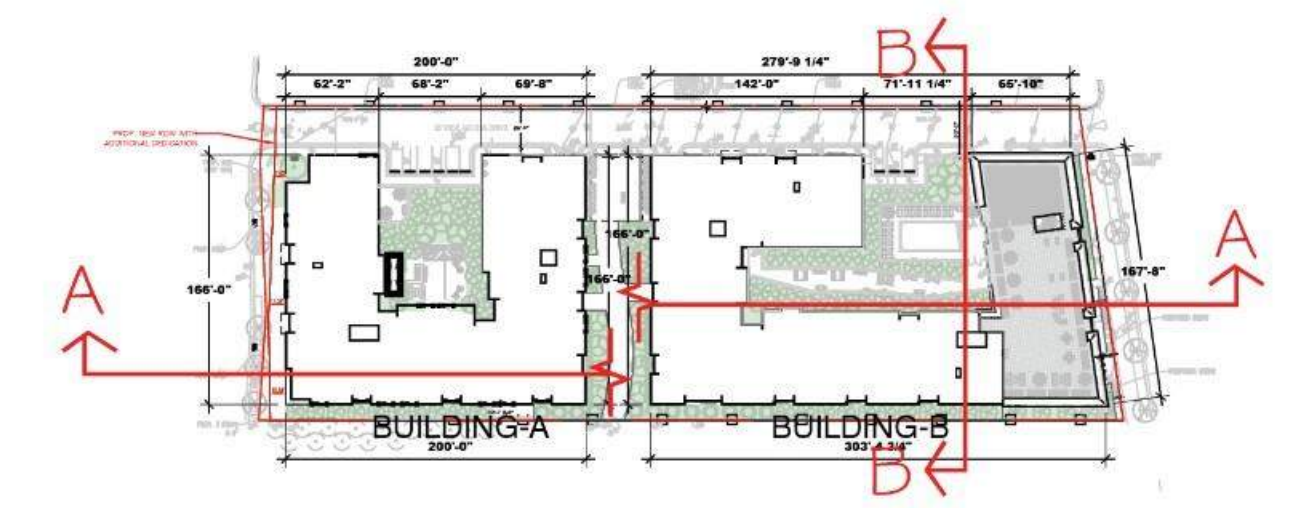
BUILDING SECTION A



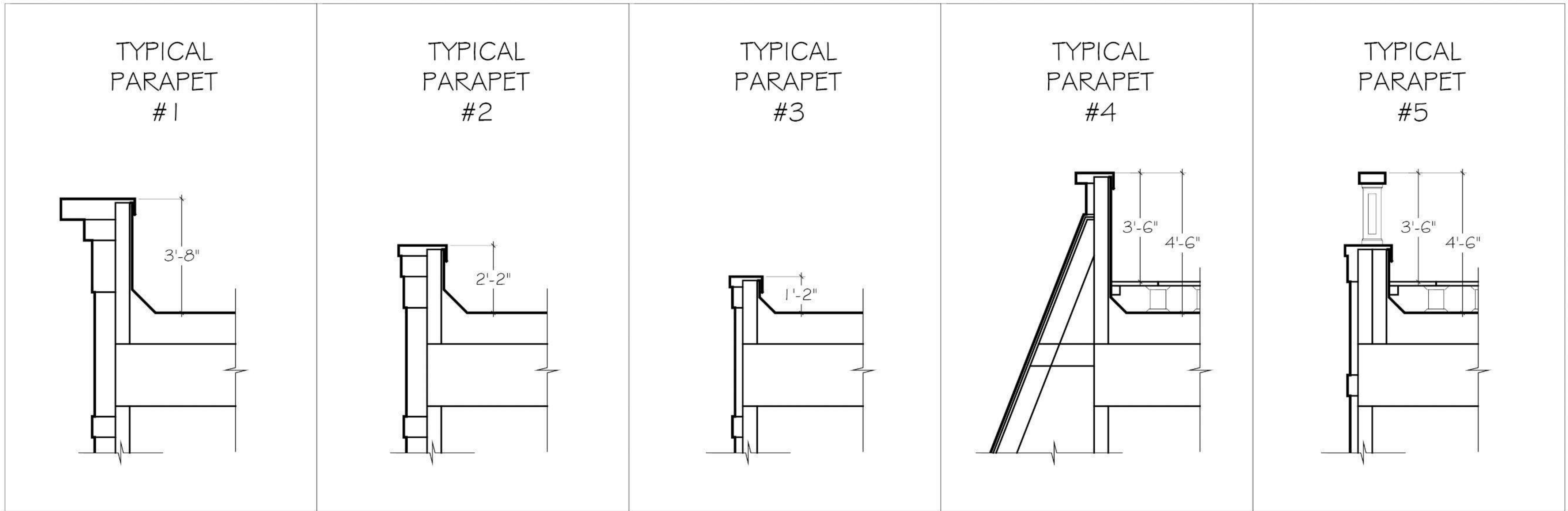
BUILDING SECTION B



BUILDING SECTION A



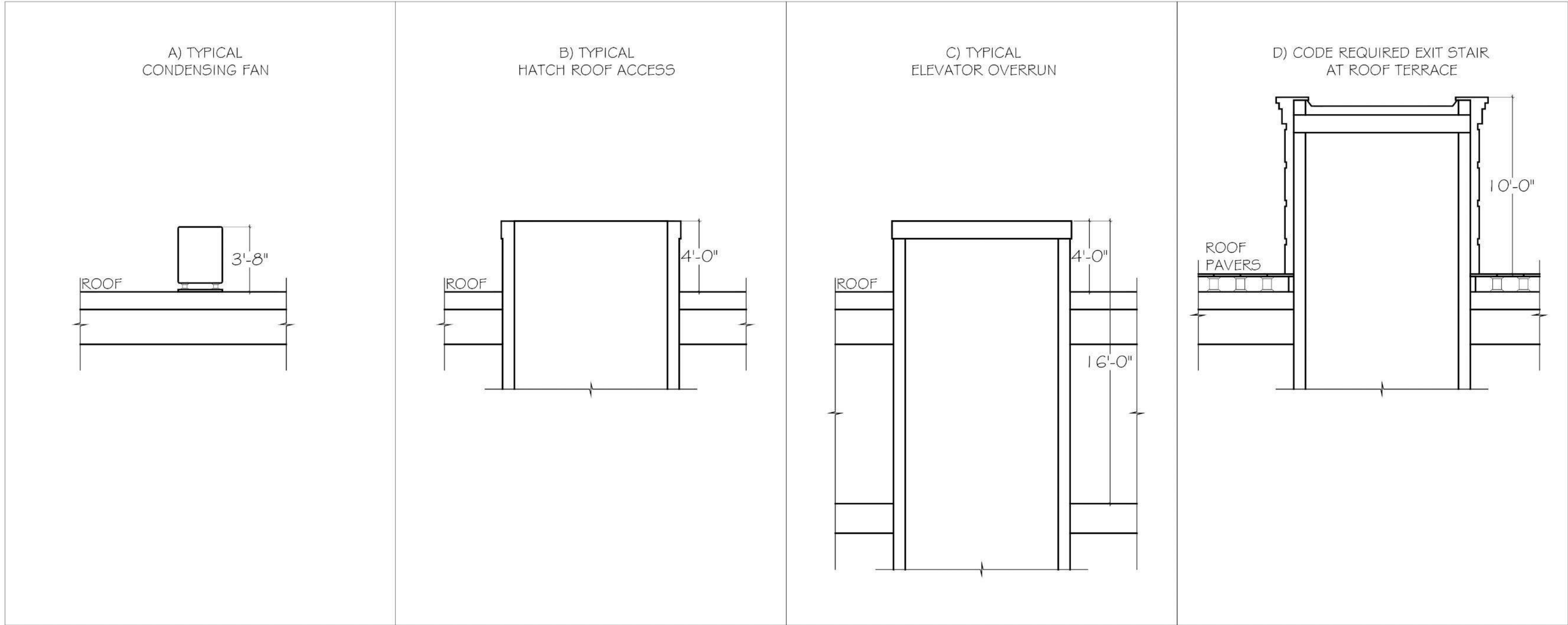
*SEE PAGE A.23 FOR DETAILED DIMENSIONS OF MECH. CONDENSER, ELEVATOR OVERRUN, HATCH ACCESS, AND STAIR.



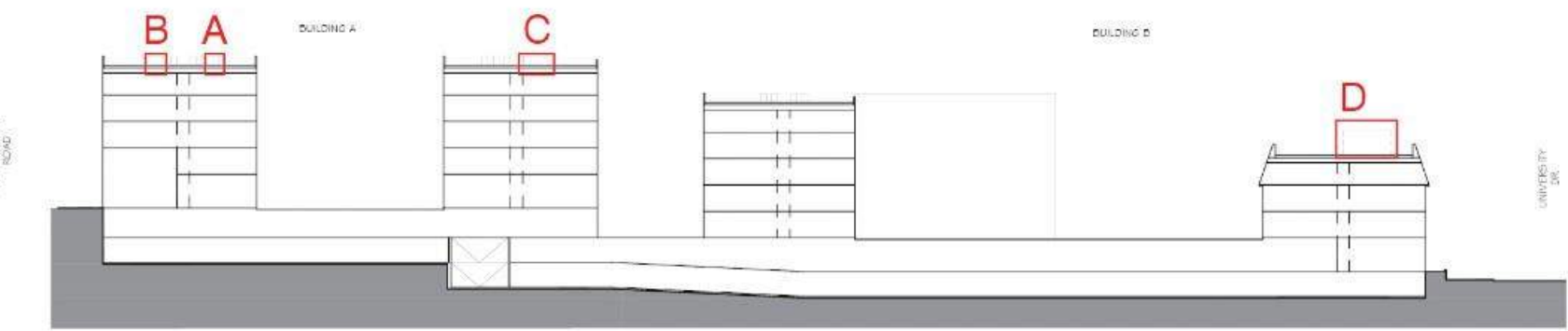
PARAPET DIAGRAM



KEY PLAN- PARAPETS

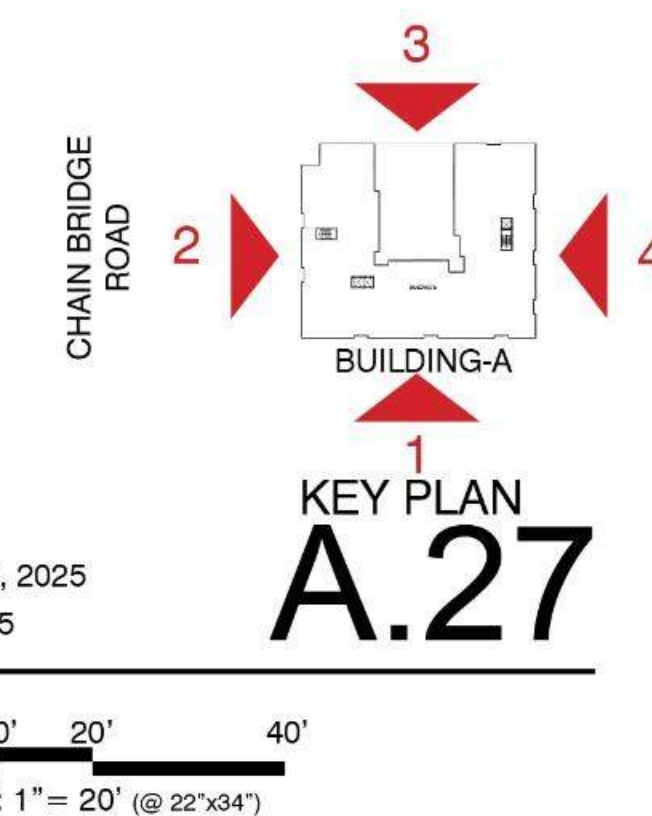
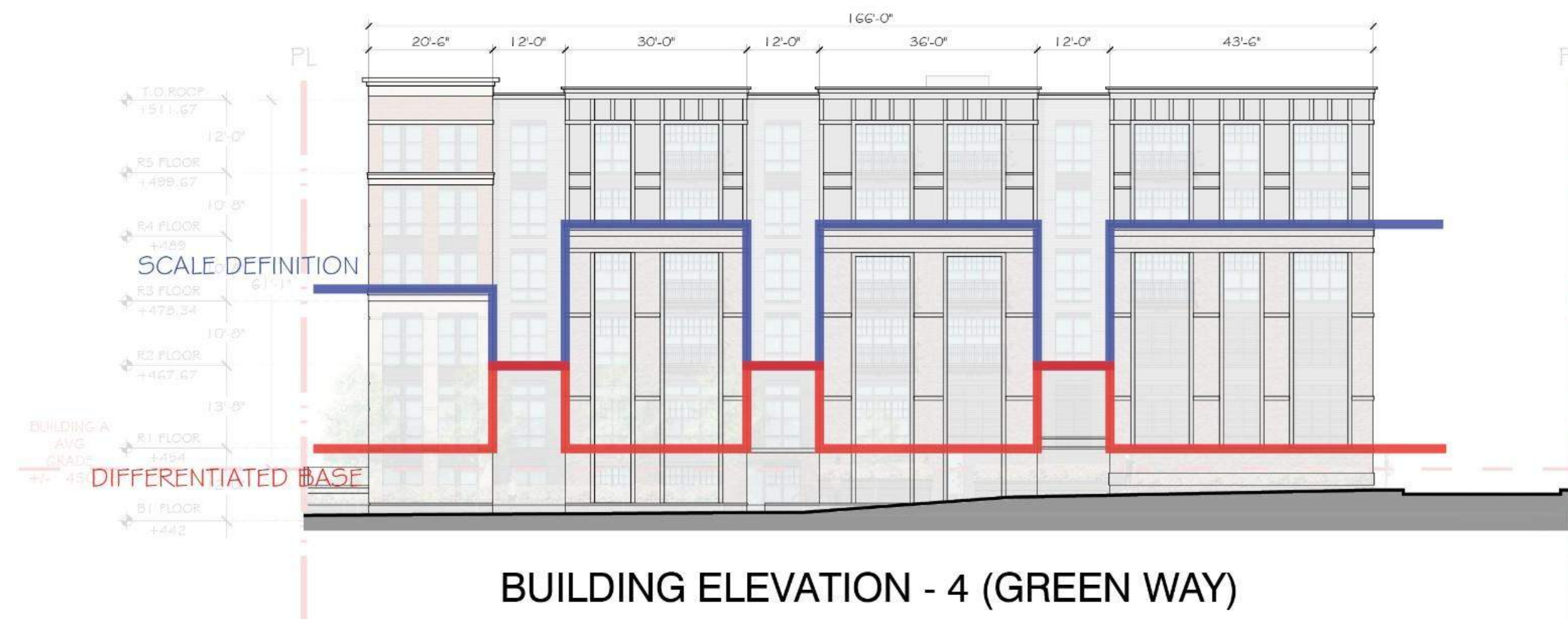
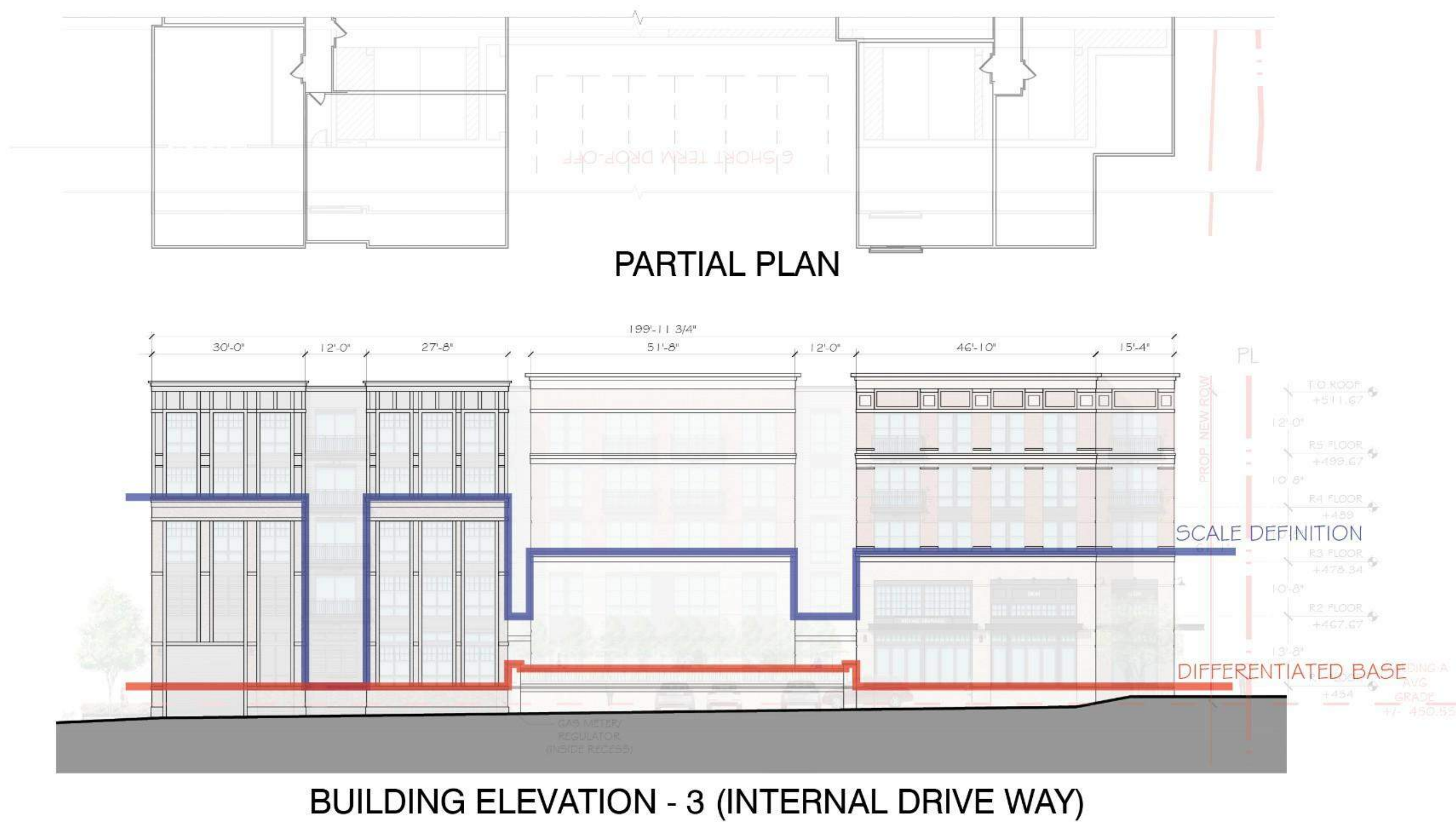
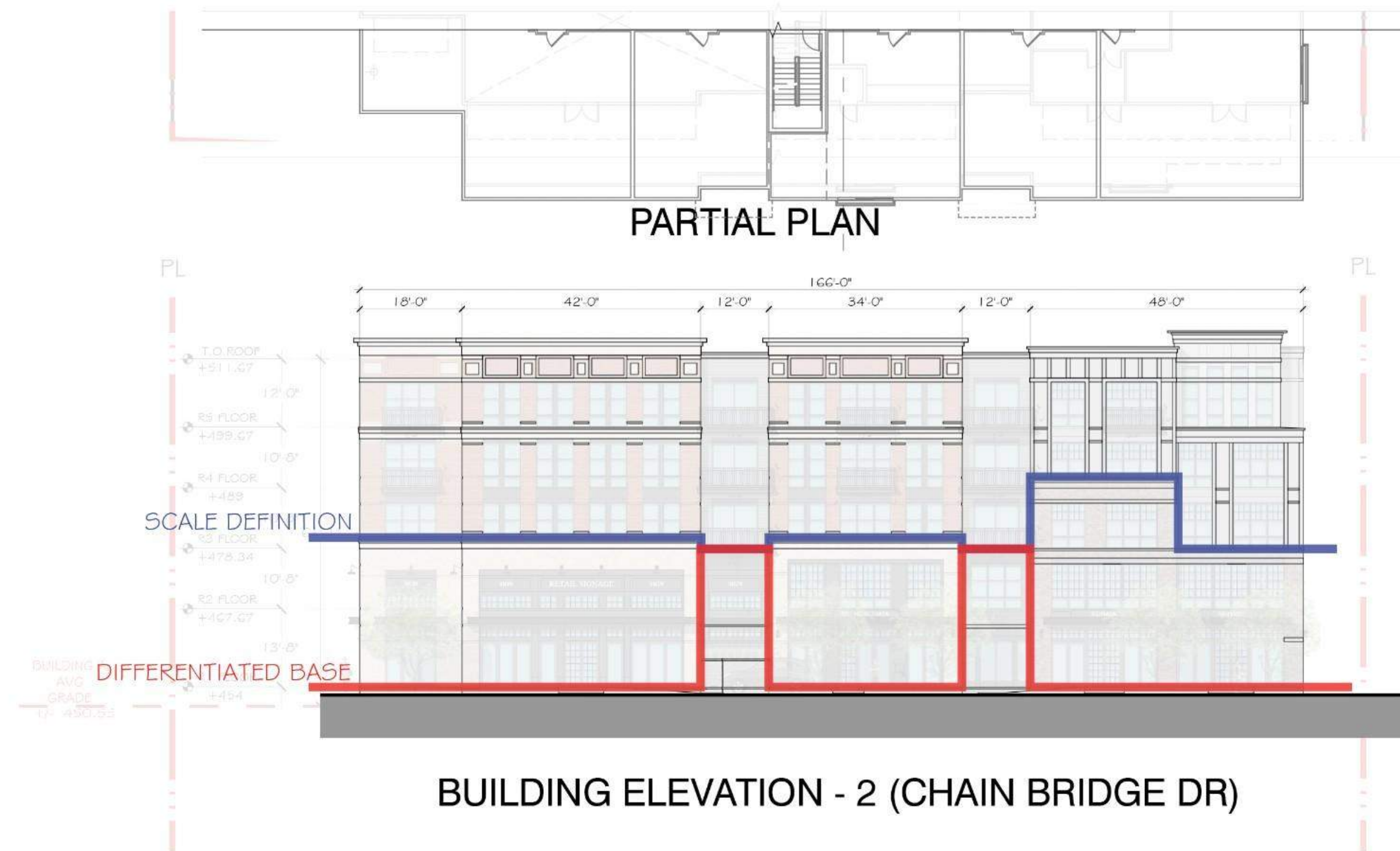
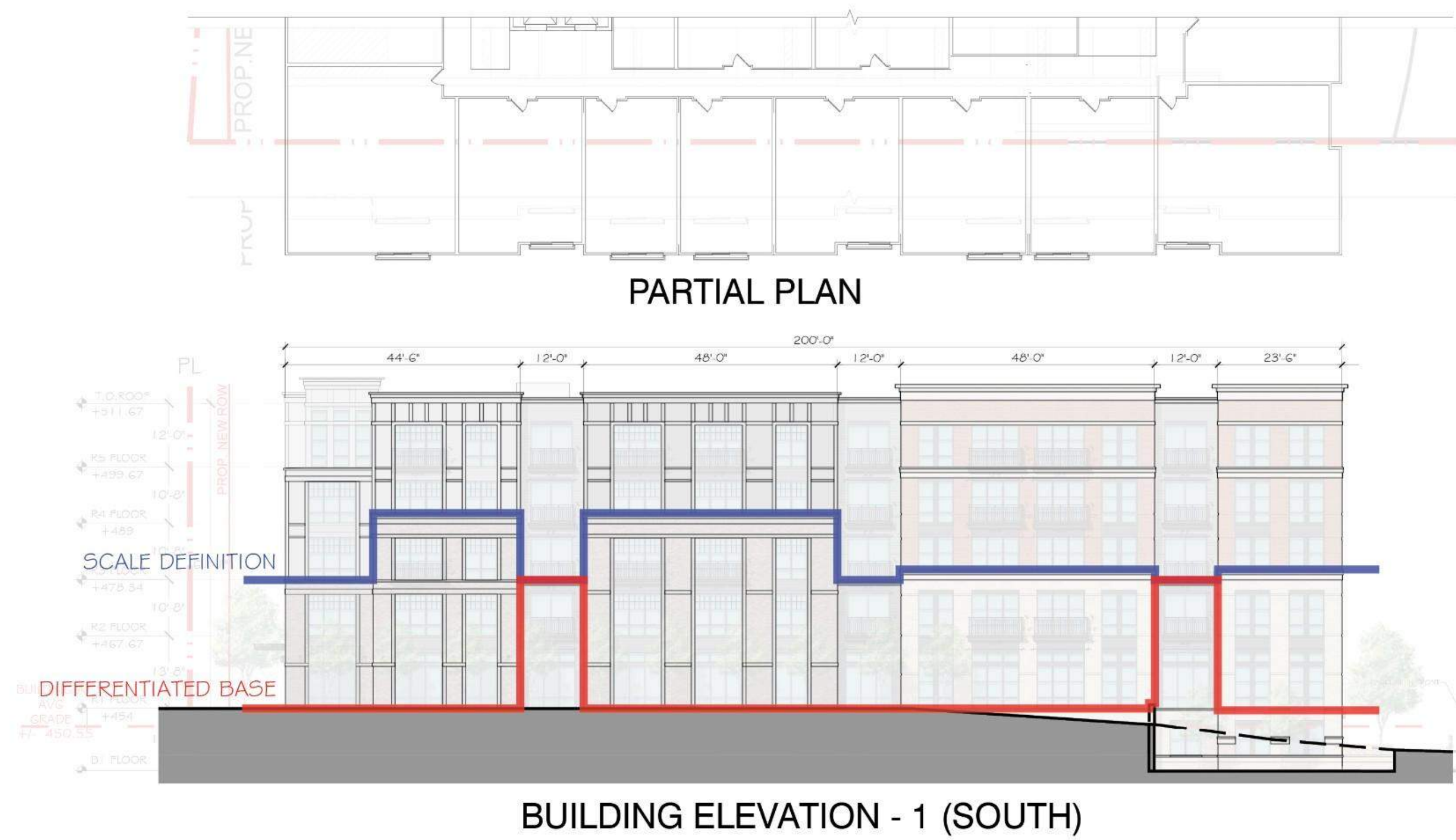


HEIGHT PROJECTIONS DIAGRAM

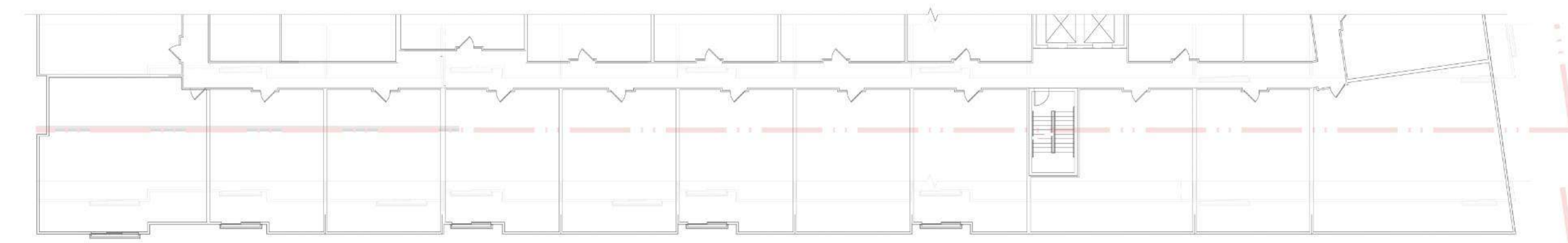


KEY PLAN- HEIGHT PROJECTIONS

PARAPET AND HEIGHT PROJECTION DIAGRAMS



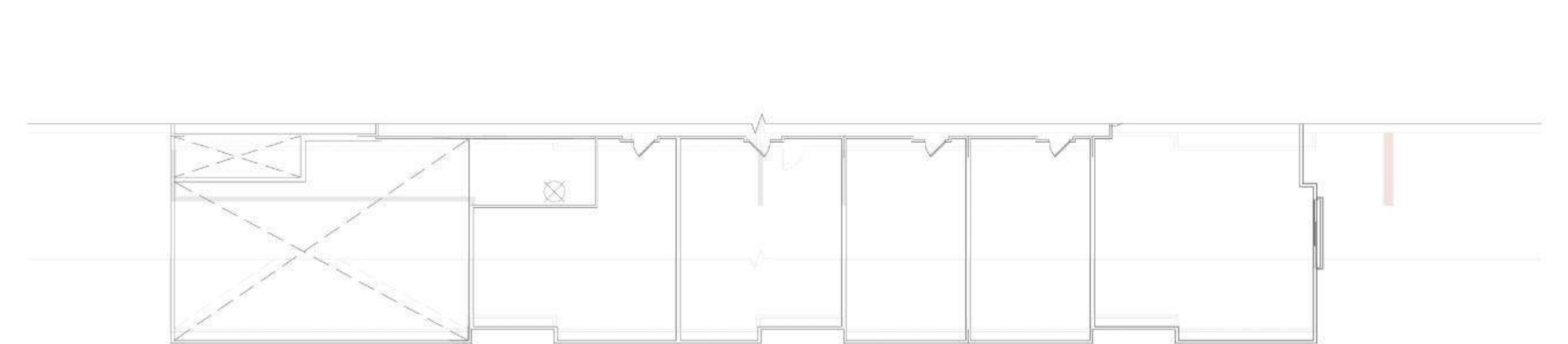
*NOTE: REFER TO CIVIL FOR AVERAGE GRADE.
 *NOTE: PRODUCTS AND MANUFACTURERS LISTED ARE SUBJECT TO CHANGE AND/OR TO BE SUBSTITUTED WITH EQUIVALENT AND COMPATIBLE OPTIONS.
 *NOTE: IN THE EVENT OF VALUE ENGINEERING NEEDS, STANDING SEAM ROOF MAY BE SUBSTITUTED WITH UPSCALE ARCHITECTURAL ASPHALT SHINGLES.



PARTIAL PLAN



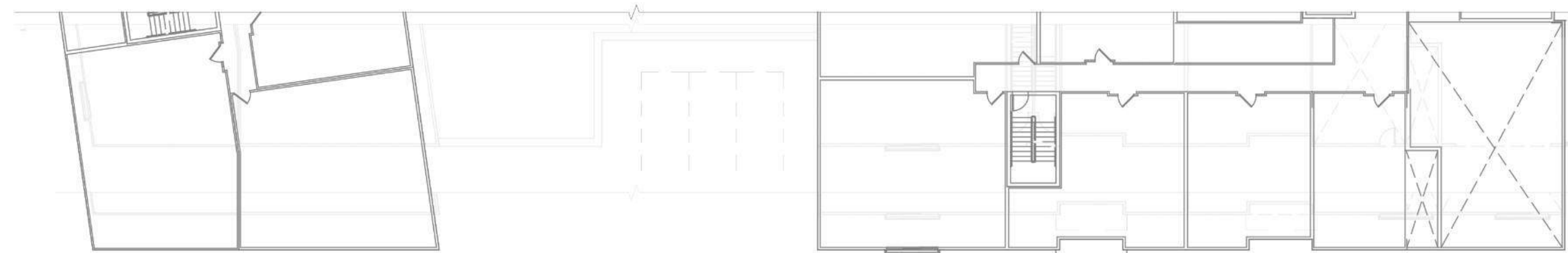
BUILDING ELEVATION - 1 (SOUTH)



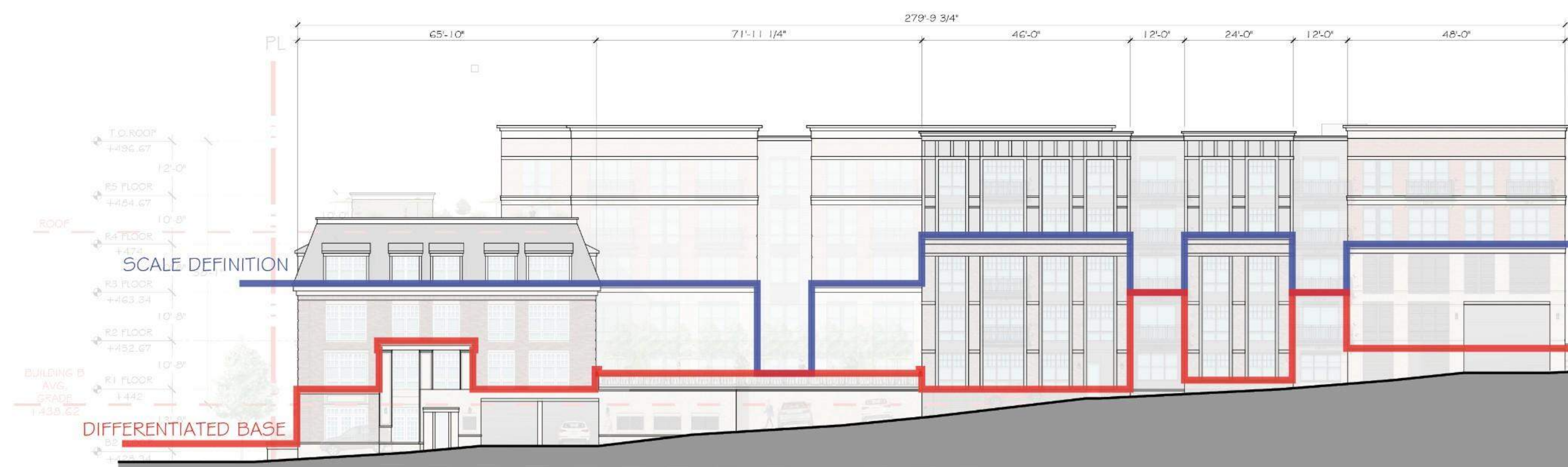
PARTIAL PLAN



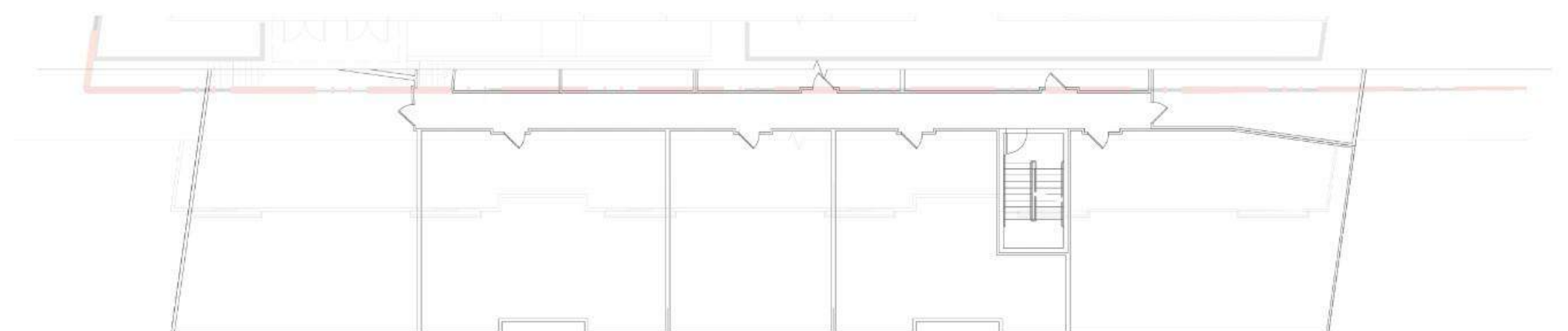
BUILDING ELEVATION - 2 (GREEN WAY)



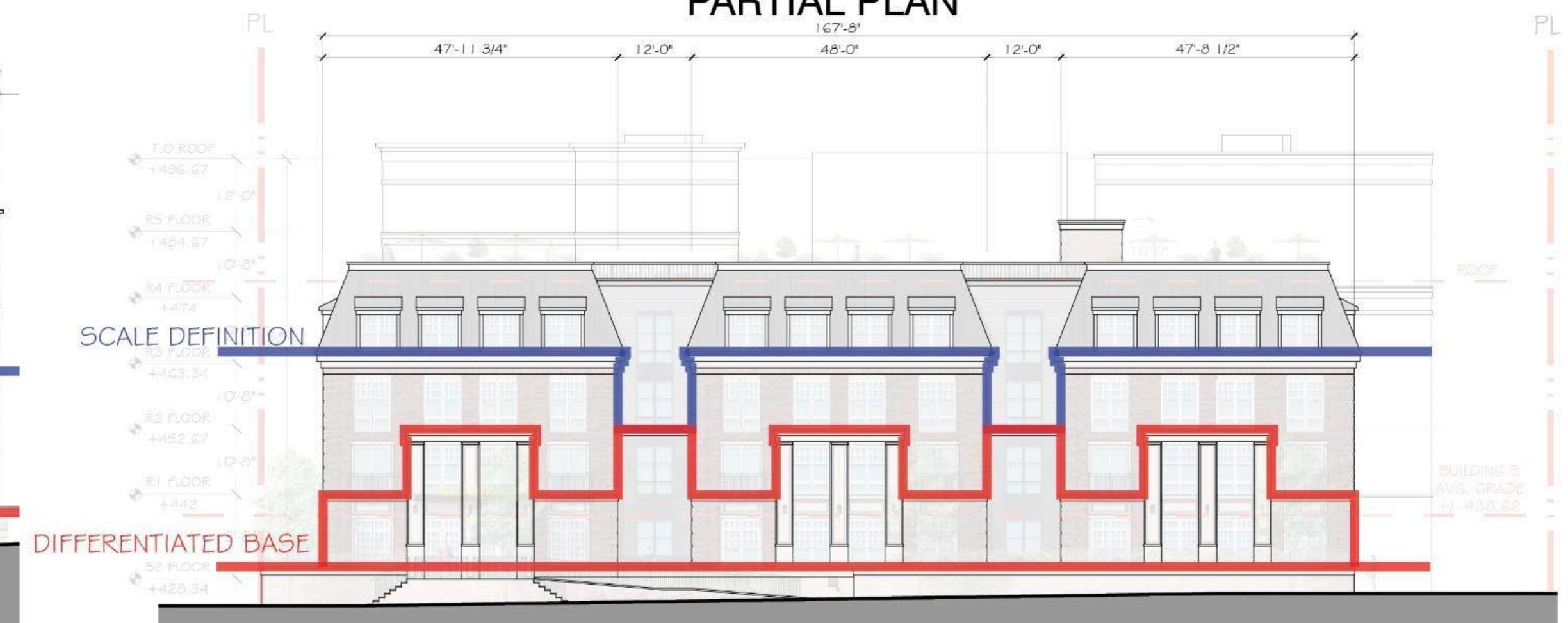
PARTIAL PLAN



BUILDING ELEVATION - 3 (INTERNAL DRIVEWAY)



PARTIAL PLAN



BUILDING ELEVATION - 4 (UNIVERSITY DR)

- *NOTE: REFER TO CIVIL FOR AVERAGE GRADE.
- *NOTE: PRODUCTS AND MANUFACTURERS LISTED ARE SUBJECT TO CHANGE AND/OR TO BE SUBSTITUTED WITH EQUIVALENT AND COMPATIBLE OPTIONS.
- *NOTE: IN THE EVENT OF VALUE ENGINEERING NEEDS, STANDING SEAM ROOF MAY BE SUBSTITUTED WITH UPSCALE ARCHITECTURAL ASPHALT SHINGLES.



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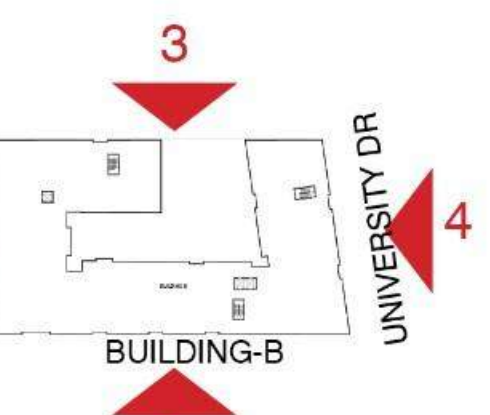
COMPOSITION EXHIBIT - BUILDING B

4131 CHAIN BRIDGE ROAD

CITY OF FAIRFAX, VA
PARADIGM DEVELOPMENT

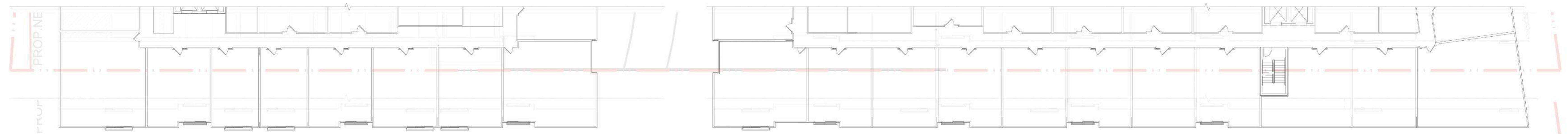
JUN. 05, 2025
PDM.015

0' 10' 20' 40'
SCALE: 1" = 20' (@ 22'x34')



KEY PLAN
A.28

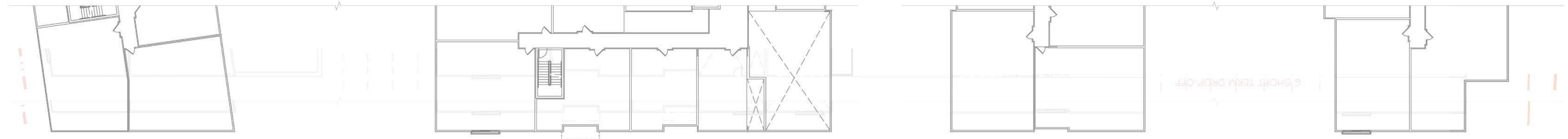
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PARTIAL PLAN



SITE ELEVATION - 1 (SOUTH)



PARTIAL PLAN



SITE ELEVATION - 2 (INTERNAL DRIVE WAY)

- *NOTE: REFER TO CIVIL FOR AVERAGE GRADE.
- *NOTE: PRODUCTS AND MANUFACTURERS LISTED ARE SUBJECT TO CHANGE AND/OR TO BE SUBSTITUTED WITH EQUIVALENT AND COMPATIBLE OPTIONS.
- *NOTE: IN THE EVENT OF VALUE ENGINEERING NEEDS, STANDING SEAM ROOF MAY BE SUBSTITUTED WITH UPSCALE ARCHITECTURAL ASPHALT SHINGLES.

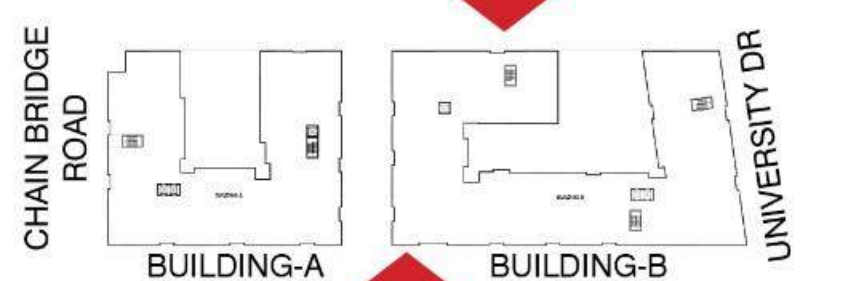


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COMPOSITION EXHIBIT - SITE ELEVATIONS

4131 CHAIN BRIDGE ROAD

CITY OF FAIRFAX, VA
PARADIGM DEVELOPMENT



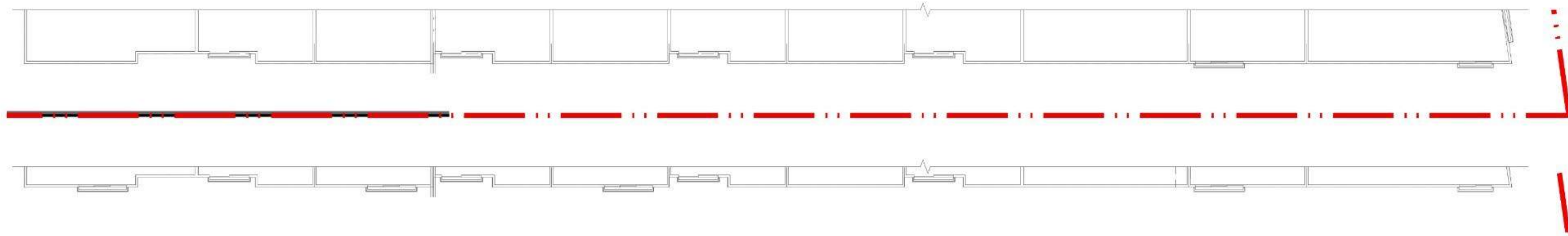
KEY PLAN

A.29

JUN. 05, 2025
PDM.015

0' 10' 20' 40'
SCALE: 1" = 20' (@ 22'x34')

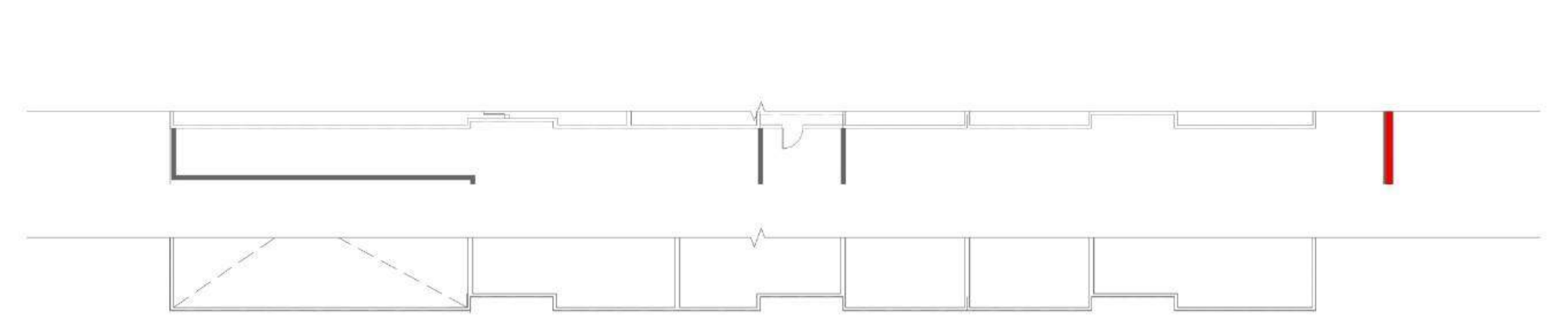
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PARTIAL PLAN



BUILDING ELEVATION - 1 (SOUTH)



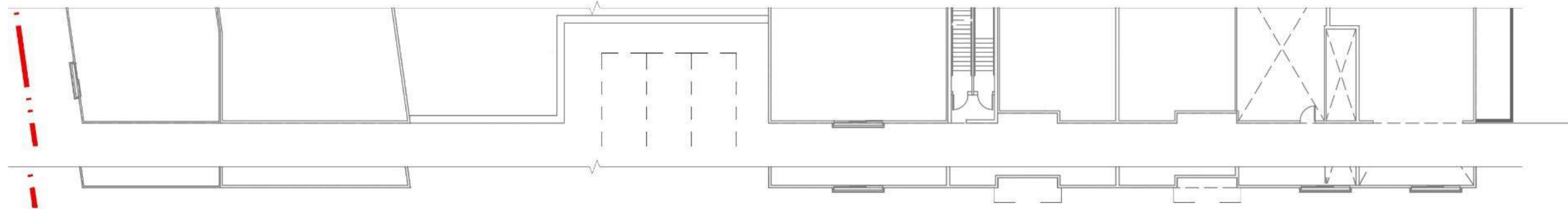
PARTIAL PLAN



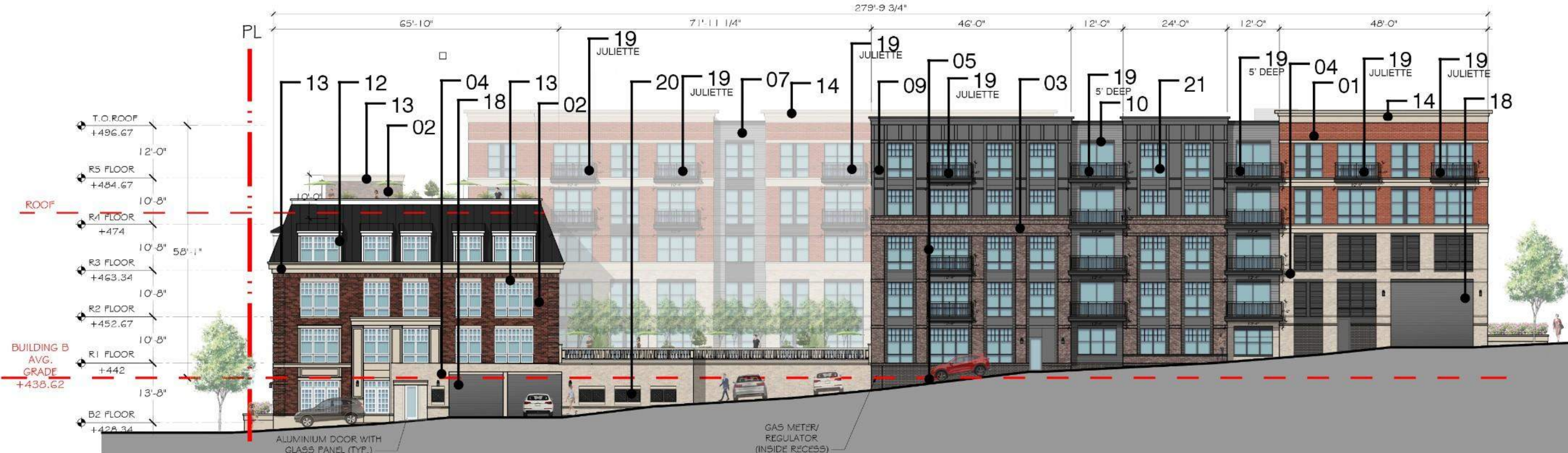
BUILDING ELEVATION - 2 (GREEN WAY)

MATERIAL LEGEND

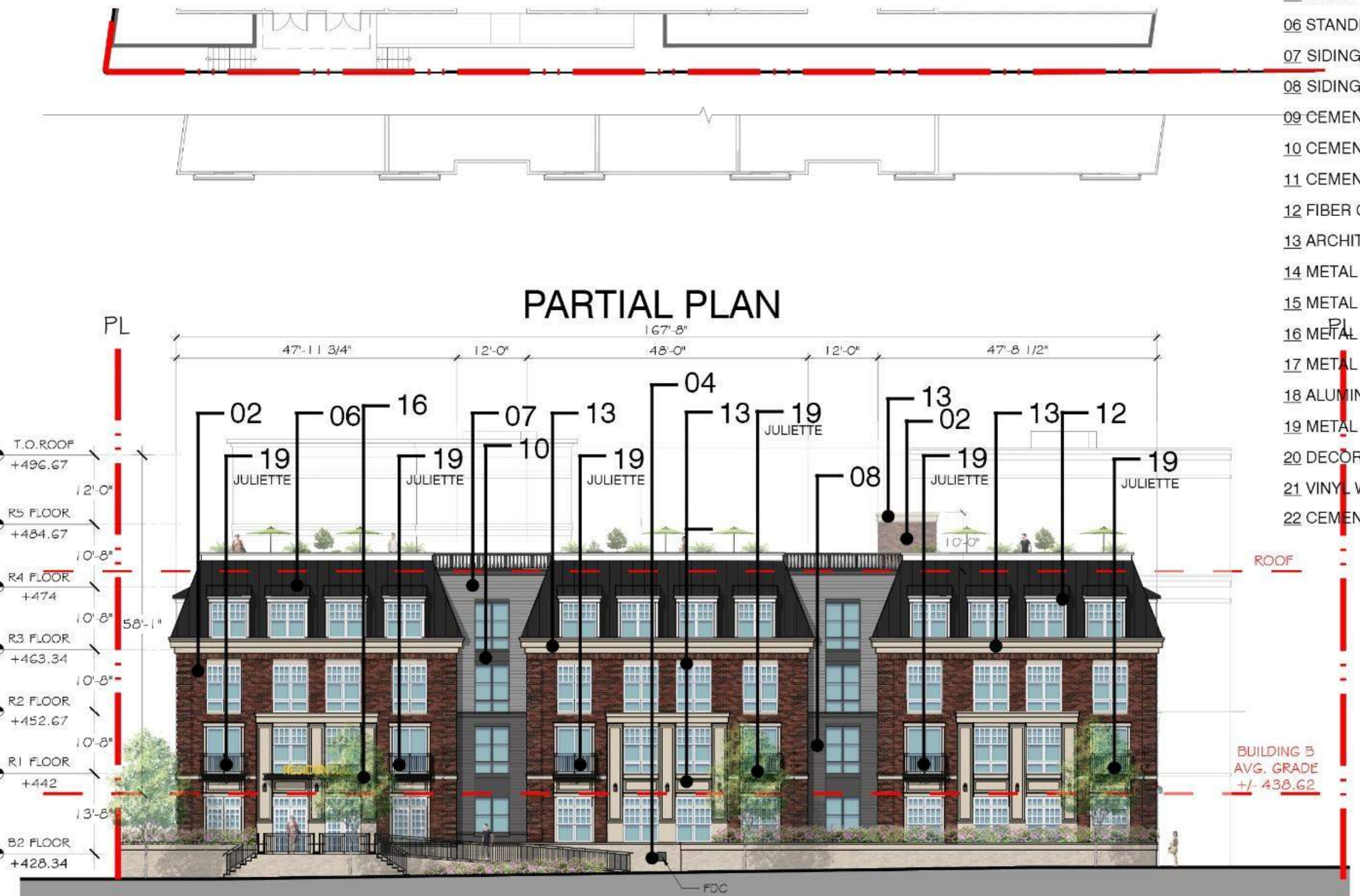
- 01 BRICK - RED
- 02 BRICK - BURGUNDY
- 03 BRICK - BURGUNDY / GRAY RANGE
- 04 BRICK - TAN
- 05 BRICK - BLACK IRONSPOT
- 06 STANDING SEAM ROOF - BLACK
- 07 SIDING - MEDIUM GRAY
- 08 SIDING - DARK GRAY
- 09 CEMENTITIOUS BOARD - MEDIUM GRAY
- 10 CEMENTITIOUS BOARD - DARK GRAY
- 11 CEMENTITIOUS BOARD - FEATURE LIGHT GRAY
- 12 FIBER CEMENT TRIM - WHITE
- 13 ARCHITECTURAL STONE - BEIGE
- 14 METAL CORNICE - BEIGE
- 15 METAL CORNICE - MEDIUM GRAY
- 16 METAL CORNICE & CANOPY - DARK GRAY
- 17 METAL CORNICE - FEATURE LIGHT GRAY
- 18 ALUMINUM OVERHEAD DOOR
- 19 METAL BALCONY - DARK GRAY
- 20 DECORATIVE GRILLS - DARK GRAY
- 21 VINYL WINDOWS - DARK GREY/WHITE
- 22 CEMENTITIOUS BOARD - FEATURE MEDIUM GRAY



PARTIAL PLAN



BUILDING ELEVATION - 3 (INTERNAL DRIVEWAY)



BUILDING ELEVATION - 4 (UNIVERSITY DR)



KEY PLAN
A.31

- *NOTE: REFER TO CIVIL FOR AVERAGE GRADE.
- *NOTE: PRODUCTS AND MANUFACTURERS LISTED ARE SUBJECT TO CHANGE AND/OR TO BE SUBSTITUTED WITH EQUIVALENT AND COMPATIBLE OPTIONS.
- *NOTE: IN THE EVENT OF VALUE ENGINEERING NEEDS, STANDING SEAM ROOF MAY BE SUBSTITUTED WITH UPSCALE ARCHITECTURAL ASPHALT SHINGLES.



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BUILDING B - ELEVATIONS

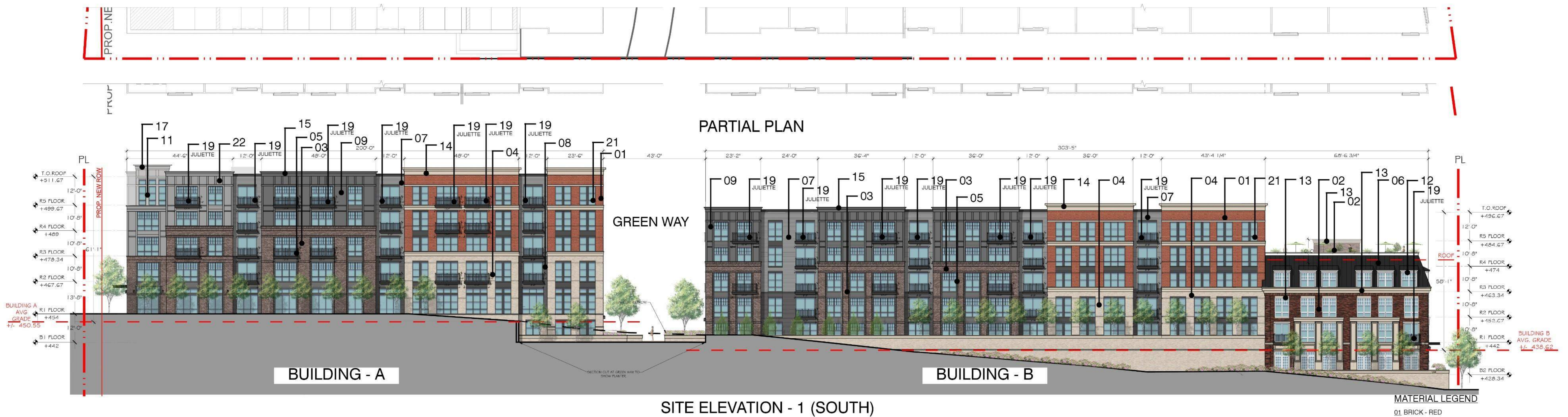
4131 CHAIN BRIDGE ROAD

CITY OF FAIRFAX, VA
PARADIGM DEVELOPMENT

JUN. 05, 2025
PDM.015

0' 10' 20' 40'
SCALE: 1" = 20' (@ 22'x34')

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*NOTE: REFER TO CIVIL FOR AVERAGE GRADE.
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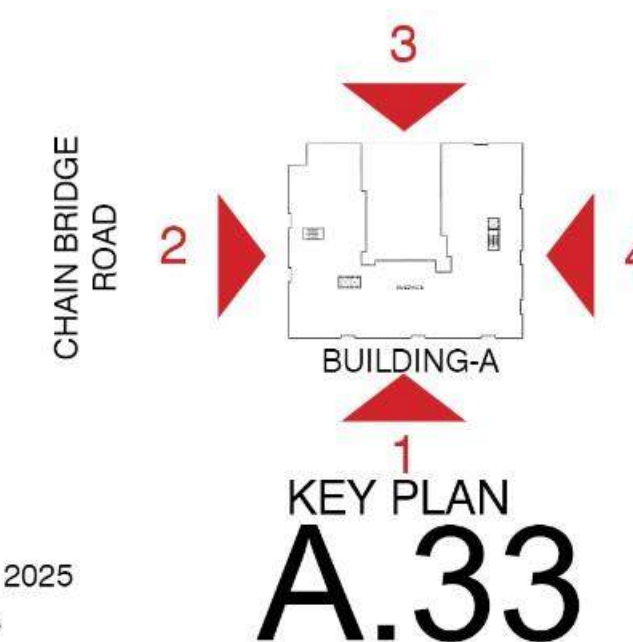
*NOTE: REFER TO CIVIL FOR AVERAGE GRADE.
 *NOTE: PRODUCTS AND MANUFACTURERS LISTED ARE SUBJECT TO CHANGE AND/OR TO BE SUBSTITUTED WITH EQUIVALENT AND COMPATIBLE OPTIONS.
 *NOTE: IN THE EVENT OF VALUE ENGINEERING NEEDS, STANDING SEAM ROOF MAY BE SUBSTITUTED WITH UPSCALE ARCHITECTURAL ASPHALT SHINGLES.

BUILDING A - ELEVATIONS

4131 CHAIN BRIDGE ROAD
 CITY OF FAIRFAX, VA
 PARADIGM DEVELOPMENT

JUN. 05, 2025
 PDM.015

0' 10' 20' 40'
 SCALE: 1" = 20' (@ 22"x34")

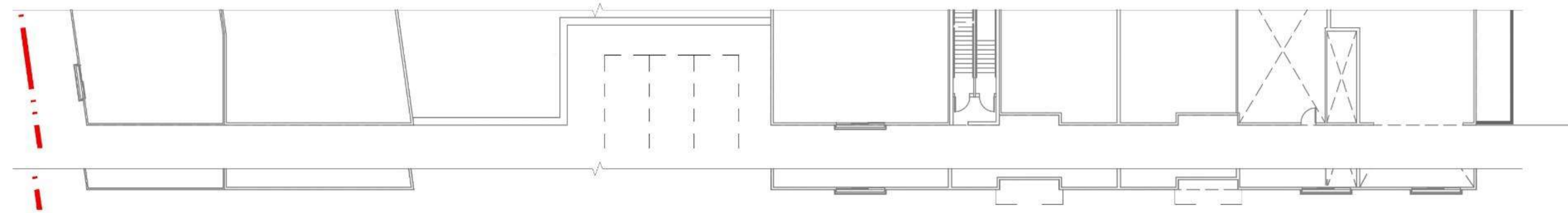




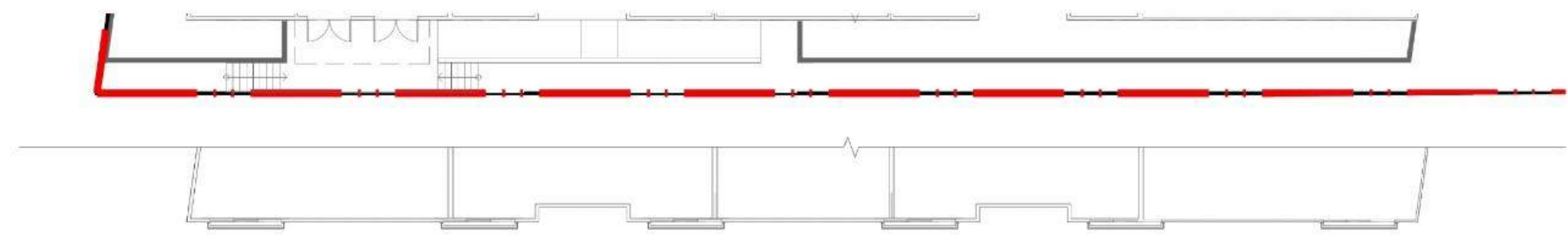
BUILDING ELEVATION - 1 (SOUTH)



BUILDING ELEVATION - 2 (GREEN WAY)



PARTIAL PLAN



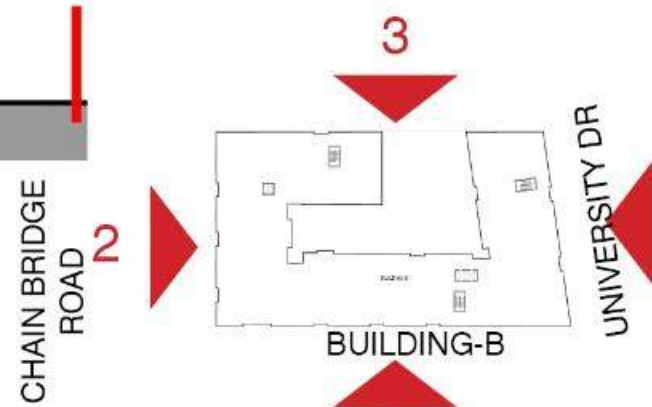
PARTIAL PLAN



BUILDING ELEVATION - 3 (INTERNAL DRIVEWAY)



BUILDING ELEVATION - 4 (UNIVERSITY DR)



KEY PLAN
A.34

*NOTE: REFER TO CIVIL FOR AVERAGE GRADE.
 *NOTE: PRODUCTS AND MANUFACTURERS LISTED ARE SUBJECT TO CHANGE AND/OR TO BE SUBSTITUTED WITH EQUIVALENT AND COMPATIBLE OPTIONS.
 *NOTE: IN THE EVENT OF VALUE ENGINEERING NEEDS, STANDING SEAM ROOF MAY BE SUBSTITUTED WITH UPSCALE ARCHITECTURAL ASPHALT SHINGLES.



BUILDING - A
ELEVATION - 1 (CHAIN BRIDGE RD)



BUILDING - B
ELEVATION - 2 (UNIVERSITY DR)

*NOTE: REFER TO SHEET A.28 AND A.29 FOR MATERIAL INFORMATION

*NOTE: REFER TO CIVIL FOR AVERAGE GRADE.

*NOTE: PRODUCTS AND MANUFACTURERS LISTED ARE SUBJECT TO CHANGE AND/OR TO BE SUBSTITUTED WITH EQUIVALENT AND COMPATIBLE OPTIONS.

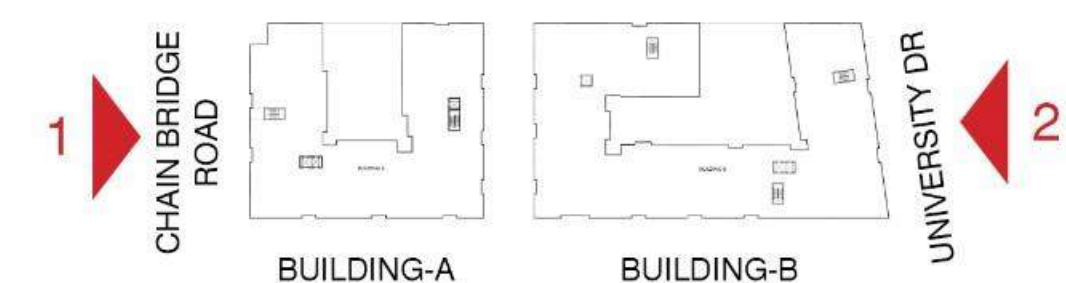
*NOTE: IN THE EVENT OF VALUE ENGINEERING NEEDS, STANDING SEAM ROOF MAY BE SUBSTITUTED WITH UPSCALE ARCHITECTURAL ASPHALT SHINGLES.



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ENLARGED ELEVATIONS

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KEY PLAN

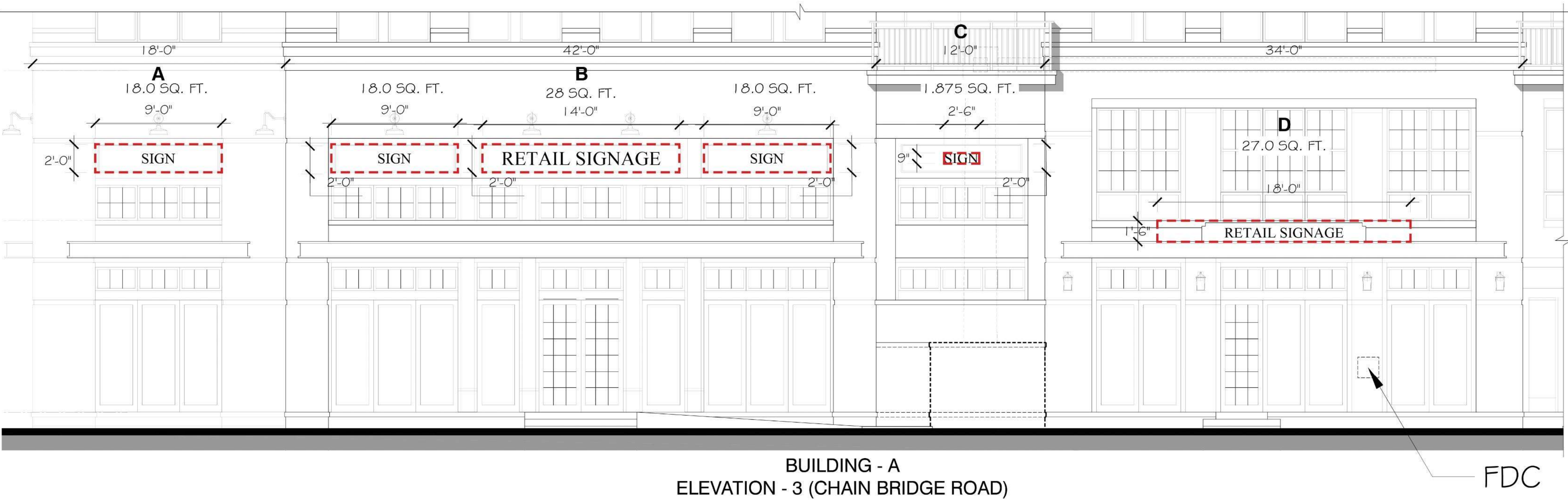
4131 CHAIN BRIDGE ROAD

CITY OF FAIRFAX, VA
PARADIGM DEVELOPMENT

JUN. 05, 2025
PDM.015

0' 4' 8' 16'
SCALE: 1/8" = 1'-0" (@ 22"x34")

A.36



A. 18' WIDE WALL:
WALL LENGTH (FRONTAGE): 18.00 LINEAR FEET.
ALLOWED SIGN AREA: 36.00 SQ. FT.
PROPOSED SIGN: 2' X 9' = 18.00 SQ. FT.

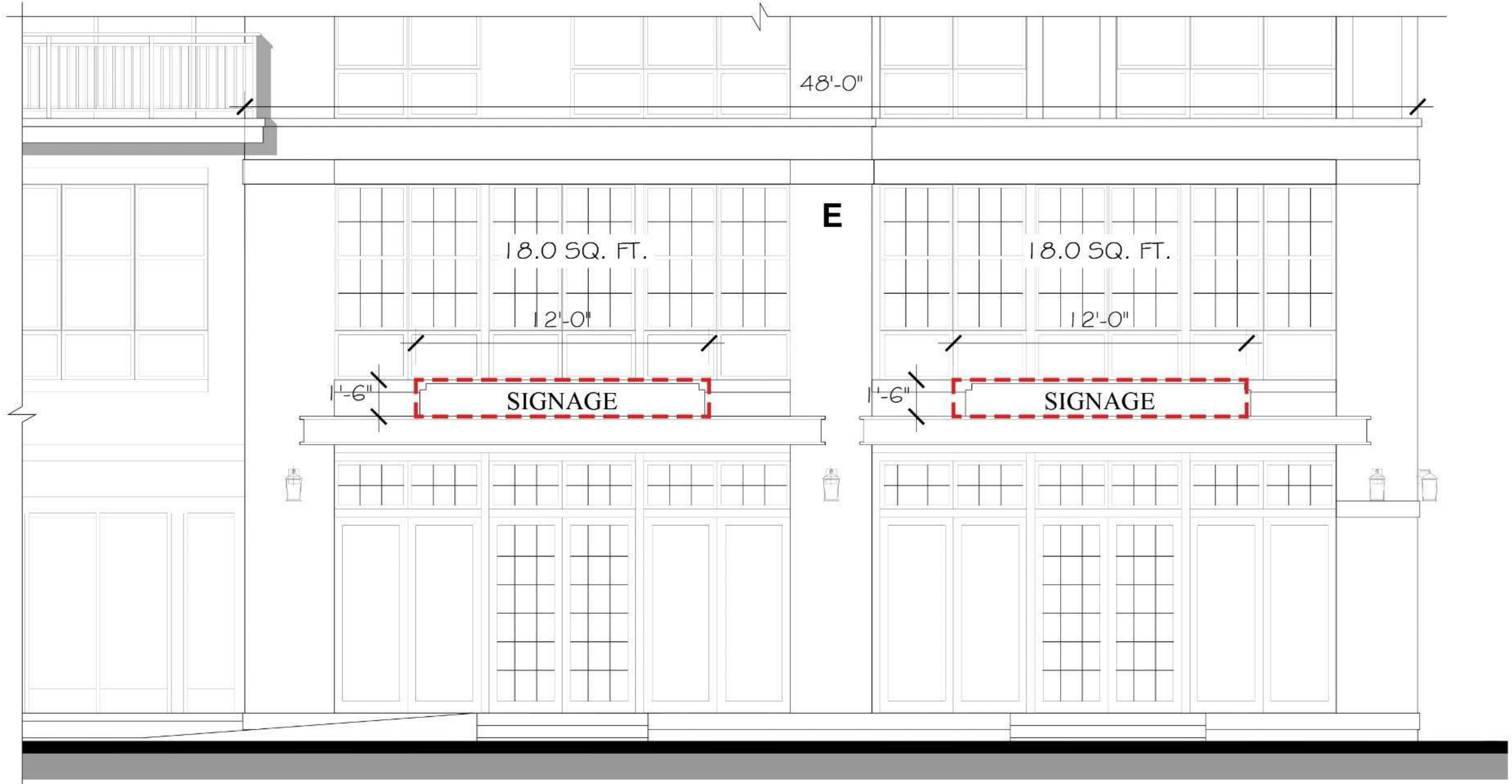
B. 42' WIDE WALL:
WALL LENGTH (FRONTAGE): 42.00 LINEAR FEET.
ALLOWED SIGN AREA: 84.00 SQ. FT.
PROPOSED SIGNS:
2' X 9' = 18.00 SQ. FT.
2' X 14' = 28.00 SQ. FT.
2' X 9' = 18.00 SQ. FT.
TOTAL PROPOSED SIGN AREA: 64 SQ. FT.

C. 12' WIDE WALL:
WALL LENGTH (FRONTAGE): 12.00 LINEAR FEET.
ALLOWED SIGN AREA: 24.00 SQ. FT.
PROPOSED SIGN: 0.75' X 2.5' = 1.875 SQ. FT.

D. 34' WIDE WALL:
WALL LENGTH (FRONTAGE): 34.00 LINEAR FEET.
ALLOWED SIGN AREA: 68.00 SQ. FT.
PROPOSED SIGN: 1.5' X 18' = 27.00 SQ. FT.

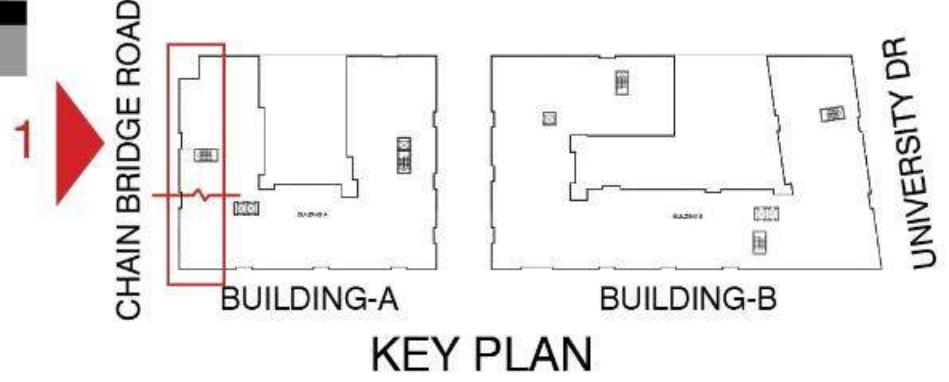
BUILDING - A
ELEVATION - 3 (CHAIN BRIDGE ROAD)

FDC



E. 48' WIDE WALL:
WALL LENGTH (FRONTAGE): 48.00 LINEAR FEET.
ALLOWED SIGN AREA: 96.00 SQ. FT.
PROPOSED SIGNS:
1.5' X 12' = 18.00 SQ. FT.)
1.5' X 12' = 18.00 SQ. FT.
TOTAL PROPOSED SIGN AREA: 36 SQ. FT.

BUILDING - A
ELEVATION - 1 (CHAIN BRIDGE ROAD)



COMPLIANCE NOTES -

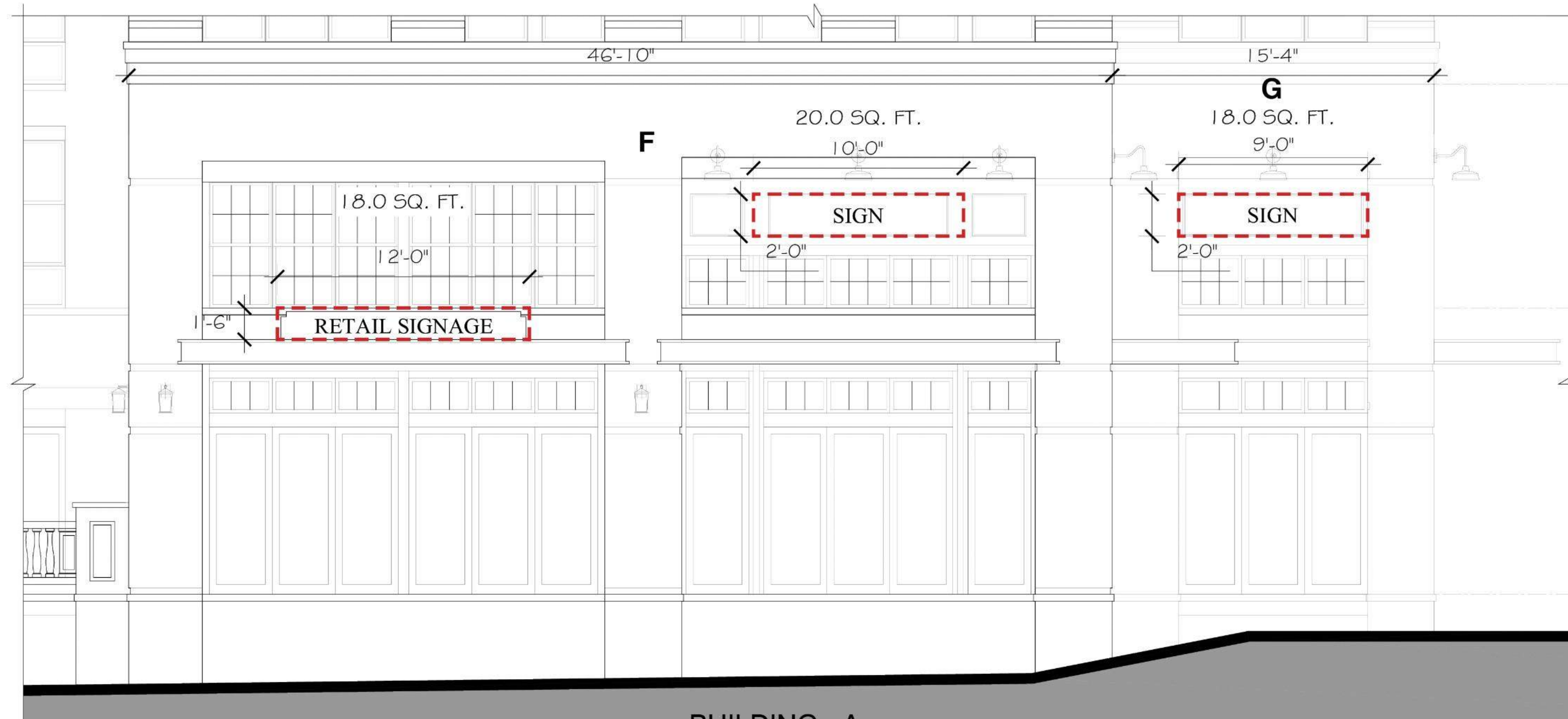
A. PERMANENT SIGN REQUIREMENTS, (CITY CODE § 110-4.6.10.A) :

1. AWNING OR CANOPY SIGNS CAN NOT BE MORE THAN 15 SQ. FT.
2. SIGNS MAY BE ILLUMINATED.
3. SIGNS WALLS NOT EXCEED OUTSIDE THE OVER ALL LENGTH OR WIDTH OF AN AWNING OR CANOPY, OR EXTEND ABOVE THE HEIGHT OF THE BUILDINGALL TO WHICH THE AWNING OR CANOPY IS ATTACHED.

B. BUILDING-MOUNTED WALL SIGN REQUIREMENTS, (CITY CODE §110-4.6.10D) :

1. WALL SIGNS SHALL BE NO MORE THAN 2 SQ. FT. IN AREA, PER LINEAR FOOT OF A BUILDING'S FRONTAGE.
2. NO PORTION OF A WALL SIGN MAY EXTEND ABOVE THE ROOF LINE OF A BUILDING.
3. NO PORTION OF A WALL SIGN MAY EXTEND ABOVE TOP OF A BUILDING
4. NO WALL SIGN MAY EXTEND THE ABOVE THE LOWER EAVE LINE OF A BUILDING WITH A FLAT, PITCHED OR GAMBREL ROOF.
5. WALL SIGNS SHALL NOT EXTEND MORE THAN 12 INCHES FROM THE BUILDING FACE TO WHICH THEY ARE ATTACHED.
6. WALL SIGNS SHALL NOTE EXTEND BEYOND THE PERIMETER OF ANY BUILDING EDGE.
7. WALL SIGNS MAY BE LOCATED ON A PARAPET THAT EXTENDS NO MORE THAN FIVE FEET ABOVE THE LOWEST EAVE OF THE ROOF.

NOTE: THE TEXT SHOWN IN THE PROPOSED SIGN AREAS IS FOR ILLUSTRATION PURPOSES ONLY, THE RED-DASHED RECTANGLES REPRESENT THE SIGN AREA, THEIR SPECIFIC TEXT CONTENTS AND FONT TYPE AND SIZE ARE TO BE DEFINED AS THE PROJECT EVOLVES, WHEN SPECIFIC RETAIL TENANT IS AVAILABLE AND MARKETING DEVELOPMENT NAME HAS BEEN DEFINED. FUTURE, TO-BE-DEFINED SIGNAGE DETAILS ARE TO REMAIN WITHIN THE PROPOSED RED-DASHED RECTANGLES.



BUILDING - A
ELEVATION - 2 (INTERNAL DRIVEWAY)

COMPLIANCE NOTES -

A. PERMANENT SIGN REQUIREMENTS, (CITY CODE § 110-4.6.10.A) :

1. AWNING OR CANOPY SIGNS CAN NOT BE MORE THAN 15 SQ. FT.
2. SIGNS MAY BE ILLUMINATED.
3. SIGNS WALLS NOT EXCEED OUTSIDE THE OVER ALL LENGTH OR WIDTH OF AN AWNING OR CANOPY, OR EXTEND ABOVE THE HEIGHT OF THE BUILDINGALL TO WHICH THE AWNING OR CANOPY IS ATTACHED.

B. BUILDING-MOUNTED WALL SIGN REQUIREMENTS, (CITY CODE §110-4.6.10D) :

1. WALL SIGNS SHALL BE NO MORE THAN 2 SQ. FT. IN AREA, PER LINEAR FOOT OF A BUILDING'S FRONTAGE.
2. NO PORTION OF A WALL SIGN MAY EXTEND ABOVE THE ROOF LINE OF A BUILDING.
3. NO PORTION OF A WALL SIGN MAY EXTEND ABOVE TOP OF A BUILDING
4. NO WALL SIGN MAY EXTEND THE ABOVE THE LOWER EAVE LINE OF A BUILDING WITH A FLAT, PITCHED OR GAMBREL ROOF.
5. WALL SIGNS SHALL NOT EXTEND MORE THAN 12 INCHES FROM THE BUILDING FACE TO WHICH THEY ARE ATTACHED.
6. WALL SIGNS SHALL NOTE EXTEND BEYOND THE PERIMETER OF ANY BUILDING EDGE.
7. WALL SIGNS MAY BE LOCATED ON A PARAPET THAT EXTENDS NO MORE THAN FIVE FEET ABOVE THE LOWEST EAVE OF THE ROOF.

NOTE: THE TEXT SHOWN IN THE PROPOSED SIGN AREAS IS FOR ILLUSTRATION PURPOSES ONLY, THE RED-DASHED RECTANGLES REPRESENT THE SIGN AREA, THEIR SPECIFIC TEXT CONTENTS AND FONT TYPE AND SIZE ARE TO BE DEFINED AS THE PROJECT EVOLVES, WHEN SPECIFIC RETAIL TENANT IS AVAILABLE AND MARKETING DEVELOPMENT NAME HAS BEEN DEFINED. FUTURE, TO-BE-DEFINED SIGNAGE DETAILS ARE TO REMAIN WITHIN THE PROPOSED RED-DASHED RECTANGLES.



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SIGNAGE EXHIBIT - 2

4131 CHAIN BRIDGE ROAD

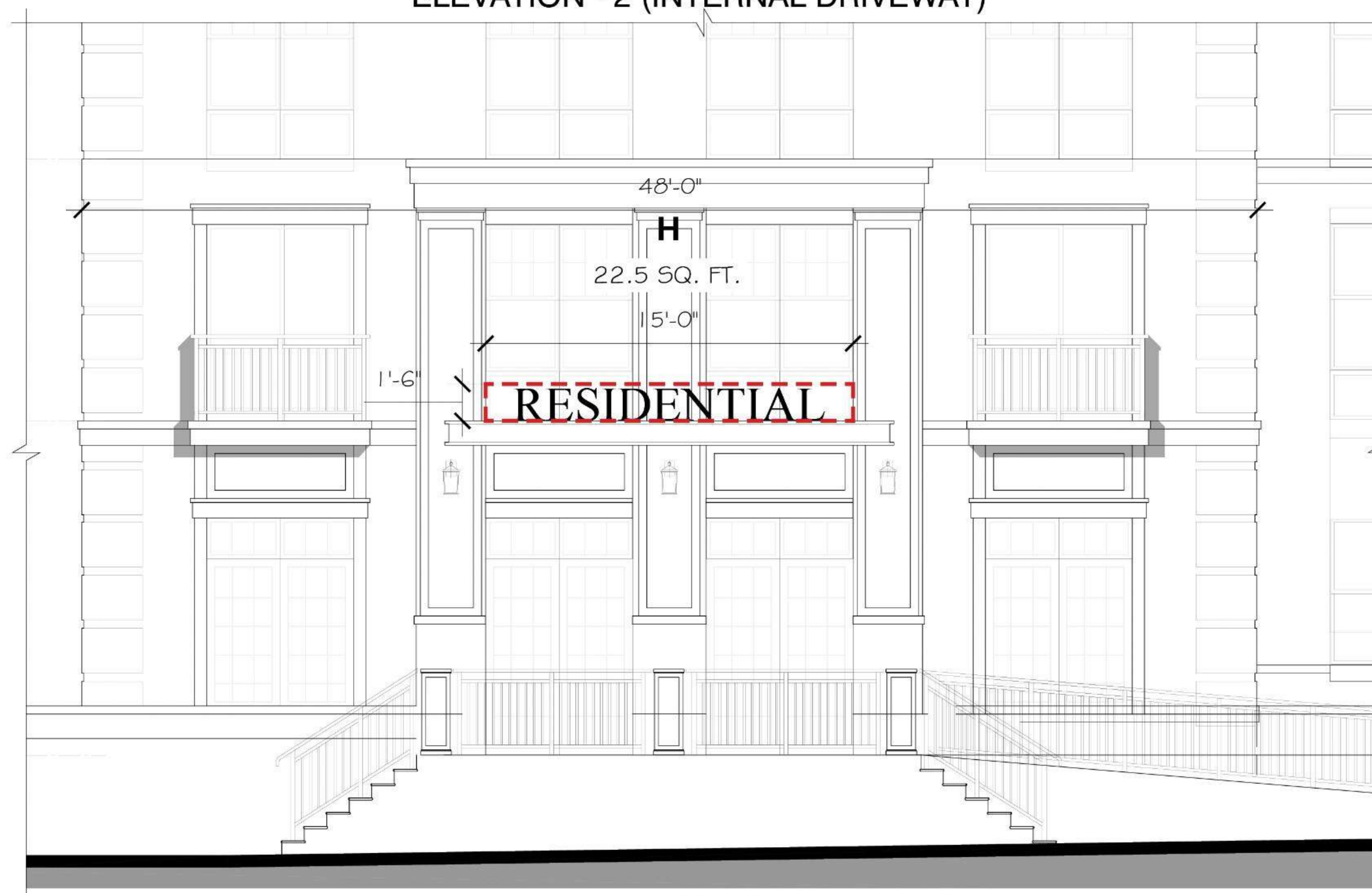
CITY OF FAIRFAX ,VA
PARADIGM DEVELOPMENT

F. 46'-10" WIDE WALL:
WALL LENGTH (FRONTAGE): 46.83 LINEAR FEET.
ALLOWED SIGN AREA: 93.66 SQ. FT.
PROPOSED SIGNS:
1.5' X 12' = 18.00 SQ. FT.
2' X 10' = 20.00 SQ. FT.
TOTAL PROPOSED SIGN AREA: 38 SQ. FT.

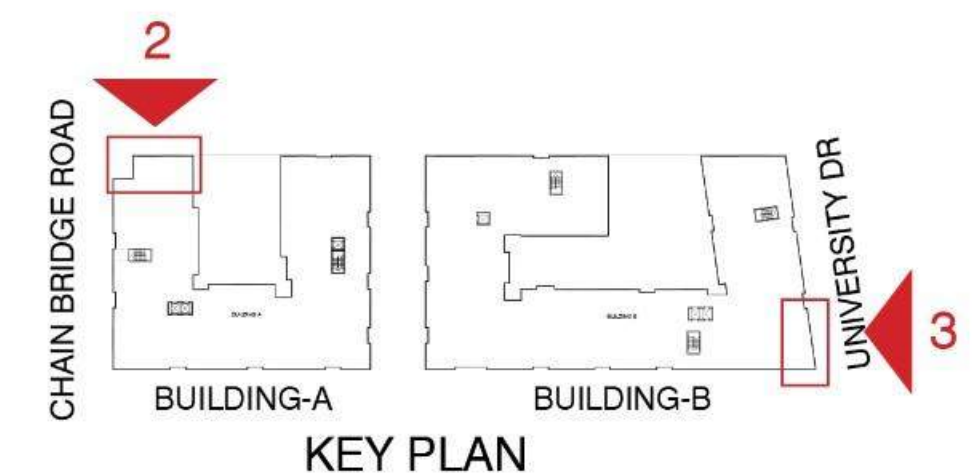
G. 15'-4" WIDE WALL:
WALL LENGTH (FRONTAGE): 15.33 LINEAR FEET.
ALLOWED SIGN AREA: 30.66 SQ. FT.
PROPOSED SIGN: 2' X 9' = 18.00 SQ. FT.

H. 48'-0" WIDE WALL:

WALL LENGTH (FRONTAGE): 48.00 LINEAR FEET.
ALLOWED SIGN AREA: 96.00 SQ. FT.
PROPOSED SIGN: 1.5' X 15' = 22.50 SQ. FT.



BUILDING - B
ELEVATION - 3 (UNIVERSITY DRIVE)



KEY PLAN

JUN. 05, 2025
PDM.015

0' 2' 4' 8'
SCALE: 1/4" = 1'-0" (@ 22"x34")

A.38

MATERIAL LEGEND

- 01 BRICK - RED
- 02 BRICK - BURGUNDY
- 03 BRICK - BURGUNDY / GRAY RANGE
- 04 BRICK - TAN
- 05 BRICK - BLACK IRONSPOT
- 06 STANDING SEAM ROOF - BLACK
- 07 SIDING - MEDIUM GRAY
- 08 SIDING - DARK GRAY
- 09 CEMENTITIOUS BOARD - MEDIUM GRAY
- 10 CEMENTITIOUS BOARD - DARK GRAY
- 11 CEMENTITIOUS BOARD - FEATURE LIGHT GRAY
- 12 FIBER CEMENT TRIM - WHITE
- 13 ARCHITECTURAL STONE - BEIGE
- 14 METAL CORNICE - BEIGE
- 15 METAL CORNICE - MEDIUM GRAY
- 16 METAL CORNICE & CANOPY - DARK GRAY
- 17 METAL CORNICE - FEATURE LIGHT GRAY
- 18 ALUMINUM OVERHEAD DOOR
- 19 METAL BALCONY - DARK GRAY
- 20 DECORATIVE GRILLS - DARK GRAY
- 21 VINYL WINDOWS - DARK GREY/WHITE
- 22 CEMENTITIOUS BOARD - FEATURE MEDIUM GRAY



1



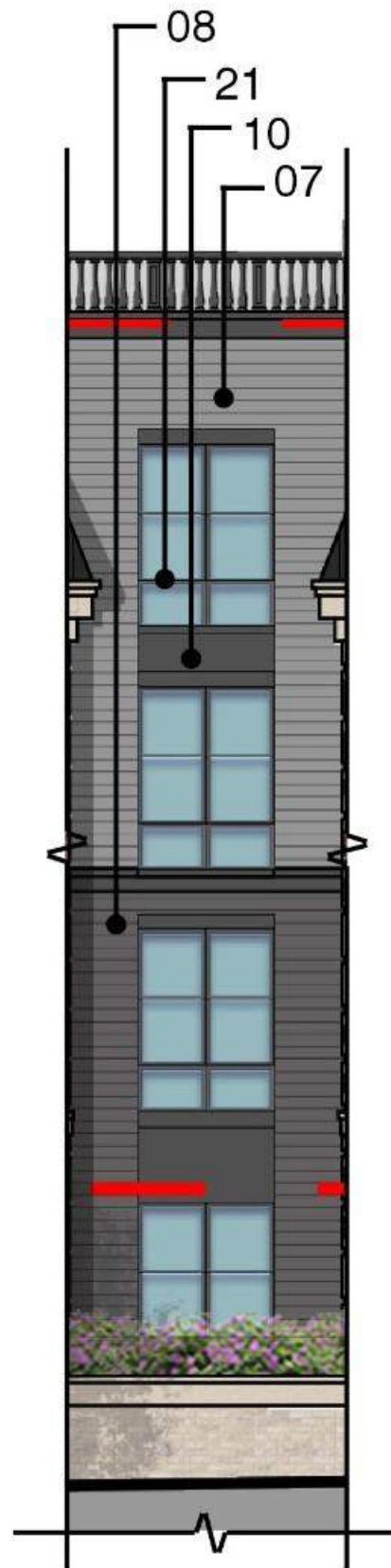
2



3



4



5



6

*NOTE: PRODUCTS AND MANUFACTURERS LISTED ARE SUBJECT TO CHANGE AND/OR TO BE SUBSTITUTED WITH EQUIVALENT AND COMPATIBLE OPTIONS

*NOTE: IN THE EVENT OF VALUE ENGINEERING NEEDS, STANDING SEAM ROOF MAY BE SUBSTITUTED WITH UPSCALE ARCHITECTURAL ASPHALT SHINGLES.



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ARCHITECTURAL PALETTES

4131 CHAIN BRIDGE ROAD

CITY OF FAIRFAX, VA

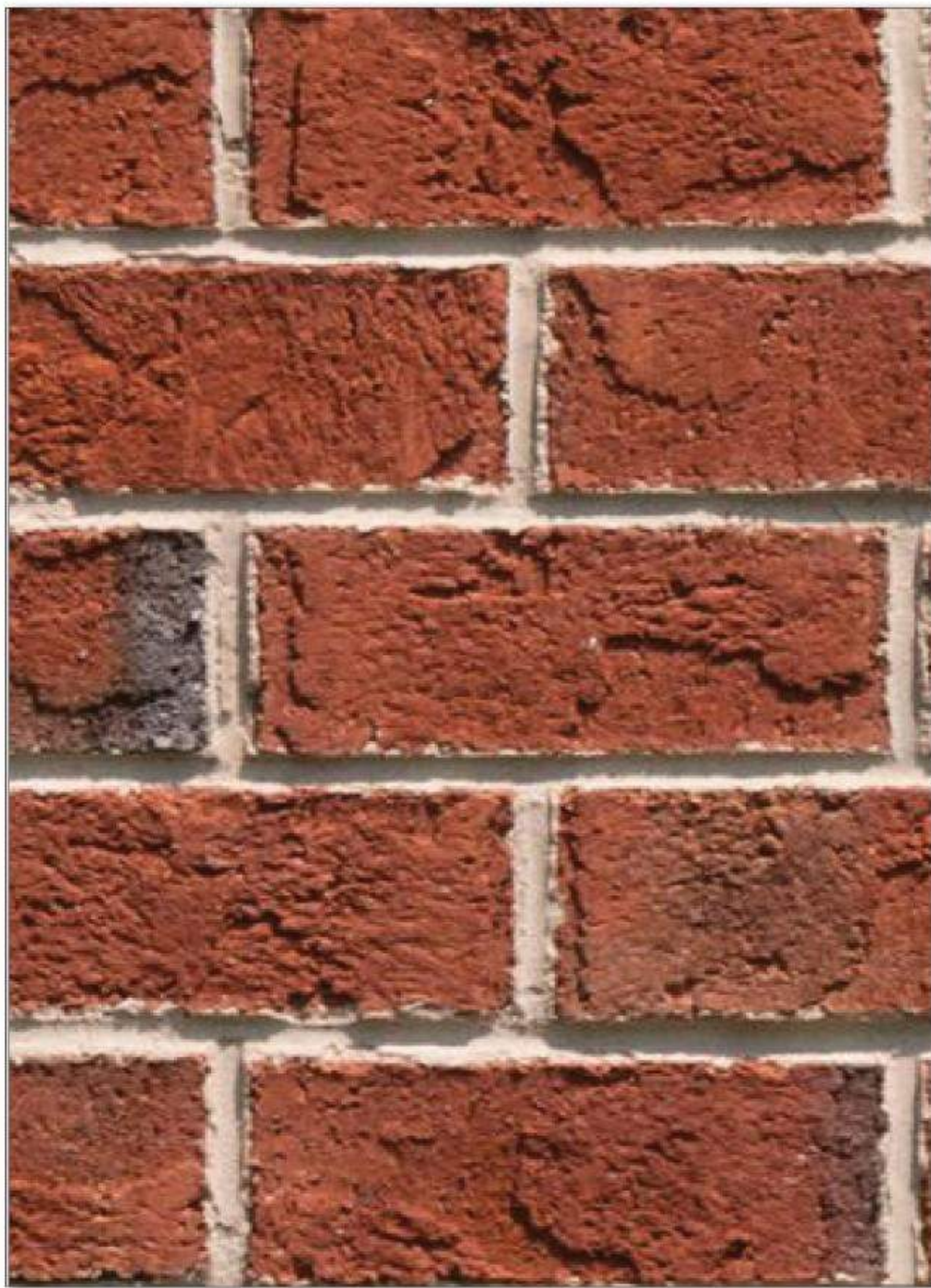
PARADIGM DEVELOPMENT

JUN. 05, 2025
PDM.015

A.40

0' 4' 8' 16'
SCALE: 1/8" = 1'-0" (@ 22"x34")

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01

BRICK 1
RED
MANUFACTURER: TRIANGLE
BRICK
COLOR: CAPE COD
MORTAR: LIGHT GREY



02

BRICK 2
BURGUNDY
MANUFACTURER: ENDICOTT
CLAY PRODUCTS CO.
COLOR: BURGUNDY SANDS
MORTAR: LIGHT GREY



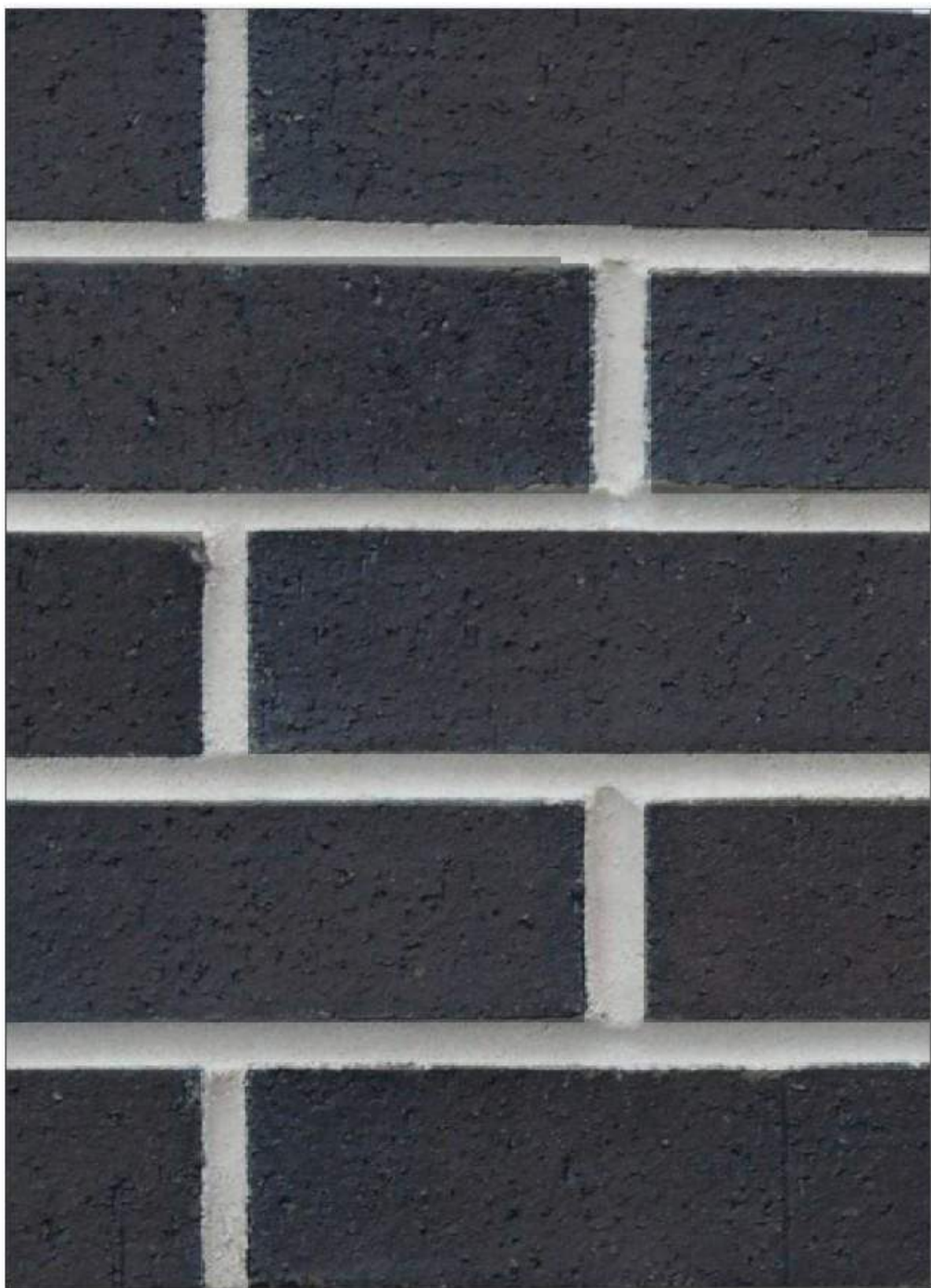
03

BRICK 3
BURGUNDY / GRAY RANGE
MANUFACTURER: POTOMAC
VALLEY BRICK AND SUPPLY CO.
COLOR: GS MERIDIAN MOULTRIE
MORTAR: LIGHT GREY



04

BRICK 4
TAN
MANUFACTURER: BELDEN BRICK
COMPANY
COLOR: WINTER MIST
MORTAR: LIGHT GREY



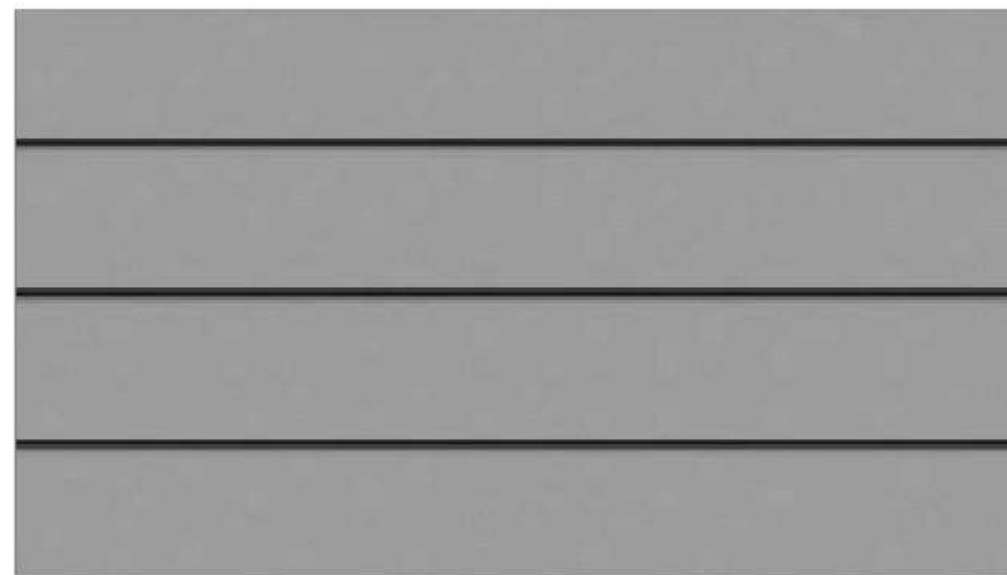
05

BRICK 5
BLACK IRONSPOT
MANUFACTURER: TAYLOR CLAY
PRODUCTS
COLOR: BLACK ONYX
MORTAR: LIGHT GREY



06

STANDING SEAM ROOF
BLACK
MANUFACTURER: BEST BUY
METALS
COLOR: BLACK



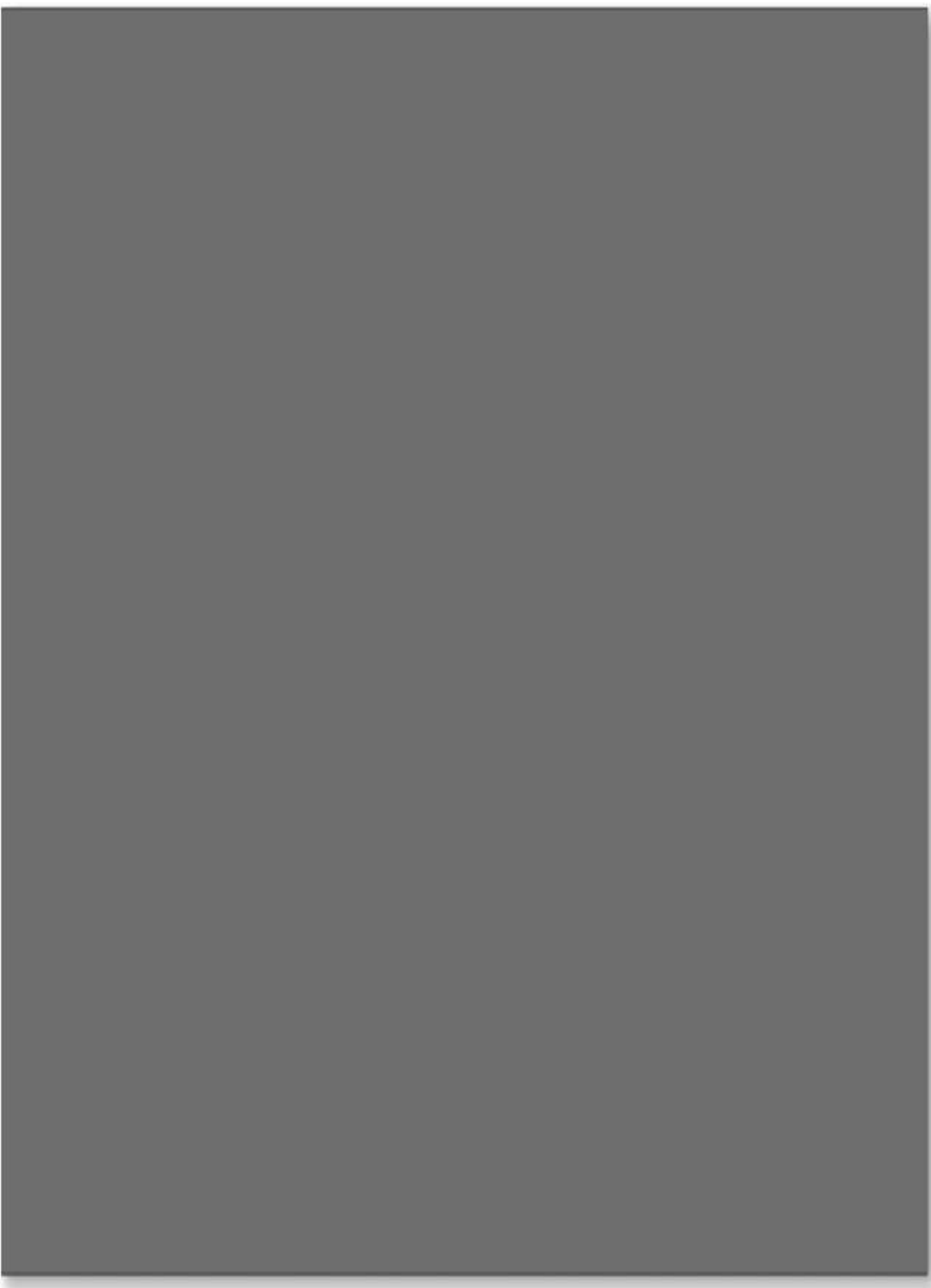
07

SIDING
MEDIUM GRAY
MANUFACTURER: JAMES HARDIE
COLOR: PEARL GRAY



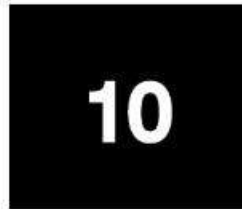
08

SIDING
DARK GREY
MANUFACTURER: JAMES HARDIE
COLOR: NIGHT GRAY



09

CEMENTITIOUS BOARD
MEDIUM GRAY
MANUFACTURER: JAMES HARDIE
COLOR: NIGHT GRAY



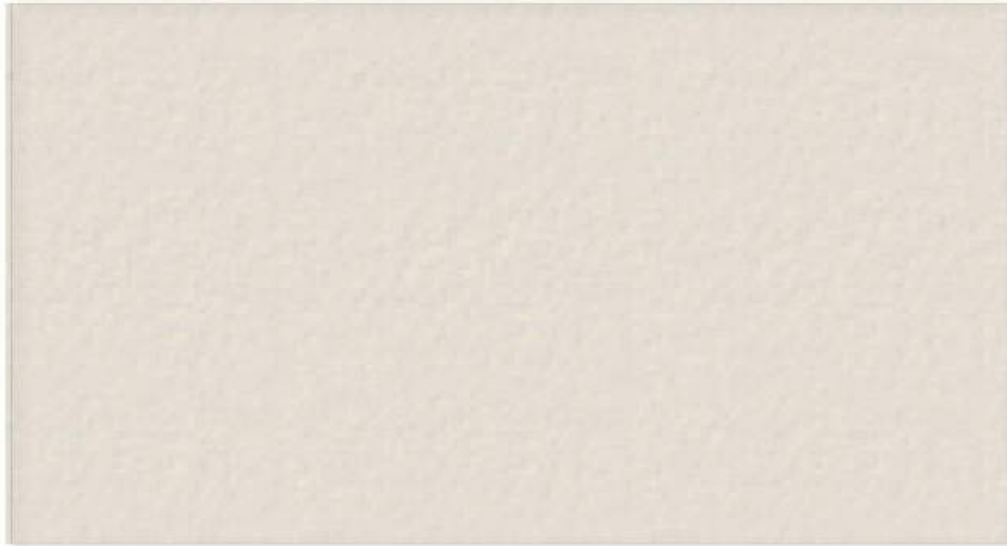
10

*NOTE: PRODUCTS AND MANUFACTURERS LISTED ARE SUBJECT TO CHANGE AND/OR TO BE SUBSTITUTED WITH EQUIVALENT AND COMPATIBLE OPTIONS
*NOTE: IN THE EVENT OF VALUE ENGINEERING NEEDS, STANDING SEAM ROOF MAY BE SUBSTITUTED WITH UPSCALE ARCHITECTURAL ASPHALT SHINGLES.



11

CEMENTITIOUS BOARD
FEATURE LIGHT GRAY
MANUFACTURER: JAMES HARDIE
COLOR: TO BE PAINTED
SW 7661 REFLECTION



13

ARCHITECTURAL STONE
BEIGE
MANUFACTURER: ARRISCRAFT
COLOR: LIMESTONE



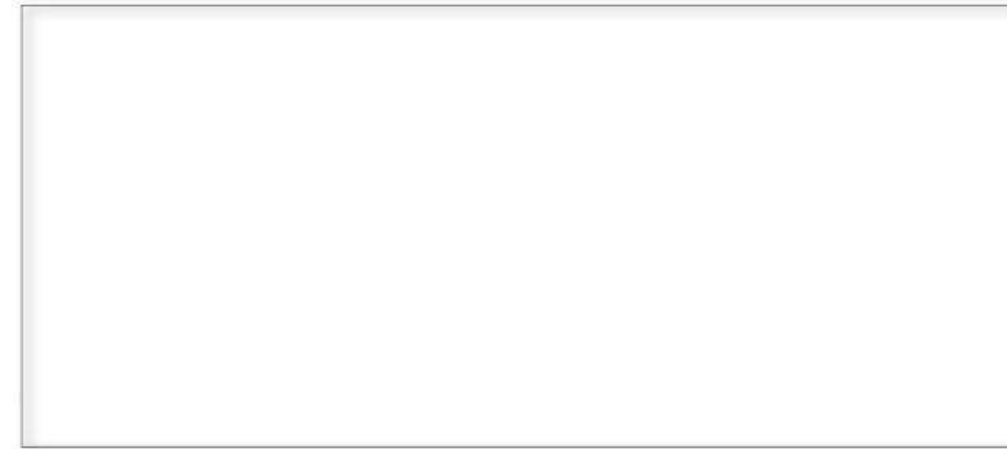
15

METAL CORNICE
MEDIUM GRAY
MANUFACTURER: CENTRIA
COLOR: TO MATCH # 9



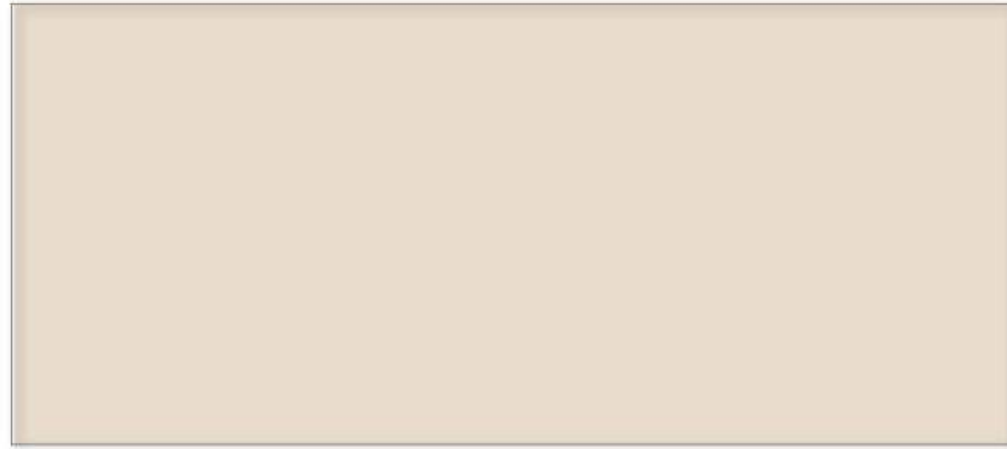
17

METAL CORNICE
FEATURE LIGHT GRAY
MANUFACTURER: CENTRIA
COLOR: TO MATCH #11



12

FIBER CEMENT TRIM
WHITE
MANUFACTURER: JAMES HARDIE
COLOR: ACRYLIC WHITE



14

METAL CORNICE
BEIGE
MANUFACTURER: CENTRIA
COLOR: 1760 LIMESTONE



16

METAL CORNICE AND CANOPY
DARK GRAY
MANUFACTURER: CENTRIA
COLOR: GRAY VELVET



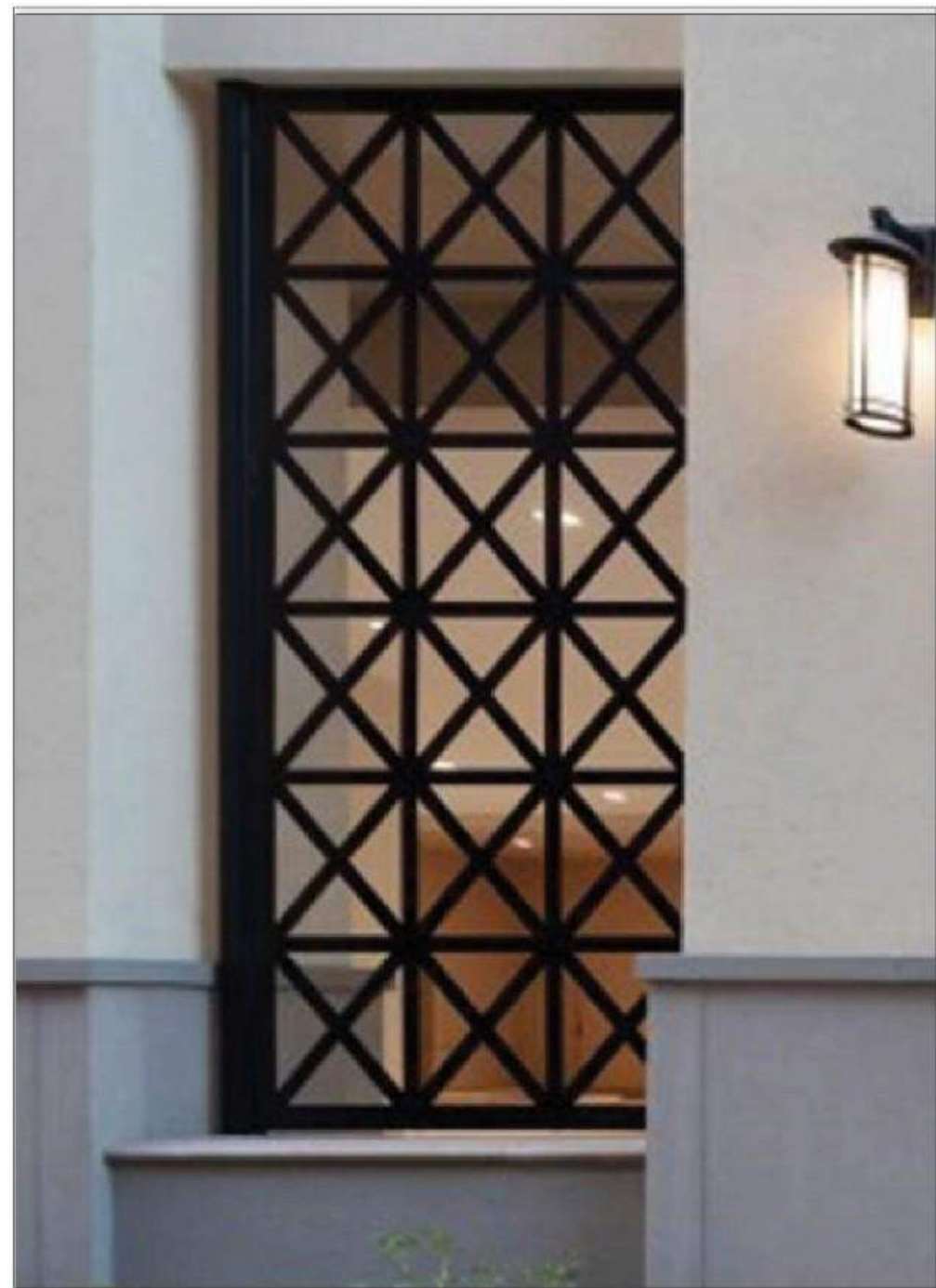
18

GARAGE & LOADING OVERHEAD DOOR
ALUMINUM PAINTED
MANUFACTURER: CENTRIA
COLOR: TO MATCH #16



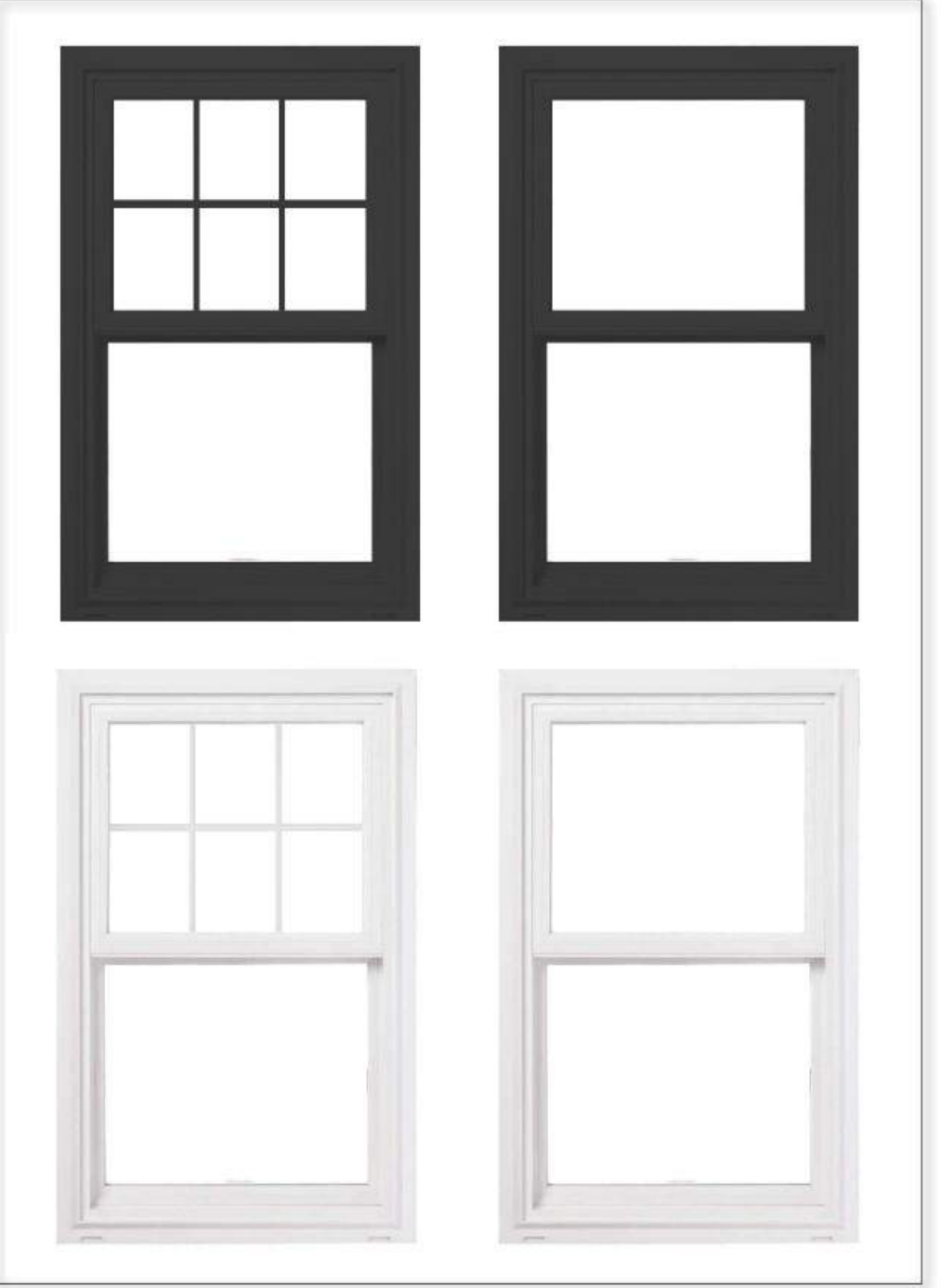
19

METAL BALCONY
-DARK GRAY FASCIA
-BLACK RAIL
POWDERCOATED TO MATCH #16



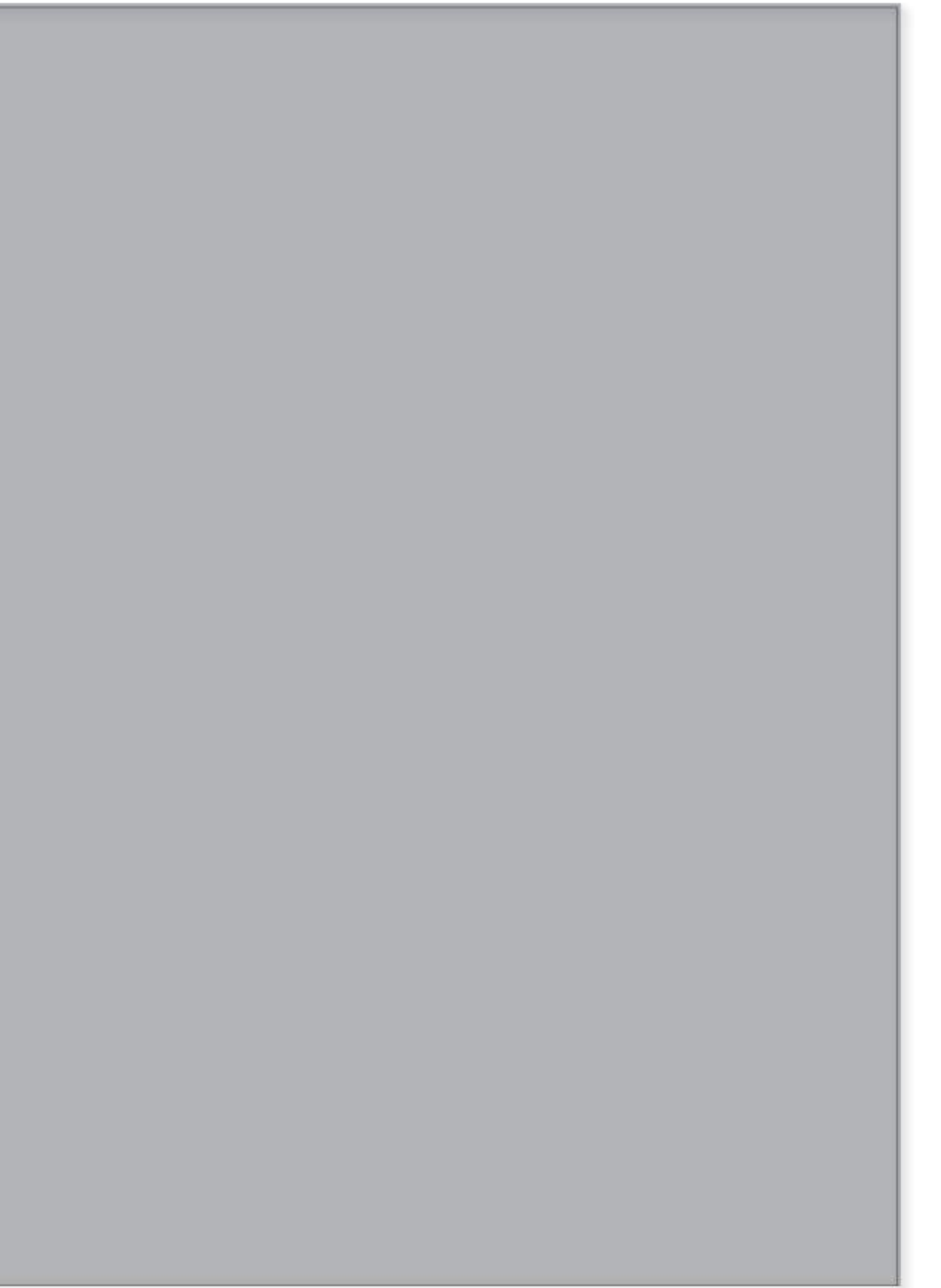
20

DECORATIVE GRILLS
DARK GRAY
POWDERCOATED TO MATCH #16



21

VINYL WINDOWS
-DARK GRAY/WHITE
- DECORATIVE MUNTINS
DEPENDING ON GROUPING AND
AND ARCH. CHARACTER
MANUFACTURER: MI
COLOR: BLACK/WHITE



22

CEMENTITIOUS BOARD
FEATURE MEDIUM GRAY
MANUFACTURER: JAMES HARDIE
COLOR: PEARL GRAY

*NOTE: PRODUCTS AND MANUFACTURERS LISTED ARE SUBJECT TO CHANGE AND/OR TO BE SUBSTITUTED WITH EQUIVALENT AND COMPATIBLE OPTIONS
*NOTE: IN THE EVENT OF VALUE ENGINEERING NEEDS, STANDING SEAM ROOF MAY BE SUBSTITUTED WITH UPSCALE ARCHITECTURAL ASPHALT SHINGLES.



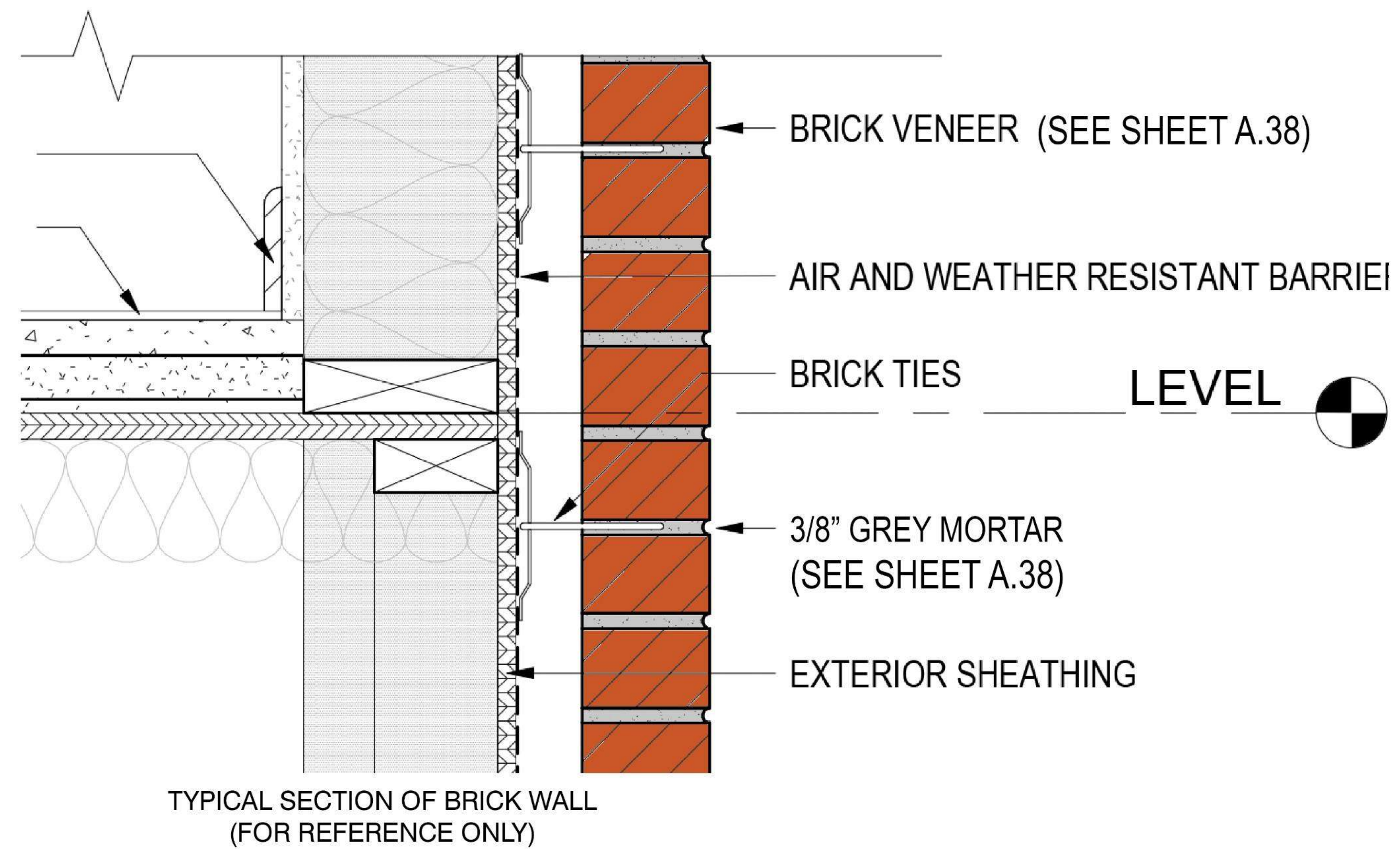
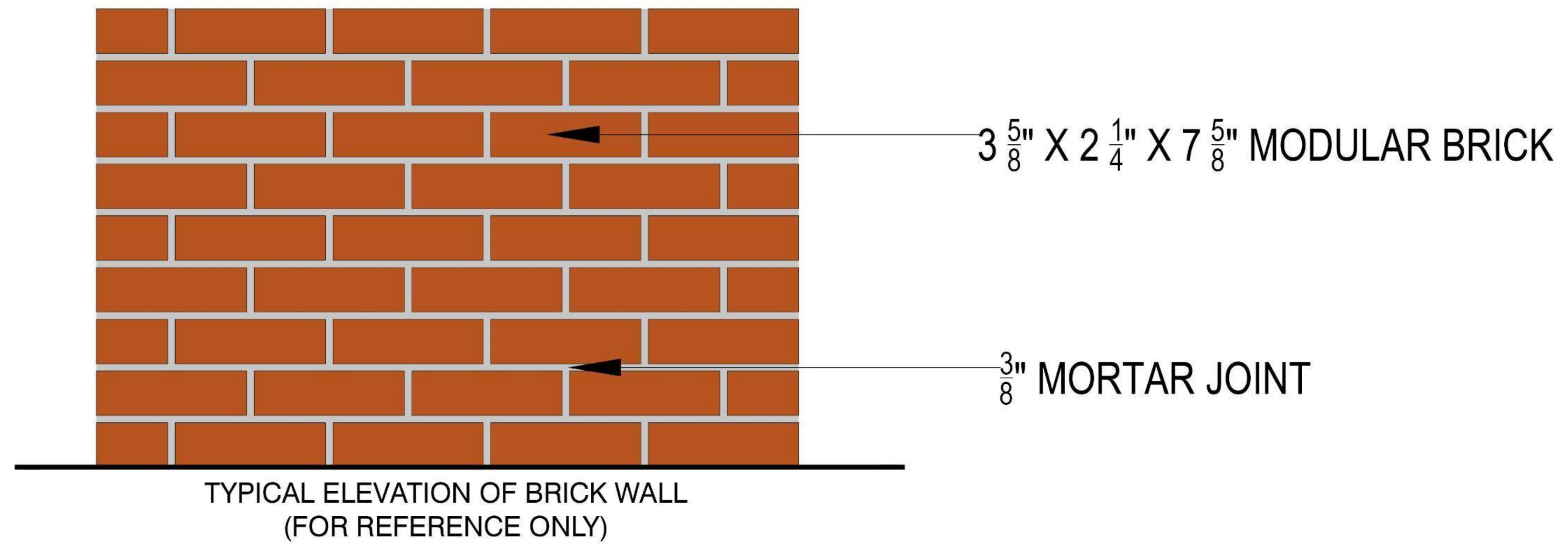
8521 LEESBURG PIKE, SEVENTH FLOOR, VIENNA, VA 22182
P: 571.830.1800 | F: 571.830.1801 | WWW.LESSARDDDESIGN.COM

MATERIAL BOARD - 2

4131 CHAIN BRIDGE ROAD
CITY OF FAIRFAX, VA
PARADIGM DEVELOPMENT

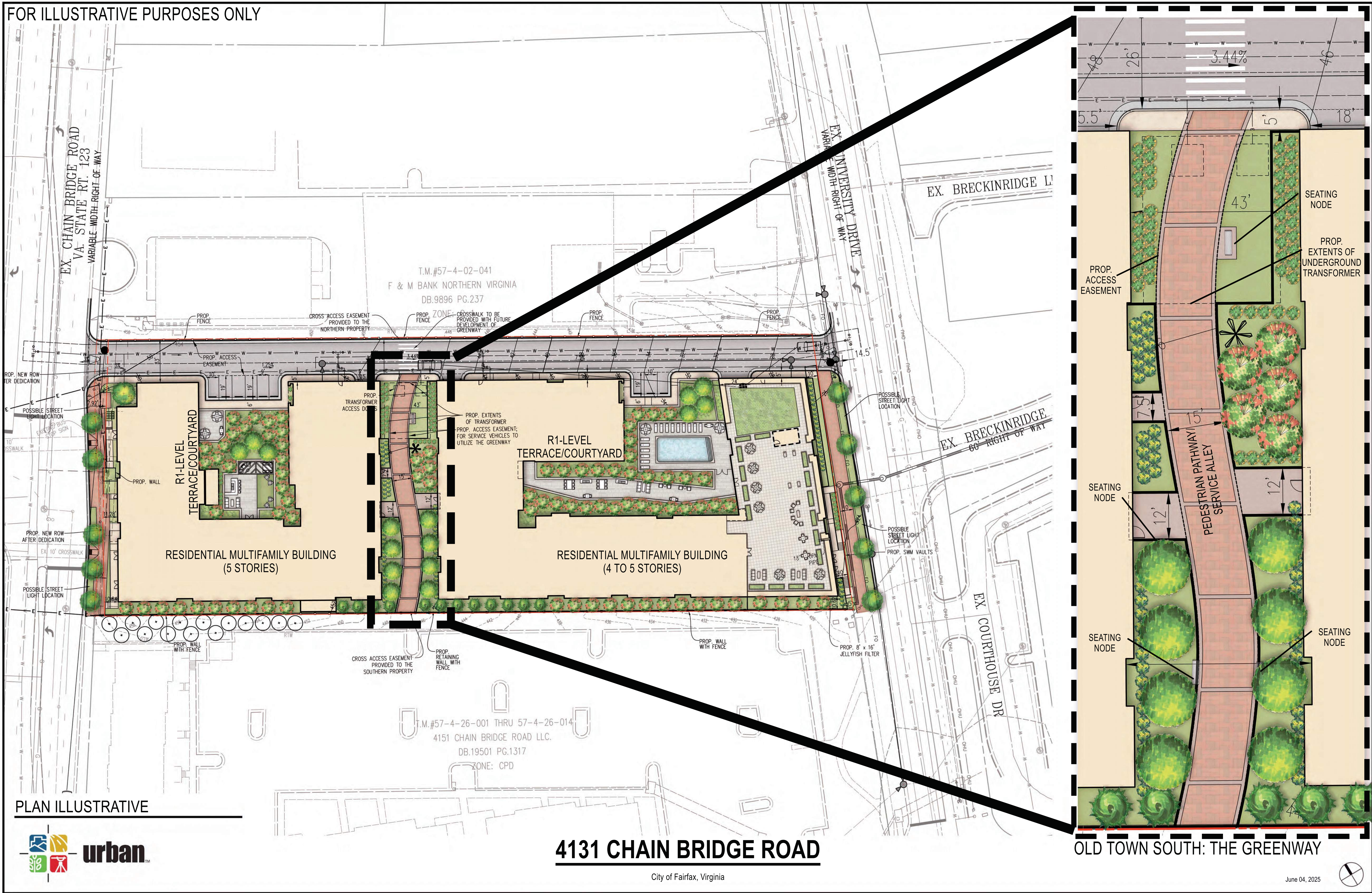
JUN. 05, 2025
PDM.015

A.42



*NOTE: PRODUCTS AND MANUFACTURERS LISTED ARE SUBJECT TO CHANGE AND/OR TO BE SUBSTITUTED WITH EQUIVALENT AND COMPATIBLE OPTIONS

FOR ILLUSTRATIVE PURPOSES ONLY



PLAN ILLUSTRATIVE



4131 CHAIN BRIDGE ROAD

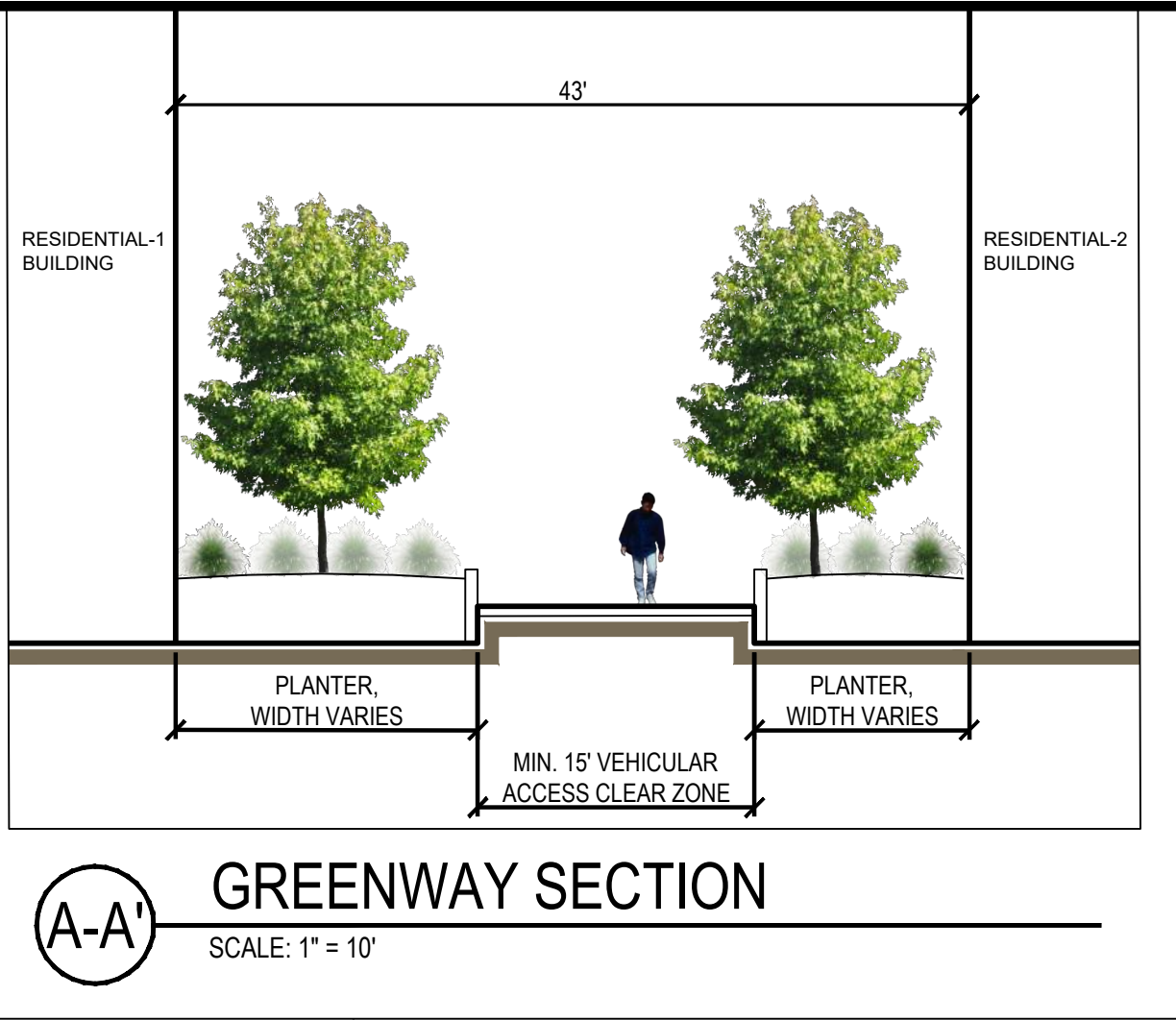
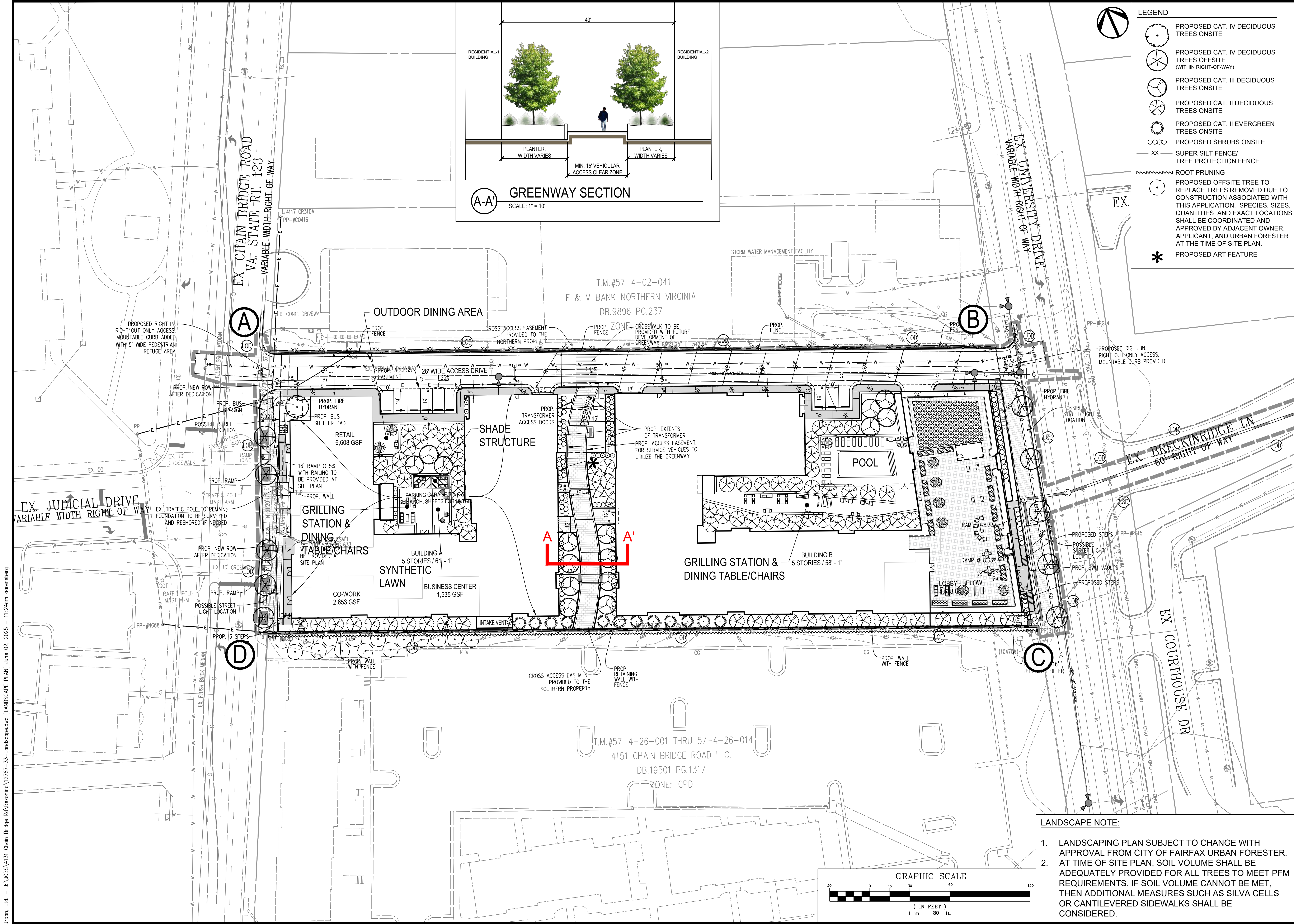
City of Fairfax, Virginia

OLD TOWN SOUTH: THE GREENWAY

June 04, 2025



Urban, Ltd. - J:\085\4131 Chain Bridge Rd Rezoning\12787-33-Landscape.dwg [LANDSCAPE PLAN] June 02, 2025 - 11:24am orensberg



- LEGEND**
- PROPOSED CAT. IV DECIDUOUS TREES ONSITE
 - PROPOSED CAT. IV DECIDUOUS TREES OFFSITE (WITHIN RIGHT-OF-WAY)
 - PROPOSED CAT. III DECIDUOUS TREES ONSITE
 - PROPOSED CAT. II DECIDUOUS TREES ONSITE
 - PROPOSED CAT. II EVERGREEN TREES ONSITE
 - PROPOSED SHRUBS ONSITE
 - SUPER SILT FENCE/ TREE PROTECTION FENCE
 - ROOT PRUNING
 - PROPOSED OFFSITE TREE TO REPLACE TREES REMOVED DUE TO CONSTRUCTION ASSOCIATED WITH THIS APPLICATION. SPECIES, SIZES, QUANTITIES, AND EXACT LOCATIONS SHALL BE COORDINATED AND APPROVED BY ADJACENT OWNER, APPLICANT, AND URBAN FORESTER AT THE TIME OF SITE PLAN.
 - PROPOSED ART FEATURE

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

LANDSCAPE PLAN

4131 CHAIN BRIDGE ROAD
REZONING CDP-GDP

CITY OF FAIRFAX, VIRGINIA

DATE: DEC., 2024

SCALE: 1"=30'

CL-2

urban

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CHANTILLY, VA 20151
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FAX: 703.778.7888
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COMMONWEALTH OF VIRGINIA

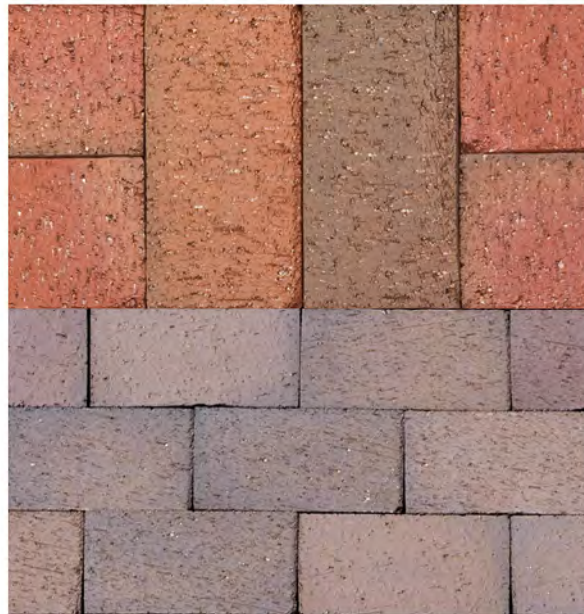
John Lightle
Lic. No. 1957

LANDSCAPE ARCHITECT

SHEET
32
OF
39

FILE No.
RZ-12787

PLAN DATE	DESCRIPTION	DATE	REVISIONS
05-04-2016			
09-19-2016			
03-15-2024			
06-11-2024			
09-03-2024			
09-02-2024			
12-02-2024			
04-02-2025			
06-02-2025			



Brick Pavers:
Pine Hall Pathway
Full Range, Cocoa



Trash Receptacle



Bench



Bike Rack



Light Pole
Fixture



Wall-Mounted
Light



Gooseneck
Wall-Mounted Light



Bullet Light



Art Feature

HARDSCAPE MATERIALS

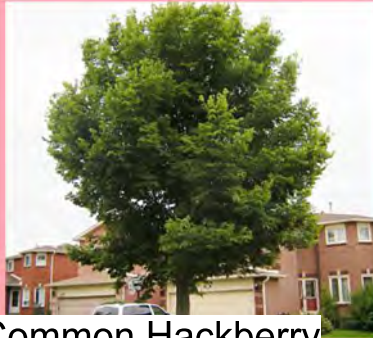


4131 CHAIN BRIDGE ROAD

City of Fairfax, Virginia

June 04, 2025

STREET TREES



Common Hackberry



American Linden



Shumard Oak



Japanese Zelkova



Willow Oak



London Planetree



Valley Forge Elm

SHRUBS



Summersweet



Winterberry



Virginia Sweetspire



Dwarf Fothergilla

GROUNDCOVERS



Snow-in-Summer



Wild Ginger



Sweet Woodruff



Creeping
St. John's Wort

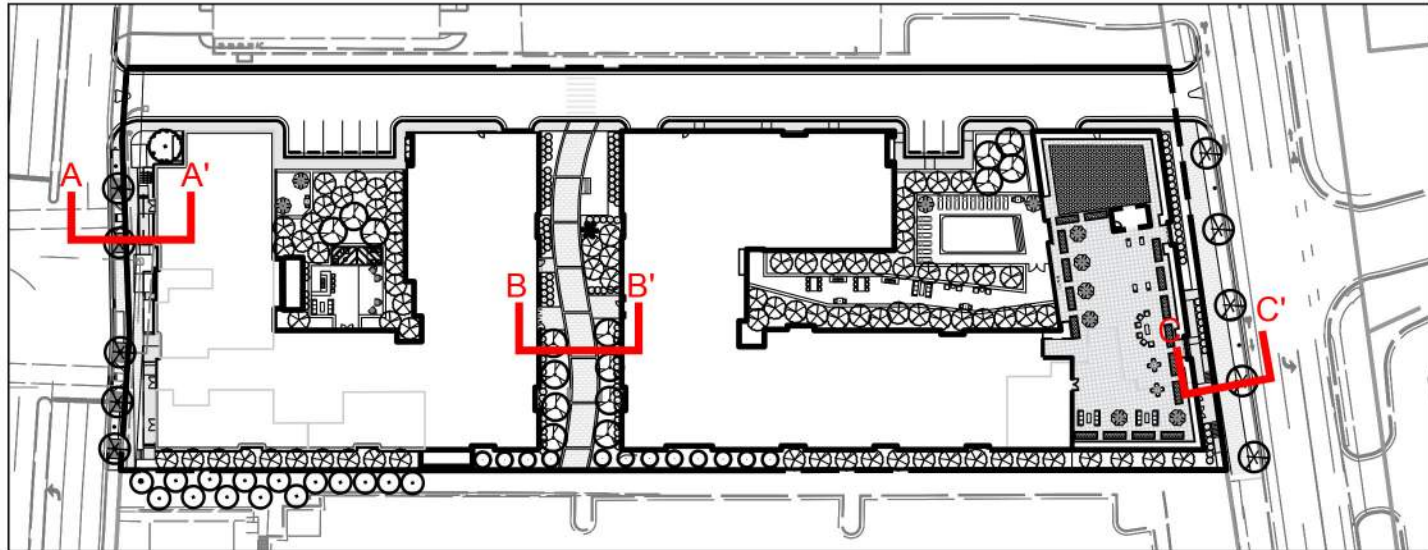
PLANT PALETTE



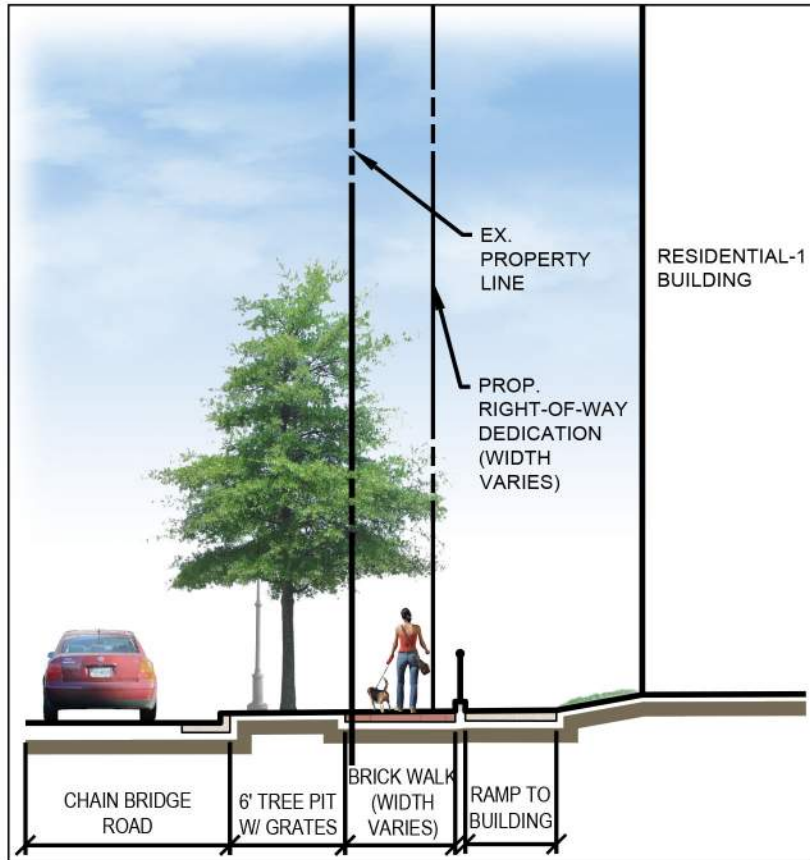
4131 CHAIN BRIDGE ROAD

City of Fairfax, Virginia

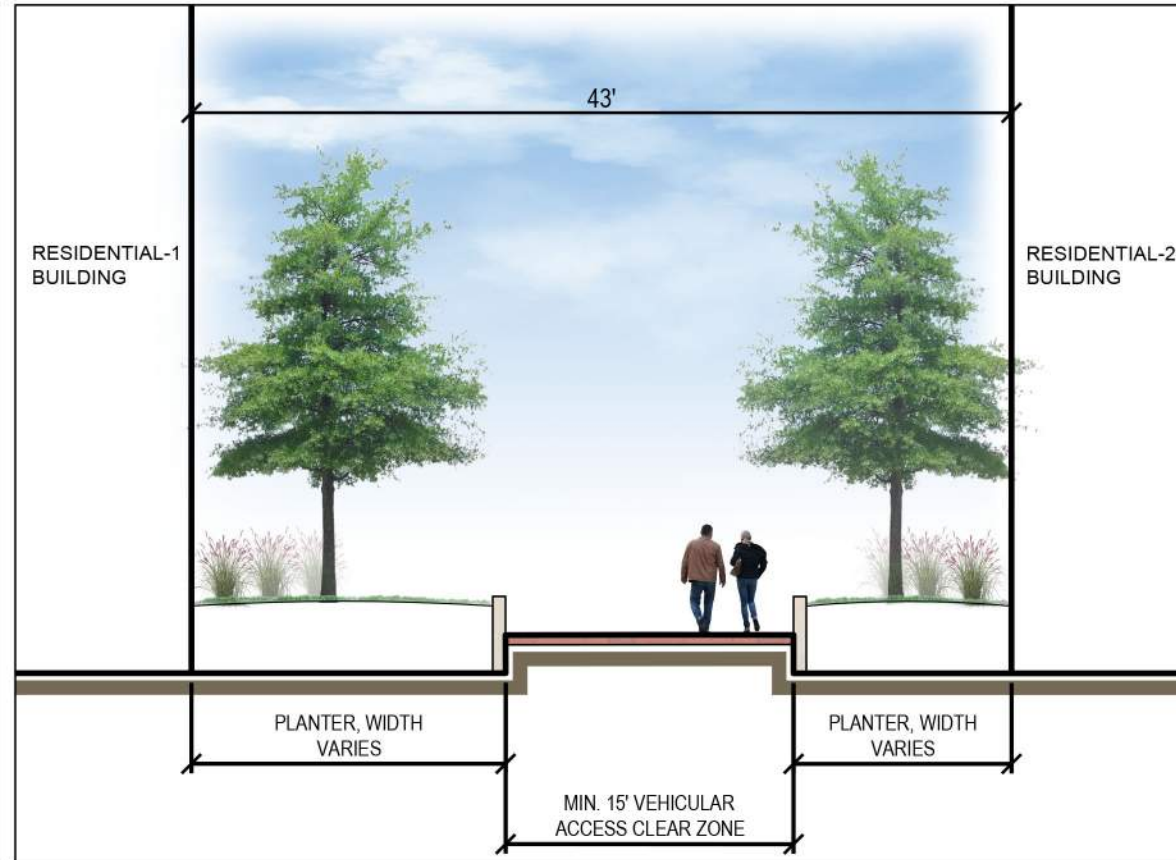
June 04, 2025



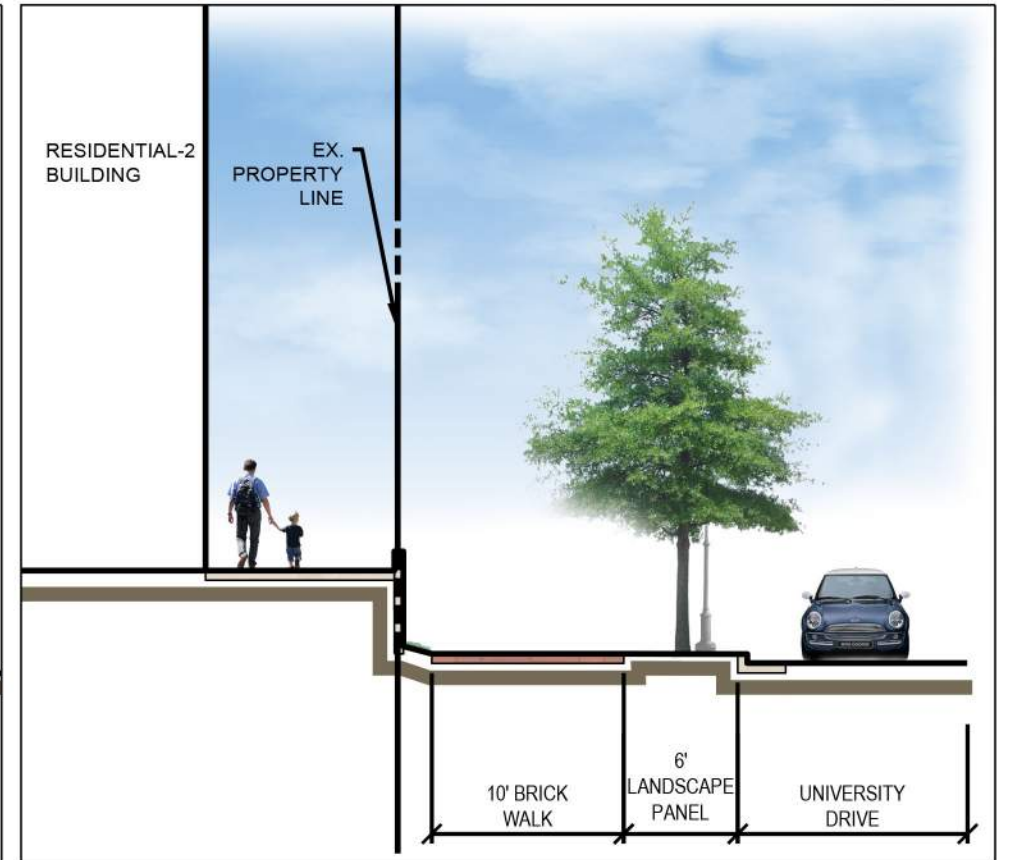
KEY MAP
SCALE: 1" = 100'



A-A' CHAIN BRIDGE ROAD
SCALE: 1" = 10'



B-B' GREENWAY
SCALE: 1" = 10'



C-C' UNIVERSITY DRIVE
SCALE: 1" = 10'

SITE SECTIONS



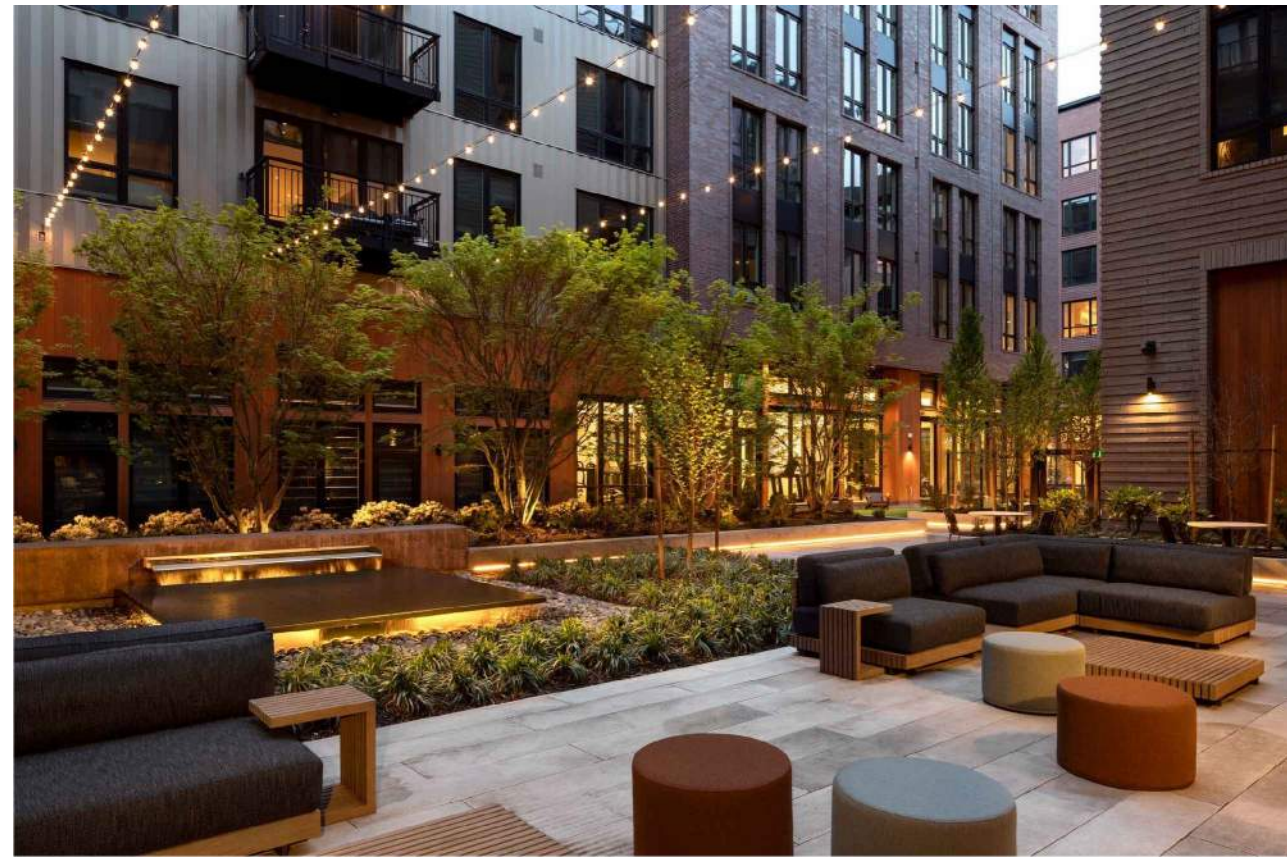
4131 CHAIN BRIDGE ROAD

City of Fairfax, Virginia

June 04, 2025



FOR ILLUSTRATIVE PURPOSES ONLY



OUTDOOR LOUNGE AREA



POOL



ART FEATURE



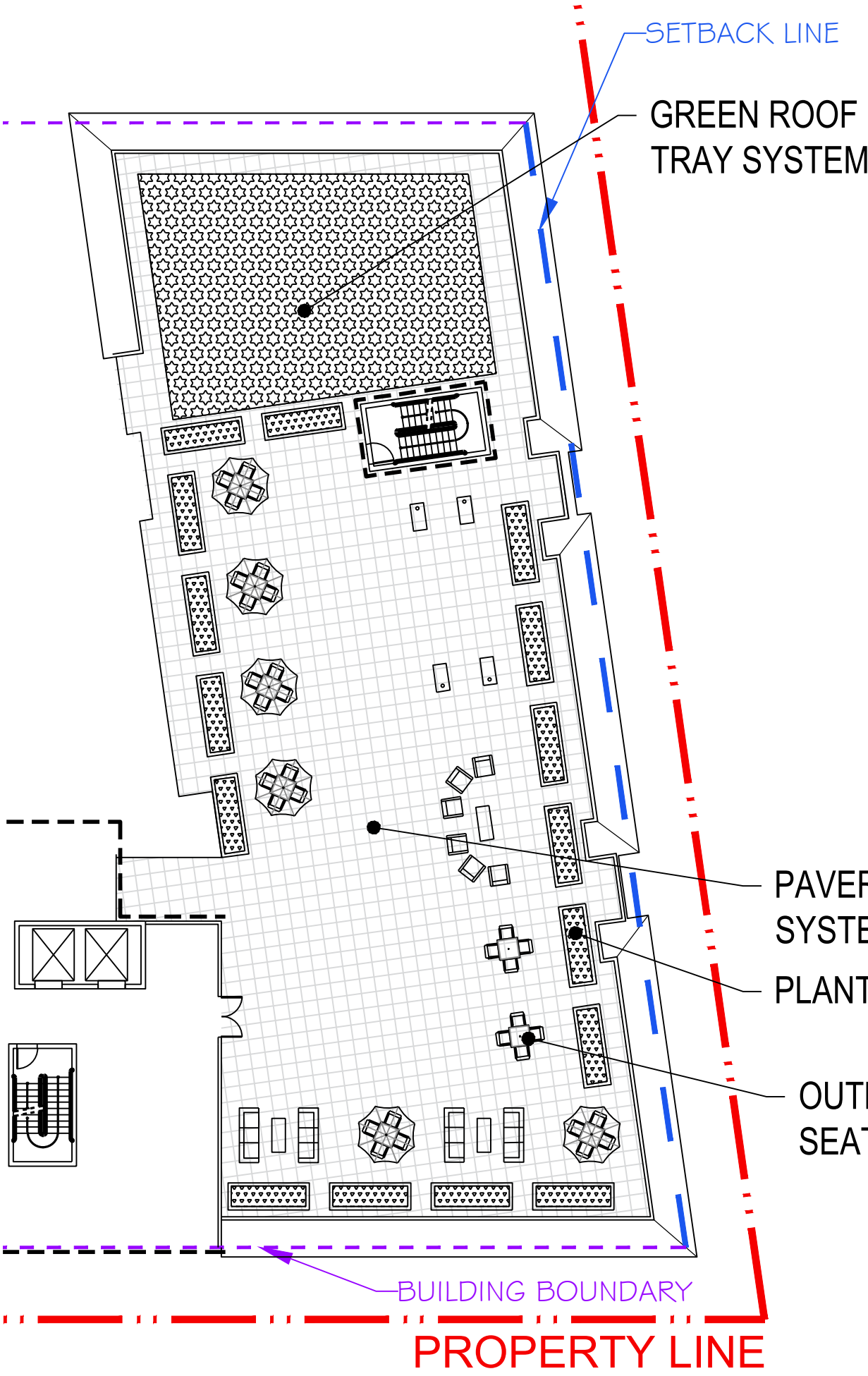
SHADE STRUCTURE



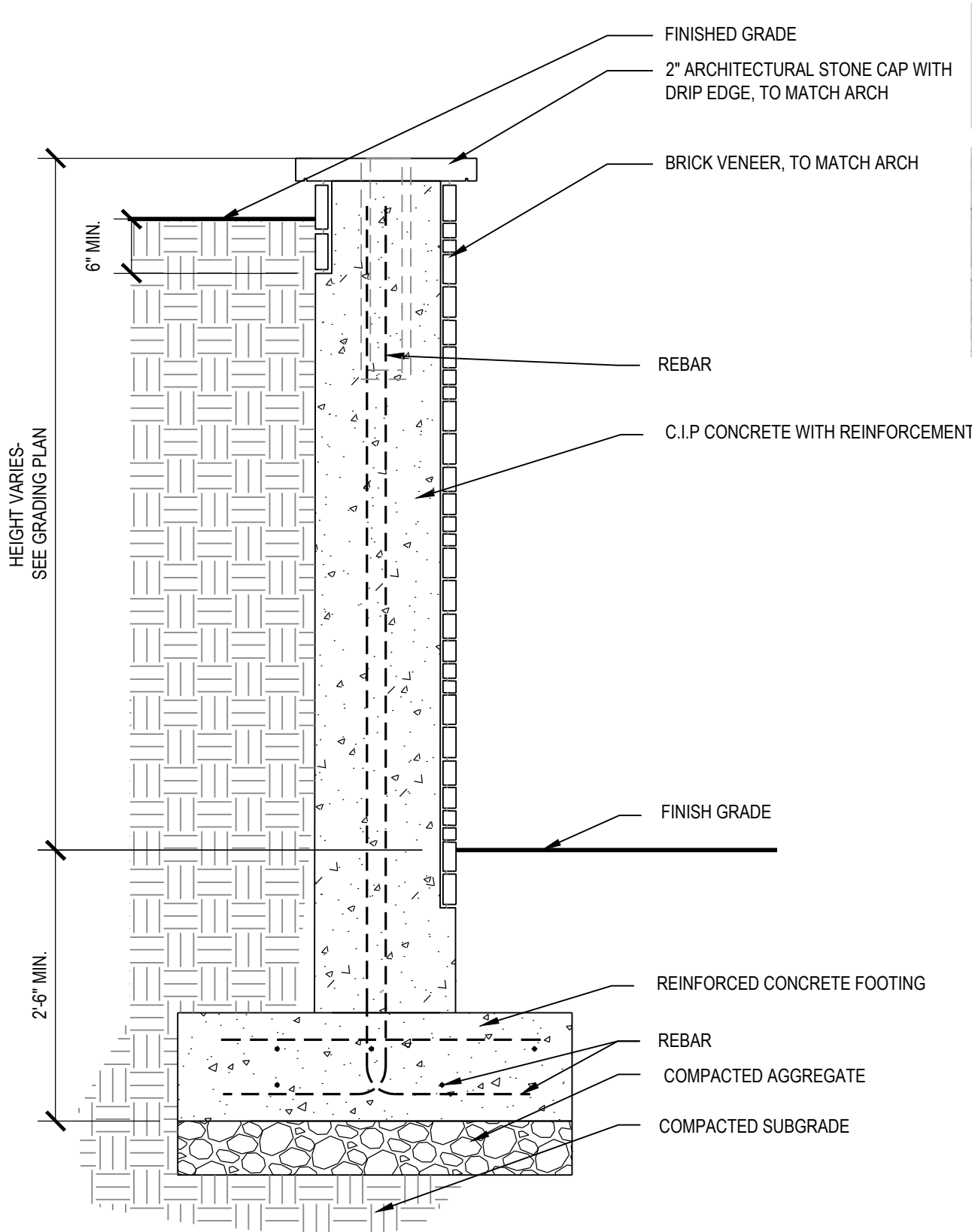
SYNTHETIC LAWN



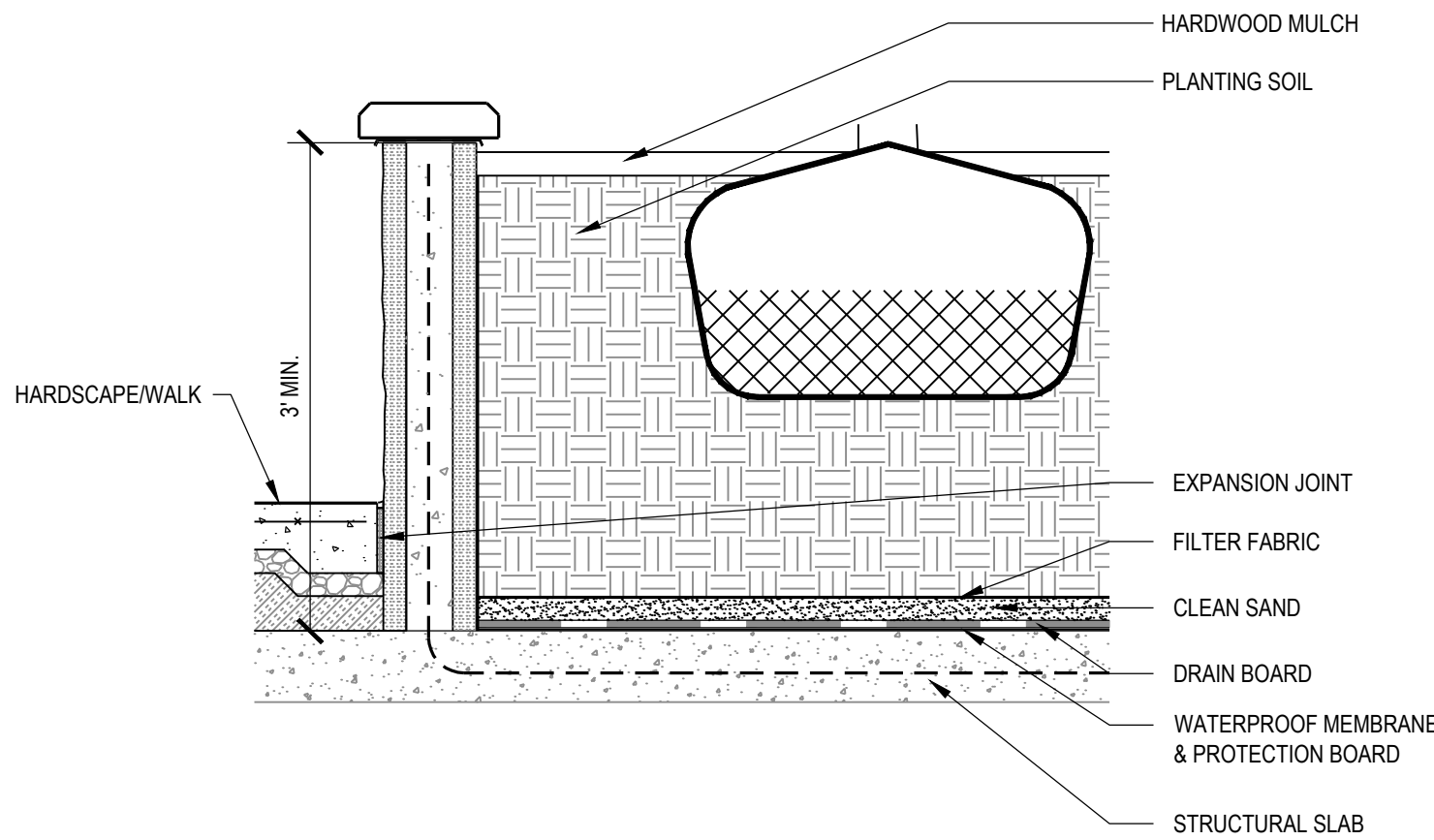
GRILLING STATIONS & DINING TABLES / CHAIRS



1 ROOF TERRACE LAYOUT
SCALE: 1"=20'



2 BRICK RETAINING WALL
Scale: 3/4"=1'-0"



3 PLANTER WALL
Scale: 3/4"=1'-0"

10-YEAR TREE CANOPY REQUIREMENT CALCULATIONS	
Total Site Area (s.f.)	117,082
DEDUCTION: Proposed Right-Of-Way Dedication (s.f.)	-1,269
Net Site Area (s.f.)	115,813
Zone: [CU]	Use: [Multifamily]
Tree Canopy Required (s.f.)	10% 11,581
10-YEAR TREE CANOPY PROVIDED	
Total Canopy Area Provided Through Tree Preservation (s.f.)	0
Total Proposed Canopy Area Provided (s.f.)	13,950
DEDUCTION: Canopy Area Provided in Right-Of-Way	-2,000
Total Tree Canopy Provided (s.f.)	10.32% 11,950

TRANSITIONAL YARD CALCULATIONS											
Onsite Zoning District: CU (Multifamily)		REQUIRED						PROVIDED			
Adjacent Zoning District	Transitional Yard Minimum Fence or Wall	Width (l.f.)	Total Length (l.f.)	Net Length (l.f.)	CANOPY	UNDERSTORY	SHRUBS	Minimum Fence or Wall	Width (l.f.)	TREES	
										QTY	TYPE
Buffer A-B: CO: COMMERCIAL OFFICE	TY1	7.5	543	543	0	22	0	6' Fence	0	0	Large Deciduous Trees
	6' Fence or Wall									0	Small Deciduous Trees
Buffer B-C: UNIVERSITY DRIVE	Street Trees per Z.O. 3.7.3.E	N/A	210	172	5	0	0	N/A	N/A	5	Large Deciduous Trees
	6' Fence or Wall									25	Small Deciduous Trees
Buffer C-D: PD-C: PLANNED DEVELOPMENT COMMERCIAL	TY3	15	576	576	23	23	23	6' Fence	11	0	Large Deciduous Trees
	6' Fence or Wall									12	Small Deciduous Trees
Buffer D-A: CHAIN BRIDGE ROAD	Street Trees per Z.O. 3.7.3.E	N/A	212	178	5	0	0	N/A	N/A	5	Large Deciduous Trees
											N/A

SAMPLE PLANT SCHEDULE							
QTY	Symbol	Botanical Name	Common Name	Size	Type	Remarks	Total Canopy Coverage (SF)
1		<u>Cat. IV Deciduous Trees</u>					
		Celtis occidentalis	Common Hackberry	2" Cal.	B & B	Uniform branching pattern	200
		Tilia americana	American Linden	2" Cal.	B & B	Uniform branching pattern	
		Quercus shumardii	Shumard Oak	2" Cal.	B & B	Uniform branching pattern	
		Zelkova serrata	Japanese Zelkova	2" Cal.	B & B	Uniform branching pattern	
<u>Cat. IV Deciduous Trees (Offsite: in R.O.W.). See Note 1</u>							
10		Platanus acerifolia	London Planetree	2" Cal.	B & B	Uniform branching pattern	2,000
		Ulmus americana 'Valley Forge'	Valley Forge Elm	2" Cal.	B & B	Uniform branching pattern	
		Quercus phellos	Willow Oak	2" Cal.	B & B	Uniform branching pattern	
<u>Cat. III Deciduous Trees</u>							
15		Aesculus flava	Yellow Buckeye	2" Cal.	B & B	Uniform branching pattern	2,250
		Cladrastis kentukea	Yellowwood	2" Cal.	B & B	Uniform branching pattern	
		Prunus serotina	Black Cherry	2" Cal.	B & B	Uniform branching pattern	
<u>Cat. II Deciduous Trees</u>							
83		Cercis canadensis	Eastern Redbud	2" Cal.	B & B	Uniform branching pattern	8,300
		Comus florida	Flowering Dogwood	2" Cal.	B & B	Uniform branching pattern	
		Magnolia virginiana	Sweetbay Magnolia	2" Cal.	B & B	Uniform branching pattern	
<u>Cat. II Evergreen Trees</u>							
12		Chamaecyparis thyoides	Atlantic Whitecedar	6' Ht.	B & B	Uniform branching pattern	1,200
		Ilex opaca	American Holly	6' Ht.	B & B	Uniform branching pattern	
		Juniperus virginiana	Eastern Redcedar	6' Ht.	B & B	Uniform branching pattern	
148		<u>Shrubs</u>					
		Clethra alnifolia	Summersweet	24" Ht.	As Shown	Cont.	0
		Ilex verticillata	Winterberry	24" Ht.	As Shown	Cont.	
		Itea virginica	Virginia Sweetspire	24" Ht.	As Shown	Cont.	
		Fothergilla gardenii	Dwarf Fothergilla	24" Ht.	As Shown	Cont.	
NOTE: 1. Tree Canopy Provided in R.O.W. is NOT counted towards 10-Year Tree Canopy Requirement.							TOTAL: 13,950

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

MODIFICATIONS/WAIVERS REQUESTED

● A MODIFICATION TO TRANSITIONAL YARD REQUIRED (Z.O. SECTION 4.5.5) FOR BUFFER A-B AND C-D IS HEREBY REQUESTED TO BE REVISED AS INDICATED IN THE "TRANSITIONAL YARD CALCULATIONS" TABLE ABOVE.

LANDSCAPE NOTES:

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

Urban, Ltd. - J:\085\4131 Chain Bridge Rd Rezoning\12787-33-LANDSCAPE.dwg [LANDSCAPE COMPS] June 02, 2025 - 11:25am arensberg

PLAN DATE: 05-04-2016
05-09-2016
05-19-2016
06-11-2024
09-03-2024
12-02-2024
04-02-2025
06-02-2025

DESCRIPTION: REVISIONS

No. DATE

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COMMONWEALTH OF VIRGINIA
Professional Seal
John Lightle
Lic. No. 1957
LANDSCAPE ARCHITECT

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

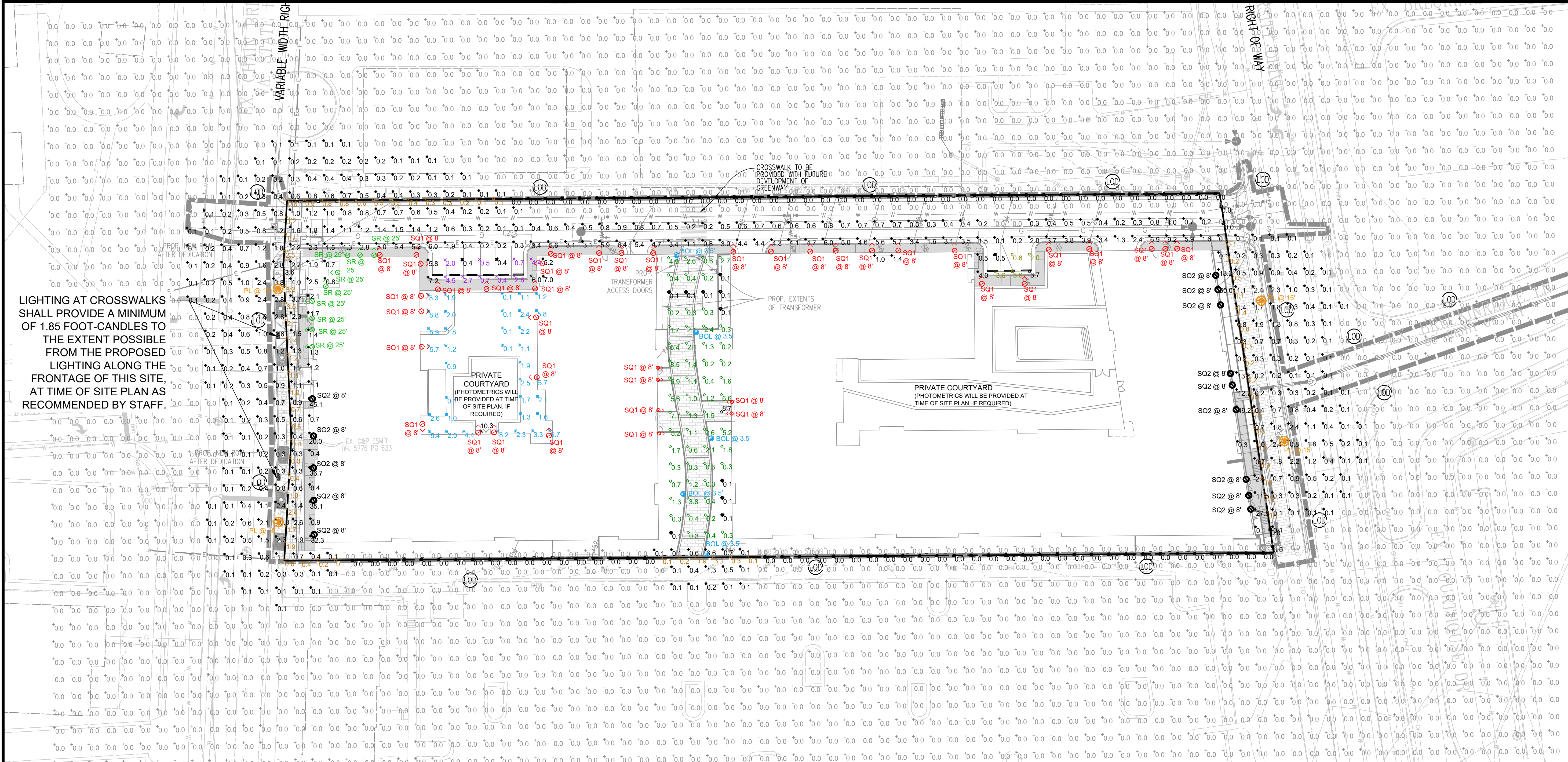
DATE: DEC., 2024
C.I.= 2'

SCALE: 1"=30'

SHEET
33
OF
39

FILE No.
RZ-12787

Urban, Ltd. - J:\0953\4131 Chain Bridge Rd Rezoning\17287-35-Photometrics.dwg [PLAN] June 02, 2025 - 11:26am corenberg



LIGHTING AT CROSSWALKS SHALL PROVIDE A MINIMUM OF 1.85 FOOT-CANDELS TO THE EXTENT POSSIBLE FROM THE PROPOSED LIGHTING ALONG THE FRONTAGE OF THIS SITE, AT TIME OF SITE PLAN AS RECOMMENDED BY STAFF.

Holophane
WFCL3
P20 30K
LED
50W
3000K
CCT
Type 5
distribution
zero
uplight
10%
Frosted
tempered
glass
lens
No
HSS

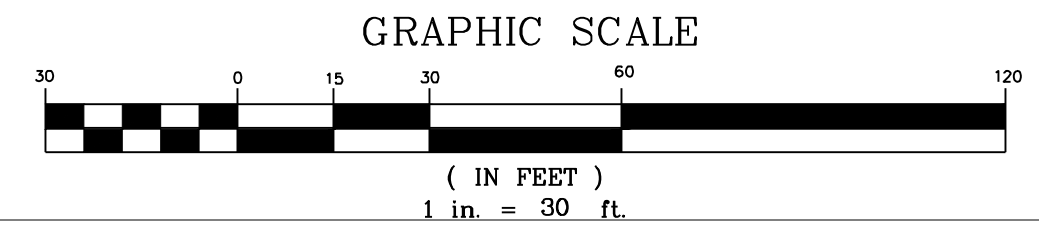
LUMINIS
SQP602-L12L20-FLD
30K
LED
50W
3000K
CCT
Type 5
distribution
zero
uplight
10%
Frosted
tempered
glass
lens
No
HSS

LUMINIS
SR136-L12L25-LD2-30K
LED
50W
3000K
CCT
Type 5
distribution
zero
uplight
10%
Frosted
tempered
glass
lens
No
HSS

LUMINIS
SQP602-L1L20-FLD
30K
LED
50W
3000K
CCT
Type 5
distribution
zero
uplight
10%
Frosted
tempered
glass
lens
No
HSS

DISCLAIMER
This application design is not a professional engineering drawing, and the design, including reported data and calculated results, is provided for informational purposes only, without any warranty as to accuracy, completeness, safety or otherwise. The design is the result of calculations made using Visual Lighting application software, photometric/radiometric data measured in a laboratory, and certain computational and modeling assumptions. Far-field photometric/radiometric data may have been used to perform one or more calculations. Photometric/radiometric data is typically collected under far-field measurement conditions; far-field data is not generally representative of near-field geometric conditions. When using far-field photometric/radiometric data, the Visual software applies certain generalizing assumptions to approximate near-field performance. These approximations may result in significant inaccuracies in individual calculated luminous and/or radiant power quantities in areas where a source is in close proximity to a particular surface or point. The modeling of radiant flux exchange across each reflecting surface, requires a uniform exitance condition by adaptively subdividing surfaces with non-uniform exitances into subsurfaces with sufficiently uniform exitance gradients. Practical restrictions, due to computer hardware limitations, may prevent the subdivision procedure from subdividing surfaces with high exitance gradients into subsurfaces with sufficiently uniform exitance gradients, introducing potential discretization error into calculated values. Calculations performed by the Visual software assume that all reflected flux is reflected in a perfectly diffuse (Lambertian) and spectrally uniform manner across the spectral range being analyzed. If actual reflectance characteristics differ from these assumptions, observed luminous and/or radiant power quantities may differ from predicted quantities. As a result of the computational limitations and simplifying modeling assumptions described above, and/or variations in actual product performance from tested product samples, the accuracy of calculated output values identifying expected radiometric quantities and any resulting derived radiation dose calculations may be adversely affected. In addition, the accuracy of the application design may be adversely affected if information about the physical space provided to Acuity Brands Lighting is incomplete, inaccurate, outdated or not in the required format (including but not limited to floor plans, space layout, reflected ceiling plans, physical structures, electrical design or specifications), if incorrect assumptions are made because of such deficiencies in the information provided, or if typical assumptions made about the physical space are not appropriate for the space. Furthermore, actual field performance may differ from performance calculated using laboratory measurements as the result of miscalculations related to deficiencies in the information provided about the physical space, degradation factors in the end-user environment (including, but not limited to, voltage variation and dirt accumulation), or other possible variations in field conditions. Finally, lamp lumen depreciation and/or depreciation in lamp radiant intensity may result in performance over time that differs from performance calculated using a new lamp. Light loss factors may have been used in the application design to estimate such depreciation, but flaws in these estimates may also result in performance over time that differs from calculated performance. It is the obligation of the user to consult with a qualified Professional Engineer(s) to determine whether this application design meets the applicable requirements for performance, code compliance, safety, suitability and effectiveness for use in a particular application. In no event will Acuity Brands Lighting be responsible for any loss resulting from any use of this application design.

Schedule									
Symbol	Label	QTY	Manufacturer	Catalog Number	Description	Fixture Lumens	Intensity Multiplier	LLF	Input Watts
	BOL	5	LUMINIS	LQ613-L14L26-30K	LumiQUAD 6in TYPE V 30K	2719	0.94	0.89	25.7
	PL	4	Holophane	WFCL3 P20 30K xxxx FC5 FRGL	Washington LED Post-Top Full Cutoff Lantern 50W 3000 series CCT Type 5 distribution zero upright 10% Frosted tempered glass lens No HSS	3641	1	0.89	48.18
	SQ1	40	LUMINIS	SQP602-L12L25-LD3-30K	SQP602 LD3 30K	2520	0.94	0.89	19
	SQ2	14	LUMINIS	SQP602-L1L20-FLD	SQP602 FLD 30K	2239	0.94	0.89	21
	SR	9	LUMINIS	SR136-L12L25-LD2-30K	SCIROCCO SR136 30K	2619	0.94	0.89	18.5
Statistics									
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min			
Base Grid	+	0.3 fc	50.0 fc	0.0 fc	N/A	N/A			
Between Buildings	◇	1.7 fc	8.7 fc	0.1 fc	87.0:1	17.0:1			
East Parking	□	2.3 fc	3.7 fc	0.5 fc	7.4:1	4.6:1			
Property Line	□	0.4 fc	3.6 fc	0.0 fc	N/A	N/A			
West Courtyard	×	1.9 fc	10.3 fc	0.0 fc	N/A	N/A			
West Parking	×	2.6 fc	6.0 fc	0.4 fc	15.0:1	6.5:1			



ACUITY
DESIGN SERVICES
LIGHTING DESIGN & CONSULTING

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

Revised by:
SB
Date
03/24/2025
Scale
As Shown
Drawing No.
291254-1 A1
Summary

DATE: DEC., 2024
CL-2
SCALE: 1" = 30'

DESCRIPTION
REVISIONS
No. DATE

1 of 1
SHEET
34
OF
39
FILE No.
RZ-12787

Adopted: 01/15/2025



**MINUTES OF THE REGULAR MEETING OF THE
BOARD OF ARCHITECTURAL REVIEW
CITY OF FAIRFAX
CITY HALL, FAIRFAX, VIRGINIA
December 4th, 2024**

Members who attended: Chair James Schroeder, Jagdish Pathela, Robert Beaty, Kevin Denton, Sucha Khamsuwan, Brian Singleton, and Heather Waye.

Member(s) Absent: None.

Staff who attended: Anna Kohlbrenner - BAR Liaison

Meeting called to order at 7:00 p.m.

1. Discussion of Agenda

MS. WAYE MOVED TO ADOPT THE AGENDA AS PRESENTED, SECONDED BY MR. SINGLETON, WHICH WAS APPROVED UNANIMOUSLY, 7-0.

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

None.

3. Consideration of the November 6, 2024 meeting minutes.

MR. PATHELA MOVED TO ADOPT THE MINUTES AS PRESENTED, SECONDED BY MR. BEATY, WHICH WAS APPROVED, 6-0-1, WITH MR. SINGLETON ABSTAINING.

4. Work Sessions:

- a. Consideration of the request of David S. Houston, representative of The Hill, A Davies Family LLC, for a mixed-use development, at the property located at 4131 Chain Bridge Road, case number BAR-23-00603.

Kohlbrenner presented the staff report which has been incorporated into the record for reference.

Staff comments

Khamsuwan asked if the proposed greenway is public.

Kohlbrenner stated it is not stated in the plan set.

Waye asked the difference between the RM and CU zone.

Kohlbrenner stated she can pull up the table.

Pathela asked the total building area.

Kohlbrenner stated the applicant will answer shortly.

Pathela asked to see the plans from the previous work session.

Kohlbrenner pulled up the previous work session plans.

Singleton remembered a work session nearby and asked about the location.

Kohlbrenner stated a few sites down there is an application in for the Ox Block A redevelopment.

Denton asked the total canopy coverage.

Kohlbrenner stated the requirement would be roughly 11,000 SF and they are proposing 8,500 SF.

Denton asked if the artificial lawn would be at grade.

Kohlbrenner stated it would be raised from the private roadway.

Schroeder stated it would be helpful to see what the small area plan covers regarding the special exceptions. He asked about the units along University Drive.

Kohlbrenner stated the statement of intent states they are not retail spaces.

The applicant presented.

Board and applicant comments

The applicant stated the total gross area is approximately 294,000 SF.

Khamsuwan stated he remembers this project a year ago and the first design was not meant for Fairfax. He stated this current design is a lot more fitting to the cities scale. He stated the building section on the south area along Chain Bridge Road appears flat. He stated if you drive from George Mason to Old Town Fairfax, this corner is the first thing you will see. He asked if the office buildings next door to the site are historic.

Kohlbrenner stated they are not historic on the National Register.

Khamsuwan stated this building would be the first tall building entering the city and stated the applicant should work on the corner to make it less boxy.

Waye stated the applicant does not need to worry about heavily blending in with the townhomes next door to the site on the Chain Bridge Road elevation. She stated the applicant should continue to work on the south corner along Chain Bridge Road. Waye asked if this would be a single building.

The applicant stated it would be broken, and they will file it as two separate buildings.

Waye stated the grade is a significant challenge. She asked if they have started to talk with the Fire Marshal at all.

The applicant stated they have received comments from fire. She stated the previous application has gone through the review as well.

Waye stated due to the weight of the apparatus, they do not like to see only grass on the greenway. She stated she likes how other materials would be incorporated.

The applicant stated they are debating the idea of grass-pave but are still looking into ideas.

Waye stated that does not live well but would like to see the products at the next meeting. She stated having lighting on the greenway is very important.

Pathela stated it is a big difference from what was presented last time. He stated this looks more commercial than residential. He stated they are proposing 2.5 times FAR which is a high density and is concerning. He stated this is a big mass between two main streets and does not look like it belongs in the city. He asked who would be managing the greenway.

The applicant stated the management company would be managing the greenway and it would be public.

Pathela asked if they have thought about using the roof as a recreation area.

The applicant stated the roof area along University Drive would be an amenity area.

Pathela asked if the applicant thought about installing a bridge over the pool area on the top floor of the building to connect the two roof areas.

The applicant stated they did not think of that. They stated they wanted to open the courtyard area and bring light in.

Pathela stated they have so much roof area and some can be used as a garden or recreation area.

The applicant stated they can consider it, but a lot of the roof space would have mechanical. She stated the stairwell access can get complicated, and the planning staff had asked them to open the courtyard area. They stated there could be enough roof space for a small community garden.

Pathela asked if the rooftop area would be a hard surface.

The applicant stated the rooftop area would have green areas, and they are trying to work with what they have. She stated there would be passive activities with a comfortable space that both building residents can use.

Pathela stated the whole proposal is leaning more towards commercial then residential.

Beaty stated it is a big improvement since the previous plan. He stated the Chain Bridge Road elevation does look more commercial to him. He stated the University Drive elevation looks more residential.

Singleton stated he really likes how the building has a two-sided appeal. He asked if there is enough room for fire-access turning into the greenway on the access road.

The applicant stated yes, the turning movements have been provided on the civil drawings and they have accommodated comments.

Singleton stated adding more greenery would add to the residential feel.

The applicant stated they are working with the urban forester, and the trade off may be providing more lower growing plants.

Denton stated the comments were taken seriously. He stated the open courtyards make a huge difference. He stated on the Chain Bridge Road elevation, a possibility could be a stepped back look, by providing a terrace to the fifth-floor unit. He stated if the fiber cement had texture, it could help break up the façade. He stated on the University side, the shingles can have an aging look. He stated there are other products to use in this location, as the shingles take away from the great design as they tend to weather. He stated it would be nice to have more canopy. He asked the applicant if they are proposing artificial turf in the courtyard area. He asked if there could be more flower beds with soil in the courtyard area.

The applicant stated there would be artificial turf in the left most courtyard area and soil would add more weight to the building.

Denton stated if they achieved more greenspace in the courtyard areas, it would be beneficial. He stated he will not treat the shared amenity space as public space. He stated people will most likely want more retail space.

The applicant stated the retail they have currently, is what the SAP wants. She stated the coworking space could be used for retail if it was not utilized. She stated the community did not want any retail on the University side.

Denton stated he does not think a five-story building would look residential ever. He stated he does appreciate the dormers but does not consider an apartment building residential. He stated the downtown area is an area with surface parking on both sides. He stated it appears they have adequate parking and most buildings in the downtown area have retail on the first floor if they are not an office building.

Schroeder stated he has an issue with the flat profile on the south end of the Chain Bridge Road elevation of the building. He stated he is very concerned with the activation of the Chain Bridge Road elevation and how it is laid out. He stated he would like to see more greenspace/green roofs. He stated he agrees with staff on the asphalt shingles and suggests something higher quality. On the University elevation, he stated the building section in the rear with the industrial appearance looks flat. He asked if the leasing office is on the University Drive side of the building.

The applicant stated yes, and the other units are residential along University.

Schroeder stated the proposal overall looks better, and they did a great job transitioning the townhomes across the street.

Waye stated the shingles provide a softness but understands the durability. She stated she would not loose the mansard and would investigate a different way to clad it. She asked if there is an integrated cove gutter in the mansard.

The applicant stated it would be integrated, and they can hide the downspouts.

5. Staff Report

Administrative approvals since last meeting:

- 11040 Main Shake Shack minor amendment deviations from approval
- 4010 University installation of elevator to match existing building
- 3924 Blenheim new coffee shop minor site changes

Open/active administrative applications since last meeting:

- Gateway Regional Park landscape changes

6. Closing Board comments

- Kohlbrenner stated the meeting scheduled for December 18, 2024 will be canceled.
- Pathela asked if it is ok if an applicant takes a photo of them during the meeting.
- Kohlbrenner stated it is fine, as the meeting is public and posted to the website for public viewing.

7. Adjournment

Meeting adjourned at 8:43 p.m.

ATTEST: *Anna McClintock*
Anna Kohlbrenner, BAR liaison.

Davies House

City of Fairfax, Virginia

WSSI #0000988

Assessment of NRHP Eligibility

December 2024 (Revised March 2025)

Prepared for:

Community Development and Planning

City of Fairfax

10455 Armstrong St.

Fairfax, VA 22030

Prepared by:

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ABSTRACT

An assessment of National Register of Historic Places (NRHP) eligibility survey of the Davies House, also known as “The Hill” (DHR #151-5465), at 4131 Chain Bridge Road, City of Fairfax, Virginia was conducted in September 2024 by Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc., of Gainesville, Virginia, for the City of Fairfax, Virginia.

This investigation of “The Hill” evaluated the resource based on the property history and an assessment of the exterior of the dwelling and secondary resources, as the interior of the buildings was not accessible to Thunderbird staff.

The dwelling which is known as “The Hill” was constructed circa 1916 for attorney Marshall C. Hall and his wife Martha Grigg Hall on a tract of land purchased from John S. Barbour. The Halls sold the property in 1920 to Richard Ewell Thornton, a Virginia state senator and prominent Fairfax businessman and pillar of the community. R. E. Thornton and his wife, Sue Contee Plummer Thornton, resided at “The Hill” until their deaths in 1928 and 1954, respectively. The Thorntons being childless, the property was willed to Hope “Dixie” Davies, the wife of Sue Thornton’s great-nephew James Bankhead Taylor Thornton Davies. Bankhead T. Davies, as he was typically known, was another in a line of prominent lawyers and businessmen in the Thornton/Davies family, whose distinguished career was concentrated in Arlington, Virginia, where he practiced law for most of his life. The Davies’ resided at “The Hill” from 1954 until their deaths in 2013; thereafter, the dwelling has stood vacant although maintenance has continued on the property, preventing extensive degradation.

Currently, “The Hill” includes the circa 1916 Colonial Revival style frame dwelling and three ancillary buildings. Two outbuildings, a frame garage and a frame shed located in close proximity to the dwelling, appear to date to the construction of the dwelling or shortly thereafter, during the Hall or Thornton occupations; the third outbuilding, a concrete block shed, is located farther east on the parcel and was built after 1954 during the Davies occupation.

“The Hill” appears to have undergone minimal alterations to its exterior during its nearly 100 years of occupation; the long occupations by two related families are likely a contributing factor to the dwelling’s consistent appearance. Based on the assessment of the dwelling’s exterior, it is a well-preserved and largely unaltered example of an upper-class dwelling, maintaining integrity of Association, Design, Feeling, Location, Materials, and Workmanship; its integrity of Setting has been affected by the late 20th-century heavy urban development surrounding the formerly more bucolic surroundings at the southern edge of the City of Fairfax. The property, in our opinion, is potentially eligible for listing in the National Register of Historic Places under Criteria B and C, for association with the regionally and locally significant members of the Thornton and Davies families as well as for its architectural merit.

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INTRODUCTION

This report documents an assessment of National Register of Historic Places (NRHP) eligibility for the Davies House, also known as “The Hill” (DHR #151-5465) at 4131 Chain Bridge Road in the City of Fairfax, Virginia (Figures 1-3). The survey was conducted in September 2024 by Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc. (WSSI), of Gainesville, Virginia for the City of Fairfax, Virginia.

Boyd Sipe, M.A., RPA served as Principal Investigator for this project. The fieldwork was conducted by David Carroll, M.A., RPA and Angelica Wimer, who also conducted research and authored the report. All research and field data resulting from this project are currently at the Thunderbird offices in Gainesville, Virginia. Fieldwork and report contents conformed to the guidelines set forth by the Virginia Department of Historic Resources (DHR) for a Phase I identification level architectural survey as outlined in their 2011 *Guidelines for Conducting Historic Resources Survey in Virginia* (DHR 2017), as well as the *Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation* (DOI 1983). In general, at the time of the survey all aspects of the investigation were in compliance with Section 106 of the National Historic Preservation Act of 1966 (Public Law 89-665) (as amended).

The purpose of the survey was to further document and update the record for Resource 151-5465 and, insofar as possible, provide an assessment of potential significance in terms of eligibility for inclusion in the National Register of Historic Places (NRHP).

RESEARCH DESIGN

Research Objectives

The purpose of the survey is to evaluate the potential significance of the Davies House, also known as “The Hill” (DHR #151-5465) in terms of eligibility for inclusion in the NRHP. As codified in *36 CFR 60.4*, the four criteria applied in the evaluation of significant cultural resources to the NRHP are:

- A. Association with events that have made a significant contribution to the broad patterns of our history; or
- B. Association with the lives of significant persons in our past; or
- C. Representative of a type, period, or method of construction, or that represent the work of a master; or
- D. Have yielded or may be likely to yield information important in history or prehistory.

Criterion D is normally reserved for archeological sites but may be applicable to an architectural resource in exceptional cases.

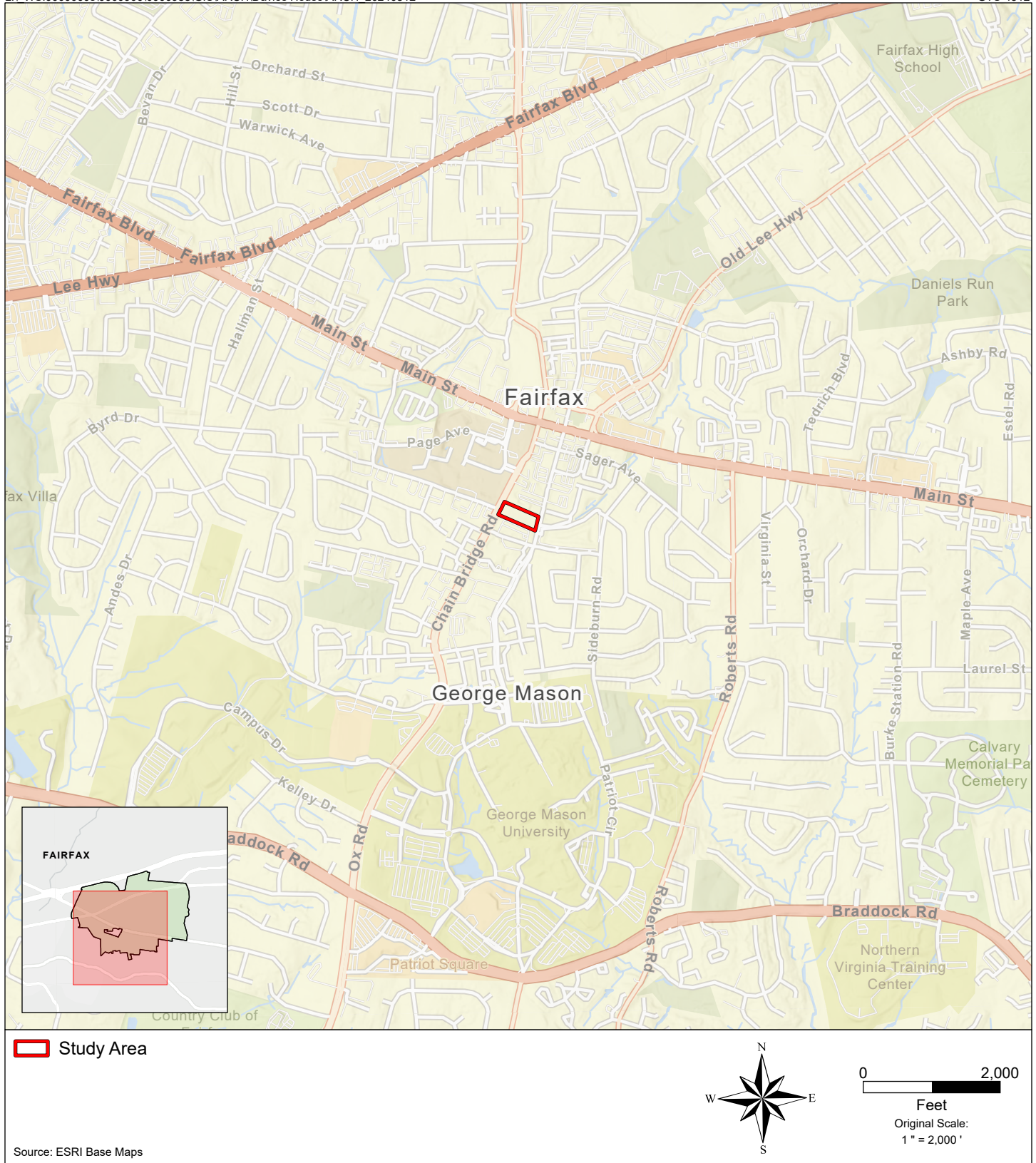


Figure 1: Vicinity Map

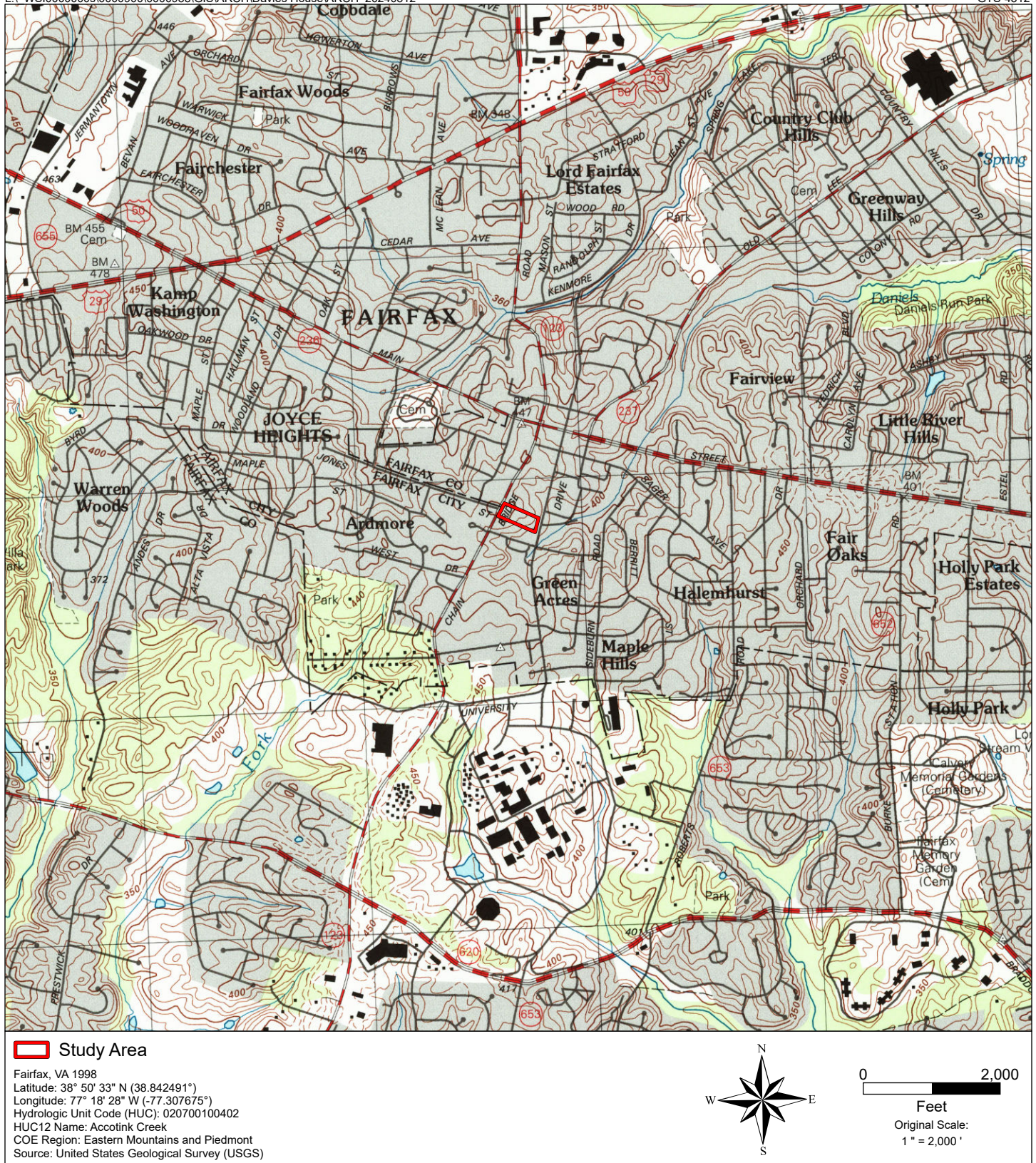


Figure 2: USGS Quadrangle Map



Figure 3: July 2024 Natural Color Imagery

METHODOLOGY

According to standards established by DHR, a Phase II intensive-level architectural survey analyzes and evaluates significant, identified resources within the study area in a more in-depth manner. Phase II intensive survey is usually employed to determine an identified resource's potential eligibility for listing in the Virginia Landmarks Record (VLR) and the NRHP. Under DHR methodology, documentation will include:

- a full description of the resource, including the historic and/or current name of the property (if any), a classification of the resource's type, exterior description of the primary resource, date or period of construction, alterations and dates or periods of alterations, physical condition; a chain of title; possible threats to the resource, etc.
- photographs of the resource, including exterior photographs of the front, rear, and side elevations and oblique views of the resource, close-up photographs of architectural and/or construction details, etc.
- photographs and documentation of the resource's interior, adequately depicting interior spaces and notable features, such as structural and decorative details, etc.
- a preliminary summary statement of significance for the resource, including recommendations for additional work at the intensive level and recommendations concerning the resource's potential NRHP eligibility.

As access to the study property was limited to exterior of the buildings for the survey detailed herein, completion of a Phase II intensive-level architectural survey was not possible. Specifically, no examination or photographic documentation of the interior of the dwelling or outbuildings was possible. However, in all other aspects this survey conformed to the DHR's guidelines for Phase II intensive-level architectural survey.

PROPERTY HISTORY

The study property, located less than a quarter-mile south of the Fairfax court house, appears to have been agricultural land in the 19th century, and to have been occupied by both Confederate and U.S. army camps during the Civil War; archeological site 44FX3288 was recorded on the property in 2007 when evidence of extensive camp activity was detected in a survey of Civil War resources within the city (Moore et al. 2008).

The Davies House is currently located at 4131 Chain Bridge Road in Fairfax, Virginia, occupying a 2.6698-acre lot spanning the land between Chain Bridge Road and University Drive. The property was once part of a 107-acre tract owned by H. W. Thomas. After Thomas' death, the property passed to his widow and then to his two daughters Margaret

T. McInturff and Pinkney T. Bodell, who sold the tract in 1909 to John S. Barbour, who thereafter resided in the large dwelling located some distance northeast of the study property (Fairfax County Deed Book C7:136).

By a deed dated May 1st, 1915, Marshall Carter [M. Carter] Hall acquired a 2.87-acre parcel of the former H. W. Thomas property from Jno. S. Barbour and his wife Mary G. Barbour for the sum of \$1140 (Fairfax County Deed Book W7:478). This represents the current study property and was described in the deed and accompanying plat as located along what was then known as Fairfax Station Road (current Chain Bridge Road) and “Mechanic Street Extended,” which would one day become University Drive but at the time of sale remained an undeveloped part of John S. Barbour’s farm (Figure 4).

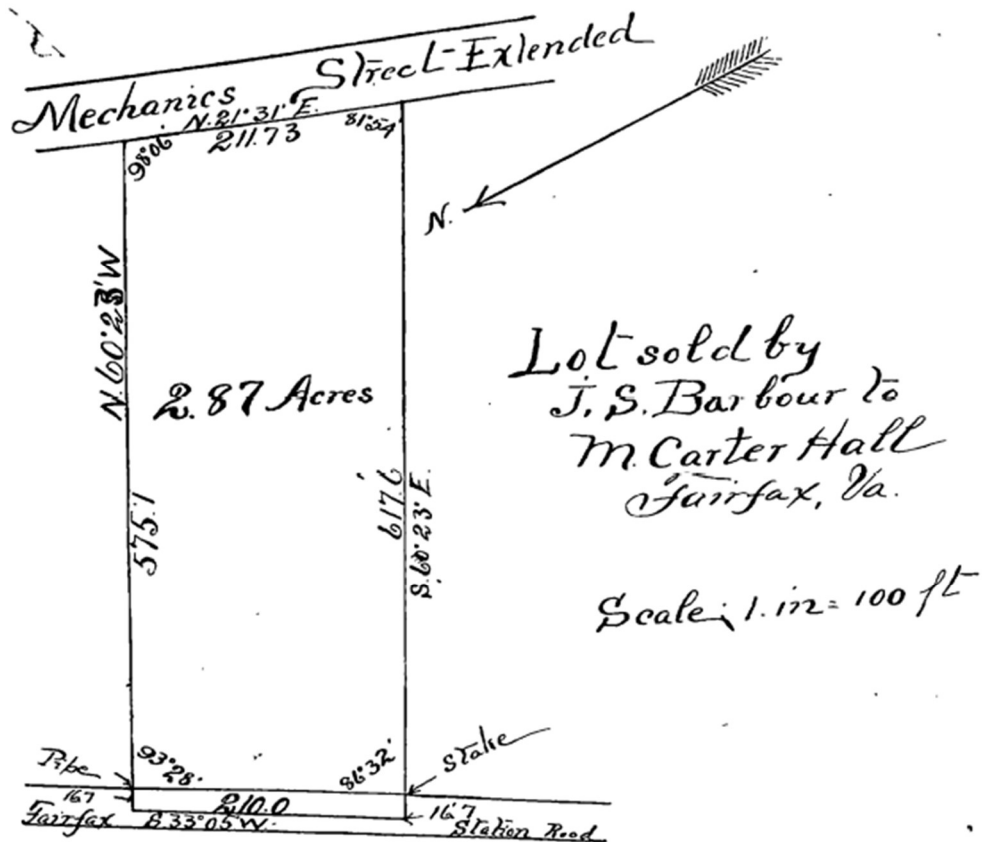


Figure 4: Lot Sold by J.S. Barbour to M. Carter Hall (DB W7:479).

Marshall Carter Hall and his wife, Martha Goodwyn Grigg Hall, were married in 1909. An item in the September 12th, 1909, Washington Post described their upcoming wedding as “one of the most important weddings of the fall,” and characterized the bride as “one of the most attractive girls in Virginia society” and the groom as “an alumnus of the

University of Virginia...well known in this city” (WaPo 1909:1). Marshall C. Hall was an attorney who worked in the Fairfax law firm of Moore, Barbour, Keith and McCandlish, and served during the First World War in the Judge Advocate General’s office (Falls Church Echo 1941:2).

The Halls built the dwelling that currently stands on the property in 1915-1916. The 1916 Fairfax County land tax record shows M. Carter Hall as owner of a 2.87-acre tract within the town of Fairfax, valued at \$114 an acre and with buildings valued at \$3000. A note indicated the property was purchased from J. S. Barbour, and stated “B’l’d’g added \$3000” confirming that the Hall dwelling was new construction accomplished after their 1915 purchase of the property. The dwelling’s value was substantial in comparison to most others in the land tax records of the town, suggesting a stylish and well-appointed home for the time.

The 1920 U.S. census records the Hall family residing on Payne Street (modern Rte 123/Chain Bridge Road) on their own property. The household consisted of W. Carter Hall (sic), 37, an attorney practicing on his own account; his wife Martha G., 29, no occupation; their three daughters Mary Lewis (Louise), 9; Katharine B., 8; and Annie Byrd, 3; and three live-in servants including Ella Baker, 45, cook; Rosetta Bailey, 24, nurse; and Ira Dorsey, 29, hired man. The Halls were White and their servants Black.

The Halls resided in their Fairfax home until 1920. A deed dated May 25th, 1920, records conveyance of the 2.87-acre study property from M. Carter Hall and wife to George Y. Worthington, Sr. and George Y. Worthington, Jr. (Fairfax County Deed Book Q8:72). Two days later, on May 27th, 1920, George Y. Worthington, Sr., his wife, Lucy T. Worthington, George Y. Worthington, Jr. and his wife Adele K. Worthington conveyed the same property to [Richard] Ewell Thornton (Fairfax County Deed Book Q8:120). The Hall family appear to have relocated to Washington, D.C. after selling their Fairfax dwelling according to U.S. census records.

Prior to his purchase of the study property in 1920, Richard Ewell Thornton (1865-1928; Figure 5) and his wife, Susan (Sue) Contee Plummer Thornton (1870-1954; Figure 6) resided elsewhere in Fairfax according to U.S. census records. R. Ewell Thornton was a prominent Fairfax lawyer and politician who served three terms as a Virginia State Senator from 1908, was a founding member and first president of the Fairfax County Bar Association, was a major in the Judge Advocate General’s office during World War I, and served as first president of the Fairfax National Bank (founded 1902) and was serving as the bank’s vice-president at the time of his death in 1928 (Richmond News Leader 1928:28; Evening Star 1928:7). R. Ewell Thornton and his wife were prominent members of the Fairfax community. The couple’s social and political standing is illustrated by their hosting a lunch with President Taft at their prior home on West Street (no longer standing) in July 1911 during the President’s visit to Manassas for the Peace Jubilee in that year (Prince William Times 2023; U.S. Census 1915).



Figure 5: R. Ewell Thornton
Virginia Legislature Photograph Collection, Library of Virginia

Thornton was one of two lawyers who defended James M. Lewis in 1897. Lewis, an African American man accused of rape, maintained his innocence during consecutive trials in which two hung juries failed to agree on a sentence of death as tensions rose in Fairfax and lynching was openly threatened. In a third trial, the jury deliberated less than an hour before handing down a guilty verdict and a sentence of death by hanging. Before his execution, Lewis confessed to committing the crime for which he was accused as well as to three others for which he had escaped justice. James Lewis was hanged in the yard of the Fairfax jail on June 4th, 1897, the last execution by hanging that took place in Fairfax (Johnson 2016: 1, 6-17).



Figure 6: Sue Contee Plummer Thornton
Ancestry.com user thehill1916

R. Ewell Thornton was instrumental in the return of Martha Washington's last will and testament to Fairfax County in 1915. In 1862, the will was taken from the Fairfax courthouse by Lt. Col. David Thomson of the 82nd Ohio Infantry and travelled north with him at the close of the war; Thomson gave the will to his daughter at his death, who in turn sold the will to James Pierpont (J. P.) Morgan, Sr. in 1905. Upon his death in 1913, Martha Washington's will passed to J. P. Morgan, Jr., and an effort was begun in earnest to have the will returned to Fairfax shortly thereafter. A two-year campaign was waged for the return of the document, with the Daughters of the American Revolution, Fairfax County, and the Commonwealth of Virginia taking the position that the will was a legal document that rightfully belonged to Virginia, and Morgan claiming ownership of the document as legitimate spoils of war (Richmond Times-Dispatch 1915a:56). R. Ewell Thornton, as State Senator representing Fairfax, Prince William, and Alexandria counties, was instrumental in Virginia's effort to retrieve the will, having introduced and seen passed "a bill authorizing Gov. H. C. Stuart to make formal demand on Mr. Morgan for the return of the will" and calling for litigation before the U. S. Supreme Court should Morgan fail to comply (Fairfax Museum, n.d.). The suit was filed and Morgan initially prepared to defend his ownership in court, but relented in September 1915 and relinquished the document to Virginia without condition. The suit was dropped, leaving questions regarding the line

between spoils of war and stolen heritage for the moment unanswered (Washingtonpapers.org 2016; Richmond Times-Dispatch 1915b:4).

A third milestone in R. Ewell Thornton Davies' career came during his military service at the end of the First World War. In 1912, U.S. Secretary of War Henry L. Stimson called for revision of the Articles of War which governed military justice during peace and wartime, and which had not been revised in over 100 years. After several years of Congressional hearings and studies, the revised Articles of War were enacted on June 4, 1920, and stood until after World War II, at which time they were replaced in 1951 by the Uniform Code of Military Justice (Library of Congress 2025). R. Ewell Thornton was commissioned as a Major, Judge Advocate on April 11, 1919 and honorably discharged on September 30th, 1920. During his service, he worked on compiling and annotating the revised Articles of War, for which specific task he was likely commissioned (Thornton 1922:126).

The Thorntons appear to have purchased the study property near the end of R. E. Thornton's service in the military during World War I. The 1920 U.S. census, taken in January prior to the Thorntons' May purchase of the property, recorded the Thornton household residing in the Rochambeau apartments at 815 Connecticut Ave in Washington, D.C. The household consisted of Richard E. Thornton, 54, employed at the JAG office, and his wife Sue, 50. The Thorntons likely returned to Fairfax later that year to inhabit their new house, which came to be known as "The Hill." It is unclear whether the Thorntons coined the name.

Richard Ewell Thornton resided at the study property until his death, dying there on March 27th, 1928 after an extended illness (Evening Star 1928:7; Richmond News Leader 1928:28). In his will, Thornton bequeathed "to my darling wife, Sue Thornton, all of my property, of every description, to be hers absolutely...With her loyal and faithful devotion, and willingness to shape her life in accord with my means, I have been able to save the property which I am leaving her, and she justly deserves it all, & more" (Fairfax County Will Book 12:333).

It appears that for a time following the death of her husband, Sue Thornton may have lived with or made extended visits with relatives; the 1930 U.S. census lists Sue Thornton, a widow of 60, residing as a "Lodger" in the household of her brother, William H. Plummer, on 19th St in Washington, D.C. Sue Thornton did return to reside at "The Hill" for the next quarter-century, and passed away in the house in December 1954 (Evening Star 1954:74). The 1940 U.S. census records Sue Thornton, a widow aged 71 years, residing on Payne Street (now Chain Bridge Road) in Fairfax on her property valued at \$10,000; also in the household was her brother John B. Plummer, 70. No occupation was noted for either resident, but it was noted that on April 1st, 1935 Sue Thornton had resided at the same house, while John Plummer had resided in rural Montana. Sue Thornton could not be located in the 1950 U.S. census.

Richard E. and Sue Thornton were childless, and upon her death, Sue Thornton bequeathed the bulk of her estate, including "The Hill," to Hope C. Davies, wife of James Bankhead

Taylor Thornton Davies (Fairfax County Will Book 49:38). In the final item of her will, Sue Thornton stated: “It is my hope to keep in the family my home, “The Hill” and to keep intact therein the furnishings now located there...My great nephew, Bankhead Thornton Davies, has indicated his desire to purchase the property and to live therein and this I hope he will do” (Fairfax County Will Book 49:42).

James Bankhead Taylor Thornton Davies (1916-2013) began his career as a lawyer in 1940 at the Commonwealth’s Attorney’s office, but suspended his career to enlist in the U. S. Army at the outbreak of World War II, during which he deployed to the Pacific theater (Virginia General Assembly 2014). After the war, he returned to law, and married Hope (“Dixie”) Massie Cosby (1920-2013), a graduate of Mary Washington College and associated with the National Gallery in Washington, D.C. at the time of their marriage (Figure 7) in November 1947 (Evening Star 1947:61). The couple resided in Arlington for the first years of their marriage. The 1950 census lists the couple residing on South Sixth St in Arlington, in a household consisting of T. Bankhead Davies, a lawyer of 33; Hope C., 29, his wife, keeping house; and their daughter, Hope M, one year.



Figure 7: J. Bankhead T. T. and Hope “Dixie” Davies Family, circa 1953
Ancestry.com user thehill1916


After inheriting “The Hill,” the Davies household moved to Fairfax to reside in the home. The couple had three children: Hope Massie, Bankhead Thornton, and Vera. Bankhead’s law practice and career remained in Arlington, where he practiced first as part of the firm Douglas & Davies, and later with his son Bankhead Thornton Davies as the firm Davies & Davies until the elder Bankhead’s retirement at the age of 90. During his career, Bankhead served in both private law practice and as a public servant, as well as serving on the boards of numerous professional, charitable, religious, community, and philanthropic organizations. In addition to his law practice, he served as a Commissioner in Chancery in Arlington, served on the Arlington Salvation Army Advisory Board from its inception in 1951, and was a board member of the American Lung Association of both Virginia and Northern Virginia, and was a member and Trustee of St. George’s Episcopal Church in Arlington. He built and managed the “Dixie Building” (named for his wife), an office block in Arlington, from 1960-1997 (Fairfax Memorial Funeral Home 2013).

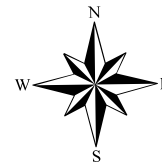
Hope “Dixie” Davies passed away at “The Hill” in March 2013; her husband survived her by two months. The couple was buried in Columbia Gardens Cemetery in Arlington, Virginia. The year after their deaths, the Virginia House of Delegates offered House Joint Resolution No. 477 in 2014 in recognition of James Bankhead Taylor Thornton Davies’ distinguished 66-year career (1940-2007) and service to the Commonwealth of Virginia (Virginia General Assembly 2014). Hope Cosby Davies was the legal owner of “The Hill” upon her death, having inherited it from Sue Thornton. Hope’s will established a Family Trust, administered by her son Bankhead Thornton Davies, in the event that her husband should survive her by more than 30 days, which came to pass. The estate was to be managed by the Family Trust until the death of Hope’s husband, at which time the estate was to be divided equally between their three children (Fairfax County Will Book 982:2008). Thus, “The Hill” passed first to the Davies Family Trust and then to the three Davies children, each with an undivided one-third interest in the property, in March 2015 (Fairfax County Deed Book 24012:1169). In August 2015, the three Davies heirs deeded their shares to The Hill, A Davies Family LLC (Fairfax County Deed Book 24278:1096). A 2019 deed clarified that Bankhead Thornton Davies, as Trustee of the Family Trust established by the will of Hope C. Davies, relinquished any claim to “The Hill,” fully vesting uncontested ownership of the study property to The Hill, A Davies Family LLC (Fairfax County Deed Book 25936:1425).

Historic aerial photographs document “The Hill” throughout the 20th and early 21st centuries. Perhaps due to the long occupations by its inhabitants beginning with the 1920 purchase by the Thorntons and the 1954 inheritance by the Davies’ whose occupation continued until 2013, the property appears to have undergone minimal alteration. A 1937 aerial photograph (Figure 8) depicts the dwelling in what appears to be its current configuration, along with several outbuildings located to the northeast and east. The grounds east of the dwelling are subdivided into several sections with fences, and agricultural land surrounds the property on three sides. A 1954 aerial photograph (Figure 9) shows a similar view, with more mature trees on the grounds and a new dwelling or business located on the land adjacent to the north.

At the time of this writing in 2024, “The Hill” stands unoccupied.



 Study Area




0 300
Feet
Original Scale:
1" = 300'

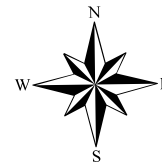
Source: Fairfax County GIS & Mapping Services

*Note: Location is approximate due to inherent data quality and limitations.

Figure 8: Spring 1937 Black and White Imagery



 Study Area



0 300
Feet
Original Scale:
1" = 300'

Source: Fairfax County GIS & Mapping Services
*Note: Location is approximate due to inherent data quality and limitations.

Figure 9: Black and White Imagery 1954

RESULTS OF FIELD INVESTIGATIONS

“The Hill” (DHR #151-5465) occupies a rectangular parcel bounded by Chain Bridge Road on the west and University Drive on the east (Figure 10). A brick retaining wall lines the west end of the property along Chain Bridge Road, and a wooden privacy fence lines the south and east property lines. An asphalt paved driveway extends from Chain Bridge Road. Mature trees and shrubs are present throughout the grounds. The property includes a considerable slope downward from the dwelling moving east toward University Drive, likely the source of its name. The property has been vacant for some time, but maintenance on the building and portions of the grounds has evidently continued. Approximately the eastern third of the property is covered in dense and impenetrable vegetation; no buildings are known to stand in this area, but the presence or absence of buildings or landscape features in this area could not be ascertained with confidence.

“The Hill” was originally recorded as an architectural resource in 2004 during a survey of historic properties in the City of Fairfax by EHT Traceries, Inc. (Trieschmann 2004). At the time of the current survey, the buildings on the property included the dwelling, a frame garage, a frame shed, and a concrete block shed.

Dwelling— “The Hill”

“The Hill” is a large two-and-a-half story, five bay frame dwelling in the Colonial Revival style, built circa 1916 (Figure 11). The walls are clad in wood shingles. The front entrance is sheltered by a small glass-enclosed porch with French doors, rectangular pilasters and a flat roof featuring a broad molded cornice. Fenestration on the façade/west elevation includes paired 10-light double casement windows on the ground floor, with paired six-over-six sliding sash windows above; the central window on the second floor is a single casement with diamond panes. The windows have simple molded wooden surrounds. Fenestration on the rear of the dwelling (Figures 12 and 13) consists primarily of narrow, four-over-four sliding sashes in the non-center bays; the central bay on the ground floor has a slightly off-center door paired with a small six-light casement window, with the second story consisting of three conjoined eight-light fixed windows. The hipped roof is covered in asphalt shingles. The roof has moderately projecting eaves with exposed decorative rafter ends. A small, hipped dormer is present on each of the side elevations of the roof, with a broader dormer on the rear elevation. One interior end brick chimney is located near the northwest corner of the dwelling, with two broad and shallow exterior brick chimneys present on the rear elevation. The brickwork on the chimneys is Flemish bond.



Davies House/"The Hill"
DHR No. 151-5465
4131 Chain Bridge Road
Fairfax, Virginia
City of Fairfax

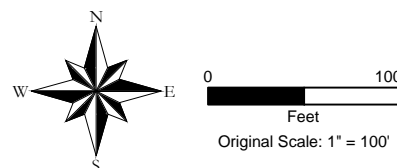


Figure 10: Site Plan for DHR Resource 151-5465



Figure 11: “The Hill,” Front (West) Elevation



Figure 12: “The Hill,” Rear (East) and North Elevations



Figure 13: “The Hill,” Rear (East) Elevation, circa 1920-1928

Ancestry.com, user thehill1916

The north end of the dwelling features a small single-story wing or addition with siding, windows, and roof matching the main block (see Figure 12). An apparent small addition to the wing projects a short distance to the east, covered by an extension of the wing’s roof which does not feature the decorative exposed rafter ends of the main block and remainder of the wing; a small bay window with three one-over-one sliding sashes is located on the east elevation of the addition. The south end of the main block features a single-story porch (Figure 14) at the outer corners with stout square pillars clad in wood shingles matching the siding of the dwelling; between these two primary corner supports are four square wooden columns with simple molded decoration at the base and capital. The porch roof is flat and features a plain wooden balustrade along its edge. The ground floor windows shaded by the porch are large, broad, floor-to-ceiling four-light fixed windows, flanking a French door.

The interior of the dwelling was not available to the surveyors. As such, a floor plan of the dwelling has not been produced, and an assessment of the condition of and any modifications to the interior of the building cannot be made at this time.

“The Hill” is an exceptionally well-preserved example of a Colonial Revival-style dwelling, featuring the classic rectangular, two-story form with symmetrical façade, centered main entrance with entry porch, paired multi-pane windows, and a hipped roof. Flourishes such as Flemish bond brickwork chimneys combined with the more restrained decorative elements overall mark “The Hill” as an early example of the more “correct” expression of the style that predominated post-1920 (McAlister 2013:409-410).



Figure 14: “The Hill,” South Elevation

Garage

This one-story wood frame garage (Figures 15 and 16) stands northeast of the dwelling. The building matches the dwelling and features wood shingle siding and an asphalt shingle hipped roof. The single vehicle bay entrance on the west elevation has double wood doors. The north and south elevations each have a centered set of double one-over-one sliding sash windows. According to the original 2004 DHR resource record, the garage was constructed circa 1920; a building of similar size is visible at its location in a 1937 aerial photograph (see Figure 8). This garage was likely constructed concurrently with or shortly after the dwelling.



Figure 15: Garage, Front (West) Elevation



Figure 16: Garage, South Elevation

Frame Shed

This one-story, two-bay, wood frame shed (Figure 17) stands east of the dwelling and south of the garage. Like the buildings previously discussed, the shed is clad in wood shingles and capped with an asphalt shingle hipped roof. Two wooden doors are present on the west elevation, facing the rear of the dwelling. The south and east elevations of the shed were overgrown and could not be observed. This building was not recorded with the other buildings of the resource in 2004 for reasons unknown. The shed appears in a photograph of “The Hill” apparently taken between 1919 and 1928, indicating that the shed was built concurrently with or shortly after the dwelling; the shed is also visible in a 1937 aerial photograph (see Figures 8 and 13). A window is visible on the south elevation of the shed in the historic photograph.



Figure 17: Frame Shed, North and West Elevations

Concrete Block Shed

This one-story concrete block shed (Figure 18) is located along the northern property boundary east of the other buildings on the property. A doorway on the west elevation includes the remains of a wooden Dutch door. A doorless vehicle bay opening is present on the south elevation. The west, north, and east elevations also feature multi-pane steel frame casement windows opened with hand cranks. The roof has collapsed but was apparently either a shed or flat roof. According to the original 2004 DHR resource form, the shed was constructed circa 1940. Based on examination of historic aerial imagery, this shed was built after 1954 (see Figure 9) and likely before circa 1960.



Figure 18: Concrete Block Shed, West Elevation

City of Fairfax Historic District (DHR #151-0003)

“The Hill” lies just over 300 feet south of the NRHP- and VLR- listed City of Fairfax Historic District (DHR #151-0003). The historic district includes the majority of the original lots of the Town of Providence but includes several contiguous resources north and south of the original core along Chain Bridge Road. The district includes government, commercial, residential, and religious buildings constructed throughout the ca.1800 to 1965 period of significance as established by a 2024 update of the NRHP documentation for the district, reflecting the period from the founding of the town through the commercial development of the city core that occurred following World War II and the growing suburbanization of Northern Virginia. If the boundary of the City of Fairfax Historic District were expanded to include “The Hill,” it would represent a contributing resource due to its date of construction and Colonial Revival architectural style, which is a dominant and defining style of the historic district.

SUMMARY AND RECOMMENDATIONS

An assessment of National Register of Historic Places (NRHP) eligibility for the Davies House, also known as “The Hill” (DHR #151-5465) at 4131 Chain Bridge Road in the City of Fairfax, Virginia was conducted in September 2024 by Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc., of Gainesville, Virginia, for the City of Fairfax, Virginia.

This architectural investigation of “The Hill” assesses the resource based on the property history and an assessment of the exterior of the dwelling and secondary resources, as the interior of the buildings was not accessible to Thunderbird staff.

The dwelling which is known as “The Hill” was constructed circa 1916 for attorney Marshall C. Hall and his wife Martha Grigg Hall on a tract of land purchased from John S. Barbour. In 1920 Richard Ewell Thornton, a Virginia state senator and prominent Fairfax businessman and pillar of the community, purchased the property. R. E. Thornton and his wife, Sue Contee Plummer Thornton, resided at “The Hill” until their deaths in 1928 and 1954, respectively. The Thorntons being childless, the property was willed to Hope “Dixie” Davies, the wife of Sue Thornton’s great-nephew James Bankhead Taylor Thornton Davies. Bankhead T. Davies, as he was typically known, was another in a line of prominent lawyers and businessmen in the Thornton/Davies family. Davies’ distinguished 66-year career included private law practice and service in numerous public service, professional, and philanthropic roles, and was remembered by a joint resolution of the Virginia State Legislature for his service to the Commonwealth after his death. The Davies’ resided at “The Hill” from 1954 until their deaths in 2013; thereafter, the dwelling has stood vacant although maintenance has continued on the property, preventing extensive degradation.

Currently, “The Hill” includes the circa 1916 Colonial Revival style frame dwelling and three ancillary buildings. Two outbuildings, a frame garage and a frame shed located in close proximity to the dwelling, appear to date to the construction of the dwelling or shortly thereafter, during the Hall or Thornton occupations; the third outbuilding, a concrete block shed, is located farther east on the parcel and was built after 1954 during the Davies occupation.

“The Hill” appears to have undergone minimal alterations to its exterior during its nearly 100 years of occupation; the long occupations by two related families are likely a contributing factor to the dwelling’s consistent appearance. Based on the assessment of the dwelling’s exterior, it is a well-preserved and largely unaltered example of an upper-class dwelling in the Colonial Revival style, maintaining integrity of Association, Design, Feeling, Location, Materials, and Workmanship; its integrity of Setting has been affected by the late 20th century heavy urban development replacing the formerly more bucolic surroundings at the southern edge of the City of Fairfax. The property, in our opinion, is potentially eligible for listing in the National Register of Historic Places under Criteria B and C, for association with regionally and locally significant members of the Thornton and Davies families as well as for its architectural merit.

NRHP Criterion B concerns properties associated with individuals whose specific contributions to history on the local, state, or national levels can be identified and documented. Properties associated with the individual’s adult, productive period are preferred, although properties associated with an individual outside of this period can be eligible if no properties associated with their productive period are extant (NPS 1997:14-15). R. Ewell Thornton was a significant figure at the local and state levels as a prominent lawyer, businessman, and state senator, and resided for the last eight years of his life at

“The Hill.” Although the bulk of his active career occurred before his 1920 occupation of the dwelling, the Thorntons’ earlier dwelling, located on West Street, no longer stands. James Bankhead Taylor Thornton Davies was a significant figure at the state level as demonstrated by his posthumous recognition by the Virginia Legislature for his service to the state over his 66-year career, spanning from 1940 until his retirement in 2007. J. Bankhead T.T. Davies resided at “The Hill” from 1954 until his death, and thus the resource is associated with much of his career as a prominent attorney and prolific board member of numerous professional and philanthropic organizations.

NRHP Criterion C concerns properties that “embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction” (NPS 1997:17). “The Hill” qualifies under the first grouping as a classic and minimally-altered example of the Colonial Revival type; the fact that several of the original outbuildings survive further enhances the property’s eligibility under this criterion.

Although outside the purview of this architectural evaluation, DHR #151-5465 also contains an unevaluated archeological resource associated with Confederate and Union military camps dating to the Civil War. Site 44FX3288 was recorded in 2008 during an assessment of Civil War resources within the City of Fairfax. This site has been recommended potentially eligible for the NRHP under Criterion D. A Phase II archeological investigation would be necessary to fully evaluate the site’s eligibility.

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APPENDIX I

Staff Qualifications



Firm Association

Wetland Studies and Solutions, Inc. (WSSI)

Direct Phone Line

(703) 679-5625

Project Assignment

Field Director- Archeology

Years of Experience

With this firm: 19.5

With other firms: 5.5

Education

B.A., History, Shepherd College, West Virginia

M.A., Historical Archaeology, University of Leicester, U.K.

Registrations & Certifications

2024/Registered Professional Archeologist

2024/8-Hour HAZWOPER Hazardous Materials Technician Review

AMDA (Advanced Metal Detecting for the Archaeologist) Certification Training

2009/HAZWOPER 24-hour Hazardous Materials Technician

Associations

Council of Middle Atlantic Archeology

Senior Associate Archeologist/Senior Associate Historian

Mr. Carroll currently serves as the Senior Associate Archeologist for Wetland Studies and Solutions, Inc. and has 25 years of experience in conducting archeological research within the Middle Atlantic region. Mr. Carroll manages both architectural and archeological field investigations, and produces technical reports for the Phase I, II and III cultural resource investigations. He has served as acting archeological lab supervisor, performing lab analysis and the processing and interpretation of artifacts, and has over a decade of experience in conducting archival and documentary research resulting in detailed information about the owners/occupants and land use history of various properties.

Removal of Structures from Big Meadows and Thornton Gap, Shenandoah National Park – Page and Rappahannock County, Virginia

Mr. Carroll served as Field Director for this Phase I Archeological investigation conducted for the National Park Service. No previously unidentified archeological sites were found during the current investigation; however, one new architectural feature was recorded at Thornton Gap. Resource 078-5188 is a stone pier and galvanized pipe that appears to be the remains of an effluent line that serviced a former building which is depicted on maps to the west of the project area. This feature appears to represent private or early NPS infrastructure and is not felt, in our opinion, to be eligible for the National Register of Historic Places under Criteria A, B, C, or D. NPS and SHPO staff concurred with the recommendations.

Pageland Lane Assemblage - Prince William County, Virginia

Mr. Carroll served as Field Supervisor for the Phase I cultural resources investigation of the ±884.12-acre Pageland Lane Assemblage project area, which included 103 individual parcels in northern Prince William County, Virginia, directing the fieldwork. Eighteen archeological sites and six architectural resources were recorded as a result of the investigation. Mr. Carroll also performed extensive documentary research on the past owners of the project area, which included the late 19th century African American community known as "The Settlement," and authored the property history section of the report. In addition, Mr. Carroll performed delineations on the 18th-20th century Haislip and Pattie family cemeteries and the early 20th century Manuel family cemetery as well as investigating a rumored confederate cemetery within the project area, performed background research on each and was primary author of the accompanying reports.

Summit School Road High School (14th HS) (Sites 44PW2079 and 44PW2088) - Prince William County, Virginia

Mr. Carroll served as primary researcher for Phase II archeological evaluations conducted of two archeological sites (44PW2079 and 44PW2088) within the Summit School Road High School (14th HS) property for Prince William County Public Schools; Mr. Carroll also authored the property history portions of both reports. Site 44PW2079 included components dating to the mid- to late 19th century attributed to the occupation of William H. Duvall and his family. Site 44PW2088 included components dating to the late 18th century and continuing through the 19th and 20th centuries and into the 21st century. The site was primarily associated with the occupations of the Reeves family; unknown tenants and/or enslaved laborers may have also occupied the property prior to the Reeves' occupations, with unknown tenants likely occupying the site subsequent to the Reeves' occupations. Mr. Carroll also performed a delineation of the Mt. Olive Baptist Church cemetery which adjoins the Summit School property, resulting in the expansion of the cemetery boundary to include burials located outside of the church property.





Firm Association

Wetland Studies and
Solutions, Inc. (WSSI)

Direct Phone Line

(703) 679-5623

Project Assignment

Project Manager

Years of Experience

With this firm: 19

With other firms: 7

Education

M.A./Archaeology and
Heritage/The University of
Leicester

**Registrations &
Certifications**

2023/Register of Professional
Archaeologists

HAZWOPER Hazardous
Materials Technician Training

2022/HAZWOPER 8-Hour
Review

Associations

Society for Historical
Archaeology

Middle Atlantic Archaeological
Conference

Manager-Archeology

Arlington National Cemetery Stream Restoration Millennium Project Arlington, Virginia

Mr. Sipe served as Project Manager for the cultural landscape documentation related to the expansion of Arlington National Cemetery (known as the Millennium Project) and the future restoration of 1,700 lf of badly degraded stream channel that flows through the site. As part of the environmental and preservation compliance process, pursuant to compliance with Section 106 of the National Historic Preservation Act of 1966 and regulations in 36 CFR Part 800, documentation of the cultural landscape of the Millennium Site has been included in a Memorandum of Agreement (MOA) between ANC, the National Park Service (NPS), and the Virginia State Historic Preservation Officer to mitigate adverse effects.

James Bland Development Property, City of Alexandria, VA.

Mr. Sipe conducted archival research and authored the documentary study for this five city block project and conducted oral history interviews from several long-time residents of the area. Based on his research, a Phase I archeological survey was recommended and a research design was developed. Mr. Sipe supervised the Phase I archeological work which resulted in the identification of two archeological sites that warranted further investigation.

Architectural Reconnaissance Survey & Preliminary Information Form (PIF) Preparation - Highland Springs, Henrico County, Virginia

Serving as the Project Manager on a survey of 240 representative historic properties. The survey area contains homes, churches, civic buildings, and 40-to-50 commercial properties in this early streetcar suburb of Richmond. Historic maps geo-referenced by GIS staff assisted in identifying which properties to survey. Oversaw all survey efforts and preparation of a Preliminary Information Form (PIF) to evaluate the proposed Highland Springs Historic District potential for listing on the National Register of Historic Places.

Contrabands and Freedmen's Cemetery Memorial, City of Alexandria, VA.

Under the supervision of Alexandria Archaeology, investigations were conducted between May and December of 2007 at the Contrabands and Freedman's Cemetery (44AX179). Thunderbird Archeology was also contracted to assist with public interpretation for the memorial. Mr. Sipe assembled a team to design the City's official website and historical brochure for the site. He authored all text for the web site and assisted in the brochure design and layout. Finally, Mr. Sipe managed additional excavations and supervised archeological monitoring during construction of the Memorial.

Lyndam Hill II Property (44FX0223), Fairfax County, VA.

Mr. Sipe served as Principal Investigator during the Phase II site evaluation and Phase III data recovery of site 44FX0223, a circa 1720 to 1769 outlying farm quarter site in Fairfax County, Virginia, and served as primary author for the Phase II and co-author for the Phase III reports describing the results of the investigations. Intact historic features and artifact deposits indicated the discrete locations of an overseer's house and a dwelling for enslaved laborers, a unique and rarely identified site type in Virginia. Major research issues in the archeology of regional slavery including the lifeways and material culture of the enslaved and overseers, ethnicity, agency, and plantation provisioning were re-considered in view of findings at the site.



APPENDIX II

Resource Forms

Property Information

Property Names

Name Explanation	Name
Function/Location	Single Dwelling, 4131 Chain Bridge Road
Current	The Hill

Property Evaluation Status

Not Evaluated

Property Addresses

Current - 4131 Chain Bridge Road

County/Independent City(s): Fairfax (Ind. City)

Incorporated Town(s): No Data

Zip Code(s): 22030

Magisterial District(s): No Data

Tax Parcel(s): No Data

USGS Quad(s): FAIRFAX

Additional Property Information

Architecture Setting: Suburban

Acreage: No Data

Site Description:

Facing northeast, this office building sits on a level grassy lot. It is surrounded by mature trees and shrubs and fronted with foundation plantings. A paved driveway leads to the dwelling from Chain Bridge Road. A brick retaining wall lines the front of the lot.

A garage and a shed are located southwest of the dwelling.

2024: 2004 site description appears to be for a different property.

The dwelling faces west/northwest toward Chain Bridge Road. The grounds are shaded by mature trees. Two outbuildings are located a short distance northeast and east of the dwelling; a third is located along the northern boundary of the property. Access is via an asphalt driveway from Chain Bridge Road

Surveyor Assessment:

Built circa 1915, this house is representative of early-twentieth-century construction driven by the development and growth of transportation routes in what is now the City of Fairfax.

2024: Built circa 1916, this dwelling is a well-preserved example of a high-status home associated with the locally prominent Thornton and Davies families, who occupied the property from circa 1920 until 2013. Little alteration is evident to the exterior of the dwelling and outbuildings; the interiors were not accessible for this survey.

Surveyor Recommendation: Recommended Eligible

Ownership

Ownership Category	Ownership Entity
Private	No Data

Primary Resource Information

Resource Category: Domestic

Resource Type: Single Dwelling

NR Resource Type: Building

Historic District Status: No Data

Date of Construction: Ca 1916

Date Source: Local Records

Historic Time Period: Reconstruction and Growth (1866 - 1916)

Historic Context(s): Architecture/Community Planning, Domestic

Other ID Number: No Data

Architectural Style: Colonial Revival

Form: No Data

Number of Stories: 2.5

Condition: Good
Threats to Resource: Development, Neglect, Structural Failure, Vacant
Cultural Affiliations: Euro-American
Cultural Affiliation Details:

No Data

Architectural Description:

April 2004: Two-and-a-half stories high and five bays wide, this frame dwelling is clad in wood shingles and is capped with a hipped roof. Fenestration is comprised of 6/6 double hung windows, 10-light casement windows, and two hipped dormer windows. Three exterior end chimneys rise above the asphalt-shingled roof. A one-story, three bay, wood porch with Doric columns is attached to the east elevation. Additional features of the house include exposed rafters with decorative carved ends, a molded wood cornice and windows surrounds, and wood sills.

2024: No significant alterations since 2004 description. Note that the building has one interior end chimney on the north elevation and two exterior chimneys on the rear/east elevation. Hipped dormers are present on all but the front elevation. The dwelling also possesses a single-story north wing which was present by 1937 based on aerial photographs; it may have been an original part of the dwelling.

Exterior Components

Component	Component Type	Material	Material Treatment
Windows	Casement	Wood	Multiple-light
Windows	Sash, Double-Hung	Wood	6/6
Structural System and Exterior Treatment	Frame	Wood	Other
Roof	Hipped	Asphalt	Shingle
Chimneys	Interior End	Brick	Flemish Bond
Chimneys	Exterior Front/Back	Brick	Flemish Bond

Secondary Resource Information

Secondary Resource #1

Resource Category: Domestic
Resource Type: Garage
Date of Construction: 1920Ca
Date Source: Site Visit
Historic Time Period: World War I to World War II (1917 - 1945)
Historic Context(s): Architecture/Community Planning, Domestic
Architectural Style: Colonial Revival
Form: No Data
Condition: Good
Threats to Resource: Development, Neglect, Vacant
Cultural Affiliations: Euro-American
Cultural Affiliation Details:

No Data

Architectural Description:

This one-story, two-bay frame garage is clad in wood shingles and is capped with a hipped roof sheathed in asphalt shingles. It contains a wood vertical board door with two, one-light windows.

April 2004

2024: This one-story wood frame garage stands northeast of the dwelling. The building matches the dwelling and features wood shingle siding and an asphalt shingle hipped roof. The single vehicle bay entrance on the west elevation has double wood doors. The north and south elevations each have a centered set of double one-over-one sliding sash windows. According to the 2004 survey, the garage was constructed circa 1920; a building of similar size is visible at its location in a 1937 aerial photograph. This garage was likely constructed concurrently with or shortly after the dwelling.

Number of Stories: 1

Secondary Resource #2

Resource Category: DSS Legacy
Resource Type: Shed
Date of Construction: 1957Ca
Date Source: Map

Historic Time Period: World War I to World War II (1917 - 1945)
Historic Context(s): Architecture/Community Planning, Domestic
Architectural Style: Other
Form: *No Data*
Condition: Good
Threats to Resource: Development, Neglect, Structural Failure, Vacant
Cultural Affiliations: Euro-American
Cultural Affiliation Details:

No Data

Architectural Description:

This one-story, two-bay shed is constructed of concrete block and is capped with a shed roof sheathed in asphalt shingled. It has one split wiid plank door and two light casement windows.

April 2004

2024: This one-story concrete block shed is located along the northern property boundary east of the other buildings on the property. A doorway on the elevation includes the remains of a wooden Dutch door. A doorless vehicle bay or double door opening is present on the south elevation. The west, north, and east elevations also feature multi-pane steel frame casement windows opened with hand cranks. The roof has collapsed. According to the 2004 survey, the shed was constructed circa 1940. Based on examination of historic aerial imagery, this shed was built after 1954 and likely before circa 1960.

Number of Stories: 1

Secondary Resource #3

Resource Category: Domestic
Resource Type: Shed
Date of Construction: 1920Ca
Date Source: Site Visit
Historic Time Period: World War I to World War II (1917 - 1945)
Historic Context(s): Domestic
Architectural Style: Colonial Revival
Form: *No Data*
Condition: Good
Threats to Resource: Development, Neglect, Vacant
Cultural Affiliations: Euro-American
Cultural Affiliation Details:

No Data

Architectural Description:

This one-story, two-bay, wood frame shed stands east of the dwelling and south of the garage. The shed is clad in wood shingles and capped with an asphalt shingle hipped roof. Two wooden doors are present on the west elevation, facing the rear of the dwelling. The south and east elevations of the shed were overgrown and could not be observed. This building was not recorded with the other buildings of the resource in 2004 for reasons unknown. The shed appears in a photograph of "The Hill" apparently taken between 1919 and 1928, indicating that the shed was built concurrently with or shortly after the dwelling.

Number of Stories: 1

Historic District Information

Historic District Name: *No Data*
Local Historic District Name: *No Data*
Historic District Significance: *No Data*

CRM Events

Event Type: Survey:Phase II/Intensive

Project Review File Number: *No Data*
Investigator: Angelica Wimer

Organization/Company: Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc.
Photographic Media: Digital
Survey Date: 8/15/2024
Dhr Library Report Number: *No Data*
Project Staff/Notes:
Boyd Sipe, M.A., RPA served as Principal Investigator for this project. The fieldwork was conducted by David Carroll, M.A., RPA and Angelica Jackman, who also conducted research and authored the report.
Surveyors had no access to the interior of the buildings; assessment is based on the exteriors and on the property history.
Project Bibliographic Information:
Davies House (151-5465) Phase II Intensive Architectural Survey
Period Of Significance: 1916-2013
Level Of Significance: Local
Surveyor's NR Criteria Recommendations: B - Significant Individual from History, C - Distinctive Characteristics of Architecture/Construction
Phase II Intensive Survey Integrity Recommendations: Association, Design, Feeling, Location, Materials, Workmanship

Event Type: Survey:Phase I/Reconnaissance

Project Review File Number: *No Data*
Investigator: EHT Tracerics, Inc., PK
Organization/Company: Unknown (DSS)
Photographic Media: *No Data*
Survey Date: 4/1/2004
Dhr Library Report Number: *No Data*
Project Staff/Notes:
No Data
Period Of Significance: 1916-2013
Level Of Significance: Local
Surveyor's NR Criteria Recommendations: B - Significant Individual from History, C - Distinctive Characteristics of Architecture/Construction
Phase II Intensive Survey Integrity Recommendations: Association, Design, Feeling, Location, Materials, Workmanship

Bibliographic Information

Bibliography:

No Data

Property Notes:

No Data