



CITY OF FAIRFAX

Department of Community Development & Planning

City Council Work Session

WORK SESSION DATE

March 26, 2019

POTENTIAL APPLICANT

Wawa, Inc.

OWNER

Ola Inc.

AGENT

Robert D. Brant, Attorney

PARCEL DATA

Tax Map ID
48-3-09-056

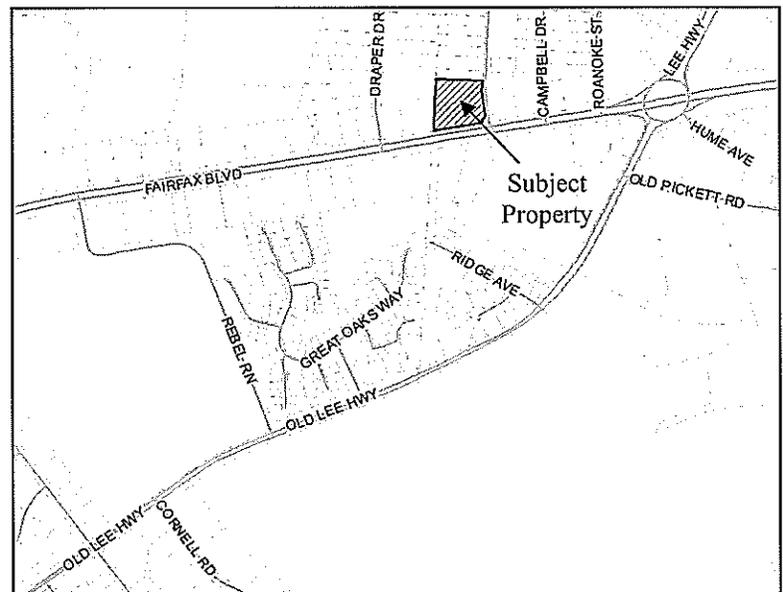
Street Addresses
9700 Fairfax Boulevard

Zoning District
CR, Commercial Retail
IH, Industrial Heavy

Overlay District
Architectural Control Overlay
District

APPLICATION SUMMARY

The applicant is proposing to redevelop a 1.82 +/- acre site with a 6,049 sf grocery store (Wawa, Inc.) with six fuel stations (12 pumps) on the west side of Spring Street and north of Fairfax Boulevard. An application to rezone a portion of the property from IH Industrial Heavy to CR Commercial Retail may be necessary and a special use permit is also required for fuel stations in CR Commercial Retail District. There may potentially be Special Exception requests based on final design. Those have not been identified at this time.



BACKGROUND INFORMATION

The subject property has an existing one story, 55-unit motel that was constructed in 1953. The subject property is 1.82 +/- acres located on the northwest side of Fairfax Boulevard and Spring Street. In 1969, a site plan was approved for the White House Motel. In 1981, the Board of Architectural Review (BAR) approved the construction of a dormer for the building adjacent to Spring Street to provide ventilation in the attic space. According to the City’s real estate assessment records, the Rodeway Inn is approximately 19,872 square feet. Further information on adjacent properties is provided below:

Direction	Existing Land Use/Uses	Zoning	Future Land Use
Site	Commercial Lodging; Rodeway Inn Motel	CR Commercial Retail IH Industrial Heavy	Commercial Corridor
North	Industrial; Landscaping Services	IH Industrial Heavy	Commercial Corridor
South	Commercial Retail; Commercial Auto, Retail/Restaurant, Car Sales & Service Lot	CR Commercial Retail	Activity Center – Fairfax Circle
East	Commercial Auto; Car Sales Lot	CR Commercial Retail IH Industrial Heavy	Commercial Corridor
West	Commercial Retail; Bank, Self-Storage Facility	CR Commercial Retail IH Industrial Heavy	Commercial Corridor

The Comprehensive Plan Future Land Use designation for the subject property is CC Commercial Corridor and the surrounding land use designations are Commercial Corridor and Activity Center – Fairfax Circle (See Attachment 3). The subject property has split zoning districts of IH Industrial Heavy and CR Commercial Retail. The surrounding zoning districts are CR Commercial Retail and IH Industrial Heavy (See Attachment 4). The subject property is entirely surrounded by commercial uses that range from a bank to auto sales and service, and self-storage facility to a landscaping business (See Attachment 2). The CC Commercial Corridor supports commercial uses, including grocery stores and fuel stations, which are being considered.

PROPOSAL

The proposed concept development plan (See Attachment 5) illustrates a redeveloped site with a 6,049 sf grocery store (Wawa) and six fuel stations (12 pumps) under a covered canopy structure oriented towards Fairfax Boulevard. A special use permit is required for fuel stations in CR Commercial Retail District. An application to rezone a portion of the property from IH Industrial Heavy to CR Commercial Retail may also be required because IH does not permit grocery stores. The building construction material would consist of brick, manufactured stone veneer, metal roof, metal trim and metal coping (See Attachment 6). The building height at the top of peak would be 33-feet. The canopy has similar materials with a building height of 21’2” (See Attachment 7). Based on the parking standards for a grocery store, the applicant is required to provide 1 space per 200 square feet of floor area. The minimum parking requirement is 31 spaces and the parking shown on the plan is 50 spaces including 3 handicap spaces. The site has direct access to Fairfax Boulevard and Spring Street. The applicant is proposing to develop the site with a right-in and right-out to Fairfax Boulevard and full access for ingress/egress to Spring Street. It appears that a portion of Spring Street may traverse through the property. Improvements would be required including a sidewalk.

PRELIMINARY STAFF ANALYSIS:

Staff has provided some preliminary feedback on the conceptual plan. It is noted that these observations are based on a preliminary plan and it is expected that staff will have more comments after an application is filed.

Planning

The distinction between convenience stores and grocery stores in the zoning ordinance is based on the floor area (size) of the building. Convenience stores have a floor area of less than 5,000 square feet; while, a grocery store has more than 5,000 square feet. In this case, the proposed Wawa is conventionally recognized as a convenience store with gas; however, the zoning ordinance categorizes this use as a grocery store because the store exceeds 5,000 square feet. Grocery stores are not permitted in IH Industrial Heavy district, which is located along the northern property line. The applicant would need to rezone this area of the property from IH to CR, or relocate the retail building out of the IH zoned area. If the entire parcel is rezoned to CR, a grocery store is a permitted use by right. However, the proposed use of fuel stations require a special use permit in the CR district. The other option is to rezone the property to IH and reduce the size of the building to less than 5,000 square feet, which would be permitted by-right in the IH district. The table below summarizes the list of principal uses permitted by right and special use permits.

USE TYPES – COMMERCIAL USES	NONRESIDENTIAL	
	CR Commercial Retail	IH Industrial Heavy
Convenience stores	P	P
Fuel stations	S	P
Grocery stores	P	

Site design, including potential requests for special exceptions, would be reviewed by staff with application submission. A Certification of Appropriateness would be required. After submittal, the BAR would review and provide a recommendation to City Council. The applicant would also be required to submit a fiscal impact analysis for the proposed use.

Code Administration

- 1) Provide an average daily petroleum volume for delivery.
- 2) Overnight deliveries may minimize the number of conflicts between service deliveries and customers.
- 3) Explore relocating tanks to help minimize conflicts in ingress/egress from Fairfax Boulevard and Spring Street.
- 4) Realign the canopy with the front property line and move the building to the east, flipping the adjacent parking to the other side of the building to allow for more turning room.
- 5) Account for vehicle turn movements.

Public Works

- 1) Water and wastewater consumption will need to be provided and compared to the existing use.

Transportation has provided some preliminary feedback:

- 1) Data for the number of cars entering/exiting site from Fairfax Boulevard and Spring Street is requested.

PREPARED BY:



Albert Frederick
Senior Planner, Community Development & Planning

3/20/19

DATE

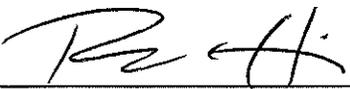
REVIEWED AND APPROVED:

Jason Sutphin
Community Development Division Chief

3/20/19

DATE



Brooke Hardin
Director, Community Development and Planning

3/20/19

DATE