



CITY OF FAIRFAX

Department of Community Development & Planning

Zoning Map Amendment (Z-19-00296)

WORK SESSION DATE

October 14, 2019

APPLICANT

9700 Fairfax Boulevard LLC

AGENT

Robert D. Brant, Attorney

PARCEL DATA

Tax Map ID

◇ 48-3-09-056

Street Address

◇ 9700 Fairfax Boulevard

Zoning District

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

APPLICATION SUMMARY

The intent of this work session request is to receive feedback on the proposed commercial development from Planning Commission before proceeding with the public hearing.



Background

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 corner of Fairfax Boulevard and Spring Street. In 1969, a site plan was approved for the White House Motel. According to the City’s real estate assessment records, the Rodeway Inn buildings total is approximately 19,872 square feet. The site is split zoned IH Industrial Heavy and CR Commercial Retail with Architectural Control Overlay District (ACOD).

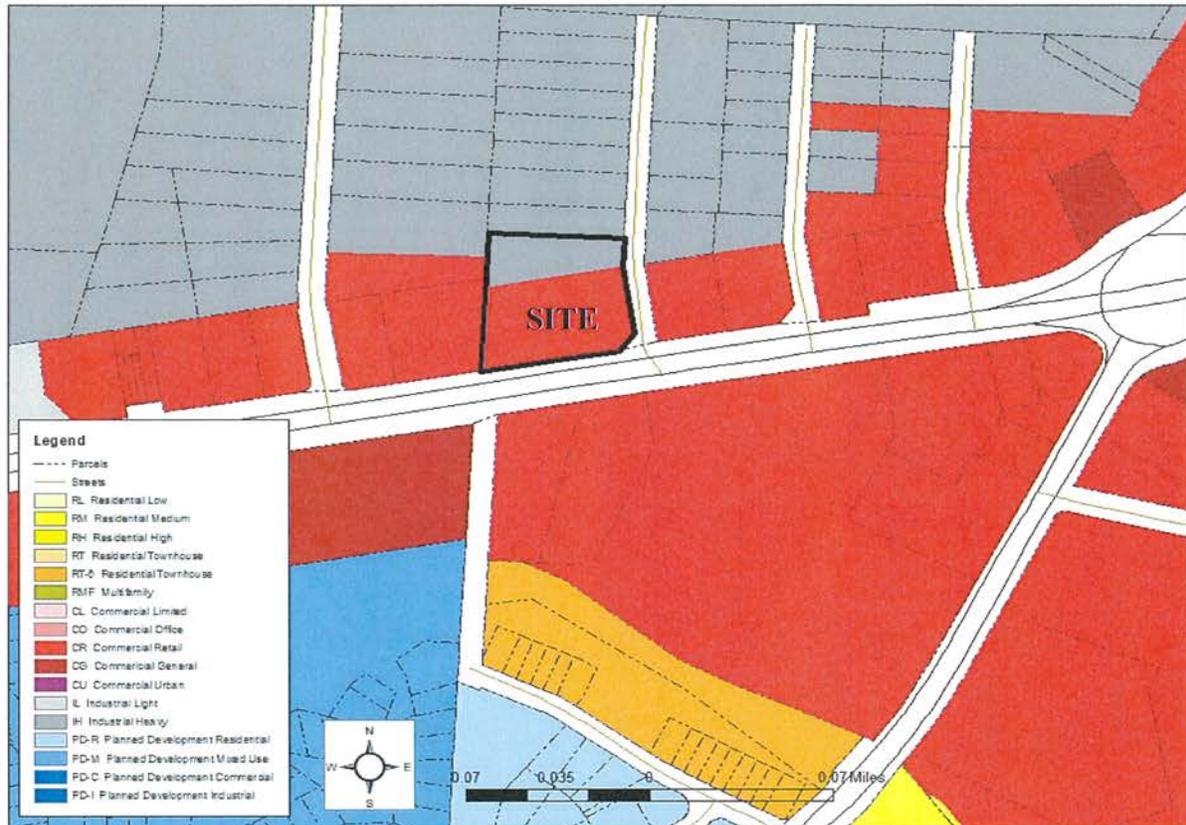


Figure 1: Existing Zoning

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

Table 1: Surrounding Property Descriptions

Land Use

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

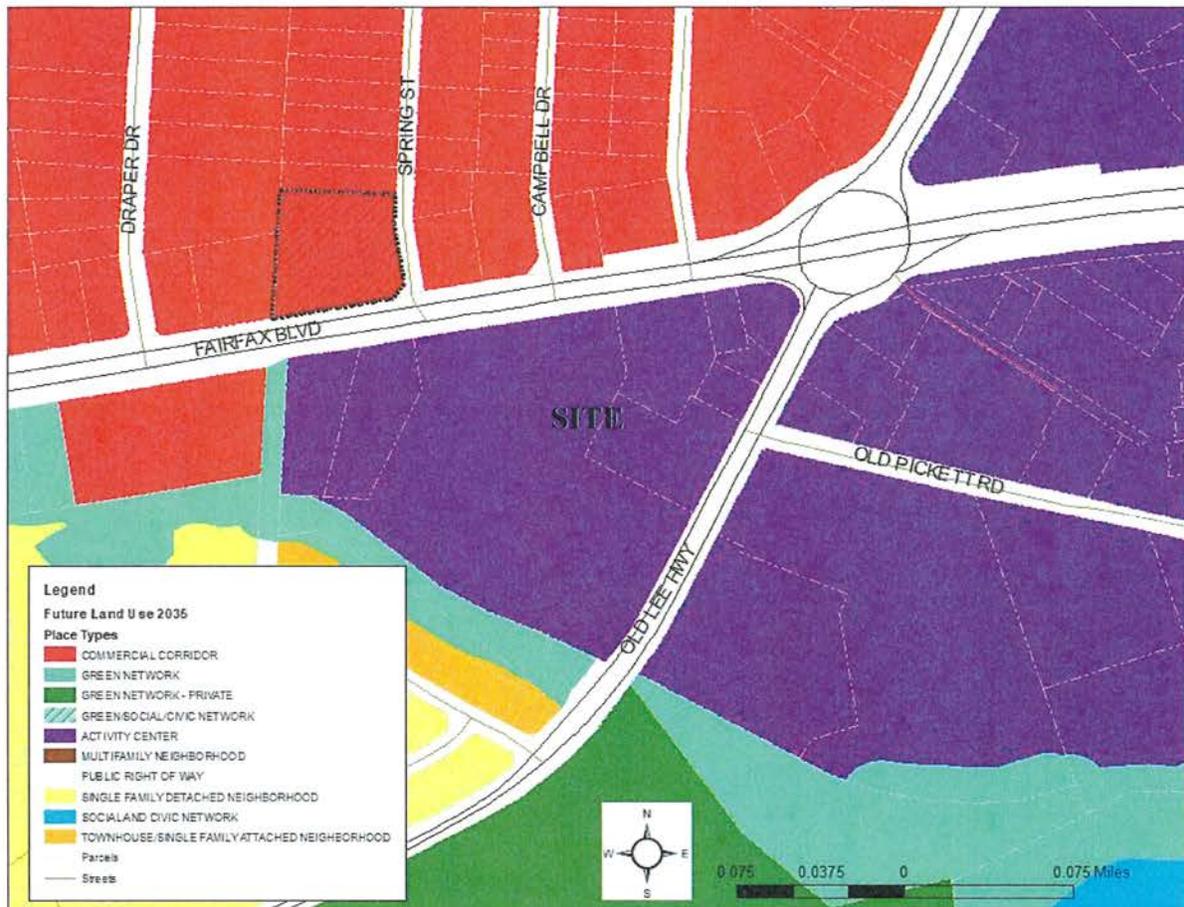


Figure 2: Future Land Use

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

Commercial Corridor

Commercial Corridor Place Types can accommodate a variety of buildings from small footprint retail buildings to multi-story office buildings. The desired orientation and placement of buildings on a Commercial Corridor site is primarily dependent on the adjacent Street Type. For sites located along Commercial Mains, buildings should have

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

Proposal History

In March 2019, the applicant's team presented a conceptual plan to Planning Commission and City Council to redevelop the site with a 6,049 square foot grocery store (Wawa) and six fuel stations (12 pumps) under a covered canopy structure oriented towards Fairfax Boulevard. The site has direct access to Fairfax Boulevard and Spring Street. The applicant proposed to develop the site with a right-in and right-out to Fairfax Boulevard and full access for ingress/egress to Spring Street. A special use permit is required for fuel stations in CR Commercial Retail District. An application to rezone a portion of the property from IH Industrial Heavy to CR Commercial Retail is required because IH does not permit grocery stores.

An application for a Rezoning from IH, Industrial Heavy to CR, Commercial Retail, and Special Use Permit for fuel stations, and Special Exceptions to underground on-site utilities, to modify the required 10-foot required side (interior yard) along the northern property line and to modify the requirement for street trees within 15-feet of the back of curb along Fairfax Boulevard was officially filed in May 2019. The initial application did not include elevations because the applicant planned to submit them as part of the Board of Architectural Review (BAR) application.

If an existing lot is (currently) split into two or more zoning districts, each such portion of the split-zoned parcel may be used only for purposes allowed within the respective zoning district. No principal or accessory use of land, building or structure, and no use or building or structure authorized by special use permit or special exception is allowed unless the use, building or structure is expressly authorized or permitted within the subject district (Section 2.2.2. Split-zoned lots). The subject is currently split-zoned CR – Commercial Retail and IH – Industrial Heavy. The current Rodeway Inn property is split zoned with a commercial designation along Fairfax Boulevard encompassing approximately 1.24 acres and the remaining industrial heavy district on the northern portion of the site is approximately 0.58 acres. In total, approximately 68% of the site is designated as CR – Commercial Retail with the remaining 32% is designated as IH – Industrial Heavy. The total acreage for the subject property is 1.82 +/- acres.

Proposal Summary

The Planning Commission shall review a proposed rezoning in a public hearing and make a recommendation to City Council. The applicant proposes to develop a 6,049 square foot grocery store and six (6) fuel stations (12 pumps) beneath a covered canopy structure oriented towards Fairfax Boulevard (Attachment 4). In addition to the sale of gas, the proposed grocery store is a 24/7 operation that offers a variety of items, such as, pre-packaged food and beverages, freshly brewed coffee, made-to-order sandwiches and other fresh food offerings. Vehicular access will be provided from a curb cut that allows a right-in right-out on to Fairfax Boulevard, and a full movement access on to Spring Street. The proposed plan would eliminate an existing access point near the southeast corner in close proximity to Fairfax Boulevard and Spring Street. The applicant

Rezoning application

The proposed redevelopment is dependent on City approval of a rezoning, special use permit and special exceptions. The applicant has submitted an application to rezone the subject property from IH, Industrial Heavy to CR, Commercial Retail. The subject property currently has split zoning districts of IH, Industrial Heavy and CR Commercial Retail. The surrounding zoning districts are CR, Commercial Retail and IH, Industrial Heavy. The subject property is entirely surrounded by commercial uses that range from a bank to auto sales and service, and self-storage facility to a landscaping business. The CC, Commercial Corridor Place Type supports commercial uses, including grocery stores and fuel stations, which are being considered.

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

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

Special Use Permit

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

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

Special Exceptions

The applicant has requested three special exceptions along with a rezoning application and special use permit application:

- **Yard Requirement:** A special exception is requested to allow a modification of the 10' side (interior) yard requirement along the northern property line as set forth in Section 3.6.2 of the Zoning Ordinance. The request is limited to a portion of the northern property line adjacent to the existing industrial use to the north. While this portion of the property is to the rear of the proposed grocery store and fuel station, as a corner lot, the Zoning Ordinance defines this yard as a side (interior) yard. Therefore, pursuant to Section 3.6.2, if a building is not built to a property line, a minimum 10' side (interior) yard is required. As illustrated on the GDP/SUP Plat, a drive aisle would be located to the rear of the grocery store building to provide circulation for customer, delivery and emergency vehicles. The applicant has stated that the required turning radius for delivery and emergency vehicles, the width of the drive aisle must extend into the required side (interior) yard. The applicant also believes the site is constrained from shifting the proposed site improvements further south due to the minimum front and side (street) yard requirements of the CR zone.
- **Street Tree Requirement:** A special exception is requested to allow a modification of the street tree requirements in Section 4.5.6 of the Zoning Ordinance. The applicant is requesting a special exception to modify the requirement to plant canopy trees within 15 feet of the edge of pavement along Fairfax Boulevard and Spring Street. The applicant is contending that the sight distance requirements and the presence of the existing overhead utilities to remain would place additional constraints on their ability to meet the tree planting requirements. As illustrated on the GDP/SUP Plan, the majority of the Fairfax Boulevard frontage is located within the required sight distance established by the Fairfax Boulevard access point. Likewise, the applicant points to a Dominion Power tree planting and maintenance guideline that limits tree heights to 20' within 15' of the overhead utilities while the Zoning Ordinance requirement is 30' canopy trees along rights-of-way.
- **Underground Utilities Requirement:** As part of this redevelopment, all new utilities serving the proposed grocery store and fuel station would be located underground. The existing overhead utilities that currently serve the Rodeway Inn would be removed. This special exception from Section 4.11D of the Zoning Ordinance is requested to allow the existing overhead utility lines along the Fairfax Boulevard and Spring Street frontages of the Subject Property to remain (Exhibit 8). Specifically, there is one (1) utility pole along Fairfax Boulevard that is on the Subject Property, and one (1) utility pole along Spring Street that is partially on the Subject Property. These poles carry above-ground electric and communications utilities that serve uses along Fairfax Boulevard and Spring Street.

Undergrounding the existing overhead utilities along Fairfax Boulevard and Spring Street would result in significant impacts both on and off-site. As illustrated in the submitted Overhead Electric Underground Exhibit prepared by Kimley-Horn, while undergrounding these utilities would result in the removal of the two existing on-site poles, a total of four new poles would be required. The new poles would consist of two new “down” poles and two new “terminal” poles, for a net increase of two poles. Finally, the applicant states that undergrounding the overhead utilities would also require the relocation of utilities that run across Fairfax Boulevard and Spring Street.

Certificate of Appropriateness

In June 2019, the applicant’s team presented a conceptual building design and landscaping plan to the Board of Architectural Review (BAR) Work Session. The applicant’s team stated that they had explored alternative site layouts, including orienting the building closer to Fairfax Boulevard and the canopy along Spring Street. However, the current layout was determined by the applicant to be the most feasible to allow for proper vehicle circulation around the proposed site. The BAR stated that the project would be an improvement but raised some concerns regarding the building placement, pedestrian connectivity, and conformance to the Comprehensive Plan and Design Guidelines goals for the Architectural Control Overlay District. In July 2019, the applicant submitted a second set of plans to address initial comments and concerns from staff related to the Rezoning, Special Use Permit and Special Exceptions. Finally in September 2019, the applicant provided a revised set of plans to address comments related to off-site turning movements, the placement of underground utilities and landscaping for the proposed development.

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

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

Staff Review

Overall, Staff believes that the proposal is conforming to the Comprehensive Plan as it is compatible to the surrounding area which is comprised of commercial and light industrial uses. The Comprehensive Plan provides minimal guidance for building placement for properties fronting on Commercial Mains stating “buildings should have similar setbacks and building orientation as recommended for the nearby Activity Centers.” (Comprehensive Plan Pg 31). The buildings as shown on the site plan are compliant with the yard requirements (front and side). However, the number of parking spaces exceed the required amount based on Section 4.2.3E (Parking ratio requirements), which may be a contributing factor to the limited amount of tree cover and plantings on site. The applicant will continue to revise the plans to address comments prior to public hearing.

PREPARED BY:



Albert Frederick
Senior Planner

10.09.19

DATE



Jason D. Sutphin
Community Development Division Chief

Oct 9, 2019

DATE



Brooke Hardin
Director, Community Development & Planning

10/9/19

DATE

ATTACHMENTS:

1. Summary of Districts
2. Relevant Code Sections
3. Statement of Justification
4. General Development Plan
5. Elevations and Floor Plan
6. Canopy and Dumpster
7. Landscape Plan
8. Turn Lane Exhibit
9. Overhead Utilities Underground Exhibit



SUMMARY OF ZONING DISTRICTS AND OVERLAYS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

RELEVANT CODE SECTIONS

Section 3.3.1.B – Allowed Uses (Principal Uses)

USE TYPES/USE GROUPS*	RESIDENTIAL						NONRESIDENTIAL						SPECIFIC USE STANDARDS	
	R L	R M	R H	RT -6	R T	R MF	C L	C O	C R	C U	C G	I L		I H
P = PERMITTED / S = SPECIAL USE (§6.7) / * = GROUP OF USES (§3.4.1)														
Building supplies and lumber sales									P	S	P	P	P	
Catering and delivery									P		P	P	P	
Convenience stores								S	P	P	P	P	P	
Fuel stations									S		P	P	P	
Funeral homes								P	P		P	P		
Furniture, appliance or carpet/flooring stores									P	P	P	P		
Grocery stores									P	S	P	S		
Hotels, extended-stay									S	P	S			§3.5.3.E
Hotels/motels									S	P	S			

Section 3.6.2 Nonresidential districts

§3.6.2. Nonresidential districts

NONRESIDENTIAL DISTRICTS DIMENSIONAL STANDARDS	CL	CO	CR	CU	CG	IL	IH
DENSITY (UNITS/ACRE), MAXIMUM							
LOT AREA, MIN. (SQ. FT.)	--	20,000	20,000	30,000	22,000	--	--
REQUIRED YARDS (FT.)							
Front and side (street)							
Maximum	--	--	93[1]	15	--	--	--
Minimum	20[1]	20[1]	20[1]	0	20	20	25
Side (interior), min. adjacent to a residential district	25	25	25	25	25	50	50
Side (interior), min. not adjacent to a residential district	12	0/10[2]	0/10[2]	0/10[2]	25	0	0
Rear, min. adjacent to a residential district	25	25	25	25	25	50	50
Rear, min. not adjacent to a residential district	0	0	0	0	25	0	0
BUILD-TO LINE, MANDATORY (PERCENT)	--	--	--	50	--	--	--
LOT WIDTH, MINIMUM (FT.)	--	--	--	--	150	--	--
BULK PLANE REQUIREMENTS (DEGREES)							
Front	--	--	--	--	--	--	--
Side (interior), adjacent to a residential district	--	45	45	45	45	45	45
Side (interior), not adjacent to a residential district	--	--	--	--	--	30	30
Rear, adjacent to a residential district	--	45	45	45	45	45	45
Rear, not adjacent to a residential district	--	--	--	--	--	30	30
HEIGHT, MAXIMUM (STORIES/FEET)	3/35	5/60	5/60	5/60	5/60	3/35	6/60
BUILDING COVERAGE, MAXIMUM (%)	25	50	60	80	--	50	50
LOT COVERAGE, MAXIMUM	50	85	85	100	90	90	90
FLOOR AREA, MAXIMUM (SQ. FT.)	17,500	--	--	--	--	--	--

NOTES:

[1] Special building line requirements apply where narrow right-of-way areas are found, see §1.5.12.F.1(a).

[2] No side (interior) yard is required, but if a building is not built to the lot line, a minimum 10 foot side (interior) yard shall be required.

Section 4.5.6.B.1 (Tree Requirements)

B. Street trees

In all general districts except the RL, RM, RH and CU districts, a minimum ten foot wide landscaped strip shall be provided along all streets. Street trees shall be required along all

streets at the rate of one canopy tree for every 40 linear feet and spaced a maximum of 50 feet part.

1. All street trees shall be planted no less than three feet or more than 15 feet from the back of the curb or edge of pavement.

Section 4.11 (Underground Utilities)

§4.11. UNDERGROUND UTILITIES

- A. Unless specifically exempt, all existing and proposed development for which site plan approval is required (see §6.8) shall meet the provisions of §4.11.
- B. All on-site utilities shall be installed underground at the applicant's expense in accordance with city and applicable utility company standards; provided that temporary overhead facilities required for construction purposes shall be permitted.
- C. When the proposed development will result in moving or relocating existing overhead utilities located in adjoining rights-of-way, the applicant shall be responsible for placing such utilities underground and dedicating any additional right-of-way or easement that is necessary. Equipment such as electric distribution transformers, switch gear, meter pedestals and telephone pedestals which is normally installed above ground in accordance with generally accepted utility practice for underground distribution may be so installed.
- D. Special exceptions to the above requirement shall only be granted by the city council pursuant to the procedures and limitations of §6.17.

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

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

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

PROPOSED DEVELOPMENT

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

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

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

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

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

REZONING APPLICATION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

TAX MAP #48-3-09-56
9700 FAIRFAX BOULEVARD
FAIRFAX, VA 22031
CITY OF FAIRFAX
09/10/2019

NOTES

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

VICINITY MAP

SCALE: 1" = 2000'



SHEET INDEX

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

PROJECT DESCRIPTION

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

PROJECT TEAM

CURRENT OWNER

OLA, INC.
9700 FAIRFAX BOULEVARD
FAIRFAX, VA 22031

APPLICANT/CONTRACT PURCHASER

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

DEVELOPER

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

AGENT/LAND USE ATTORNEY

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(703) 528-4700 (ext 5424)

ENGINEER

CHRIS HOWELL
KIMLEY-HORN
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RESTON, VA 20191
(703) 674-1300

No.	REVISIONS	DATE	BY

Kimley»Horn
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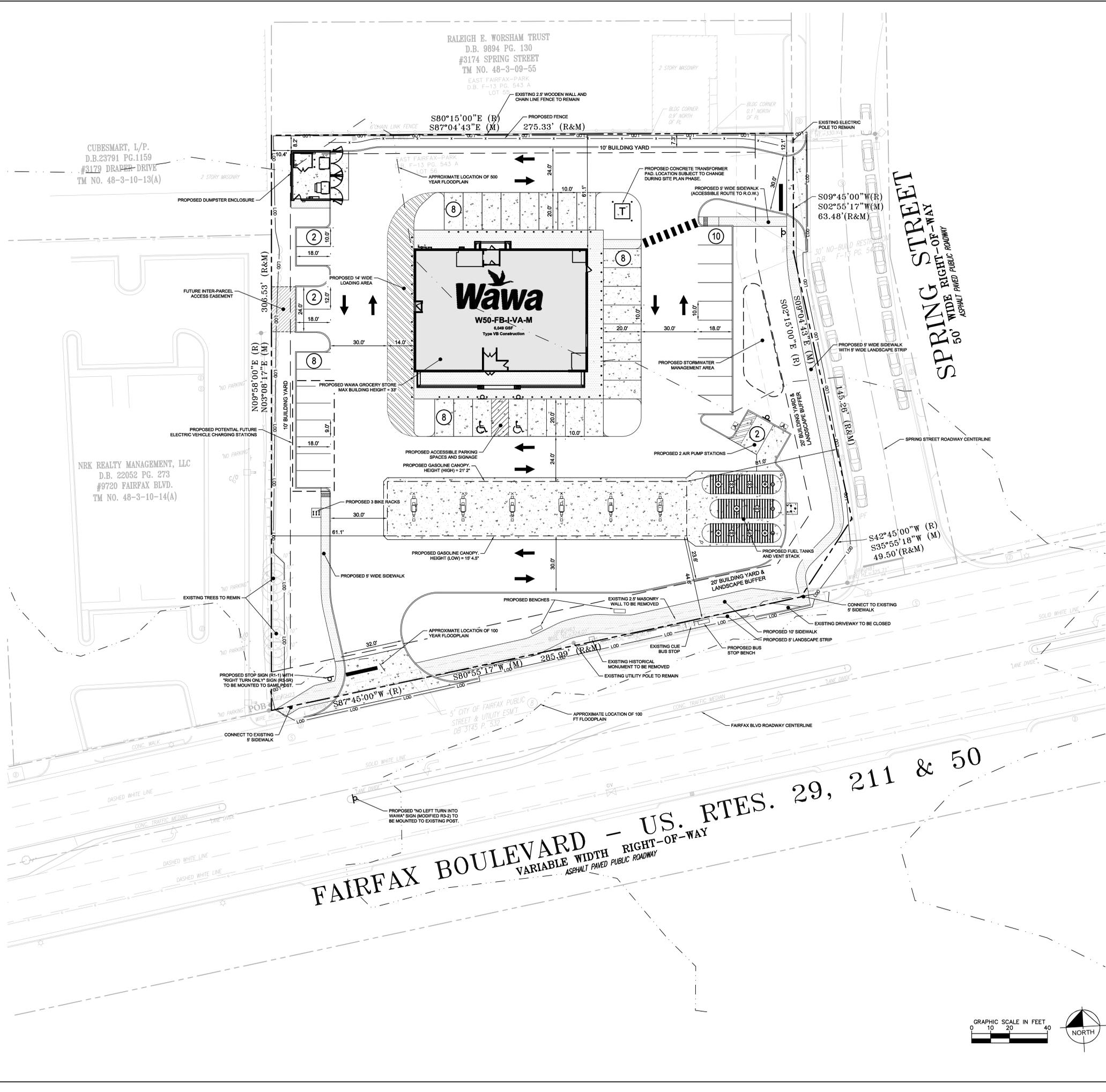
K/H PROJECT	110499003
DATE	09/10/2019
SCALE	AS SHOWN
DESIGNED BY	CMH
DRAWN BY	CMH
CHECKED BY	CMH

COVER SHEET

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

Printed By: Howell, Chris Sheet: 9700 Fairfax Blvd SUP Layout: COVER SHEET September 10, 2019 05:47:33pm K:\NVA_CIV\110499003 frontier - 9700 Fairfax Blvd SUP\plan\sheet\entitlement_phase\sheet1 - COVER SHEET.dwg
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Prepared By: Kimley-Horn and Associates, Inc. (KHA) PROJECT 110499003 DATE 09/10/2019 SCALE AS SHOWN DESIGNED BY CMH DRAWN BY CMH CHECKED BY CMH
 K:\VA\CV110499003\Fairfax Blvd SUP Layout\Site Plan September 10, 2019 08:46:08am K:\VA\CV110499003\Fairfax Blvd SUP Layout\Site Plan September 10, 2019 08:46:08am
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SITE LEGEND

	PROPERTY LINE
	BUILDING SETBACK LINE
	LANDSCAPE BUFFER LINE
	LIMITS OF DISTURBANCE (79,600 SF OR 1.83 ACRES)
	PROPOSED CURB
	PROPOSED PARKING SPACE COUNTER
	PROPOSED SIGN

PAVEMENT LEGEND

	STANDARD DUTY ASPHALT
	STANDARD DUTY CONCRETE FOR SIDEWALKS
	HEAVY DUTY CONCRETE

ZONING TABULATIONS

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

ZONING COMPLIANCE

	REQUIRED	PROPOSED
BUILDING YARDS		
FRONT (SPRING ST)	MIN = 20 FT, MAX = 93 FT	81.0 FT
SIDE STREET (FAIRFAX BLVD)	20 FT	44.6 FT
SIDE INTERIOR (NORTH)	10 FT	61.1 FT
SIDE INTERIOR (WEST)	10 FT	61.1 FT
LANDSCAPE BUFFERS		
RIGHT-OF-WAY (SPRING ST & FAIRFAX BLVD)	20 FT	20.5 FT
COMMERCIAL (NORTH & WEST)	0 FT	7.3 FT
BULK REQUIREMENTS		
MINIMUM LOT AREA	20,000 SF	79,290 SF
MAXIMUM BUILDING COVERAGE	60%	13.4% (10,631 / 79,290)
MAXIMUM LOT COVERAGE	85%	75.5% (59,855 / 79,290)
MAXIMUM BUILDING HEIGHT	60 FT	33 FT

STORMWATER NARRATIVE

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

IN THE PROPOSED CONDITION, 8,000 SF OF IMPERVIOUS COVER WILL BE REMOVED, RESULTING IN A PROPOSED LOT COVERAGE OF 75.5%. SITE TOPOGRAPHY WILL REMAIN THE SAME AS THE SITE WILL CONTINUE TO SLOPE DOWN TOWARDS FAIRFAX BOULEVARD. A DRAINAGE NETWORK IS PROPOSED ONSITE AND STORMWATER MANAGEMENT WILL BE PROVIDED VIA A SMALL DETENTION BASIN NEAR THE EASTERN BOUNDARY.

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

WATER/SEWER NARRATIVE

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

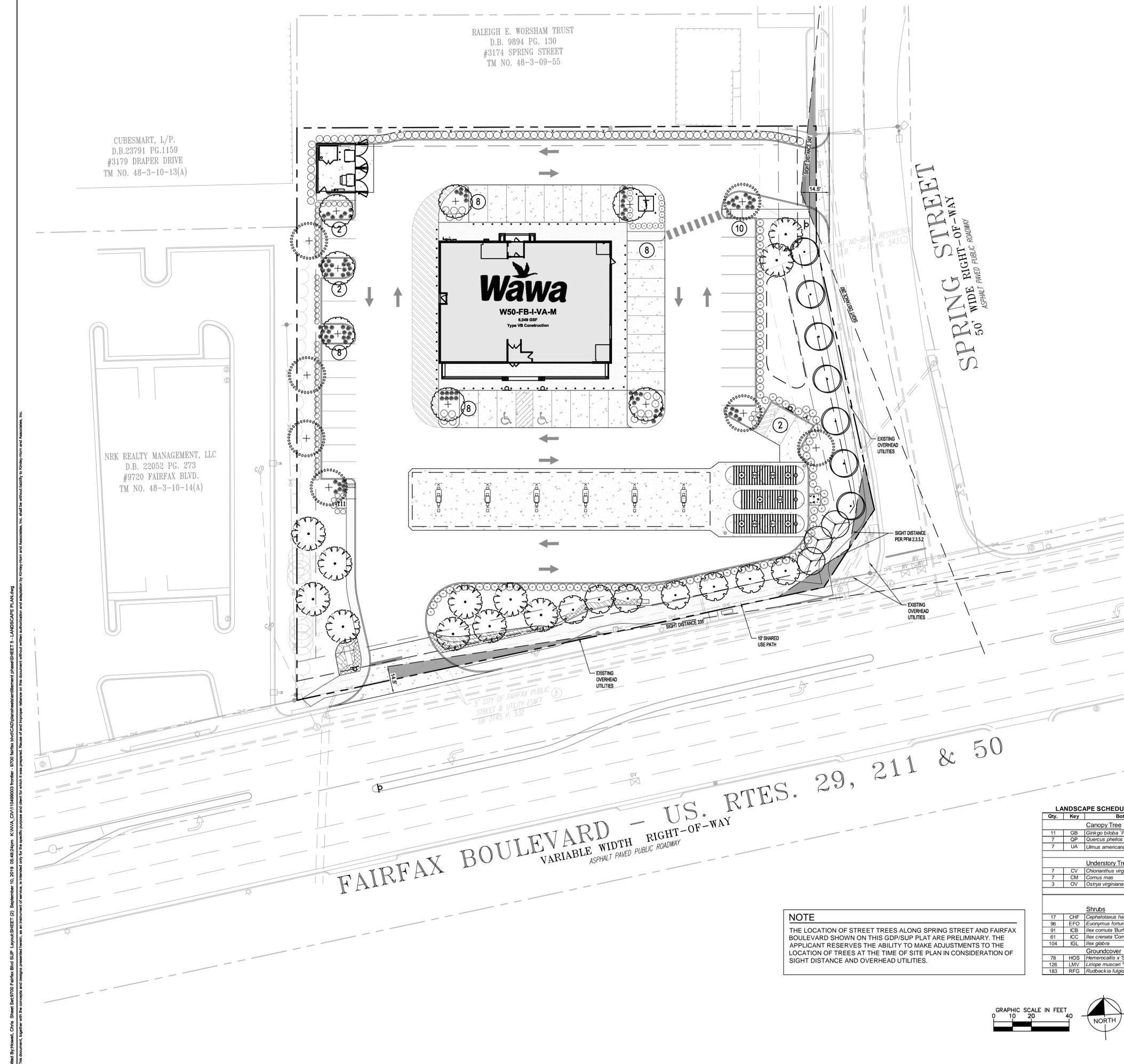
IN THE PROPOSED CONDITION, THE MOTEL WILL BE DEMOLISHED AND A 6,049 SF WAWA WILL BE BUILT IN ITS PLACE. BASED ON PROTOTYPICAL FIXTURE SCHEDULES FOR WAWA BUILDINGS OF THIS SIZE, 166 FIXTURE UNITS WILL BE GENERATED. UTILIZING FACTORS ESTABLISHED IN THE M22 MANUAL TO ACCOUNT FOR PRESSURE AND ACTUAL DEMAND,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

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

NOTE

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

<p>Kimley-Horn</p> <p>© 2014 KIMLEY-HORN AND ASSOCIATES, INC. 11400 COMMERCE PARK DR., SUITE 200, RESTON, VA 20191 PHONE: 703-674-1300 FAX: 703-674-1350 WWW.KIMLEY-HORN.COM</p>	<p>COMMONWEALTH OF VIRGINIA</p> <p>CHRIS HOWELL Lic. No. 0402058105 PROFESSIONAL ENGINEER</p>
<p>GENERAL DEVELOPMENT</p> <p>PLAN & SPECIAL USE PERMIT</p> <p>PLAT</p>	<p>WAWA 9700 FAIRFAX BLVD</p> <p>PREPARED FOR</p> <p>FRONTIER DEVELOPMENT</p> <p>CITY OF FAIRFAX VIRGINIA</p>
<p>KHA PROJECT 110499003</p> <p>DATE 09/10/2019</p> <p>SCALE AS SHOWN</p> <p>DESIGNED BY CMH</p> <p>DRAWN BY CMH</p> <p>CHECKED BY CMH</p>	<p>SHEET NUMBER</p> <p style="text-align: center; font-size: 24pt;">4</p>



PLANT SCHEDULE

REFER TO LANDSCAPE SCHEDULE FOR ADDITIONAL INFORMATION

TREES	CODE	BOTANICAL NAME	COMMON NAME
	GB	Ginkgo biloba 'Princeton Sentry'	Princeton Sentry Ginkgo
	QP	Quercus phellos	Willow Oak
	UV	Ulmus americana 'Valley Forge'	American Elm

UNDERSTORY TREES	CODE	BOTANICAL NAME	COMMON NAME
	CV	Chionanthus virginicus	White Fringetree
	CM	Cornus mas	Cornelian Cherry Dogwood
	OV	Ostrya virginiana	Eastern Hophornbeam

SHRUBS	CODE	BOTANICAL NAME	COMMON NAME
	CHF	Cephalotaxus harringtonia 'Fastigiata'	Upright Japanese Plum Yew
	EFO	Euonymus fortunei	Wintercreeper
	ICB	Ilex cornuta 'Burfordii Nana'	Dwarf Burford Holly
	ICC	Ilex crenata 'Compacta'	Dwarf Japanese Holly
	IGL	Ilex glabra	Inkberry Holly

GROUND COVERS	CODE	BOTANICAL NAME	COMMON NAME
	HOS	Hemerocallis x 'Stella de Oro'	Stella de Oro Daylily
	LMV	Liriope muscari 'Variegata'	Variegated Lily Turf
	RFG	Rudbeckia fulgida 'Goldstrum'	Coneflower

NOTES:

- DETAILED LANDSCAPE PLANTINGS, HARDSCAPE DESIGN AND LIGHTING INFORMATION WILL BE PROVIDED AT THE TIME OF SITE PLAN
- TRANSFORMER WILL BE SCREENED IN ACCORDANCE WITH SECTION 4.5.8.C OF THE ZONING ORDINANCE. FINAL DESIGN TO BE DETERMINED AT THE TIME OF SITE PLAN

TRANSITIONAL YARDS

Per Zoning Code 4.5.5

Proposed Development District:	Commercial Retail	Transitional Yard Required
North Boundary	Industrial Heavy	None
East Boundary	Industrial Heavy / Commercial Retail	None
South Boundary	Commercial Retail	None
West Boundary	Industrial Heavy / Commercial Retail	None

STREET TREES

Per Zoning Code 4.5.6.B

Number of Street Trees Required (1 per 40 LF)	Length	Trees
Fairfax Boulevard	273 LF	7
Spring Street	213 LF	6

Trees Provided:

Fairfax Boulevard	7 (note 1&2)
Spring Street	7 (note 1)

Notes:

- Overhead utility lines are present along Fairfax Blvd and Spring St., per the City of Fairfax Design Guidelines Appendix 3.8, understory trees have been provided.
- Street trees along Fairfax Boulevard are located behind the 10' shared use path to maintain safe sight triangles per Sec. 4.5.6.B.2.

INTERIOR PARKING LANDSCAPING

Per Zoning Code 4.5.7.D

Number of Parking Spaces Provided	Trees Required (1 per 10 parking spaces)	Trees Provided
50	5	10

Notes:

- All portions with frontage along a public right of way shall be screened with a continuous hedge, 30" min at time of planting per Zoning Code 4.5.7.C.1

TREE CANOPY TABULATIONS

Per Zoning Code 4.5.6.A

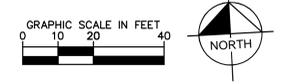
Site Area	79,290 SF
Development District: Commercial Retail	
Tree Canopy Required (10% required)	7,929 SF
Total Canopy Provided	8,375 SF

LANDSCAPE SCHEDULE

Qty.	Key	Botanical Name	Common Name	Size	Type	Remarks	10 Yr. Canopy
Canopy Tree							
11	GB	Ginkgo biloba 'Princeton Sentry'	Princeton Sentry Ginkgo	3.5" Cal.	B & B	Uniform branching pattern	250
7	QP	Quercus phellos	Willow Oak	3.5" Cal.	B & B	Uniform branching pattern	250
7	UA	Ulmus americana 'Valley Forge'	American Elm	3.5" Cal.	B & B	Uniform branching pattern	250
Canopy Trees Subtotal:							6,250
Understory Trees							
7	CV	Chionanthus virginicus	White Fringetree	3.5" Cal.	B & B	Uniform branching pattern	125
7	CM	Cornus mas	Cornelian Cherry Dogwood	3.5" Cal.	B & B	Uniform branching pattern	125
3	OV	Ostrya virginiana	Eastern Hophornbeam	3.5" Cal.	B & B	Uniform branching pattern	125
Understory Trees Subtotal:							2,125
Total (s.t.)							8,375
Shrubs							
17	CHF	Cephalotaxus harringtonia 'Fastigiata'	Upright Japanese Plum Yew	48" Ht.	Cont.	Mature, well-rooted	
96	EFO	Euonymus fortunei	Wintercreeper	1 gal.	Cont.	Mature, well-rooted	
91	ICB	Ilex cornuta 'Burfordii Nana'	Dwarf Burford Holly	24" Ht.	Cont.	Mature, well-rooted	
61	ICC	Ilex crenata 'Compacta'	Dwarf Japanese Holly	30" Ht.	Cont.	Mature, well-rooted	
104	IGL	Ilex glabra	Inkberry Holly	36" Ht.	Cont.	Mature, well-rooted	
Groundcover							
78	HOS	Hemerocallis x 'Stella de Oro'	Stella de Oro Daylily	1 gal.	Cont.		
126	LMV	Liriope muscari 'Variegata'	Variegated Lily Turf	2 gal.	Cont.		
183	RFG	Rudbeckia fulgida 'Goldstrum'	Coneflower	4" pot.	Cont.		

NOTE

THE LOCATION OF STREET TREES ALONG SPRING STREET AND FAIRFAX BOULEVARD SHOWN ON THIS GDP/SUP PLAT ARE PRELIMINARY. THE APPLICANT RESERVES THE ABILITY TO MAKE ADJUSTMENTS TO THE LOCATION OF TREES AT THE TIME OF SITE PLAN IN CONSIDERATION OF SIGHT DISTANCE AND OVERHEAD UTILITIES.



Project By: Kimley-Horn and Associates, Inc. 2019 05/24/2019 KWAVA_C0111049003 Rev. 01 09/10/2019 KWAVA_C0111049003 Rev. 01 09/10/2019 KWAVA_C0111049003 Rev. 01 09/10/2019
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DATE
BY

REVISIONS
NO.

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CHECKED BY

11049003
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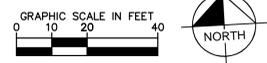
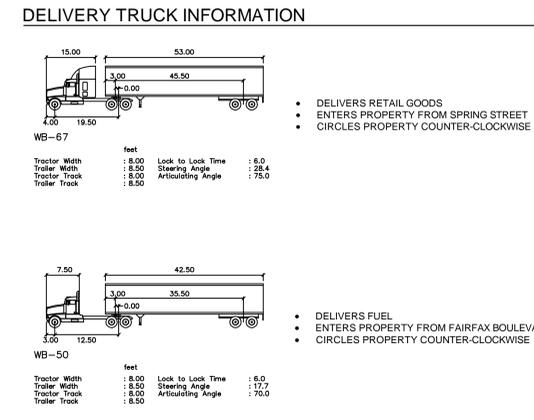
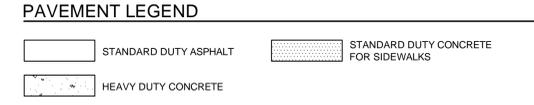
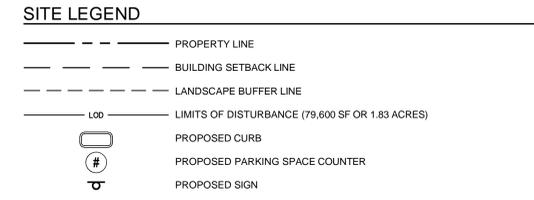
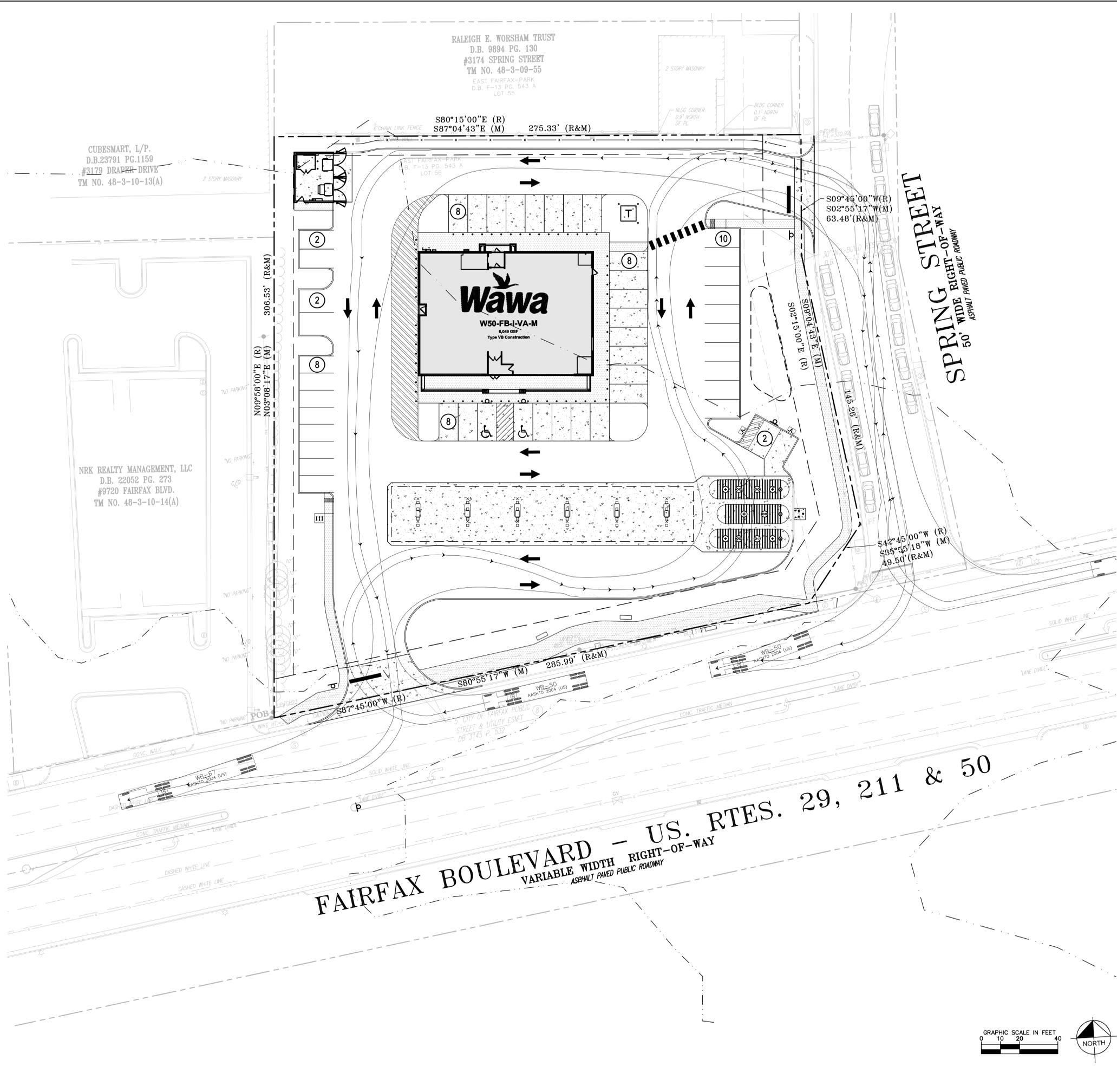
CONCEPTUAL LANDSCAPE PLAN
VIRGINIA

WAWA 9700 FAIRFAX BLVD
PREPARED FOR

FRONTIER DEVELOPMENT
CITY OF FAIRFAX

SHEET NUMBER
5

Pinned By: Howell, Chris Sheet: 04/07/2019 06:48:37 AM CIVIL/CAD/ENGINEERING/PHASE/SHEET 4 - GENERAL DEVELOPMENT PLAN.dwg
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Kimley»Horn <small>© 2014 KIMLEY-HORN AND ASSOCIATES, INC. 11400 COMMERCE PARK DR., SUITE 200, RESTON, VA 20191 PHONE: 703-674-1300 FAX: 703-674-1350 WWW.KIMLEY-HORN.COM</small>		KHA PROJECT 110499003 DATE 09/10/2019 SCALE AS SHOWN DESIGNED BY CMH DRAWN BY CMH CHECKED BY CMH	TRUCK TURNING MOVEMENTS	WAWA 9700 FAIRFAX BLVD PREPARED FOR FRONTIER DEVELOPMENT <small>CITY OF FAIRFAX VIRGINIA</small>	SHEET NUMBER 6	REVISIONS No. BY DATE	BY DATE



RIGHT (EAST) ELEVATION (SPRING ST.)



FRONT (SOUTH) ELEVATION (FAIRFAX BLVD.)

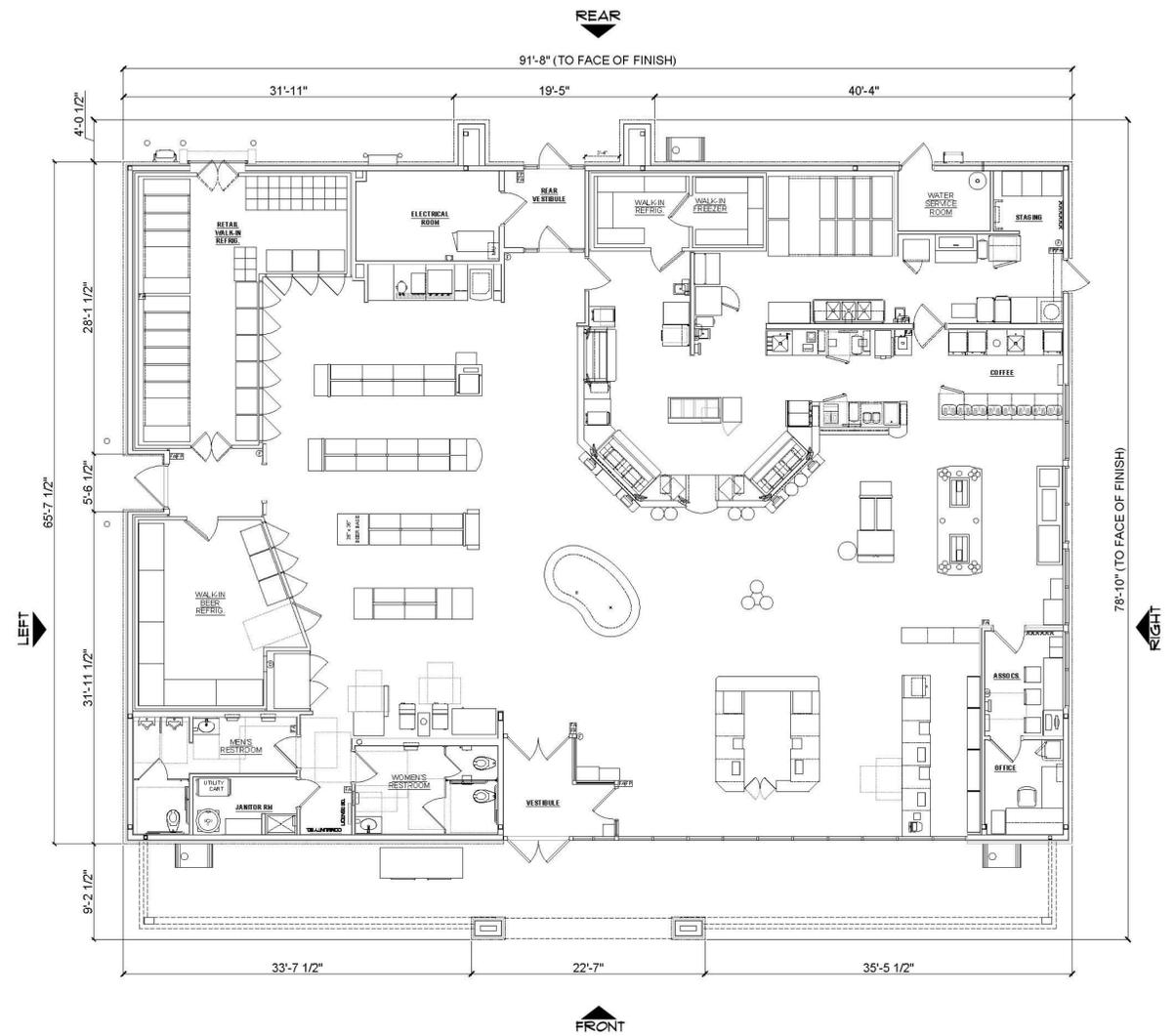


REAR (NORTH) ELEVATION

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

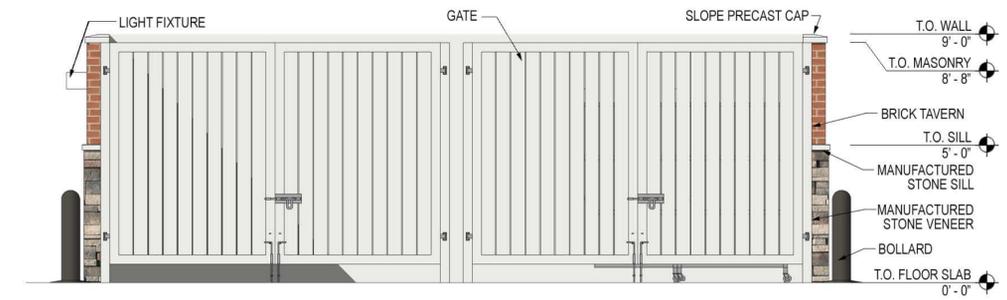


LEFT (WEST) ELEVATION

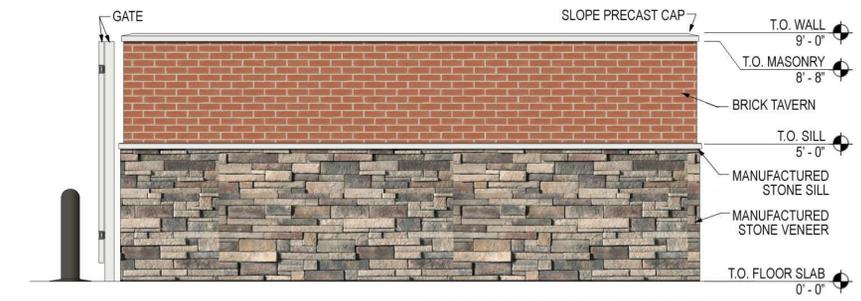


FLOOR PLAN

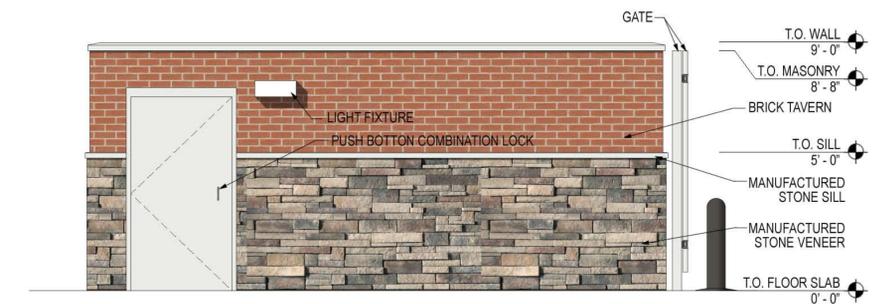
NOTE:
SIGNAGE IS SHOWN FOR REFERENCE ONLY
SEPARATE PERMIT REQUIRED



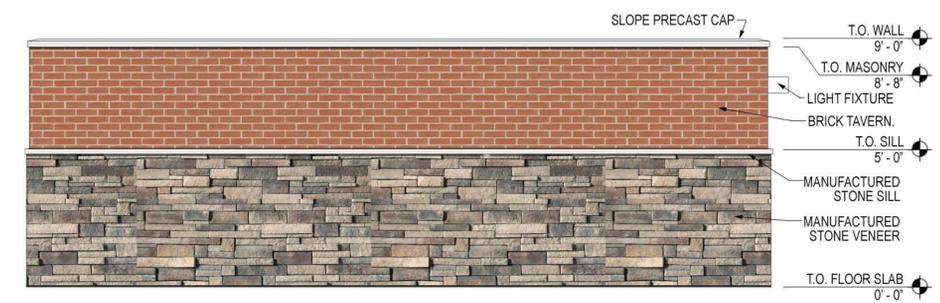
FRONT ELEVATION



RIGHT ELEVATION



LEFT ELEVATION



REAR ELEVATION

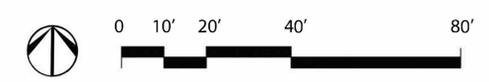




PLANT SCHEDULE REFER TO LANDSCAPE SCHEDULE FOR ADDITIONAL INFORMATION

TREES	CODE	BOTANICAL NAME	COMMON NAME
	GB	Ginkgo biloba 'Princeton Sentry'	Princeton Sentry Ginkgo
	QP	Quercus phellos	Willow Oak
	UV	Ulmus americana 'Valley Forge'	American Elm
UNDERSTORY TREES	CODE	BOTANICAL NAME	COMMON NAME
	CV	Chionanthus virginicus	White Fringetree
	CM	Cornus mas	Cornelian Cherry Dogwood
	OV	Ostrya virginiana	Eastern Hophornbeam
SHRUBS	CODE	BOTANICAL NAME	COMMON NAME
	CHF	Cephalotaxus harringtonia 'Fastigiata'	Upright Japanese Plum Yew
	EFO	Euonymus fortunei	Wintercreeper
	ICB	Ilex cornuta 'Burfordii Nana'	Dwarf Burford Holly
	ICC	Ilex crenata 'Compacta'	Dwarf Japanese Holly
	IGL	Ilex glabra	Inkberry Holly
GROUND COVERS	CODE	BOTANICAL NAME	COMMON NAME
	HOS	Hemerocallis x 'Stella de Oro'	Stella de Oro Daylily
	LMV	Liriope muscari 'Variegata'	Variegated Lily Turf
	RFG	Rudbeckia fulgida 'Goldstrum'	Coneflower

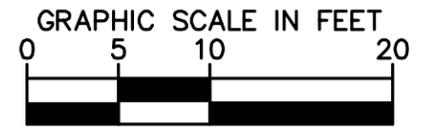
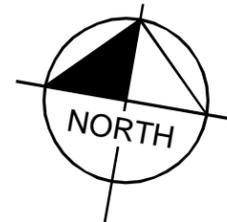
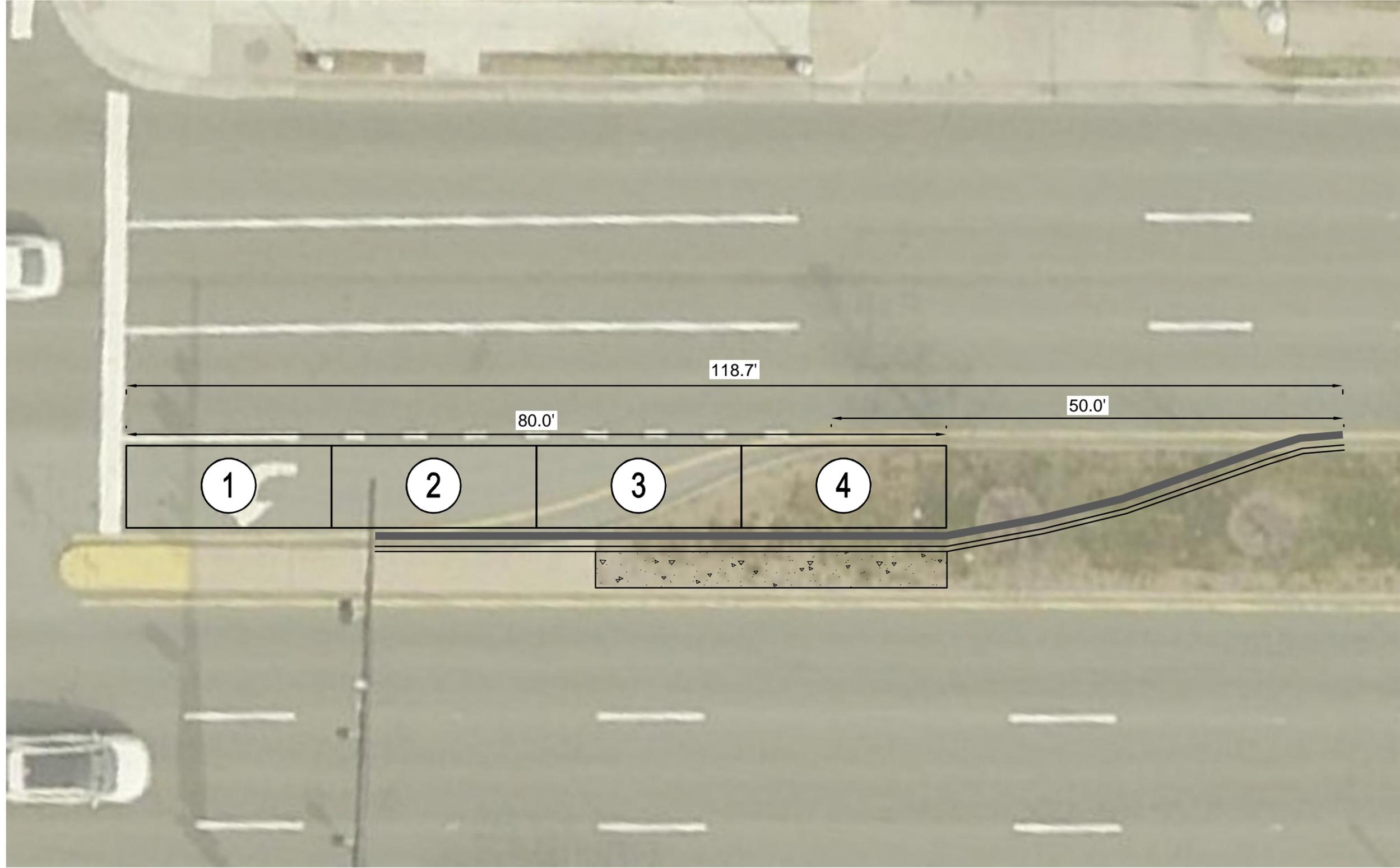
WAWA 9700 FAIRFAX BLVD
 Frontier Development, City of Fairfax, VA



ILLUSTRATIVE PLAN
 OCTOBER 2019 SCALE: 1" = 20'-0"

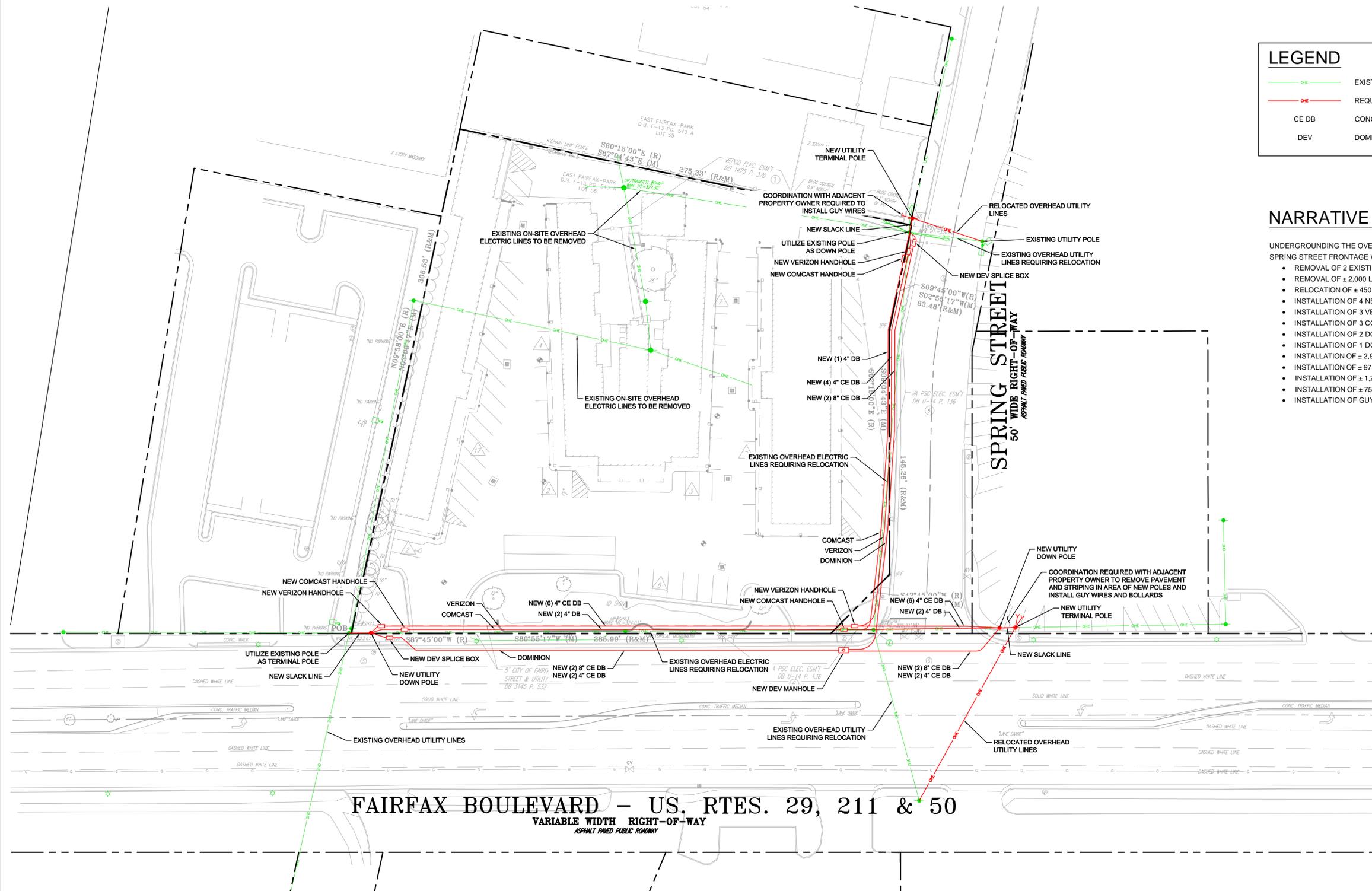


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WAWA - 9700 FAIRFAX BLVD PREPARED FOR FRONTIER CITY OF FAIRFAX VA	TURN LANE EXHIBIT	KHA PROJECT 110499003 DATE 8/28/2019 SCALE AS SHOWN DESIGNED BY DRAWN BY CHECKED BY	© 2019 KIMLEY-HORN AND ASSOCIATES, INC. 11400 COMMERCE PARK DR., SUITE 400, RESTON, VA 20191 PHONE: 703-674-1300 FAX: 703-674-1350 WWW.KIMLEY-HORN.COM	REVISIONS	DATE	BY
				No.		

SHEET NUMBER



LEGEND	
	EXISTING UTILITY INFRASTRUCTURE
	REQUISITE UTILITY INFRASTRUCTURE
	CE DB CONCRETE-ENCASED DUCT BANK
	DEV DOMINION ELECTRIC VIRGINIA

- ### NARRATIVE
- UNDERGROUNDING THE OVERHEAD UTILITY LINES ALONG THE FAIRFAX BOULEVARD AND SPRING STREET FRONTAGE WOULD REQUIRE THE FOLLOWING:
- REMOVAL OF 2 EXISTING UTILITY POLES
 - REMOVAL OF ± 2,000 LF OF OVERHEAD UTILITY LINES
 - RELOCATION OF ± 450 LF OF OVERHEAD UTILITY LINES
 - INSTALLATION OF 4 NEW UTILITY POLES
 - INSTALLATION OF 3 VERIZON HANDHOLES
 - INSTALLATION OF 3 COMCAST HANDHOLES
 - INSTALLATION OF 2 DOMINION SPLICE BOXES
 - INSTALLATION OF 1 DOMINION MANHOLE
 - INSTALLATION OF ± 2,960 LF OF 4" CONCRETE ENCASED DUCT BANK (VERIZON)
 - INSTALLATION OF ± 975 LF OF 4" CONCRETE ENCASED DUCT BANK (COMCAST)
 - INSTALLATION OF ± 1,270 LF OF 8" CONCRETE ENCASED DUCT BANK (DOMINION)
 - INSTALLATION OF ± 750 LF OF 4" CONCRETE ENCASED DUCT BANK (DOMINION)
 - INSTALLATION OF GUY WIRES, SLACK LINES, AND BOLLARDS AT NEW UTILITY POLES

NO.	REVISIONS	DATE	BY

Kimley»Horn
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KHA PROJECT 110498003	DATE 09/10/2019
SCALE AS SHOWN	DESIGNED BY
DRAWN BY	CHECKED BY

**OVERHEAD UTILITIES
UNDERGROUND EXHIBIT**

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

SHEET NUMBER

