



Board of Architectural Review

DATE: June 5, 2019
TO: Board of Architectural Review Chair and Members
THROUGH: Jason Sutphin, Community Development Division Chief *JDS*
FROM: Tommy Scibilia, BAR Liaison *TS*
SUBJECT: **Wawa – Work Session**

ATTACHMENTS: 1. Relevant Regulations
2. Plans and Elevations

Nature of Request

1. Address: 9700 Fairfax Boulevard
2. Request: New gas station
3. Applicant: 9700 Fairfax Boulevard LLC
4. Applicant's Representative: Robert D Brant
5. Status of Representative: Agent
6. Current Zoning: CR Commercial Retail, IH Industrial Heavy
7. Proposed Zoning: CR Commercial Retail

BACKGROUND

The 1.82-acre subject site consists of two adjoining properties located on the north side of Fairfax Boulevard at the corner of Spring Street. The site is currently developed with a motel constructed in 1953, and most recently operated as the Rodeway Inn. The property with frontage along Fairfax Boulevard is zoned CR Commercial Retail, while the property to the north is zoned IH Industrial Heavy. Surrounding uses include a landscaping company to the north, a bank building to the west, and auto sales and service to the east and south. The site is almost entirely paved and built out, with an existing sidewalk, retaining wall, and landscaped area along Fairfax Boulevard.

PROPOSAL

The applicant is proposing to demolish the existing motel structures and construct six fueling stations, a freestanding canopy structure, and a convenience store. In order to do this, they must secure a rezoning of the subject site to CR commercial retail and receive a Special Use Permit for a fuel station. City Council will be the deciding body on these land use requests and perhaps others as the plan continues to

be reviewed, in addition to the Major Certificate of Appropriateness. The BAR must review the request for the Major Certificate of Appropriateness and provide a recommendation to City Council prior to the land use hearing. The applicant has provided preliminary review materials for a work session with the BAR.

The site would consist of the fuel stations oriented toward the south or front of the site, with the convenience store located to the north. The existing sidewalk and retaining wall along Fairfax Boulevard would remain and a new sidewalk would be constructed along Spring Street. The majority of the site would remain paved, with drive aisles and parking surrounding the fuel stations and the convenience store, a loading area on the north side of the building, and a dumpster and toolshed enclosure in the site's northwest corner. A concrete walkway would be provided on the north, east, and south sides of the building. The preliminary landscape plan shows canopy trees along the periphery of the site and in the four landscape islands at the building's corners, understory trees along the streets, and a hedge on the inside edge of the landscaped space surrounding the drive aisles and parking areas on the south and west portions of the site. An air station would be located northeast of the fueling stations, and a transformer and bike racks would be located in the landscape island at the building's northeast corner. Steel bollards would be installed on all sides of the convenience store, around the electrical transformer, and in front of the dumpster enclosure.

The convenience store would be a one story structure with a rectangular footprint, roughly 92 feet by 78 feet, with two main entrances for customers on the north (rear) and south (front) sides of the building, and several service entrances on the west, north, and east sides. The body of the building would be red brick, "Tavern Flash" by Marion Ceramics, with a light brown accent brick, "Fieldstone" by Metro Brick. The base of the building as well as the columns of the covered front and rear entrances would be stacked stone veneer, "Provence Ohio Drystack" by Quality Stone. A brick parapet with dark gray aluminum coping and white metal trim would be set back slightly from the main roofline. The front entrance would have a tower element with an accent brick inlay for signage (not within BAR purview) and a dark gray pyramid hip standing seam metal roof, "Slate Grey" by Atlas Aluminum, creating the highest point of the building at approximately 33 feet. Because of the roof type and the definition of building height in the Zoning Ordinance, the building's height would actually be considered 28'6" by City standards. A smaller entry feature with the same signage area and dark gray standing seam metal roof would be located over the rear entrance, up to the height of the parapet. A dark gray standing seam metal roof with white trim and fascia would span the south elevation, providing a covered area for customers, an ice storage freezer, and waste receptacles in front of the store. Dark bronze storefront windows would be located along the front façade to the right of the entrance, and windows with dark bronze framing would be located along the east façade with light brown accent brick above. Matching fields of accent brick would be located on the west and north elevations as well. The service entrance steel doors, rollup door at the loading area, scuppers, and downspouts would all be in a white finish.

The freestanding canopy would have a dark gray standing seam metal roof that would slope toward Fairfax Boulevard, and would be supported by 12 columns of stacked stone and white metal with white metal framing. It would have a maximum height of 21'2". The dumpster and toolshed enclosure would

have a stacked stone base, red brick walls, cast stone cap, white corrugated metal swing gates, a white service entrance steel door, and wall pack light in a white finish.

Mechanical equipment for the convenience store would be roof-mounted and screened by the parapet. No information about lighting fixtures has been provided at this time.

ANALYSIS

For the work session, staff will not be providing in-depth analysis or specific recommendations, but will rely on the BAR to provide the bulk of the feedback on the requests.

City of Fairfax Design Guidelines:

Below are the relevant district goals of the Architectural Control Overlay District (ACOD). Staff advises the BAR consider these overarching goals while reviewing the applicant's requests and providing feedback at the work session.

Architectural Control Overlay District Overview, ACOD-1

ACOD Goals, ACOD-1.2

- 1. Strengthen the street edge with buildings and landscape on major corridors.*
- 2. Maintain a human scale in building design and outdoor spaces.*
- 3. Where existing buildings or developments do not provide appropriate examples, new development should strive to implement the intended vision rather than repeat existing patterns.*
- 4. Existing buildings or developments should be upgraded to a higher design quality as opportunities arise to reflect these guidelines.*
- 5. Continue the emphasis on attractive and well maintained landscaping.*
- 6. Preserve and enhance natural character of topography, streams, and mature trees.*
- 7. Mask the utilitarian by screening equipment, loading areas, parking lots, and other uses that have adverse visual impacts.*
- 8. Continue to create an inviting public streetscape realm with coordinated designs.*

Staff also advises the BAR to review the guidelines for new construction (*ACOD-3*), private site design (*ACOD-6*), and franchise design (*ACOD-7*). In the final staff report, staff will conduct a more in-depth analysis citing specific guidelines most relevant to the application.

Comprehensive Plan:

The following excerpts from the 2035 Comprehensive Plan are relevant to this application. Staff will conduct analysis on these excerpts in the final staff report.

Chapter 2 – Land Use

Commercial Corridor - Physical Characteristics:

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. (31)

Commercial Corridors and Activity Centers Goal 1 – Enhance Commercial Corridors.

ACTION CCAC1.1.3 Encourage creativity and architectural excellence in new commercial developments. (50)

Community Design and Historic Preservation Goal 1 – Require high-quality, sustainable design.

OUTCOME CDHP1.2: Attractive buildings, inviting public spaces, and welcoming gateways that contribute to our economic vitality and unique character. (64)

RECOMMENDATION

Staff will not be making any specific recommendations for the work session, but will rely on the BAR to provide the bulk of the feedback on the requests at this time.

RELEVANT REGULATIONS

- Attachment 1-

§3.7.4. Architectural control overlay district

B. Certificate of appropriateness required

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

C. Exceptions

The architectural control overlay district shall not apply to signs, unless otherwise specified, or to the following uses:

1. Single-family detached;
2. Duplex dwellings, after initial approval and construction; and
3. Townhouses, after initial approval and construction.

§5.4.5. Powers and duties

B. Final decisions

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

1. Certificates of appropriateness, major (§6.5)

§6.5.1. Applicability

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

A. A certificate of appropriateness shall be required:

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

§6.5.3. Certificate of appropriateness types

A. Major certificates of appropriateness

1. Approval authority

(a) General

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

(b) Alternative (in conjunction with other reviews)

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

§6.5.6. Action by decision-making body

A. General (involving other review by city council)

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

B. Other reviews

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

§6.5.7. Approval criteria

A. General

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

§6.5.9. Action following approval

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

§6.5.10. Period of validity

A certificate of appropriateness shall become null and void if no significant improvement or alteration is made in accordance with the approved application within 18 months from the date of approval. On written request from an applicant, the director may grant a single extension for a period of up to six

months if, based upon submissions from the applicant, the director finds that conditions on the site and in the area of the proposed project are essentially the same as when approval originally was granted.

§6.5.11. Time lapse between similar applications

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

§6.5.12. Transfer of certificates of appropriateness

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

§6.5.13. Appeals

A. Appeals to city council

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

B. Appeals to court

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



PLANT SCHEDULE

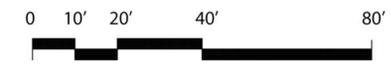
REFER TO LANDSCAPE SCHEDULE FOR ADDITIONAL INFORMATION

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
	IGL	Ilex glabra	Inkberry Holly

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

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



ILLUSTRATIVE PLAN

MAY 2019 SCALE: 1" = 20'-0"

Kimley»Horn



RIGHT (EAST) ELEVATION (SPRING ST.)



FRONT (SOUTH) ELEVATION (FAIRFAX BLVD.)

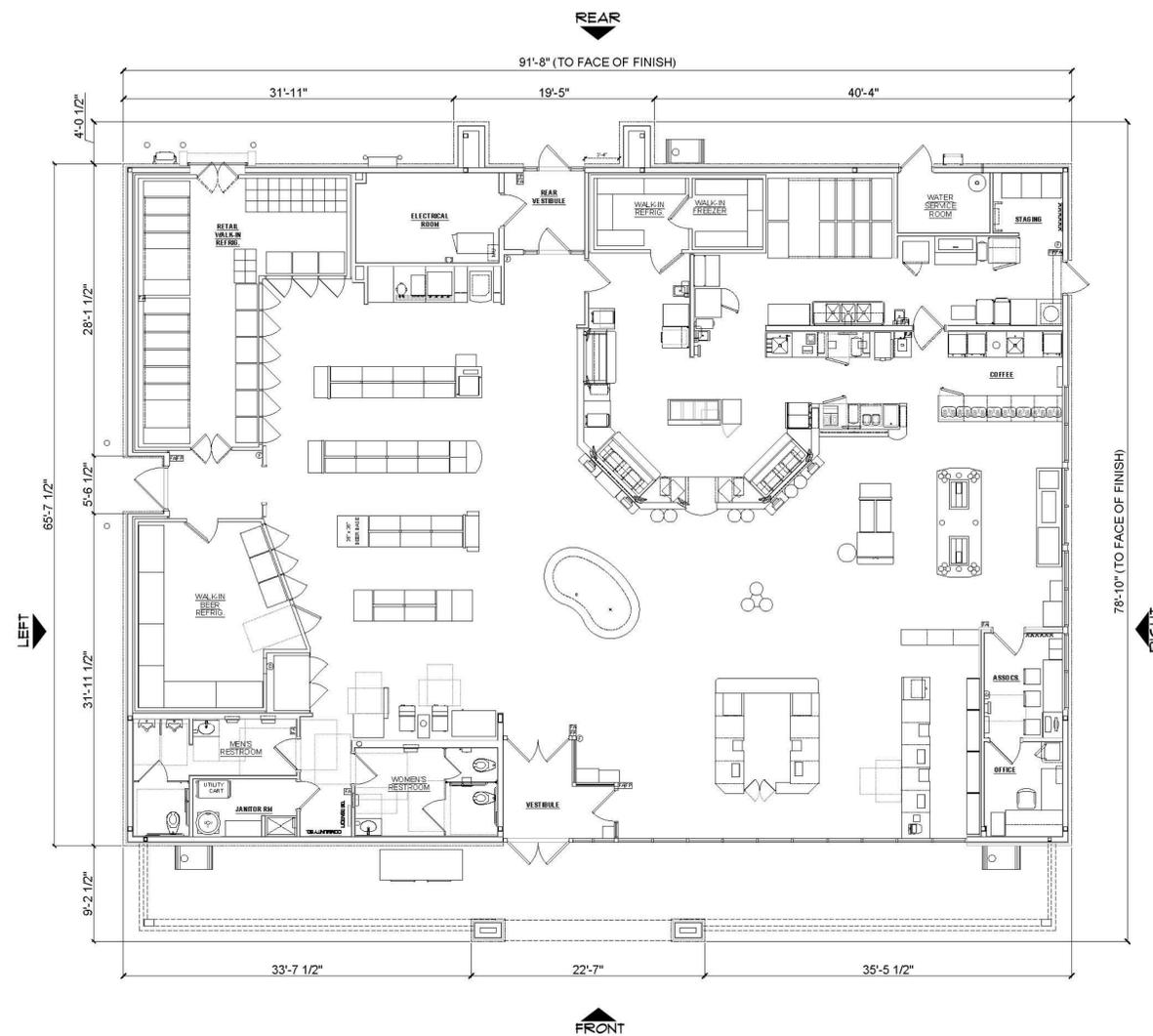


REAR (NORTH) ELEVATION

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

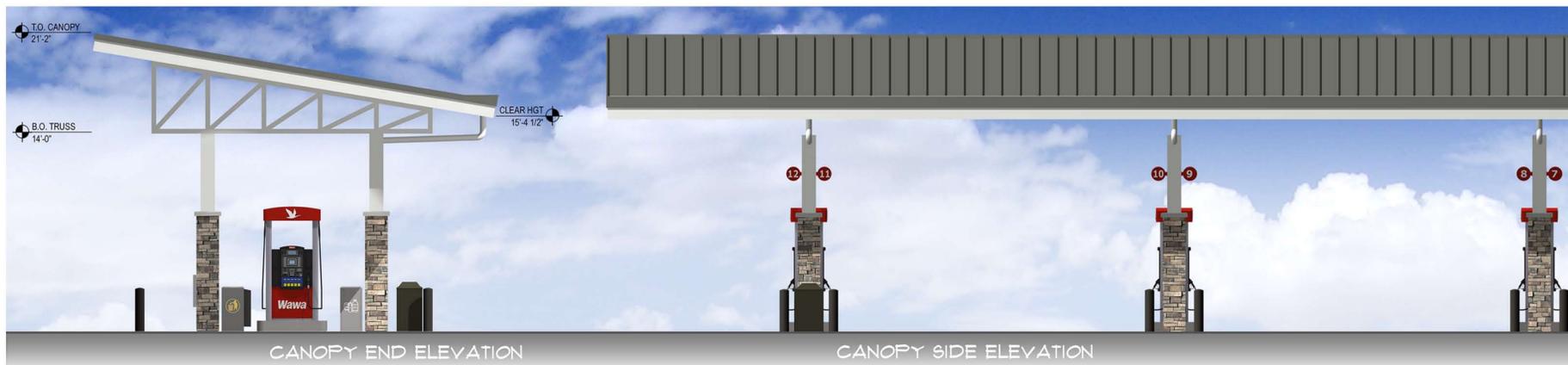


LEFT (WEST) ELEVATION



FLOOR PLAN

NOTE:
SIGNAGE IS SHOWN FOR REFERENCE ONLY
SEPARATE PERMIT REQUIRED



CANOPY END ELEVATION

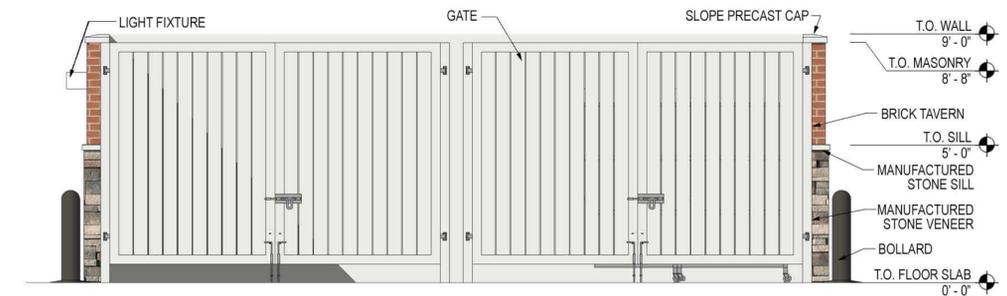
CANOPY SIDE ELEVATION



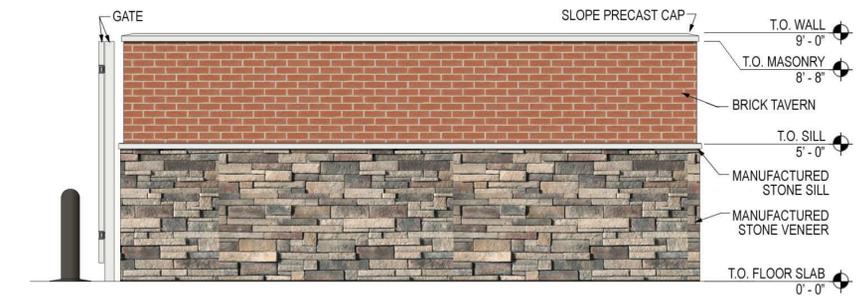
CANOPY PERSPECTIVE VIEW

- Metal
Atas International
Bone White
26
- Roof
Atas Aluminum Corp
Slate Grey
- Quality Stone
Ohio Drystack
Provence

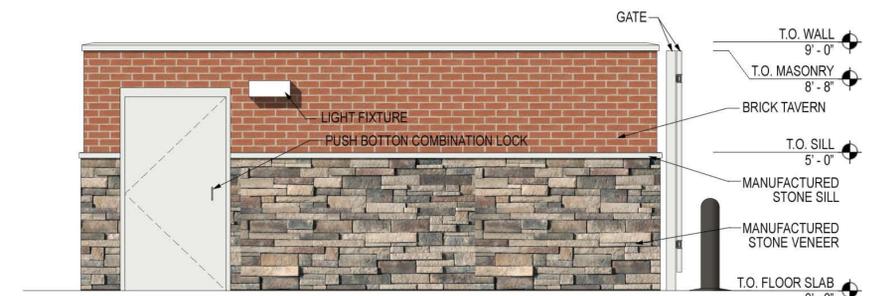
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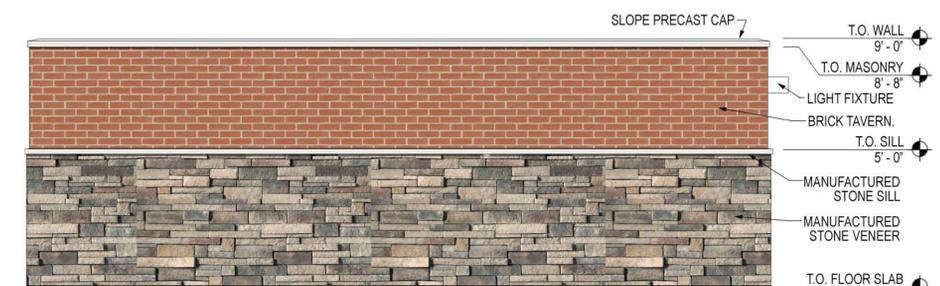
FRONT ELEVATION



RIGHT ELEVATION



LEFT ELEVATION



REAR ELEVATION

- Metal Door
Benjamin Moore
White Diamond
BM 2121-60
- Trim
James Hardie
Arctic White
JH10-20
- Thin Brick
Tavern Flash Red
Marion Ceramics
- Quality Stone
Ohio Drystack
Provence