



City of Fairfax, Virginia
City Council Work Session

Agenda Item # 1b

City Council Meeting 1/7/2020

TO: Honorable Mayor and Members of City Council

FROM: Robert A. Stalzer, City Manager *RA Stalzer*

SUBJECT: Discussion of a request of Brown's Mazda for an informational City Council work session to discuss recently submitted application for redevelopment of the dealership located at 10570 & 10590 Fairfax Boulevard.

ISSUE(S): Informational Work Session of City Council to discuss a proposed plan for the redevelopment of Brown's Mazda. Although a formal application has been submitted, the initial staff review is currently taking place. Staff and the applicant will present the layout and highlights of the application, along with key aspects relating to the City road that is proposed on the subject site. Initial feedback is sought from City Council regarding the submitted plan.

SUMMARY: The applicant proposes to replace the existing approximately 33,104 square-foot facility with a new facility of 39,497 square feet. A 3,000 square-foot building at the western end of the site, currently used as a sales office for pre-owned vehicle sales, would remain. Brown's Mazda would continue as the sole occupant for the site. The proposal also includes a provision for a potential new street to provide access to other properties to the north of the site.

FISCAL IMPACT: A fiscal impact analysis has not been conducted at this time.

RECOMMENDATION: Discussion.

ALTERNATIVE COURSE OF City Council may choose to postpone discussion to a future date.

RESPONSIBLE STAFF/POC: Supriya Chewle, Planner II
Jason Sutphin, Community Development Division Chief
Brooke Hardin, Director, Community Development & Planning

COORDINATION: Community Development and Planning Building and Fire Code
Human Services Public Works
Fairfax Water Police
City Attorney Historic Resources
Real Estate Commissioner of Revenue
Treasurer

ATTACHMENTS: 1. Staff Report
2. Plans
3. Statement of Justification



CITY OF FAIRFAX

Department of Community Development & Planning

Special Use Permit SU-19-00793

WORK SESSION DATE

January 7, 2020

APPLICANT

Brown's Fairfax Realty LLC

AGENT

John L. McBride, Attorney

PARCEL DATA

Tax Map ID

- ◇ 57-2-02-009
- ◇ 57-2-02-010

Street Address

- ◇ 10570 & 10590 Fairfax Boulevard

Zoning District

- ◇ CR, Commercial Retail
- ◇ Architectural Control Overlay District

APPLICATION SUMMARY

The proposed redevelopment of the subject site would be reliant on City Council approval of the following applications, which have been identified to date, additional applications may be required based on complete staff analysis:

- Special Use Permit to allow Vehicle Sales and Leasing on the subject site.
- Special Use Permit to allow Vehicle Service on the subject site.
- Special Use Permit to allow development within Floodplain.
- Special Exception from transitional screening yard 3 along the northern property line.
- Special Exception from Street tree requirement along Fairfax Blvd.
- Special Exception from Section 4.2.6.B.3 of the Zoning Ordinance pertaining to parking space dimensions.
- Special Exception from Section 4.5.7.D.1 of the Zoning Ordinance pertaining to interior landscaped islands.
- Special Exception from Section 4.18.11.A of the Zoning Ordinance to permit encroachment into the landward 50 feet of the buffer component of the existing RPA.
- Certificate of Appropriateness

Background

The subject site is located on the north side of Fairfax Boulevard, on the block between Chain Bridge Road and McLean Avenue. The total site area is approximately 3.94 acres. The entirety of the site is zoned CR Retail Commercial and Architectural Control Overlay District. Some portion in the northeastern corner of the site is impacted by the 100-year flood plain and by the Chesapeake Bay Resource Protection Area (RPA).

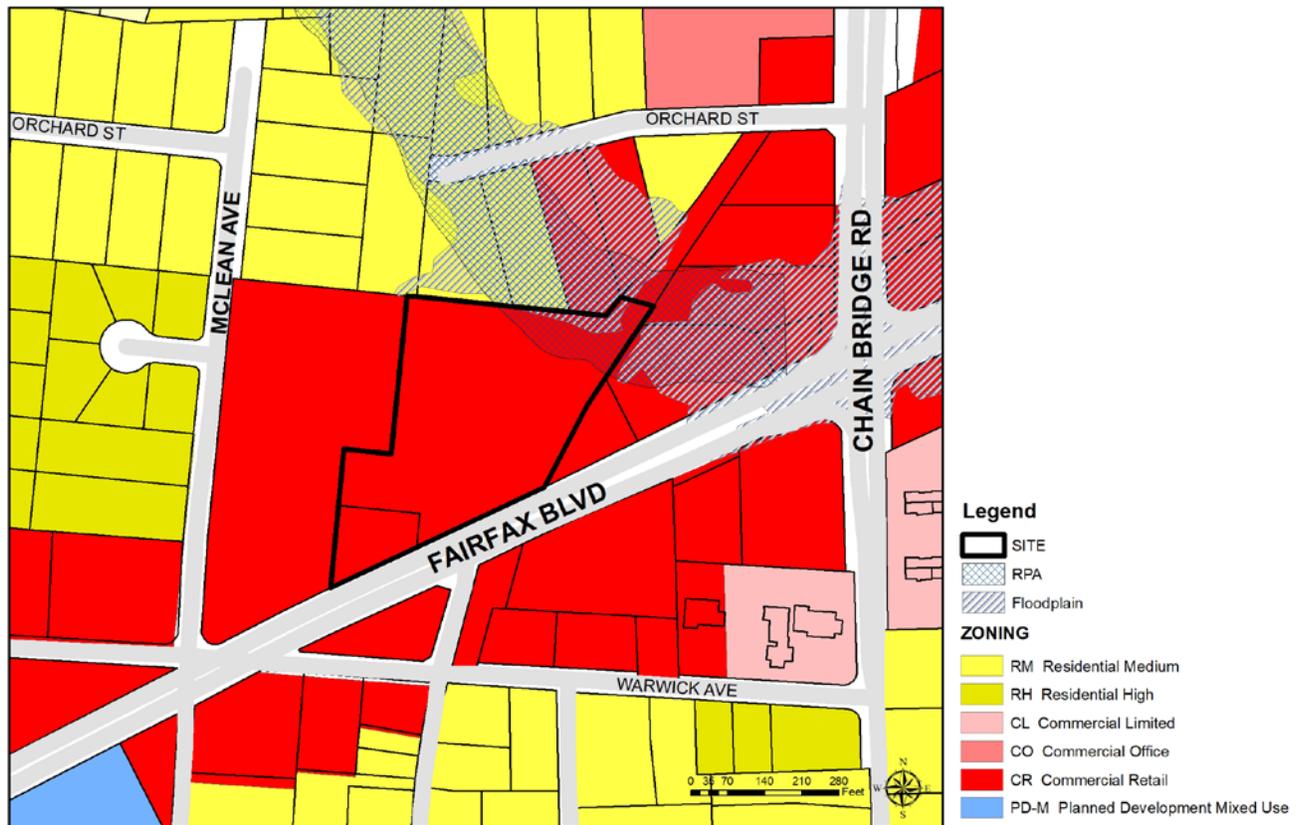


Figure 1: Existing Site and Zoning

The site is located within the Northfax Activity Center as designated in the Comprehensive Plan Future Land Use Map as shown in Figure 2. Properties to the east, west and south are all zoned CR Commercial Retail. Three adjacent properties to the north are currently zoned RM Residential Medium, and are held in common ownership with commercial properties along Chain Bridge Road and are likely to be subject to a future rezoning, as would be discussed on January 7, 2020. All adjacent properties on the north side of Fairfax Boulevard, including the three residential properties are designated as Activity Center on the Future Land Use Map. Adjacent properties on the south side of Fairfax Boulevard are designated as Commercial Corridor. A summary of existing zoning, land uses and future land uses for the subject site and surrounding properties is provided in Table 1.

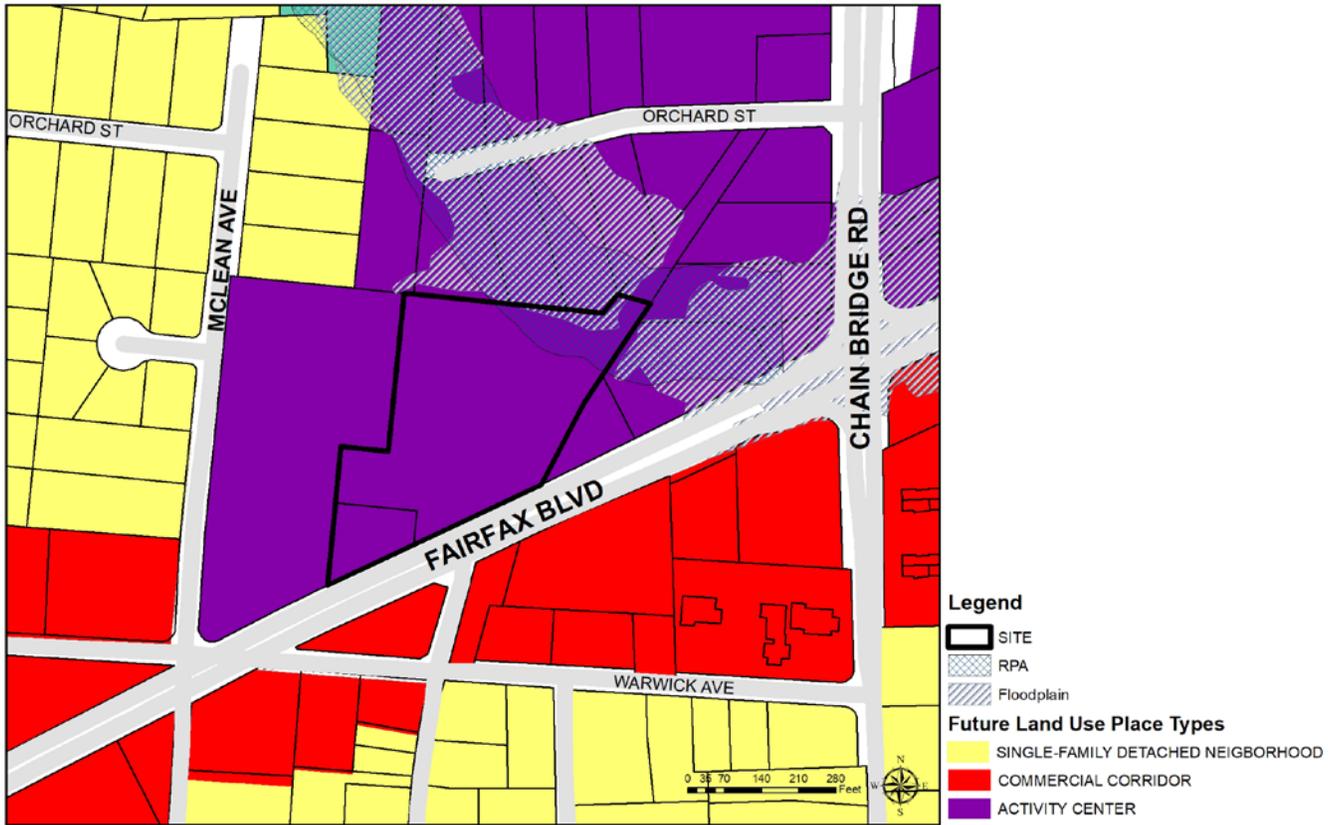


Figure 2: Comprehensive Plan Future Land Use

	Existing Zoning	Existing Land Use	Existing Description	Future Land Use
Site	CR Commercial Retail, ACOD	Commercial/ Retail	Auto Dealer	Activity Center
North	CR Commercial Retail, RM Residential Medium, ACOD	Residential/ Vacant	Auto Storage, Single Family Home, Vacant	Activity Center
South	CR Commercial Retail, ACOD	Commercial/ Retail, Commercial/ Office	Auto Dealer, Commercial - Retail, Commercial - Office	Commercial Corridor
East	CR Commercial Retail, ACOD	Commercial/ Retail	Auto Repair, Commercial - Retail	Activity Center
West	CR Commercial Retail, ACOD	Commercial/ Retail	Auto Dealer	Activity Center

Table 1: Surrounding Property Descriptions

The site is currently improved with two buildings; the primary building of 33,104 square feet, and a secondary building for used sales of approximately 3,000 square feet. The primary building includes the sales showroom and vehicle service areas, the smaller building is used for used car sales. Although specific calculations for

impervious area have not been submitted, the site is almost entirely covered by building footprint or asphalt paving.

Proposal Summary

The concept includes replacement of the existing 33,104 square foot automobile sales and service facility with a new two story facility of 39,497 SF floor area. The proposed facility also includes three levels of structured parking above the service department portion of the building.

The applicant proposes to accommodate a future city street within the proposed redevelopment, the used car sales portion of the site is proposed to remain which would contribute toward the establishment of the network envisioned in the Comprehensive Plan. This street, as shown in Figure 4, would extend from Fairfax Boulevard to the northern property line through the site. It would provide a potential access to a consolidation of properties to the north, as shown with the dashed line in Figure 3. The owners of those properties propose a potential redevelopment that would include a connection to this road as well as Chain Bridge Road, completing the link envisioned in the Comprehensive Plan. Public Works department staff would discuss this road at the January 7 meeting.

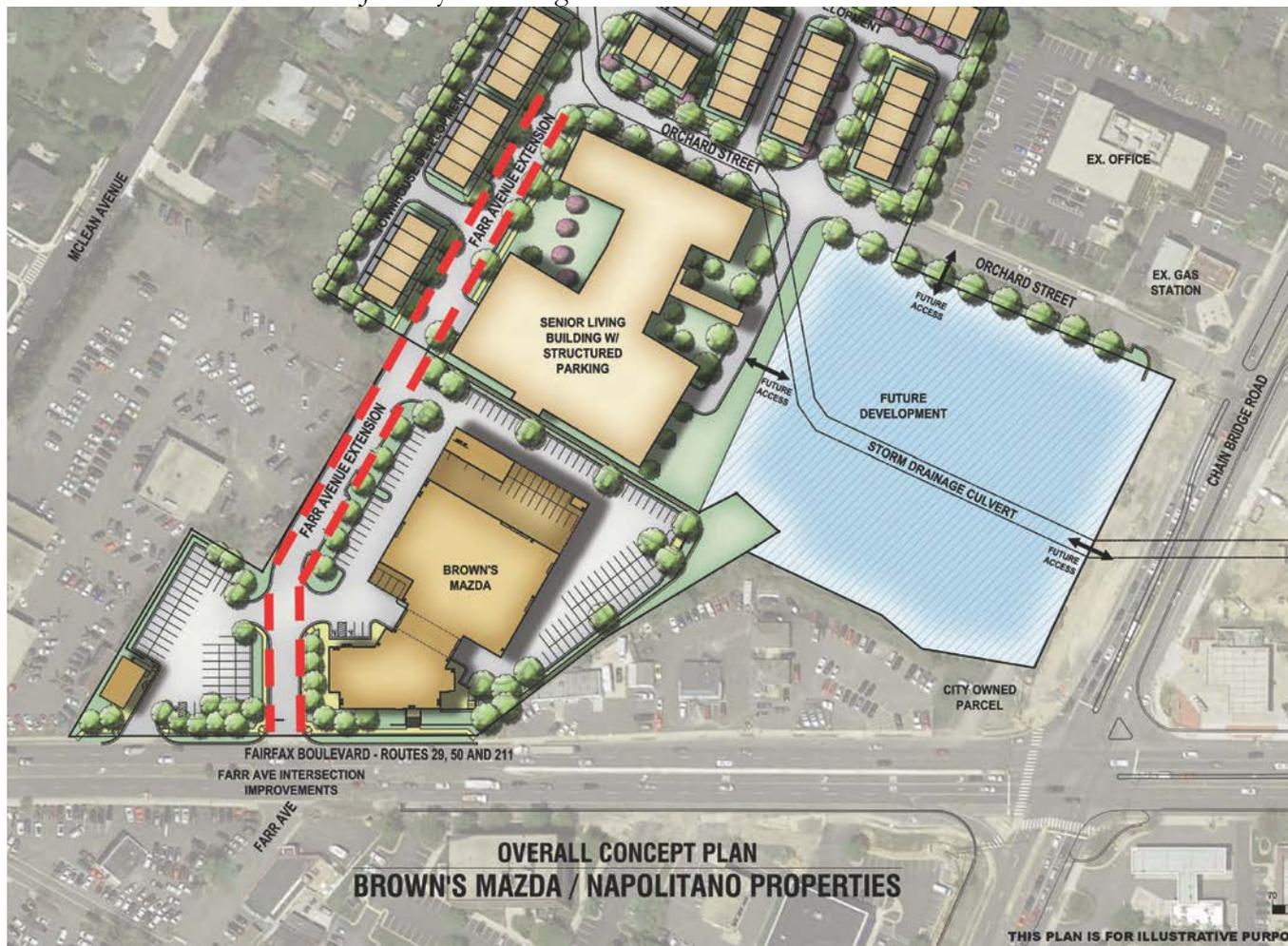


Figure 3:

The main building is arranged with the sales showroom fronting on Fairfax Boulevard with the primary building corner at the intersection with the potential new street. Service areas are located toward the back of the building. The existing 3,000 square foot building on the west side of the potential new road would be retained for use as sales office for used vehicles. If the proposed public street is constructed this building would be considered on a separate lot. Vehicular access to both sites would be from the new street. Although

a curb cut on Fairfax Boulevard is still shown on the used vehicle portion of the site. A conceptual site plan is provided in Figure 4 for reference. The full-scale conceptual site plan, as submitted by the applicant, is provided in Attachment 2.

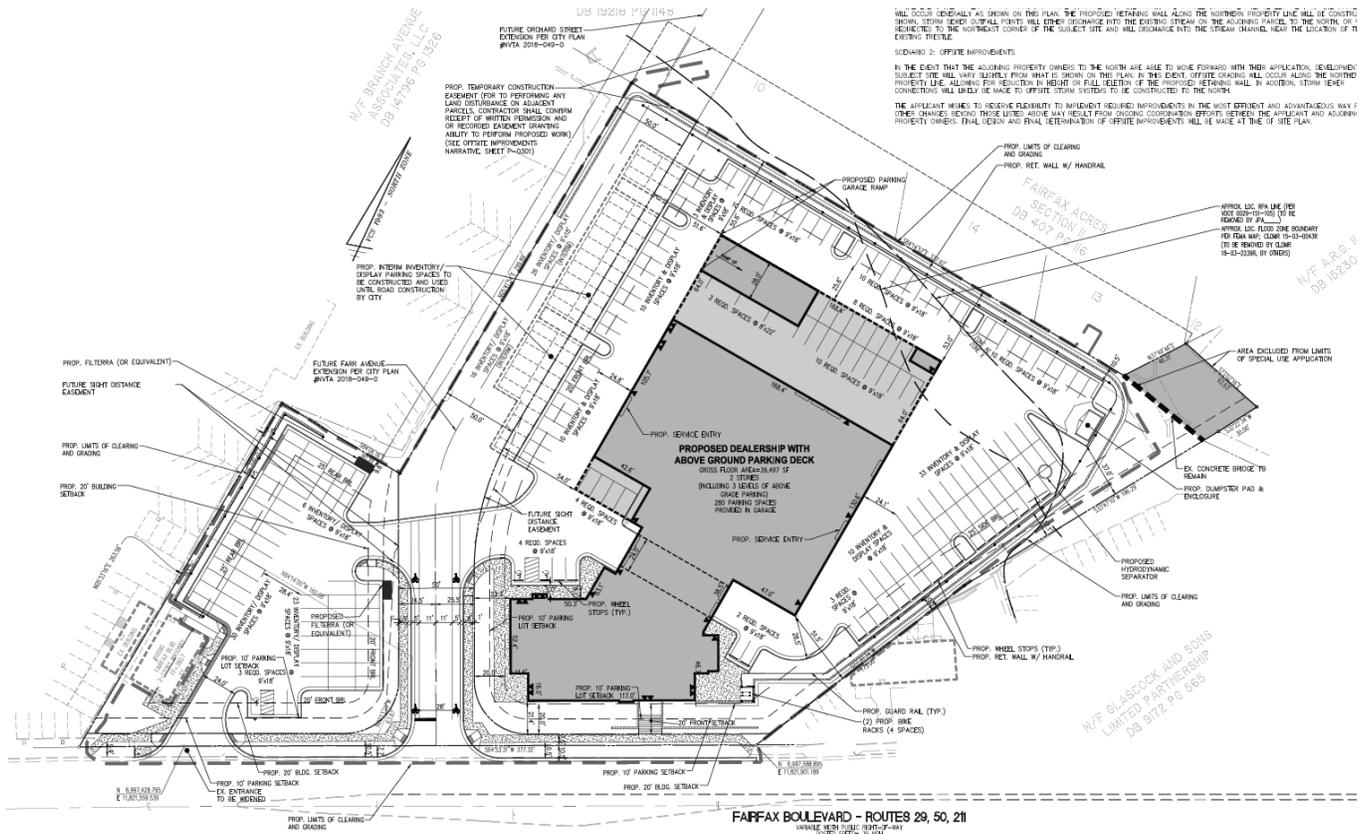


Figure 4: Conceptual Site Plan

The applicant intends to construct all required improvements in accordance with the plan shown in Figure 4 and provided in Attachment 2. However, full development of the site as shown on that sheet presumes that offsite storm drainage improvements are approved and constructed by the developer. Offsite drainage improvements planned by others include construction of a storm culvert which would place two existing stream channels into a pipe system. One of the two stream channels to be piped includes the stream channel located adjacent to the subject site, just north of the northern property line. When the existing stream channel is piped, the Resource Protection Area (RPA) delineation associated with that stream would be removed, thereby removing an RPA buffer from the subject site. Further, the 100-year floodplain associated with that stream would also be removed, thereby removing a floodplain from the subject site. The applicant expects that these offsite drainage improvements would be completed in such a timeframe as to allow full build out of this site as depicted in Figure 4.

However, in the event that these offsite improvements are not completed in time for full build out, the applicant proposes to develop the subject site as depicted in Figure 5. As shown here, interim conditions would include construction of the full building, but would not make any site improvements in the northeast corner of the property which is in the floodplain. The proposed building would be partially, along with part of the drive aisle, in the RPA. An interim dumpster enclosure would be constructed in the location shown and the retaining wall which would ultimately run across the northern property line would terminate outside of the floodplain.

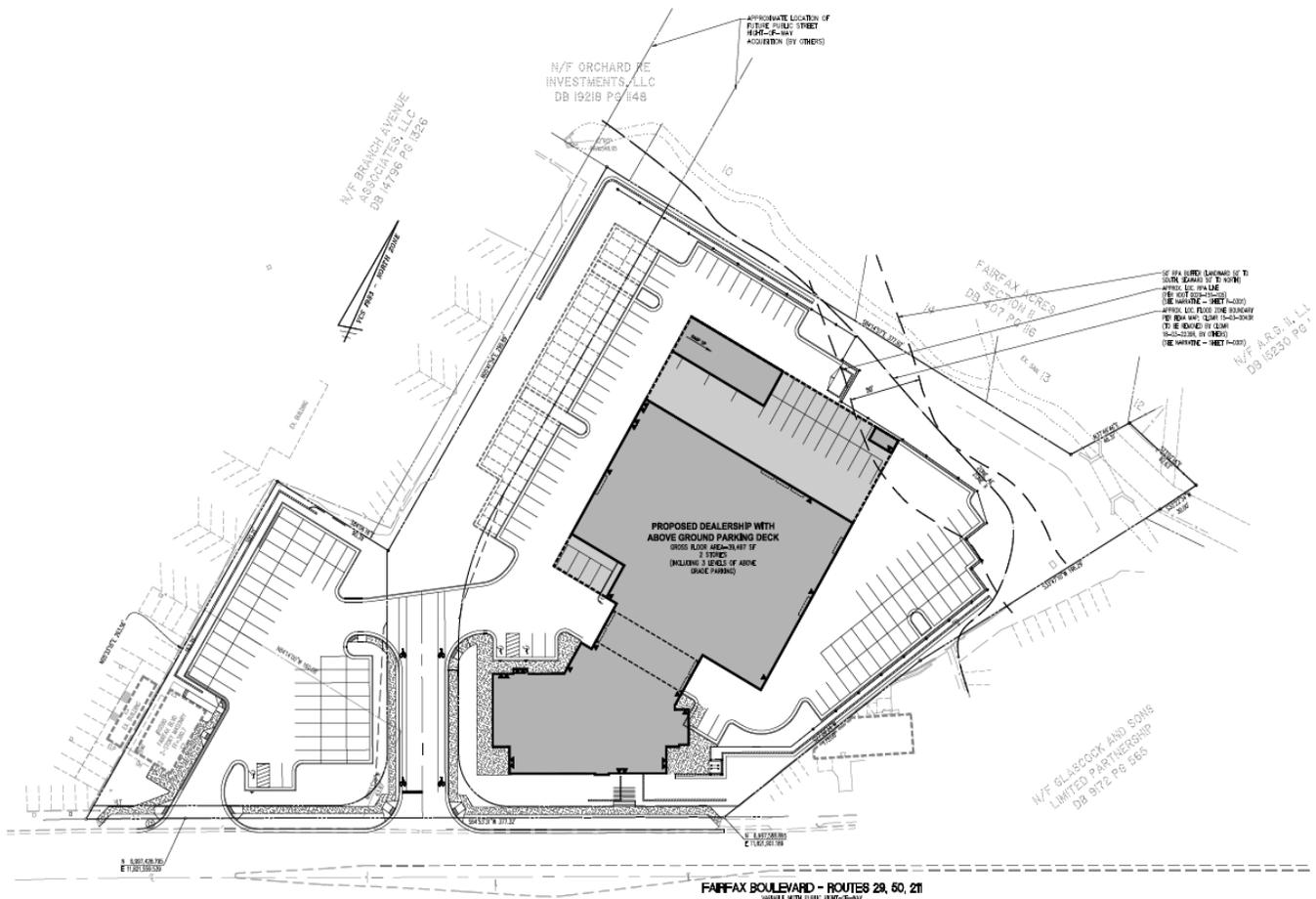


Figure 5 – Interim Conceptual Site Plan

Proposal Review

Staff is currently conducting an initial review of the development proposal in relation to guidance from the Comprehensive Plan and other current City goals and policy pertaining to land use, circulation, natural resources, and architecture, as provided below, along with compliance with applicable regulations. High level observations are provided below

Land Use: Although the proposal does not contain multiple uses, as would be preferred in the Activity Center Place Type, the recommended physical characteristics for Retail uses suggests a stand-alone building would be acceptable with active presence on the first floor. Retail uses are preferred along Commercial Mains, which is Fairfax Blvd, but may be provided at other locations within an Activity Center. The use should provide an improved streetscape and pedestrian connections to surrounding uses, including links to existing pedestrian networks. Parking should be provided in structured or below-grade facilities where reasonable.

Circulation: This proposal contributes toward the establishment of an “interconnected series of small blocks” by accommodating for the potential new street through the site, providing a linkage to potential redevelopment opportunities to the north.

Natural Resources: The North Fork Tributary to Accotink Creek is located just north of the northern site property line. A portion of the northeast corner of the site is currently impacted by the 100 year flood plain and the Chesapeake Bay Resource Protection Area. This proposal would likely result in a decrease in impervious coverage for the impacted areas of the site, though the application could still be subject to a

Special Use Permit and Special Exemption for land disturbance within these sensitive areas. The proposal would also likely result in an increase in tree coverage from existing conditions.

Architecture:

The building would comprise a two-story showroom and sales office area on the south end closest to Fairfax Boulevard connected to a four-story parking structure to the north end by a vehicle service bay. The materials proposed for the showroom and service bay area include white and dark gray metal panel, dark gray EIFS, and black anodized aluminum storefront. The base of the garage would be dark gray split-face CMU with the unclad precast concrete structure of the upper levels above. At this time, no changes are proposed to the smaller two story building in the southwest portion of the site.

Landscaping:

Deciduous trees and shrubs are proposed in key locations throughout the site, although at this time specific tree and shrub species have not been indicated. Canopy trees are proposed along Fairfax Boulevard inside the sidewalk, on the east side of the entrance drive, and in various landscape islands within and around the surface parking areas. Shrubs are shown along the east and west peripheries of the surface parking areas around the main building, and along the periphery of the surface parking area in the southwest portion of the site. Retaining walls are located in front of the showroom, on the east and north edges of the site, and around the rear portion of the surface parking area in the southwest portion of the site.



Figure 5: Material Design Intent Rendering

High Level Observations/Issues that have been identified at this point:

1. Redevelopment would require City Council approval of the various Special Use Permits and Special Exception applications a listed in the staff report. Others may be required based on finalization of staff review.
2. Phased construction depending on construction of a storm culvert which would place two existing stream channels to the north of the subject site into a pipe system.
3. Large concrete garage
4. Double and triple stacked vehicle storage without screening, otherwise single parking required
5. Undergrounding Utilities
6. Pedestrian Accommodations satisfying Multi-Modal Plan

Staff would recommend that the project return to the City Council for a work session at a later date.

PREPARED BY:

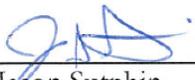


Supriya Chewle
Planner II, Community Development & Planning

1/2/2020

DATE

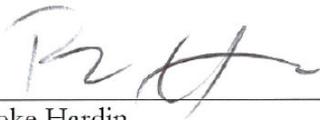
REVIEWED AND APPROVED:



Jason Sutphin
Community Development Division Chief

Jan 2, 2020

DATE



Brooke Hardin
Director, Community Development and Planning

1/2/20

DATE



City of Fairfax

BROWN'S FAIRFAX MAZDA

#10570 AND 10590 FAIRFAX BOULEVARD SPECIAL USE PLAN

NOTES

1. APPLICANT/CONTRACT PURCHASER:
BROWN'S FAIRFAX REALTY, LLC.
12500 FAIR LAKES CIRCLE, STE. 375
FAIRFAX, VA 22033

OWNER:
ALPINE SCHULING T INC. C/O HELEN SCHULING
45 CALIBOGUE CAY ROAD
HILTON HEAD, SC 29928
2. THE PROPERTY SHOWN HEREON IS DESIGNATED BY THE CITY OF FAIRFAX, VIRGINIA, AS PARCEL IDENTIFICATION NUMBERS 57-2-02-009 AND 57-2-02-010 AND IS ZONED CR COMMERCIAL RETAIL (FORMERLY C-2).
3. BOTH PARCELS ARE NOW IN THE NAME OF ALPINE SCHULING T., INC., AS RECORDED IN DEED BOOK 8871 AT PAGE 1815 AMONG THE LAND RECORDS OF FAIRFAX COUNTY, VIRGINIA.
4. TOTAL AREA OF THE TWO PARCELS IS 171,706 SQUARE FEET OR 3.9418 ACRES.
5. THIS PLAT IS BASED ON A FIELD SURVEY BY THIS FIRM COMPLETED ON MAY 11, 2016.
6. THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP FOR CITY OF FAIRFAX, VIRGINIA, MAP NUMBER 5155240002D, EFFECTIVE DATE JUNE 2, 2006, DESIGNATES A PORTION OF THE PROPERTY AS BEING IN ZONE AE (SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD WHERE BASE FLOOD ELEVATIONS DETERMINED) AND ZONE X (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN).
7. EXISTING FLOODPLAIN TO BE REMOVED UNDER CLOMR PLAN#18-03-2239R; EXISTING RPA TO BE REMOVED UNDER JPA_____
8. EASEMENTS, CONDITIONS, COVENANTS AND RESTRICTIONS, SHOWN AND/OR NOTED, TAKEN FROM THE TITLE REPORT PREPARED BY WALKER TITLE, LLC, CASE NUMBER A1600542, WITH AN EFFECTIVE DATE OF MAY 19, 2016.
9. THE PROPERTY IS SERVED BY PUBLIC WATER AND SEWER.

SPECIAL EXCEPTIONS

THE FOLLOWING SPECIAL EXCEPTIONS ARE REQUESTED WITH THIS APPLICATION:

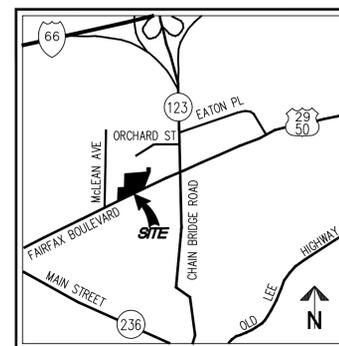
1. SPECIAL EXCEPTION FROM TRANSITIONAL SCREENING YARD 3 ALONG NORTHERN PROPERTY LINE AS REQUIRED BY Z.O. SECTIONS 4.5.5.C.3(c), 4.5.7.C.2, AND 4.5.7.E.2.
2. SPECIAL EXCEPTION FROM STREET TREE REQUIREMENT ALONG FAIRFAX BOULEVARD AS REQUIRED BY Z.O. SECTION 4.5.6.B.
3. SPECIAL EXCEPTION TO PERMIT 9' X 18' PARKING SPACES IN LIEU OF 10' X 19' AS REQUIRED BY Z.O. SECTION 4.2.6.B.3.
4. SPECIAL EXCEPTION FROM THE NUMBER OF INTERIOR PARKING LANDSCAPE ISLANDS AND MINIMUM INTERIOR PARKING LANDSCAPE ISLAND AREA AS REQUIRED BY Z.O. SECTION 4.5.7.D.1.
5. SPECIAL EXCEPTION TO PERMIT ENCROACHMENT INTO THE LANDWARD 50 FEET OF THE BUFFER COMPONENT OF THE RPA REQUIRED BY Z.O. SECTION 4.18.11.

SPECIAL USE PERMITS

THE FOLLOWING SPECIAL USE PERMITS ARE REQUESTED WITH THIS APPLICATION:

1. SPECIAL USE PERMIT TO ALLOW VEHICLE SALES & LEASING USE IN THE CR ZONE. (Z.O. SECTION 3.3.1 PRINCIPAL USE TABLE)
2. SPECIAL USE PERMIT TO ALLOW VEHICLE SERVICE USE IN THE CR ZONE. (Z.O. SECTION 3.3.1 PRINCIPAL USE TABLE)
3. SPECIAL USE PERMIT FOR DEVELOPMENT WITHIN A FLOODPLAIN. (Z.O. SECTION 4.15.7.C(2))

VICINITY MAP



SCALE: 1"=2000'

PROJECT DESCRIPTION

THIS APPLICATION PROPOSES TO REDEVELOP THE EXISTING SITE AS SHOWN ON THE FOLLOWING PAGES. THE EXISTING VEHICLE SALES AND LEASING AND VEHICLE SERVICE USES ARE CONSIDERED EXISTING NON-CONFORMING USES BECAUSE TODAY THEY ARE LISTED AS SPECIAL USES IN THE COMMERCIAL RETAIL (CR) ZONE; THEREFORE RELOCATING, RECONFIGURING, AND EXPANDING THE USES AS SHOWN ON THIS PLAN REQUIRES SPECIAL USE APPROVAL. TO THE BEST OF OUR KNOWLEDGE THIS APPLICATION COMPLIES WITH ALL APPLICABLE ZONING ORDINANCE REQUIREMENTS EXCEPT AS SPECIFIED IN THE SPECIAL EXCEPTION NARRATIVE ON THIS SHEET.

SITE TABULATION

	MINIMUM REQ'D UNLESS SPECIFIED PER Z.O. (OR ZONE)	PROVIDED
LOT AREA	20,000 SF	171,706 SF
LOT WIDTH	NONE	446.79 FT
MAX BLDG HT	60 FT	60' MAX
YARD REQ'MT		
FRONT	20 FT (MIN.)	20 FT
SIDE	NONE	N/A
REAR	45 FT	53 FT
MAXIMUM FAR		
	NONE	N/A
BUILDING COVERAGE	60% MAX	40%
LOT COVERAGE	85% MAX	85% MAX
PROPOSED GFA	--	39,497 SF

PARKING TABULATION

REQUIRED:

8,877 SF SALES AREA
8,877 SF @ 1 SP/500 SF = 18 SPACES

24 SERVICE BAYS
24 @ 2 SP/BAY = 48 SPACES

TOTAL PARKING REQUIRED: 66 SPACES

TOTAL PARKING PROVIDED: 67 SPACES (INCL. 3 HC)

*THE 67 PARKING SPACES PROVIDED DOES NOT INCLUDE THE ADDITIONAL PARKING LOT AREA STRIPED FOR INVENTORY AND DISPLAY PURPOSES, AS SHOWN ON SHEET P-0301.

BICYCLE PARKING

REQUIRED: 4 (61-80 REQ'D. SPACES)
PROVIDED: 4 (2 RACKS)

LOADING TABULATION

REQUIRED:

LOADING REQUIRED = 1 SPACE (10,000 - 49,999 SF COMM. USE)

PROVIDED:

1 LOADING SPACE

SHEET INDEX

P-0101	COVER SHEET
P-0201	EXISTING CONDITIONS PLAN
P-0301	SPECIAL USE PLAN
P-0302	PRELIMINARY UTILITY AND GRADING PLAN
P-0303	CONCEPTUAL INTERIM PLAN
P-0401	CONCEPTUAL LANDSCAPE PLAN
P-0501	STORMWATER MANAGEMENT PLAN
P-0502	STORMWATER MANAGEMENT COMPUTATIONS AND NARRATIVES
P-0503	BMP SPREADSHEET
P-0504	HYDROGRAPHS & BMP DETAILS

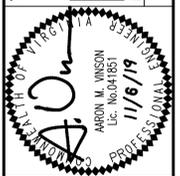
COVER SHEET

SPECIAL USE PLAN

BROWN'S FAIRFAX MAZDA

CITY OF FAIRFAX, VIRGINIA

WALTER L. PHILLIPS
INCORPORATED
ESTABLISHED 1945
DATE: 11/6/19
L.C. No. 04-1851

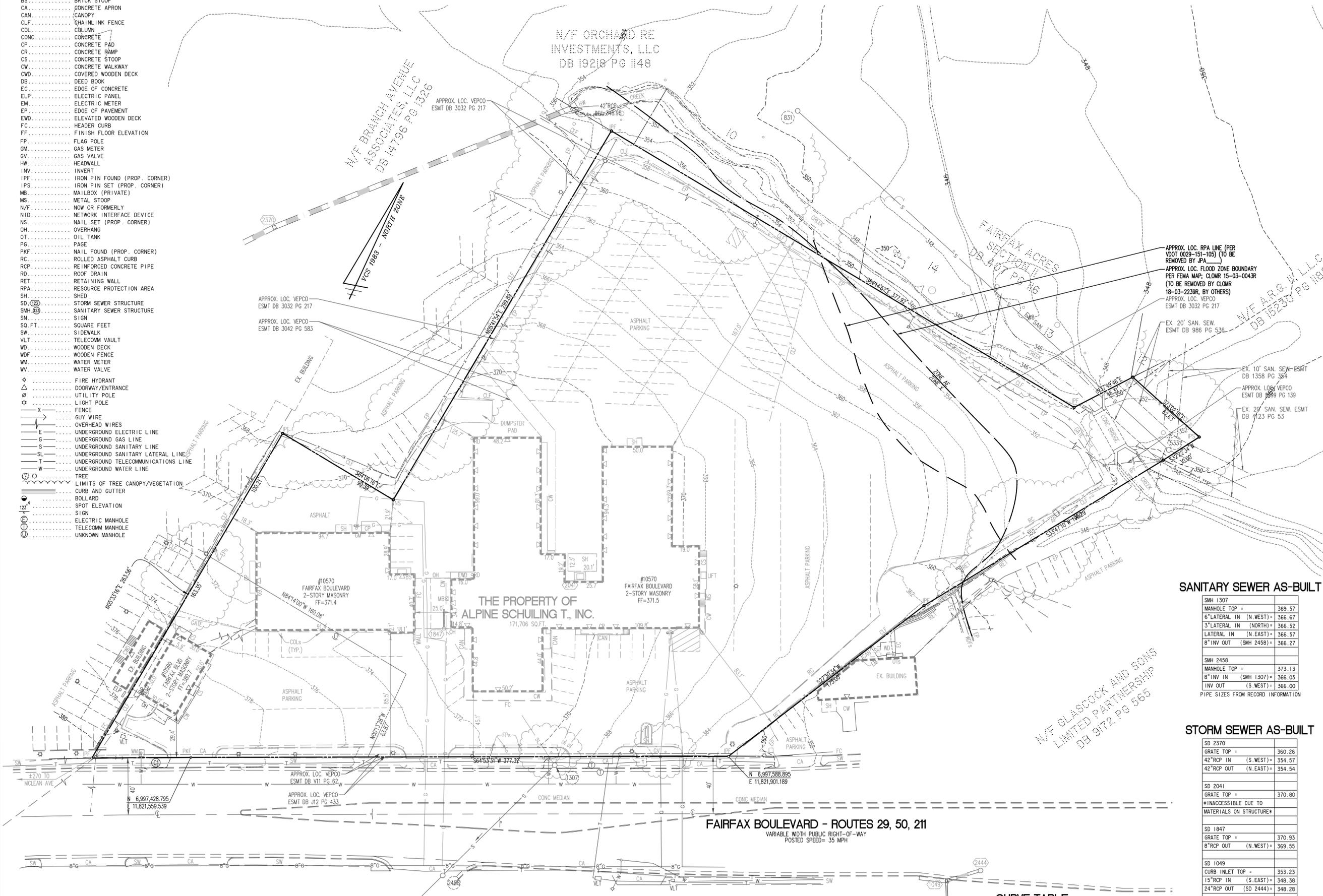


NO.	DESCRIPTION	REVISION APPROVED BY		DATE
		REV. BY	APPROVED	

Engineers • Surveyors • Planners
Landscape Architects • Arborists
207 PARK AVENUE
FALLS CHURCH, VIRGINIA 22046
(703) 532-6163 Fax (703) 533-1301
www.WLPINC.com

CHECKED: AV
DRAWN: DP/TT
SCALE: AS NOTED
DATE: 11/6/2019

- LEGEND**
- AP ASPHALT PAD
 - APPROX. LOC. APPROXIMATE LOCATION
 - BS BRICK STOOP
 - CA CONCRETE APRON
 - CAN CANOPY
 - CLF CHAINLINK FENCE
 - COL COLUMN
 - CONC CONCRETE
 - CONC CONCRETE PAD
 - CR CONCRETE RAMP
 - CS CONCRETE STOOP
 - CW CONCRETE WALKWAY
 - CWD COVERED WOODEN DECK
 - DB DEED BOOK
 - EC EDGE OF CONCRETE
 - ELP ELECTRIC PANEL
 - EM ELECTRIC METER
 - EP EDGE OF PAVEMENT
 - EWD ELEVATED WOODEN DECK
 - FC HEADER CURB
 - FF FINISH FLOOR ELEVATION
 - FP FLAG POLE
 - GM GAS METER
 - GV GAS VALVE
 - HW HEADWALL
 - INV INVERT
 - IPF IRON PIN FOUND (PROP. CORNER)
 - IPS IRON PIN SET (PROP. CORNER)
 - MB MAILBOX (PRIVATE)
 - MS METAL STOOP
 - N/F NOW OR FORMERLY
 - NID NETWORK INTERFACE DEVICE
 - NS NAIL SET (PROP. CORNER)
 - OH OVERHANG
 - OT OIL TANK
 - PG PAGE
 - PKF NAIL FOUND (PROP. CORNER)
 - RC ROLLED ASPHALT CURB
 - RCP REINFORCED CONCRETE PIPE
 - RD ROOF DRAIN
 - RET RETAINING WALL
 - RPA RESOURCE PROTECTION AREA
 - SH SHED
 - SD (12) STORM SEWER STRUCTURE
 - SMH (23) SANITARY SEWER STRUCTURE
 - SN SIGN
 - SQ.FT. SQUARE FEET
 - SW SIDEWALK
 - VLT TELECOMM VAULT
 - WD WOODEN DECK
 - WDF WOODEN FENCE
 - WM WATER METER
 - WV WATER VALVE
 - FIRE HYDRANT
 - DOORWAY/ENTRANCE
 - UTILITY POLE
 - LIGHT POLE
 - FENCE
 - GUY WIRE
 - OVERHEAD WIRES
 - UNDERGROUND ELECTRIC LINE
 - UNDERGROUND GAS LINE
 - UNDERGROUND SANITARY LINE
 - UNDERGROUND SANITARY LATERAL LINE
 - UNDERGROUND TELECOMMUNICATIONS LINE
 - UNDERGROUND WATER LINE
 - TREE
 - LIMITS OF TREE CANOPY/VEGETATION
 - CURB AND GUTTER
 - BOLLARD
 - SPOT ELEVATION
 - SIGN
 - ELECTRIC MANHOLE
 - TELECOMM MANHOLE
 - UNKNOWN MANHOLE



SANITARY SEWER AS-BUILT

SMH 1307	MANHOLE TOP =	369.57
	6" LATERAL IN (N. WEST) =	366.67
	3" LATERAL IN (NORTH) =	366.52
	LATERAL IN (N. EAST) =	366.57
	8" INV OUT (SMH 2458) =	366.27
SMH 2458	MANHOLE TOP =	373.13
	8" INV IN (SMH 1307) =	366.05
	INV OUT (S. WEST) =	366.00

PIPE SIZES FROM RECORD INFORMATION

STORM SEWER AS-BUILT

SD 2370	GRATE TOP =	360.26
	42" RCP IN (S. WEST) =	354.57
	42" RCP OUT (N. EAST) =	354.54
SD 2041	GRATE TOP =	370.80
	INACCESSIBLE DUE TO MATERIALS ON STRUCTURE	
SD 1847	GRATE TOP =	370.93
	8" RCP OUT (N. WEST) =	369.55
SD 1049	CURB INLET TOP =	353.23
	15" RCP IN (S. EAST) =	348.38
	24" RCP OUT (SD 2444) =	348.28
SD 2439	CURB INLET TOP =	348.51
	18" RCP OUT (SD 2446) =	345.31

CURVE TABLE

CURVE	RADIUS	LENGTH	DELTA	TANGENT	CHORD	CHORD BEARING
C1	5,769.58'	69.47'	0°41'24"	34.74'	69.47'	S64°32'49"W

WALTER L. PHILLIPS
 ENGINEERS • SURVEYORS • PLANNERS
 LANDSCAPE ARCHITECTS • ARBORISTS
 207 PARK AVENUE
 FALLS CHURCH, VIRGINIA 22046
 (703) 532-6163 Fax (703) 533-1301
 www.WLPINC.com
 ESTABLISHED 1945
 INCORPORATED
 DATE: 11/6/19
 SCALE: 1" = 30'

REVISION APPROVED BY

NO.	DESCRIPTION	DATE	REV. BY	APPROVED	DATE

EXISTING CONDITIONS PLAN
SPECIAL USE PLAN
BROWN'S FAIRFAX MAZDA
 CITY OF FAIRFAX, VIRGINIA

OFFSITE IMPROVEMENTS NARRATIVE

THE APPLICANT FOR THIS PROJECT IS WORKING CLOSELY WITH PROPERTY OWNERS TO THE NORTH OF THE SUBJECT SITE. THIS COORDINATION WILL CONTINUE AS THIS PLAN MOVES TOWARD ANTICIPATED APPROVAL AND WHILE THE POTENTIAL DEVELOPMENT TO THE NORTH MOVES THROUGH THE CITY PROCESS AS WELL. WHILE THE FULL EXTENT OF COOPERATION BETWEEN THE APPLICANT AND THE PROPERTY OWNERS TO THE NORTH IS NOT YET KNOWN, THERE IS A POSSIBILITY THAT CONSTRUCTION ACTIVITY IN SUPPORT THIS PROJECT MAY OCCUR ON THE ADJACENT PROPERTY TO THE NORTH. THIS PRESENTS TWO POTENTIAL SCENARIOS FOR CONSTRUCTION OF PROPOSED IMPROVEMENTS ALONG THE NORTHERN PROPERTY LINE OF THE SUBJECT SITE:

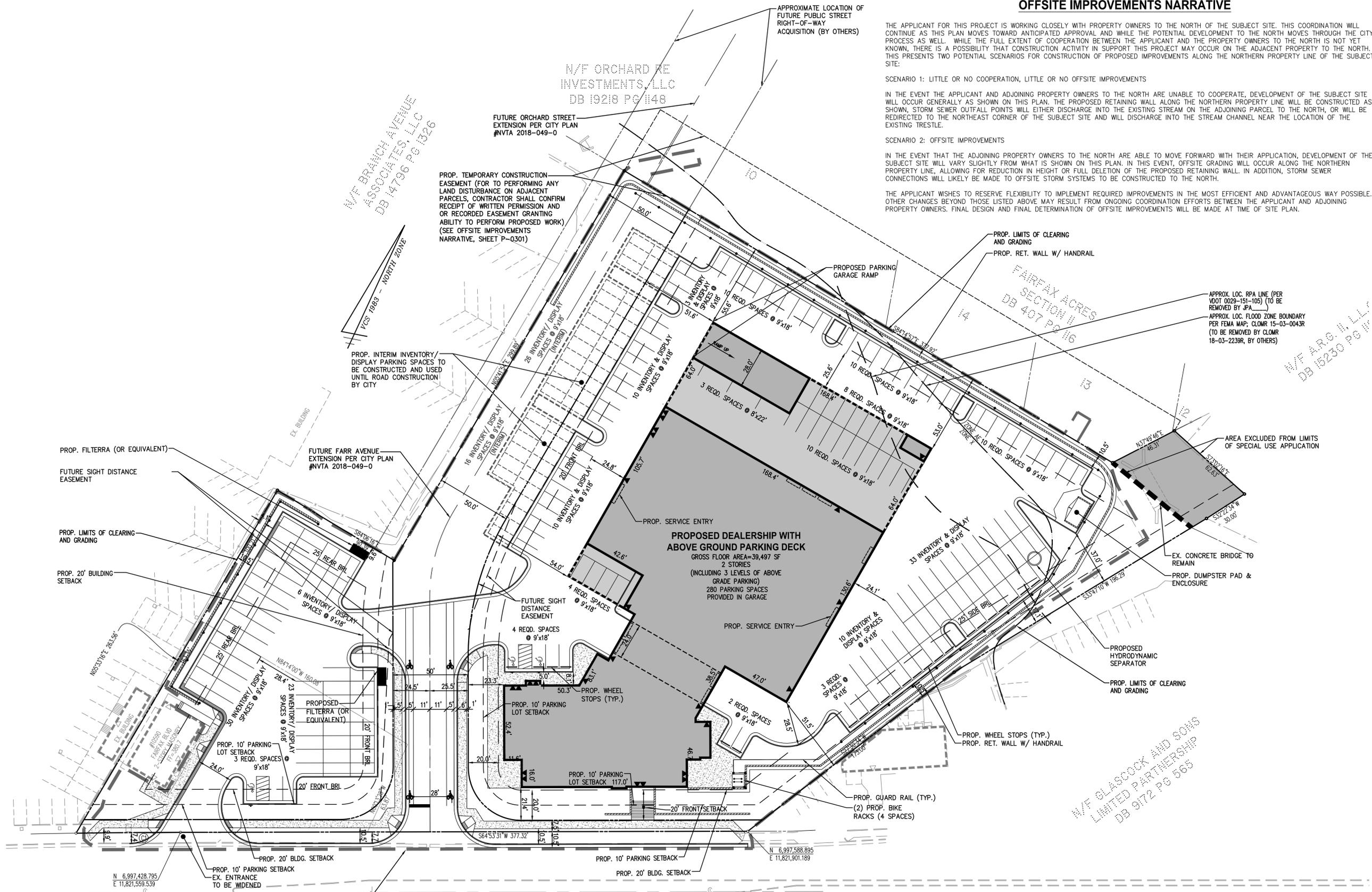
SCENARIO 1: LITTLE OR NO COOPERATION, LITTLE OR NO OFFSITE IMPROVEMENTS

IN THE EVENT THE APPLICANT AND ADJOINING PROPERTY OWNERS TO THE NORTH ARE UNABLE TO COOPERATE, DEVELOPMENT OF THE SUBJECT SITE WILL OCCUR GENERALLY AS SHOWN ON THIS PLAN. THE PROPOSED RETAINING WALL ALONG THE NORTHERN PROPERTY LINE WILL BE CONSTRUCTED AS SHOWN, STORM SEWER OUTFALL POINTS WILL EITHER DISCHARGE INTO THE EXISTING STREAM ON THE ADJOINING PARCEL TO THE NORTH, OR WILL BE REDIRECTED TO THE NORTHEAST CORNER OF THE SUBJECT SITE AND WILL DISCHARGE INTO THE STREAM CHANNEL NEAR THE LOCATION OF THE EXISTING TRESTLE.

SCENARIO 2: OFFSITE IMPROVEMENTS

IN THE EVENT THAT THE ADJOINING PROPERTY OWNERS TO THE NORTH ARE ABLE TO MOVE FORWARD WITH THEIR APPLICATION, DEVELOPMENT OF THE SUBJECT SITE WILL VARY SLIGHTLY FROM WHAT IS SHOWN ON THIS PLAN. IN THIS EVENT, OFFSITE GRADING WILL OCCUR ALONG THE NORTHERN PROPERTY LINE, ALLOWING FOR REDUCTION IN HEIGHT OR FULL DELETION OF THE PROPOSED RETAINING WALL. IN ADDITION, STORM SEWER CONNECTIONS WILL LIKELY BE MADE TO OFFSITE STORM SYSTEMS TO BE CONSTRUCTED TO THE NORTH.

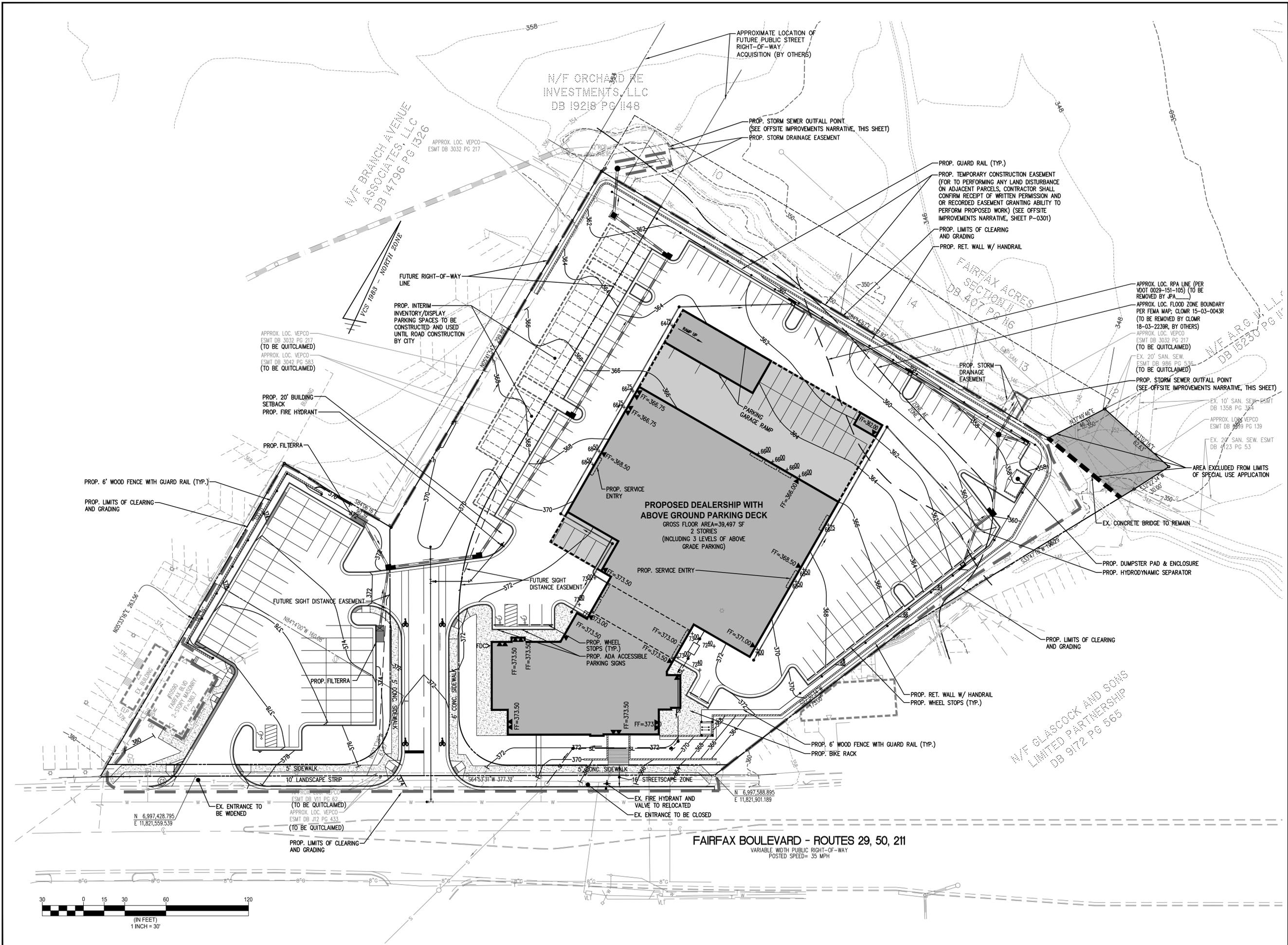
THE APPLICANT WISHES TO RESERVE FLEXIBILITY TO IMPLEMENT REQUIRED IMPROVEMENTS IN THE MOST EFFICIENT AND ADVANTAGEOUS WAY POSSIBLE. OTHER CHANGES BEYOND THOSE LISTED ABOVE MAY RESULT FROM ONGOING COORDINATION EFFORTS BETWEEN THE APPLICANT AND ADJOINING PROPERTY OWNERS. FINAL DESIGN AND FINAL DETERMINATION OF OFFSITE IMPROVEMENTS WILL BE MADE AT TIME OF SITE PLAN.



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 INCORPORATED
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 LANDSCAPE ARCHITECTS • ARBORISTS
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NO.	DESCRIPTION	DATE	REV.	BY	APPROVED	DATE

SPECIAL USE PLAN
SPECIAL USE PLAN
BROWN'S FAIRFAX MAZDA
 CITY OF FAIRFAX, VIRGINIA



PRELIMINARY UTILITY AND GRADING PLAN
SPECIAL USE PLAN
BROWN'S FAIRFAX MAZDA
 CITY OF FAIRFAX, VIRGINIA

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 DATE: 11/6/19
 SCALE: 1" = 30'

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NO.	DESCRIPTION	DATE	REV.	BY	APPROVED	DATE

SHEET: **P-0302**

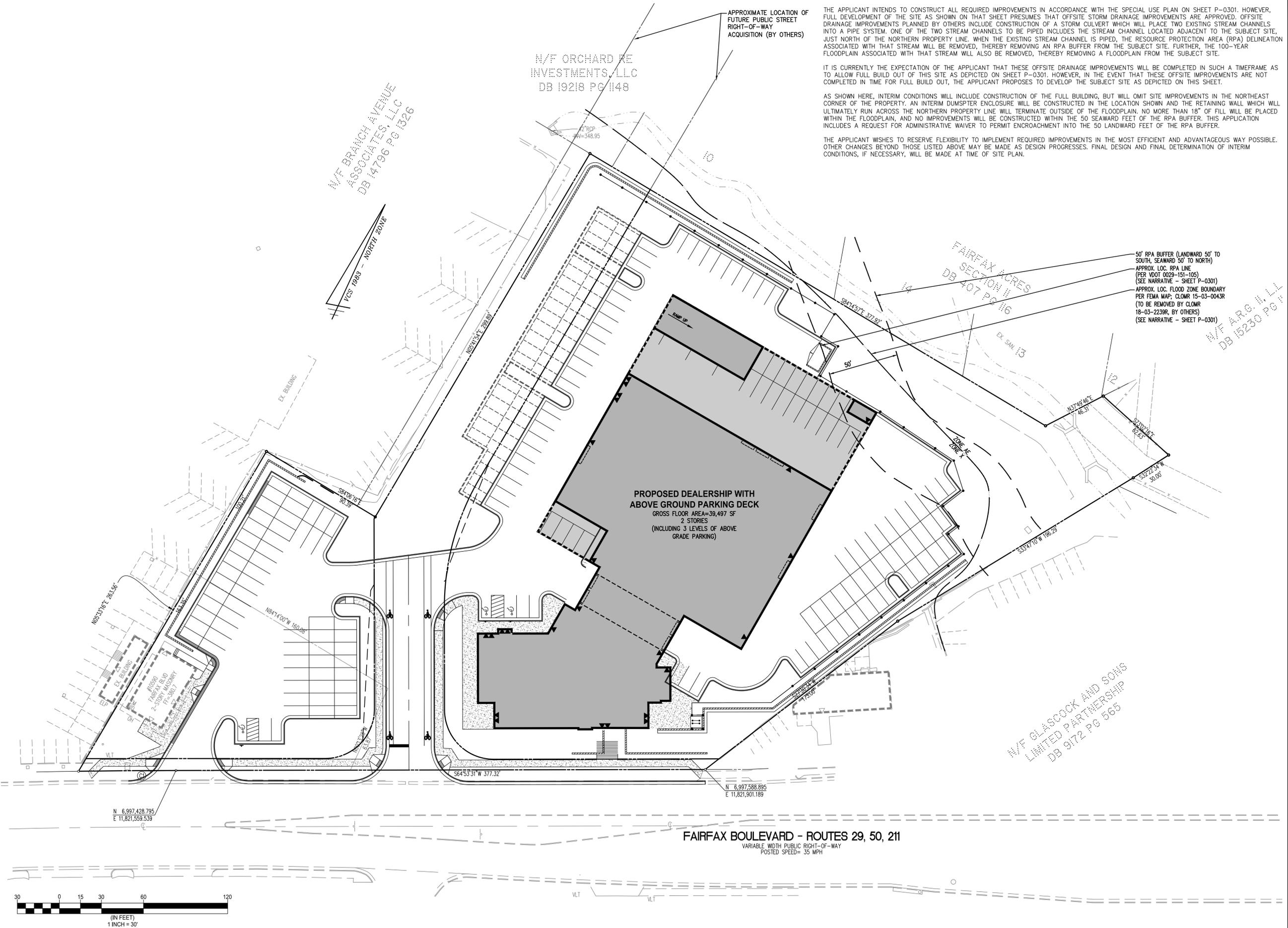
INTERIM CONDITIONS NARRATIVE

THE APPLICANT INTENDS TO CONSTRUCT ALL REQUIRED IMPROVEMENTS IN ACCORDANCE WITH THE SPECIAL USE PLAN ON SHEET P-0301. HOWEVER, FULL DEVELOPMENT OF THE SITE AS SHOWN ON THAT SHEET PRESUMES THAT OFFSITE STORM DRAINAGE IMPROVEMENTS ARE APPROVED. OFFSITE DRAINAGE IMPROVEMENTS PLANNED BY OTHERS INCLUDE CONSTRUCTION OF A STORM CULVERT WHICH WILL PLACE TWO EXISTING STREAM CHANNELS INTO A PIPE SYSTEM. ONE OF THE TWO STREAM CHANNELS TO BE PIPED INCLUDES THE STREAM CHANNEL LOCATED ADJACENT TO THE SUBJECT SITE, JUST NORTH OF THE NORTHERN PROPERTY LINE. WHEN THE EXISTING STREAM CHANNEL IS PIPED, THE RESOURCE PROTECTION AREA (RPA) DELINEATION ASSOCIATED WITH THAT STREAM WILL BE REMOVED, THEREBY REMOVING AN RPA BUFFER FROM THE SUBJECT SITE. FURTHER, THE 100-YEAR FLOODPLAIN ASSOCIATED WITH THAT STREAM WILL ALSO BE REMOVED, THEREBY REMOVING A FLOODPLAIN FROM THE SUBJECT SITE.

IT IS CURRENTLY THE EXPECTATION OF THE APPLICANT THAT THESE OFFSITE DRAINAGE IMPROVEMENTS WILL BE COMPLETED IN SUCH A TIMEFRAME AS TO ALLOW FULL BUILD OUT OF THIS SITE AS DEPICTED ON SHEET P-0301. HOWEVER, IN THE EVENT THAT THESE OFFSITE IMPROVEMENTS ARE NOT COMPLETED IN TIME FOR FULL BUILD OUT, THE APPLICANT PROPOSES TO DEVELOP THE SUBJECT SITE AS DEPICTED ON THIS SHEET.

AS SHOWN HERE, INTERIM CONDITIONS WILL INCLUDE CONSTRUCTION OF THE FULL BUILDING, BUT WILL OMIT SITE IMPROVEMENTS IN THE NORTHEAST CORNER OF THE PROPERTY. AN INTERIM DUMPSTER ENCLOSURE WILL BE CONSTRUCTED IN THE LOCATION SHOWN AND THE RETAINING WALL WHICH WILL ULTIMATELY RUN ACROSS THE NORTHERN PROPERTY LINE WILL TERMINATE OUTSIDE OF THE FLOODPLAIN. NO MORE THAN 18" OF FILL WILL BE PLACED WITHIN THE FLOODPLAIN, AND NO IMPROVEMENTS WILL BE CONSTRUCTED WITHIN THE 50 SEAWARD FEET OF THE RPA BUFFER. THIS APPLICATION INCLUDES A REQUEST FOR ADMINISTRATIVE WAIVER TO PERMIT ENCROACHMENT INTO THE 50 LANDWARD FEET OF THE RPA BUFFER.

THE APPLICANT WISHES TO RESERVE FLEXIBILITY TO IMPLEMENT REQUIRED IMPROVEMENTS IN THE MOST EFFICIENT AND ADVANTAGEOUS WAY POSSIBLE. OTHER CHANGES BEYOND THOSE LISTED ABOVE MAY BE MADE AS DESIGN PROGRESSES. FINAL DESIGN AND FINAL DETERMINATION OF INTERIM CONDITIONS, IF NECESSARY, WILL BE MADE AT TIME OF SITE PLAN.



50' RPA BUFFER (LANDWARD 50' TO SOUTH, SEAWARD 50' TO NORTH)
 APPROX. LOC. RPA LINE (PER VDOT 0029-151-105) (SEE NARRATIVE - SHEET P-0301)
 APPROX. LOC. FLOOD ZONE BOUNDARY PER FEMA MAP: CLOMR 15-03-0043R (TO BE REMOVED BY CLOMR 18-03-2239R, BY OTHERS) (SEE NARRATIVE - SHEET P-0301)

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SCALE: 1" = 30'
 DATE: 11/6/19

ARON M. WINSON
 Lic. No. 041851
 11/6/19

NO.	DESCRIPTION	DATE	REV. BY	APPROVED BY	DATE

CONCEPTUAL INTERIM PLAN

SPECIAL USE PLAN

BROWN'S FAIRFAX MAZDA

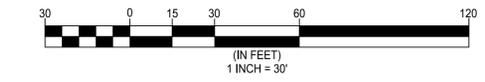
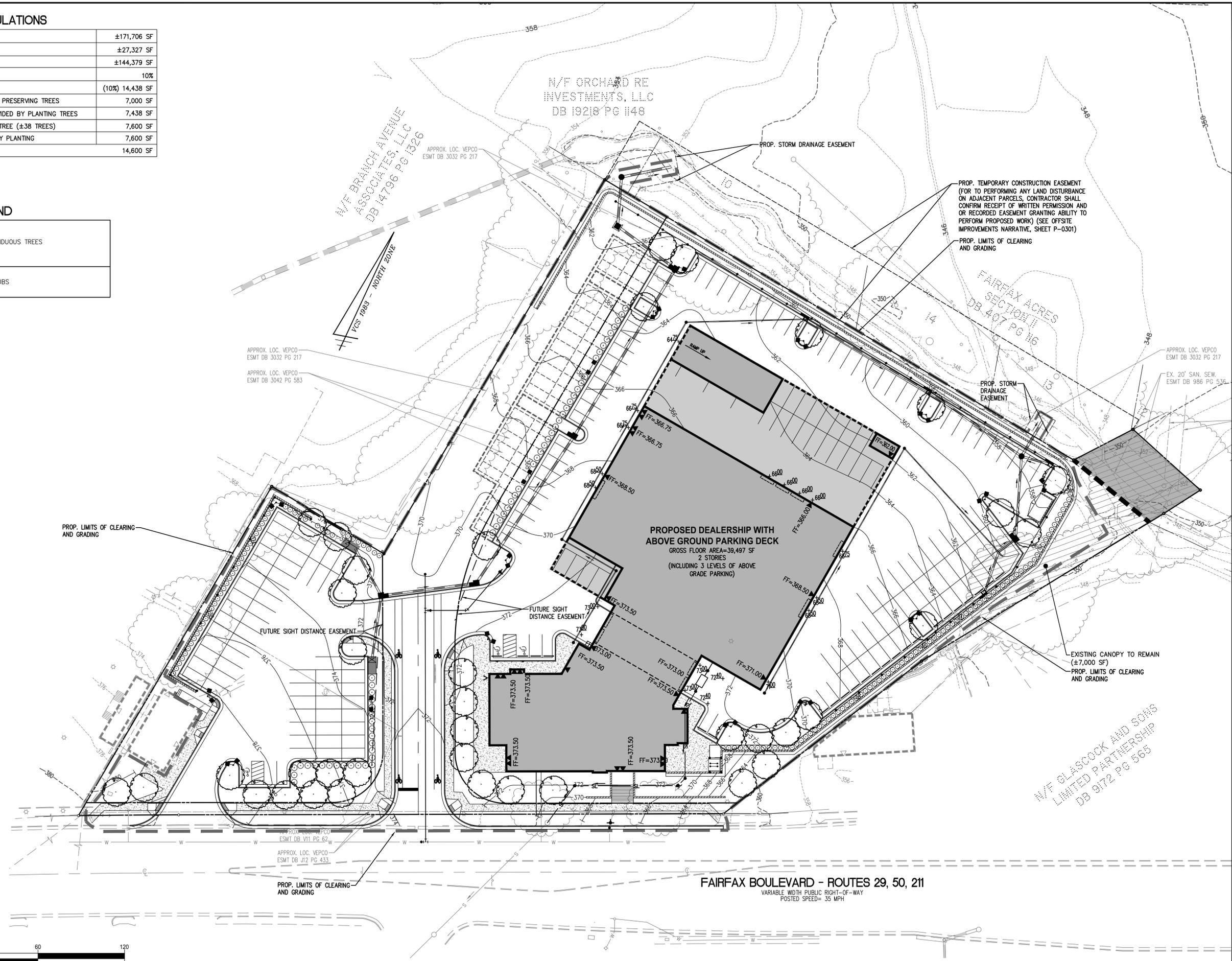
CITY OF FAIRFAX, VIRGINIA

TREE COVER CALCULATIONS

SITE AREA	±171,706 SF
- RESERVATION DEDUCTIONS	±27,327 SF
TOTAL REMAINING SITE AREA	±144,379 SF
X % REQUIRED (ZONING - CR)	10%
= TREE COVER TO BE PROVIDED	(10%) 14,438 SF
TREE COVER TO BE PROVIDED BY PRESERVING TREES	7,000 SF
TREE COVER NEEDED TO BE PROVIDED BY PLANTING TREES	7,438 SF
DECIDUOUS TREE @ 200 SF PER TREE (±38 TREES)	7,600 SF
ACTUAL TREE COVER PROVIDED BY PLANTING	7,600 SF
TOTAL TREE COVER PROVIDED	14,600 SF

LANDSCAPE LEGEND

	PROPOSED DECIDUOUS TREES
	PROPOSED SHRUBS



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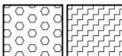
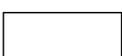
CONCEPTUAL LANDSCAPE PLAN

SPECIAL USE PLAN

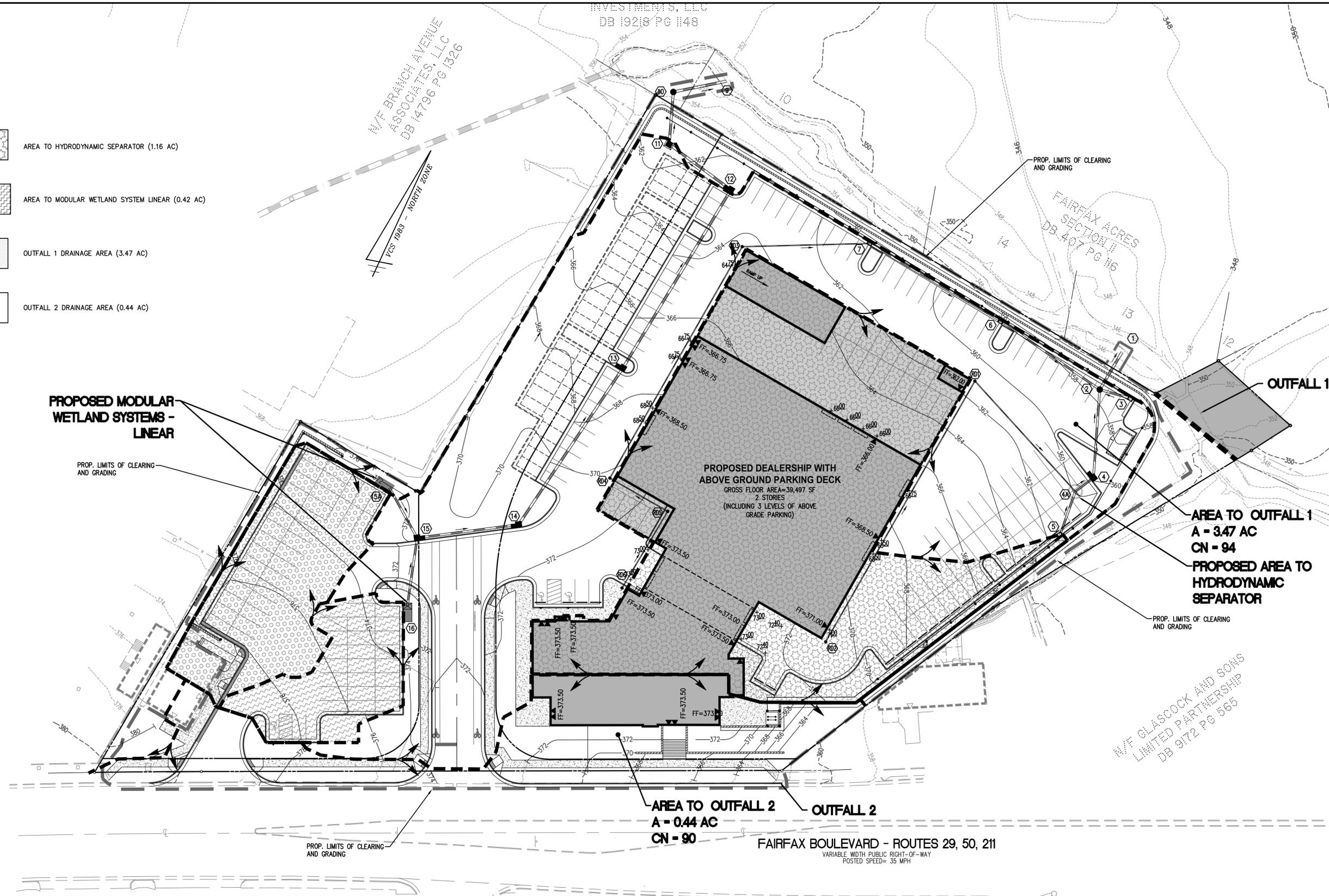
BROWN'S FAIRFAX MAZDA

CITY OF FAIRFAX, VIRGINIA

LEGEND

-  AREA TO HYDRODYNAMIC SEPARATOR (1.16 AC)
-  AREA TO MODULAR WETLAND SYSTEM LINEAR (0.42 AC)
-  OUTFALL 1 DRAINAGE AREA (3.47 AC)
-  OUTFALL 2 DRAINAGE AREA (0.44 AC)

PROPOSED MODULAR WETLAND SYSTEMS - LINEAR



PROP. LIMITS OF CLEARING AND GRADING

PROP. LIMITS OF CLEARING AND GRADING

PROP. LIMITS OF CLEARING AND GRADING

AREA TO OUTFALL 2
A = 0.44 AC
CN = 90

OUTFALL 2

FAIRFAX BOULEVARD - ROUTES 29, 50, 211
VARIABLE WIDTH PUBLIC RIGHT-OF-WAY
POSTED SPEED= 35 MPH

AREA TO OUTFALL 1
A = 3.47 AC
CN = 94
PROPOSED AREA TO HYDRODYNAMIC SEPARATOR

OUTFALL 1

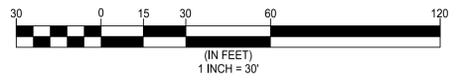
W/F GLASCOCK AND SONS
LIMITED PARTNERSHIP
DB 9172 PG 565

YCS 1983 - NORTH ZONE

W/F BRANCH AVENUE
ASSOCIATES, LLC
DB 14796 PG 1326

INVESTMENTS, LLC
DB 19215 PG 1149

FAIRFAX ACRES
SECTION 11
DB 4077 PG 116



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STORMWATER MANAGEMENT PLAN

SPECIAL USE PLAN
BROWN'S FAIRFAX MAZDA
CITY OF FAIRFAX, VIRGINIA

Site Results (Water Quality Compliance)

Area Checks	D.A. A	D.A. B	D.A. C	D.A. D	D.A. E	AREA CHECK
FOREST/OPEN SPACE (ac)	0.00	0.00	0.00	0.00	0.00	OK.
IMPERVIOUS COVER (ac)	3.03	0.00	0.00	0.00	0.00	OK.
IMPERVIOUS COVER TREATED (ac)	1.47	0.00	0.00	0.00	0.00	OK.
MANAGED TURF AREA (ac)	0.88	0.00	0.00	0.00	0.00	OK.
MANAGED TURF AREA TREATED (ac)	0.11	0.00	0.00	0.00	0.00	OK.
AREA CHECK	OK.	OK.	OK.	OK.	OK.	

Site Treatment Volume (ft³) 11,248

Runoff Reduction Volume and TP By Drainage Area

	D.A. A	D.A. B	D.A. C	D.A. D	D.A. E	TOTAL
RUNOFF REDUCTION VOLUME ACHIEVED (ft ³)	0	0	0	0	0	0
TP LOAD AVAILABLE FOR REMOVAL (lb/yr)	7.07	0.00	0.00	0.00	0.00	7.07
TP LOAD REDUCTION ACHIEVED (lb/yr)	0.91	0.00	0.00	0.00	0.00	0.91
TP LOAD REMAINING (lb/yr)	6.16	0.00	0.00	0.00	0.00	6.16
NITROGEN LOAD REDUCTION ACHIEVED (lb/yr)	0.00	0.00	0.00	0.00	0.00	0.00

Total Phosphorus

FINAL POST-DEVELOPMENT TP LOAD (lb/yr)	7.07
TP LOAD REDUCTION REQUIRED (lb/yr)	0.62
TP LOAD REDUCTION ACHIEVED (lb/yr)	0.91
TP LOAD REMAINING (lb/yr)	6.16
REMAINING TP LOAD REDUCTION REQUIRED (lb/yr)	0.00

**** TARGET TP REDUCTION EXCEEDED BY 0.29 LB/YEAR **** ← COMPLIANCE VERIFICATION

OUTFALL ANALYSIS NARRATIVE

- THE EXISTING SITE DRAINS TO TWO STORMWATER OUTFALLS (REFER TO PLAN ON SHEET P-0501) AS FOLLOWS:
 - OUTFALL 1 – MUCH OF THE SITE DRAINS NORTHWARD INTO AN EXISTING STREAM THAT IS LOCATED JUST NORTH OF THE PROPERTY'S NORTHERN PROPERTY LINE. THIS STREAM IS A TRIBUTARY OF THE UPPER REACHES OF ACCOTINK CREEK.
 - OUTFALL 2 – RUNOFF FROM THE SOUTHERN PORTION OF THE SITE SHEET FLOWS INTO FAIRFAX BOULEVARD'S GUTTER. THIS RUNOFF THEN FLOWS EASTWARD UNTIL IT JOINS THE OUTFALL 1 RUNOFF IN THE ACCOTINK CREEK TRIBUTARY.
- AFTER THE PROPOSED REDEVELOPMENT, SITE RUNOFF WILL CONTINUE TO DRAIN TO THE SAME TWO OUTFALLS WITH NO CHANGE TO THE SIZE OF EACH OUTFALL'S DRAINAGE AREA. RUNOFF TO THE STREAM ON THE NORTH SIDE (OUTFALL 1) WILL BE COLLECTED IN PROPOSED CURB INLETS AND CONVEYED VIA PROPOSED STORM SEWERS TO THE EXISTING STREAM. OUTFALL 2 RUNOFF WILL CONTINUE TO FLOW TO THE FAIRFAX BOULEVARD GUTTER AS SHEET FLOW. RUNOFF TO BOTH OUTFALLS WILL BE REDUCED DUE TO THE DECREASE IN SITE IMPERVIOUSNESS.

STORMWATER MANAGEMENT AND BEST MANAGEMENT PRACTICES NARRATIVES

- THE EXISTING SITE CURRENTLY SERVES AS A MOTOR VEHICLE SALES AND SERVICE ESTABLISHMENT AND IT IS HIGHLY IMPERVIOUS. THE EXISTING SITE HAS NO STORMWATER MANAGEMENT OR WATER QUALITY FACILITIES. ALMOST THE ENTIRE PROPERTY WILL BE RECONSTRUCTED WITH THE PROPOSED REDEVELOPMENT PROJECT. THIS WILL RESULT IN A NET DECREASE IN OVERALL IMPERVIOUS AREA.
 - ACCORDING TO CITY CODE, THE STORMWATER QUANTITY REQUIREMENTS ARE AS FOLLOWS:
 - BECAUSE THE SITE STORMWATER OUTFALLS INCLUDE A NATURAL STREAM THE CHANNEL PROTECTION REQUIREMENT IS TO REDUCE THE SITE RUNOFF FOR A 1-YEAR STORM BY AN AMOUNT DETERMINED USING AN ENERGY BALANCE EQUATION. A TABULATION CAN BE FOUND ON THIS SHEET WHICH SUMMARIZES THE STORMWATER RUNOFF DATA AND ALLOWABLE SITE PEAK RUNOFF RATES. USING THE ENERGY BALANCE EQUATION, THE ALLOWABLE PEAK RUNOFF RATE FOR THE 1-YEAR STORM IS 10.01 CFS. EVEN WITHOUT STORMWATER DETENTION, THE POST-DEVELOPMENT SITE PEAK RUNOFF RATE WILL BE REDUCED TO LESS THAN ALLOWABLE WITH A RATE OF 9.99 CFS DUE TO THE PROPOSED REDUCTION IN SITE IMPERVIOUSNESS.
 - THE FLOOD PROTECTION REQUIREMENT WILL BE MET WITH THE PROPOSED REDUCTION IN THE PEAK RUNOFF RATE FOR THE 10-YEAR STORM, AGAIN DUE TO THE REDUCTION IN IMPERVIOUSNESS.
- THE STORMWATER QUALITY (BMP) REQUIREMENT HAS BEEN DETERMINED USING THE VIRGINIA RUNOFF REDUCTION METHOD SPREADSHEET ISSUED BY THE VIRGINIA DEQ. A COPY OF THE COMPLETED SPREADSHEET CAN BE FOUND ON SHEET P-0503. THIS SPREADSHEET SHOWS THAT 0.62 POUNDS OF PHOSPHOROUS PER YEAR MUST BE REMOVED FROM THE SITE RUNOFF. THIS REQUIREMENT WILL BE MET THROUGH THE USE OF A HYDRODYNAMIC SEPARATOR AND TWO MODULAR WETLAND SYSTEM – LINEAR BMP STRUCTURES (OR SIMILAR). REFER TO SHEET P-0501 FOR A PLAN SHOWING THEIR LOCATIONS AND DRAINAGE AREAS. REFER TO SHEET P-0504 FOR DETAILS OF THESE PROPOSED WATER QUALITY DEVICES. IN LIEU OF THE MODULAR WETLAND SYSTEM STRUCTURES, THE APPLICANT MAY CHOSE TO USE TWO FILTERRA BMP STRUCTURES. THE FILTERRAS HAVE THE SAME PHOSPHOROUS REMOVAL EFFICIENCY, WOULD BE LOCATED IN THE SAME LOCATIONS, WOULD HAVE THE SAME PLANTS, AND WOULD FUNCTION THE SAME AS THE MODULAR WETLAND STRUCTURES.

STORMWATER MANAGEMENT DATA AND CALCULATIONS

DRAINAGE AREA	PRE-DEVELOPMENT					
	TOTAL AREA (AC)	IMPERVIOUS AREA (AC)	LANDSCAPED OR TURF (AC)	CN	1-YR RUNOFF VOLUME (CF)	PEAK FLOWS Q (1) (CFS)
OUT FALL 1 (TO STREAM)	3.47	3.27	0.2	97		
OUTFALL 2 (TO FAIRFAX BOULEVARD)	0.44	0.38	0.06	96		
SITE TOTALS	3.91	3.65	0.26	97	33,405	10.88 20.72

DRAINAGE AREA	POST-DEVELOPMENT					
	TOTAL AREA (AC)	IMPERVIOUS AREA (AC)	LANDSCAPED OR TURF (AC)	CN	1-YR RUNOFF VOLUME (CF)	PEAK FLOWS Q (1) (CFS)
OUTFALL 1 (TO STREAM)	3.47	2.79	0.68	94		
OUTFALL 2 (FAIRFAX BOULEVARD)	0.44	0.24	0.20	90		
SITE TOTALS	3.91	3.03	0.88	94	29,042	9.99 20.07
					ALLOWABLE SITE RUNOFF (2)	10.01 20.72

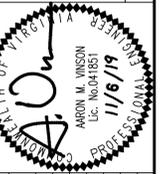
FOOTNOTES:
 (1) PEAK FLOWS AND RUNOFF VOLUMES OBTAINED FROM HYDRAFLOW SOFTWARE. REFER TO HYDROGRAPHS FOUND ON SHEET P-0504.
 (2) OUTFALL INCLUDES A STREAM SO ALLOWABLE Q1 IS $Q_{dev} < (IF = .8)(Q_{PREDEV} \times RV_{PREDEV}) / RV_{dev}$. ALLOWABLE Q10 IS PRE-DEVELOPMENT VALUE.

NOTES

- THE POST-DEVELOPMENT CONDITIONS REFLECT THE IMPROVEMENTS SHOWN ON THIS PLAN AND INCLUDE THE IMPERVIOUS AREA ASSOCIATED WITH THE INTERIM PARKING SPACES.
- INFORMATION PROVIDED ON THIS SHEET IS PRELIMINARY AND SUBJECT TO CHANGE PENDING FINAL DESIGN.
- ALTERNATIVE BMPS MAY BE PROVIDED SO LONG AS REQUIREMENTS OF THE DEQ VRRM SPREADSHEET ARE MET.

STORMWATER MANAGEMENT COMPUTATIONS AND NARRATIVES

**SPECIAL USE PLAN
BROWN'S FAIRFAX MAZDA
CITY OF FAIRFAX, VIRGINIA**



Engineers • Surveyors • Planners
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CHECKED: AV
DRAWN: DP/TT
DATE: 11/6/2019
SCALE: NONE

NO.	DESCRIPTION	REVISION APPROVED BY		DATE	APPROVED	DATE
		REV. BY	DATE			

**STATEMENT OF SUPPORT FOR SPECIAL USE REQUEST
ON BEHALF OF
BROWN'S FAIRFAX REALTY, LLC (APPLICANT)**

RECEIVED

NOV 07 2019

Community Dev & Planning

The Existing Situation

Brown's Prestige Car Sales and Leasing, Inc. trades as Brown's Fairfax Mazda dealership at 10570 and 10590 Fairfax Boulevard. The Applicant is the contract purchaser and current Leasee of the property from Alpine Schuiling T, Inc. (the "Owner"). The site is located on the north side of Fairfax Boulevard between Chain Bridge Road and McLean Avenue, in the area identified as Northfax Center in the Comprehensive Plan and the Fairfax Boulevard Visionary Summary. The site area is approximately 3.55 acres (the "Property"). Car dealership site improvements were first built in the 1960s on the site; therefore, the site development contains many legal non-conformities from the requirements of the City's current CR zoning district. The development on the site was lawful when done, but has never fully complied with newer, current Zoning Ordinance requirements concerning screening, parking layout, transitional screening, landscaping, and setbacks. A full service car dealership constitutes three principal uses under the City's current Zoning Ordinance - - vehicle sales and leasing, vehicle service, and vehicle repair (major repair and auto body work) - - are all legal non-conforming uses which were established on the Property in a lawful manner prior to current ordinance requirements. A recent aerial of the property is attached.

The Property was first developed as a full service new and used car dealership (now classified in the current ZO as a vehicle sales and leasing use, with vehicle service and vehicle repair uses) in 1961 by Ted Britt Ford. The Property has been continuously used and remained developed for these purposes from 1961 to the present day. In the mid-1980s, the Ford dealership was relocated and the Property became the Ted Britt Mazda full service new and used car dealership. As with the most full service car dealerships, there is a used car operation, which is integral to the new car dealership. In 1991, Brown's Prestige Car Sales and Leasing, Inc. purchased the Ted Britt Mazda dealership and all its assets - including the Property. Since that time, the Property has remained developed and used continuously as Brown's Fairfax Mazda full service new and used car dealership. Within 500 feet of the Property, other long-established and (presumably) similarly grandfathered vehicle sales and leasing, vehicle service/or and vehicle repair uses are located.

The Proposed Project

The Applicant proposes to relocate the vehicle repair use (major repair and auto body operations), and remove this non-conforming use which has been located on the Property for many years. The major vehicle repair and auto body shop will be relocated off the premises. The vehicle repair use (with its customer waiting area) will be expanded to meet demand. Approval of the proposed Project will cause the non-conforming (i) vehicle sales and leasing, and (ii) vehicle service uses, to become conforming uses. Once the Fairfax Mazda Project is

approved and implemented, all uses located on the Property will be conforming. In addition, the many site design and layout non-conformities (lawfully pre-existing) will be significantly reduced. Most of the surface parking will be replaced with structured parking that is integrated with the new dealership building. The Farr Avenue extended alignment through the Property severs the used car sales operation and restricts its area. Any significant redevelopment of this area is better left for a later time – when redevelopment plans for the abutting Property (currently utilized as a limited service used car dealership) become known. This abutting property's redevelopment should influence the redevelopment of Brown's used car sales area more so than the Brown's Fairfax Mazda principal new car sales dealership area located on the other side of the future public street. Moreover, current ordinance-required solid fence screening between the vehicle storage and display areas of the Brown's Fairfax Mazda property and the abutting used car dealership to the west serve no purpose and is contrary to an "active" urban street frontage.

The applicant seeks to implement the *Mazda Retail Evolution* for its Fairfax City dealership. This Mazda sponsored retail evolution concept creates a premium dealership experience for both customers and pass-by potential customers. It creates open, inviting and interesting places and streetscapes. The dealership building is located close to Fairfax Boulevard to "activate" the street corridor. The dealership is a perfect fit with the envisioned Northfax urban, active commercial center. A copy of the principal's elements of the *Mazda Retail Evolution* is attached.

The Applicant has agreed to design the new dealership facilities in a manner which does not encumber or block the preferred City alignment of the Farr Avenue and Orchard Street extension projects. This decision greatly constrains the site, and results in some of the new ordinance standards not being fully met. However, the SUP Plan and Board of Architectural Review application renderings clearly show that the intent of both the Northfax Urban Commercial Center recommendations and the CR Zoning District regulations are met, in the Fairfax Mazda Project.

Benefits to the City

- Long standing non-conforming uses are removed or made conforming.
- The commercial use building, which is blocking the City's preferred Farr Avenue extension and Orchard Street extension project alignments, will be removed. The implementation of these two City projects will provide major, vehicular, bicycle and pedestrian connections which are critical to the implementation of the City's Northfax Urban Center vision.
- 250+ surface parking spaces within the Northfax urban activity area will be converted to structured parking. This will significantly reduce the extent of current site development non-conformities for the landscaping and screening of vehicle storage and display areas.
- One of the oldest car dealership sites in the City will be converted to a new, modern and vibrant urban car dealership – providing a destination draw that "activates" the Northfax area and enhances nearby business activity.
- The new Fairfax Mazda dealership facilities constitute a significant private reinvestment in the Northfax Urban Center. In combination with the City's significant investment in the Farr Avenue and Orchard Street extension projects, these new facilities will result in an important daytime draw/destination for customers, which will help activate the nearly

urban commercial center planned for the Northfax center. We anticipate more than 1,300 customer families (one or more persons) per month will be drawn to the site for period of between 1/2-2 hours. This represents a significant opportunity and catalyst for surrounding commercial retail, restaurant and personal service uses.

#4456945v1 087337/000001

**BROWN'S FAIRFAX MAZDA PROJECT
STATEMENT OF SUPPORT FOR SPECIAL EXCEPTION REQUEST
ON BEHALF OF
BROWN'S FAIRFAX REALTY LLC (APPLICANT)**

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NOV 07 2019

Community Dev & Planning

1. *Special Exception from transitional screening yard 3 along the northern property line as required by Z.O. sections 4.5.5.C.3(c), 4.5.7.C.2, and 4.5.7.E.2.*

The assemblage of abutting parcels to the north are owned by a developer, are planned for a commercial mixed use development, and will soon be the subject of a mixed-use rezoning application to implement the Comprehensive Plan. Only one abutting parcel is developed and rented as a single family home. The others are vacant land. The residential use of this one parcel is an interim use. Nevertheless, six foot high solid wood fence will be placed along the northern property line.

2. *Special Exception from street tree landscaping along Fairfax Boulevard as required by Sec. 4.5.6.B.*

While a ten foot landscaped area and setback will be provided, the presence of existing utilities, drainage facilities and fiber optics preclude the required number and spacing of shade trees.

3. *Special Exception to permit 9' x 18' parking spaces in lieu of 10' x 19' as required by Z.O. sections 4.2.6.B.3*

The layout of the site presents a difficult challenge because of the Applicant's agreement with City staff to design the site to accommodate almost the entire future Farr Avenue extension right-of-way width, rather than only 1/2 of the width. Large parking spaces are not needed because the vast majority of parking on the site will be done by dealership employees, rather than the general public.

4. *Special Exception from the number of interior parking landscape islands and minimum interior parking landscape island area as required by Z.O. section 4.5.7.D.1.*

The layout of the site presents a difficult challenge because of the Applicant's agreement with City staff to design the site to accommodate almost the entire future Farr Avenue extension right-of-way width, rather than only 1/2 of the width. The addition of the interior parking lot landscaping shown on the Plan will significantly reduce the site's pre-existing lawful non-conformity to this requirement.

5. *Special Exception to permit encroachment into the landward 50 feet of the buffer component of the existing RPA, pursuant to section 4.18.11.A.*

This RPA will be removed when the existing drainage channel is relocated pursuant to approved Corps of Engineers and City permits (Permit # _____). Moreover, there are

no downstream adverse impacts (erosion or flooding) of this small encroachment, because of the City's recently completed major storm drainage project.

#4453931v1 Statement of Support for Special Exception 087337/000001