

## PROPOSED DEVELOPMENT CONDITIONS

SE 2004-PR-026

April 4, 2005

If it is the intent of the Board of Supervisors to approve SE 2004-PR-026 located at 2938 Chain Bridge Road (Tax Map 47-2 ((1)) 93) to permit a drive-in bank and waiver of certain sign regulations pursuant to Sections 4-204 and 9-620 of the Fairfax County Zoning Ordinance, staff recommends that the Board condition the approval by requiring conformance with the following development conditions.

1. This Special Exception is granted for and runs with the land indicated in this application and is not transferable to other land.
2. This Special Exception is granted only for the purpose(s), structure(s), and/or use(s) indicated on the Special Exception Plat (SE Plat) approved with this application, as qualified by these development conditions.
3. A copy of this Special Exception and the Non-Residential Use Permit (Non-RUP) SHALL BE POSTED in a conspicuous place on the property of the use and be made available to all departments of the County of Fairfax during the hours of operation of the permitted use.
4. This Special Exception is subject to the provisions of Article 17, Site Plans, as may be determined by the Director, Department of Public Works and Environmental Services (DPWES). Any plan submitted pursuant to this Special Exception shall be in substantial conformance with the approved SE Plat entitled "Chevy Chase Bank, Oakton Branch, Providence District, Fairfax County, Virginia" prepared by Patton Harris Rust & Associates, pc, consisting of 8 sheets, dated August 2004, with revisions through February 14, 2005. Minor modifications to the approved Special Exception may be permitted pursuant to Par. 4 of Sect. 9-004 of the Zoning Ordinance.
5. Architecture and building materials shall be as shown on the elevations submitted with the application, dated July 2004 (Attachment 1).
6. All lighting, including security, pedestrian and/or other incidental lighting, shall meet the standards of Article 14 of the Zoning Ordinance.
7. Freestanding signage shall be limited to one such sign with a total sign area of 90 square feet as shown on the Special Exception plat. Architecture and building materials for the freestanding sign shall be as

shown on the sign elevation included on Sheet 4 of the Special Exception Plat. There shall be no more than 2 building mounted signs. The cumulative building mounted sign copy area shall not exceed 71 square feet. No individual building mounted sign shall exceed 35.5 square feet. Signs shall consist only of text spelling out the name of the bank occupying the site. All traffic control signs shall conform to the provisions of Article 12 of the Zoning Ordinance. No pole signs shall be permitted.

8. Temporary promotional banners, balloons, flags, or rooftop displays shall not be permitted on site.
9. Prior to site plan approval, a landscaping plan shall be submitted for review and approval by the Urban Forest Management Branch that demonstrates that a minimum of 30% open space and 10% tree cover has been provided on site. At a minimum, landscaping shall be provided that is consistent with that depicted on the SE Plat. In addition, a plan for installation of the specimen oak (5-6 inch caliper oak tree, as depicted on the SE Plat) included in the pocket park at the corner of Chain Bridge Road and Hunter Mill Road shall be provided as part of the first and all subsequent submissions of the site plan for review and approval by the Urban Forest Management Branch. The plan shall be prepared by a professional with experience in the preparation of tree transplanting plans, such as a certified arborist or landscape architect. Depending upon site constraints, the plan shall address one or all of the following items:
  - the species and size to be planted;
  - the existing location of the tree;
  - the proposed final locations of the tree;
  - the proposed time of year when the tree will be moved;
  - the transplant method to be used, including tree spade size if applicable;
  - details regarding after-transplant care, including mulching and watering, and, if necessary, support measures such as cabling, guying or staking
10. Stormwater Management and Best Management Practices (SWM/BMPs) shall be provided on-site as indicated on the SE Plat, subject to the approval of DPWES. If SWM/BMP requirements cannot be met by facilities in substantial conformance with what is shown on the plat, this Special Exception shall be null and void. The proposed underground detention facilities shall be designed such that the travel aisle can be extended over the detention area.
11. Prior to the time when interparcel access is available to the property to the east and the entrance from Chain Bridge Road is closed, should stacking for the two proposed drive through lanes result in circulation problems

impacting Chain Bridge Road, one drive through lane shall be converted to use as a by-pass lane. Should this occur, only one Drive-through lane shall be permitted for banking purposes. In such event, the easternmost lane shall serve as a by-pass lane only. Upon closure of the entrance from Chain Bridge Road directly onto the site and construction of interparcel access from the property to the east, two drive-through lanes shall be permitted.

12. At such time as an interparcel access easement over the property to the east, Tax Map 47-2 ((1)) 99, becomes available, the entrance on Chain Bridge Road shall be closed and scarified subject to review by the Department of Public Works and Environmental Services (DPWES), and an interparcel access connection to the property to the east shall be constructed, as shown on the "Entrance to Site Through Shared Access" detail on Sheet 6 of the SE Plat. Additionally, the proposed right turn lane on Chain Bridge Road westbound (southbound) shall be modified so that it extends to the eastern boundary of the subject property, as shown on the "Entrance to site through shared access" detail on Sheet 6 of the SE Plat. The funds required to construct the interparcel connection and to close and scarify the entrance, as determined by DPWES, shall be placed in escrow at the time of site plan approval, or a letter of credit in the amount necessary to construct the interparcel access and to close and scarify the entrance shall be posted with Fairfax County .
13. At such time as an interparcel access easement over the property to the north, Tax Map 47-2 ((22)) 1-27, becomes available, the entrance on Hunter Mill Road shall be closed and scarified subject to review by the Department of Public Works and Environmental Services (DPWES), and an interparcel access connection to the property to the north shall be constructed, as shown on the "Entrance to Site Through Shared Access" detail on Sheet 6 of the SE Plat. The funds required to construct the interparcel connection and to close and scarify the entrance, as determined by DPWES, shall be placed in escrow at the time of site plan approval for a period of ten (10) years from the date of approval of the site plan, or a letter of credit in the amount necessary to construct the interparcel access and to close and scarify the entrance shall be posted with Fairfax County for a period of ten (10) years from date of approval of the site plan. If the interparcel access becomes feasible after the funds are released, the applicant shall construct the improvements.
14. At the time of site plan approval, public interparcel access easements shall be granted to the office condominium to the north (Tax Map 47-2 ((22)) 1-27) and the shopping center to the east (Tax Map 47-2 ((1)) 99). Notwithstanding what is shown on the plat, the public interparcel access easements shall extend across the property, connecting the office condominiums with the shopping center. The easements shall be

provided at no cost to the owners of Tax Map 47-2 ((22)) 1-27 and Tax Map 47-2 ((1)) 99.

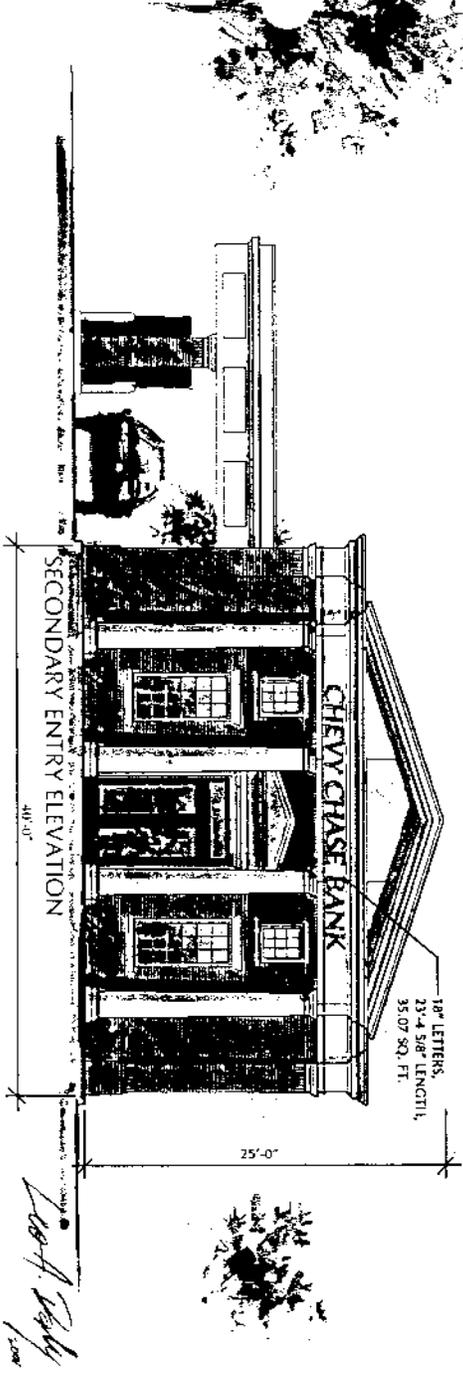
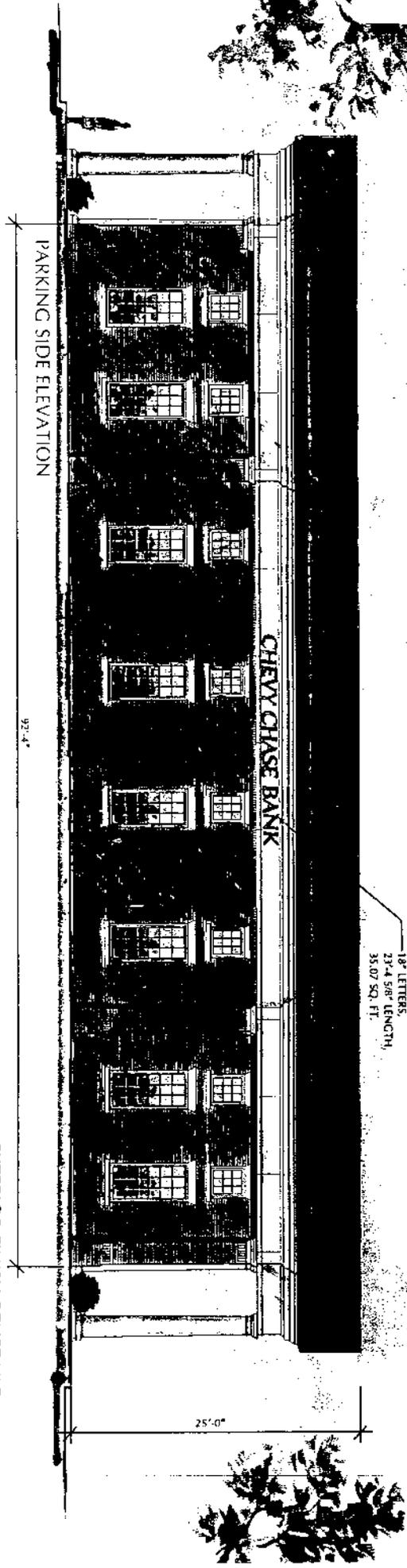
15. Right-of-way along Chain Bridge Road and Hunter Mill Road shall be dedicated to the Board of Supervisors in fee simple, as shown on the SE Plat, at the time of site plan approval or upon transfer of ownership of the property to the applicant, whichever occurs first. Subject to the approval of DPWES, all density and intensity of use attributable to land areas dedicated and conveyed to the Board of Supervisors pursuant to this Special Exception shall be subject to the provisions of Paragraph 4 of Section 2-308 of the Zoning Ordinance with density hereby reserved to be applied to the residue of the subject property.
16. Prior to the approval of any permit for demolition or land disturbing activity on the subject property, the applicant shall demonstrate to the satisfaction of the Zoning Evaluation Division of the Department of Planning and Zoning that a full review under Section 106 of the National Historic Preservation Act has been successfully completed. If a signed Memorandum of Agreement is entered into by the Office of Thrift Supervision or other responsible federal agency at the conclusion of the Section 106 Review process, no permit for demolition or land disturbing activity shall be approved that conflicts with the Memorandum of Agreement, subject to the review of the Zoning Evaluation Division of the Department of Planning and Zoning.
17. Prior to the issuance of a Non-Residential Use Permit, the traffic signal at Chain Bridge Road and Hunter Mill Road shall be modified as needed, as determined by VDOT, with the proposed geometric changes to the intersection.
18. Subject to approval of the Virginia Department of Transportation, as depicted on the Special Exception plat, the following improvements shall be provided:
  - pedestrian "count down" signals for pedestrians crossing Hunter Mill Road and for pedestrians crossing Chain Bridge Road on the east approach to Hunter Mill Road
  - a crosswalk across Chain Bridge Road on the east approach to Hunter Mill Road and related access ramps designed to facilitate pedestrian crossing
  - crosswalks across Hunter Mill Road and related access ramps to facilitate pedestrian crossing

- two pedestrian islands to facilitate pedestrian crossing of Hunter Mill Road
19. As depicted on the SE plat, a concrete sidewalk of 5 feet in width shall be provided along Hunter Mill Road and an asphalt trail of 8 feet in width in shall be provided along Chain Bridge Road.
  20. Prior to approval of a Non-Residential Use Permit, subject to approval by VDOT and DPWES, signs indicating that left turns out of the subject property onto Hunter Mill Road are not permitted shall be posted on the subject property.
  21. Prior to the approval of a Non-Residential Use permit, a historical marker shall be placed on the bank building property commemorating the school house that occupied the site. The final location and the exact language of the historical marker shall be developed in concert with Fairfax County Heritage Resources and the Office of the Providence District Supervisor in consultation with the Oakton community.

The above proposed conditions are staff recommendations and do not reflect the position of the Board of Supervisors unless and until adopted by that Board.

This approval, contingent on the above noted conditions, shall not relieve the applicant from compliance with the provisions of any applicable ordinances, regulations, or adopted standards. The applicant shall be himself responsible for obtaining the required Non-Residential Use Permit through established procedures, and this Special Exception shall not be valid until this has been accomplished.

Pursuant to Section 9-015 of the Zoning Ordinance, this special exception shall automatically expire, without notice, thirty (30) months after the date of approval unless, at a minimum, the use has been established or construction has commenced and been diligently prosecuted. The Board of Supervisors may grant additional time to establish the use or to commence construction if a written request for additional time is filed with the Zoning Administrator prior to the date of expiration of the special exception. The request must specify the amount of additional time requested, the basis for the amount of time requested and an explanation of why additional time is required.



CHEVY CHASE BANK  
OAKTON BRANCH

*Leo A. Daly*  
2004

EXTERIOR FINISH SCHEDULE

BRICK:	CUSHYA CALVERT #104 MODULAR FACE BRICK, MORTAR COLOR TO MATCH GLEN GERY PORTLAND CEMENT / LIME BLEND.
METAL ROOF:	STANDING SEAM METAL ROOF CUTTERS, DOWNSPOUTS AND EXPOSED FLASHING TO MATCH PVC-CLAD ROUGHLET GUTTER.
ENTRANCE AND RECIPIENTS:	EIFS TO MATCH ONYX INDOOR LIMESTONE #1010602, PREFINISHED METAL CLIPPING AT EIFS, TO MATCH COLOR OF EIFS.
PAINTED COLUMNS:	TUSCAN STYLE, ROUND WOOD COLUMNS, UNPAINTED 1/2" DIA. AT BASE PAINTED TO MATCH EIFS.
WINDOWS:	ALUMINUM CLAD, WHITE, SINGLE HUNG BRICK.
PRECAST CONCRETE:	WINDOW SILL AND HEADS, DOOR HEADS (NOT AT TRIPANK), AND CORNER SILL AND HEADS. BRICK FLASHING TO BE PRECAST TO MATCH COLOR OF EIFS.
EXTERIOR WOODWORK:	PLASTER AND MEDIUM SUBROUNDER AT ENTRY AND EDGES. DOORS PAINTED SEMI-GLOSS WHITE TO MATCH CLAD WINDOWS.
ENTRY DOORS:	ENTRY DOORS AND TRANSOM NATURAL CHEERY WHITE CLEAR FINISH.
SIGNAGE:	18" HIGH INDIVIDUALLY MOUNTED, INTERNALLY ILLUMINATED CHANNEL LETTERS, PERGOLA FACE, RED WITH 340U TRIMCAP, LETTER BODY - ALUMINUM, PAINTED BLACK.

JULY 2004

LEO A DALY

PLANNING  
ARCHITECTURE  
ENGINEERING  
INTERIORS

DRIVE-THRU ELEVATION

92'-4"



25'-0"

EXTERIOR FINISH SCHEDULE

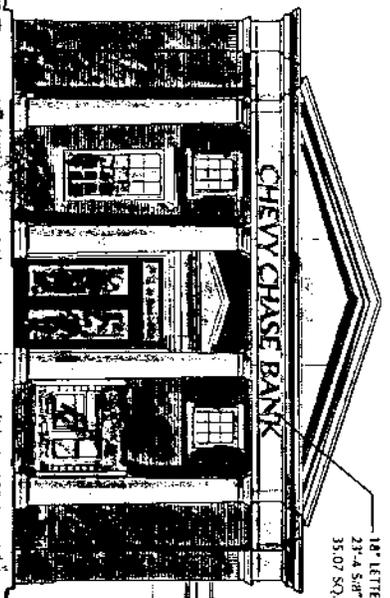
- BRICK: CURRYVA CAVERT 2104 MODULAR FACE BRICK, MORTAR COLOR TO MATCH GLEN GERY PORTLAND CEMENT / LIME BLEND.
- METAL ROOF: STANDING SEAM METAL ROOF, GUTTERS, DOWNSPOUTS AND FLASHING TO MATCH PVC CLAD "MUSKET CREW"
- ENAMELATURE AND FINISHES: E.L.F.'S TO MATCH DRYVIT "INDIANA LONESTONE #201022," PREFINISHED METAL CORING AT E.L.F.'S TO MATCH COLOR OF E.L.F.'S.
- PORTICO COLUMNS: TURCAN STE. VE. ROUND IRODO COLUMNS, UNPAINTED (32" DIA. AT BASE) PAINTED TO MATCH E.L.F.'S.
- WINDOWS: ALUMINIUM CLAD, WHITE, SINGLE HUNG (FIXED)
- PRECAST CONCRETE: WINDOW SILLS AND HEADS, DOOR HEADS, NOT AT ENTRANCE, AND ACENT AT BASE OF BRICK PILLARS TO BE PRECAST TO MATCH COLOR OF E.L.F.'S.
- EXTERIOR WOODWORK: PLASTER AND ROUGH SQUIBONDS AT ENTRY AND EGGS. LOOKS PAINTED SEMI GLOSS WHITE TO MATCH CLAD WINDOWS, ENTRY DOORS AND TRANSOM NATURAL CHEERY WITH CLEAR FINISH
- EXTERIOR LIGHTS: ENTRY LIGHTS
- SIGNAGE: 18" HIGH INDIVIDUALLY MOUNTED, INTERNALLY ILLUMINATED CHANNEL LETTERS, "REMGAS FACE," RED WITH 434U TRIMCAP, LETTER BODY - ALUMINIUM, PAINTED BLACK.

*Leo A Daly*  
6.001

CHEVY CHASE BANK  
OAKTON BRANCH

MAIN ENTRY ELEVATION

48'-0"



18" LETTERS,  
23'-4 5/8" LENGTH,  
35.07 SQ. FT.

25'-0"

JULY 2004

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PLANNING  
ARCHITECTURE  
ENGINEERING  
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