



APPLICATION FILED: February 15, 2006
APPLICATION AMENDED: August 24, 2006
PLANNING COMMISSION: October 4, 2006
BOARD OF SUPERVISORS: October 23, 2006 @ 3:30 pm

County of Fairfax, Virginia

September 20, 2006

STAFF REPORT

SPECIAL EXCEPTION APPLICATION SE 2006-SU-003

SULLY DISTRICT

APPLICANT: PNC Bank, N.A.

ZONING: C-8; HC and SC

LOCATION: 13900 Lee Highway

PARCEL(S): 54-4 ((1)) 53A and 30 pt.; and a portion of Braddock Road to be vacated and/or abandoned.

ACREAGE: 27,053 square feet (0.621 acres)

FAR: 0.16

OPEN SPACE: 15.9%

PLAN MAP: Retail and Other

SE CATEGORY: Category 6, Use 7: Drive-in Banks;
Waiver of the minimum lot area and lot width

PROPOSAL: Request for approval of a Special Exception for a drive-in bank in a Highway Corridor Overlay District and a waiver of the minimum lot area and lot width.

STAFF RECOMMENDATIONS:

Staff recommends approval of SE 2006-SU-003, subject to the proposed development conditions contained in Appendix 1.

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Department of Planning and Zoning

Zoning Evaluation Division
12055 Government Center Parkway, Suite 801
Fairfax, Virginia 22035-5509
Phone 703 324-1290
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Staff recommends approval of the waiver of the loading space requirement.

Staff recommends approval of the waiver of the transitional screening along the northeastern boundary

Staff recommends a waiver of the peripheral parking lot landscaping and minimum parking lot setback to the east, in favor of the SE Plat

Staff recommends approval of the waiver of the service drive requirement along Lee Highway.

It should be noted that it is not the intent of the staff to recommend that the Board, in adopting any conditions, relieve the applicant/owner from compliance with the provisions of any applicable ordinances, regulations, or adopted standards.

It should be further noted that the content of this report reflects the analysis and recommendation of staff; it does not reflect the position of the Board of Supervisors.

For information, contact the Zoning Evaluation Division, Department of Planning and Zoning, 12055 Government Center Parkway, Suite 801, Fairfax, Virginia 22035-5505, (703) 324-1290.



**A GLOSSARY OF TERMS FREQUENTLY
USED IN STAFF REPORTS WILL BE
FOUND AT THE BACK OF THIS REPORT**

DESCRIPTION OF THE APPLICATION

SE Proposal:	Request for approval of a special exception to establish a financial institution with a drive-in bank in a Highway Corridor Overlay District and approval of a waiver of the minimum lot area and lot width requirements.
Size of Financial Institution:	4,360 square feet
Drive-in Bank:	Two drive-thru windows
Stacking Spaces:	Ten spaces total, with five serving each drive-thru window
Hours of the Drive-in Bank:	Lobby and Drive-Thru Windows: 9:00 a.m. - 7:00 p.m. Monday through Friday; 9:00 a.m. - 4:00 p.m. Saturday 11:00 a.m. - 3:00 p.m. Sunday
Number of Bank Employees:	15 on site at any one time
Waivers/Modifications:	<ul style="list-style-type: none">• Waiver of the peripheral parking lot landscaping and minimum parking lot setback to the east, in favor of the SE Plat.• Waiver of the loading space requirement.• Waiver of the transitional screening along the northeastern boundary.• Waiver of the service drive requirement along Lee Highway.

LOCATION AND CHARACTER

Site Description:

The application property comprises 0.621 acres (27,053 square feet) located along the north side of Lee Highway (Route 29), east of its intersection with Braddock Road (Route 620) Realigned. The property is zoned C-8 and is located within the Highway Corridor Overlay District and Sign Control Overlay District. The site includes approximately 0.169 acres (7,371 square feet) of right-of-way associated with the former alignment of Braddock Road, whose abandonment is currently being processed by the Fairfax County Department of Transportation. The site is presently developed with a one-story building dating from 1946.

Surrounding Area Description:

SURROUNDING AREA DESCRIPTION			
Direction	Use	Zoning	Plan
North	Vacant	C-8	Retail and other
South	Specialty Center	C-8	Retail and other
East	Retail	C-8	Retail and other
West	Gas station; vacant	C-8	Retail and other

BACKGROUND

The subject property has been zoned and used commercially since the inception of the Fairfax County Zoning Ordinance. In August of 1978, it was zoned from the C-G District to the C-8 District as a result of the comprehensive amendment of the Zoning Ordinance. The site is currently under study for possible inclusion into the expanded Centreville Historic District; and, along with the parcel immediately to the west, will form a “gateway” into the historic area from Braddock Road Realigned.

COMPREHENSIVE PLAN PROVISIONS

Plan Area: Area III, Bull Run Planning District

Planning Sector: Centreville Area and Suburban Center, Land Unit B-5

Plan Map: Retail and Other

On page 20 and 21 of the 2003 Edition of the Area III Comprehensive Plan, amended through June 20, 2005, the LAND USE RECOMMENDATIONS section of the Centreville Area and Suburban Center, states:

“B-5 (34 acres) Suburban Center

Land Unit B-5 contains a number of automobile-oriented commercial uses along Route 28 and Route 29, each with separate access. A full interchange for the Route 28/Route 29 intersection is planned, and this will have an impact on existing commercial uses and access to these uses. However, neighborhood-serving retail commercial and limited office uses up to .25 FAR are planned and will remain appropriate in this land unit to serve local needs. A motel or bed-and-breakfast with proximity to the historic district may also be appropriate.

Development in this area should promote efficient functioning of intersections in the land unit. Consolidation of parcels is encouraged to reduce direct access points to Route 29 and to improve traffic circulation in the vicinity.

Development in this land unit which occurs in proximity to Land Unit B-2 must recognize the character of the historic district and be compatible in terms of scale, layout, bulk, height and landscaping. "

ANALYSIS

Special Exception Plat (copy at front of staff report)

Title of SE Plat: PNC Bank Special Exception Plat, Lee Highway and Braddock Road, Fairfax County, Virginia

Prepared By: Bohler Engineering, P.C.

Original and Revision Dates: December 2, 2005 revised through September 8, 2006

Plat Description:

The special exception plat consists of seven sheets. Sheet 1, the Cover Sheet, contains a legend, location map, sheet index; contact information for the applicant, owners, engineer, and utility entities; and a general note. Sheet 2, the Existing Conditions Plan/Existing Vegetation Map, depicts areas of the site that are either upland forest or maintained grasslands, as well as the location of existing structures, all of which are proposed for demolition. A table providing the existing species of trees on the site has also been included.

Sheet 3 is the Special Exception Plat. As shown, access to the site is provided from Braddock Road Realigned, on the western boundary. An interparcel connection has been made in the northwestern corner of the site; and at two locations in the northeastern corner (to a portion of the property being developed by right). The two-story bank building proposed with this application would be approximately 32 to 38 feet tall, and have a gross floor area of 4,360 square feet.

The building would be oriented towards the intersection of Braddock Road Realigned and Lee Highway, set back approximately 52 feet from the edge of Lee Highway. The parking lot surrounding the front (southwestern) and southeastern sides of the building would contain a total of 17 parking spaces, including one handicapped space at the main entrance. The drive-in bank, located on the northeastern side of the building, would have two drive-thru windows, each with its own five-space stacking lane. The drive-thru windows would be accessible from the travel aisle running parallel to Lee Highway along the southern boundary of the site.

In addition to this conceptual plan, Sheet 3 also contains details of the “Historic Centreville” entrance feature sign/wall proposed for the intersection of Braddock Road Realigned and Lee Highway. This (4) four-foot wall feature would serve as a focal point for this gateway into the Centreville Historic District and would be composed of decorative stone that would complement the stone wall on the Royal Oak property, located adjacent to the northern boundary of the site on Tax Map parcel 54-4 ((1)) 31. A development condition has been included to ensure that this entrance feature will be identical to one proposed for construction immediately across Braddock Road Realigned, on Tax Map Numbers 54-4 ((1)) 47A, 50, 55, 56 and 57 (the proposed Walgreen’s and Bank of America site), in order to create a ceremonial entrance to the Historic District. Finally, waivers and modifications requested by the applicant, angle of bulk plane information, a location map, and standard general notes have also been included on this sheet.

Sheet 4 is the Landscape Plan. The entire southern boundary of the site (except along the portion of Braddock Road proposed for abandonment) has been landscaped with a continuous hedge of evergreen shrubs, supplemented with five deciduous trees. The southwestern corner of the site, where the Historic Centreville entrance feature sign is proposed, is shown to be landscaped with various evergreen and deciduous shrubs, four ornamental trees, five deciduous trees and various groundcover plantings. A development condition has been included to require approval by Urban Forest Management for plantings consistent with those on the proposed Walgreen’s and Bank of America site (Tax Map 54-4 ((1)) 47A, 50, 55, 56 and 57, to the immediate west) to embellish the foundation of the entrance sign feature. The remaining boundaries of the site, along the western and northeastern perimeter, contain a total of four deciduous trees. Planting beds with shrubbery have been provided along the southwestern and southeastern sides of the bank building; and various shrubs are shown within the parking lot islands, two of which contain deciduous trees. Tree cover calculations, a planting legend, location map and Public Facilities Manual (PFM) and Zoning Ordinance compliance charts have also been included on this sheet.

Sheet 5 is the Stormwater Management Plan. The locations of the proposed 20 X 60-foot underground basin and storm filter have been shown west of the bank building; and two Filterras are identified south of it. Stormwater management and BMP narratives have been included, as well as phosphorous removal requirements and minimum stormwater requirements for special exception applications.

Sheets 6 contains elevations of the southwestern and northwestern façades of the proposed bank building. The last sheet, Sheet 7, contains elevations of the southeastern and northeastern façades. Both sheets depict an 18th- and 19th-century colonial influenced architecture, in keeping with the character of the Historic District to the north.

Land Use Analysis

As noted above, the property is located in Land Unit B-5 of the Centreville Area and Suburban Center, and is recommended for neighborhood-serving retail commercial and limited office uses up to .25 FAR. However, because the site occurs in proximity to Land Unit B-2, a designated historic district, the Plan requires that it recognize the character of the district by being compatible in terms of scale, layout, bulk, height and landscaping. This application is consistent with the land use recommendations of the Comprehensive Plan in terms of uses and intensity; and its overall compatibility with the Centreville Historic District is discussed below.

Historic Preservation Analysis (See Appendix 4)

Because the application property is within the area recommended for inclusion in the expanded Centreville Historic Overlay District, the applicant agreed to schedule a workshop session with the Architectural Review Board (ARB) to discuss the proposed site plan, signage, access, and architecture. The applicant met with the ARB in two workshop sessions, and one ARB subcommittee workshop session. On September 14, 2006, the ARB voted unanimously to recommend approval of the applicant's proposal with the following four recommendations:

- 1) The applicant should escrow money to provide for the future interpretation of the historic roadbed of Braddock Road (abandoned) and should use the archaeological findings from the Phase III Archaeological Survey that may aide in the roadbed interpretation. (This recommendation has been incorporated into the proposed development conditions in Appendix 1.)
- 2) Abandon the proposed interparcel connection at the northwest corner into Braddock Road re-aligned. (The ARB acknowledged that FCDOT believes this interparcel connection is important; however, staff has prepared a development condition requesting additional evaluation of this possibility at the time of site plan review.)
- 3) Relocate two parking spaces adjacent to the proposed historic marker area. (The proposed site design is very tight, and only the minimal number of parking spaces is being provided. Although staff does not believe that there is adequate room on the site for these spaces to be relocated, a development condition has been added to require additional consideration of this request at the time of site plan review.)
- 4) Design the "green wall" proposed to be located adjacent to the drive-thru at the appropriate height to shield the drive-thru activity from the historic Braddock Road roadbed, with the materials to be a low maintenance type and species as recommended by UFM. A development condition has been proposed to address this concern.)

Park Authority Analysis (See Appendix 5)

Issue: The subject parcel is a recorded site of potential National Register significance due to the presence of numerous previously identified and suspected additional archaeological resources; therefore, testing should proceed directly to a Phase II assessment. A tight 20-foot interval between shovel tests, supplemented with appropriate deep testing, using a scope of work approved by the Park Authority's Cultural Resource Management and Protection Section is recommended. If any discovered archaeological resources are significant, a Phase III recovery should be performed.

Resolution: A development condition has been included to address this issue.

Issue: It is recommended that the development plans be carefully reviewed by the Architectural Review Board to ensure consistency with the historic character of the area, particularly Mount Gilead. Additionally, because of the proximity to—and prominence of—the subject property relative to key historic features in the Historic District, and its possible inclusion in the proposed Historic District expansion area, the plan should be sensitive to its impact on the historic environment and its ability to integrate existing features within the District.

Resolution: As previously discussed, the applicant has coordinated with, and has received a positive recommendation from, the ARB; the recommendations of the ARB are reflected in the proposed development conditions in Appendix 1.

Environmental Analysis (See Appendix 6)

Issue: More detail needed regarding outfall information for stormwater facilities.

Resolution: Staff has spoken with the engineer for this project, and is now satisfied with the information provided. Therefore, this issue has been addressed.

Issue: The applicant has indicated that the building will be constructed with materials deemed sustainable by the Green Building Council, and employ measures to ensure a reduction of waste both during and after construction.

Resolution: A development condition has been included to ensure that the building will be designed as an environmentally friendly “green” building utilizing the LEED criteria developed by the US Green Building Council.

Issue: The applicant should look for opportunities to augment the proposed landscaping wherever possible in order to enhance the site's compatibility with the nearby historic district.

Resolution: A development condition has been included requiring the installation of a green wall comprised of a trellis and climbing vines supplemented with a row

of evergreen shrubs to better screen the drive-in lanes adjacent to the Historic District.

Issue: The Countywide Trails Plan depicts an on-road bike trail and a major paved trail (8 feet-wide) along the Lee Highway frontage. Only a 7-foot-wide sidewalk is shown along this frontage.

Resolution: According to staff's trails planner, the Trails Plan actually depicts the bike trail and paved trail along the southern Lee Highway frontage. As the subject property abuts the northern side of Lee Highway, the trail requirements are not applicable.

Transportation Analysis (See Appendix 7)

There are no transportation issues associated with this application.

Stormwater Management Analysis (Appendix 8)

Stormwater management is being provided by an underground detention basin. Best management practices (BMP) requirements are proposed to be met by a storm filter and two Filterras. Therefore, no outstanding stormwater issues are associated with this application; a PFM modification to permit the use of the Filterras will need to be approved at the time of site plan review.

ZONING ORDINANCE PROVISIONS (See Appendix 9)

Bulk Standards (C-8 Zoning)		
Standard	Required	Provided
Lot Size	40,000 square feet	27,053 square feet
Lot Width	200 feet	165.54 feet (W) 146.95 feet (S)
Building Height	40 feet	32-38 feet
Front Yard	Controlled by a 45°ABP but not less than 40 feet	40.11 feet (W) 51.82 feet (S)
Side Yard	none	9.43 feet (N)
Rear Yard	20 feet minimum	42.56 feet (E)
FAR	0.25 maximum	0.16
Open Space	15%	15.9%
Parking Spaces	Bank (4 spaces/1000 sf of GFA) =10 Office (3.6 space/1000 sf of GFA) =7	17 spaces
Stacking Spaces	10 spaces (8 for first window; 2 spaces for each additional window)	10 spaces

Waivers and Modifications

Waiver of the minimum lot area and minimum lot width requirements.

The applicant is requesting a special exception to permit a waiver of the minimum lot area and minimum lot width requirements, per Zoning Ordinance Section 9-610. As noted above, the minimum lot requirement in the C-8 District is 200 feet, and the subject property has an existing lot width of only 146.95 feet on Lee Highway and 165.54 feet on Braddock Road Realigned. In addition, the lot area is only approximately 23,738 square feet, much less than 40,000 square-foot minimum required. However, with the exception of reductions in lot width and area associated with right-of-way dedications to Fairfax County for the widening of Lee Highway and the realignment of Braddock Road, the lot has not been previously reduced in width or area, which satisfies Section 9-610(1). Furthermore, per Section 9-610(2), the proposed development will not have any deleterious effect on existing or planned development of adjacent properties. All remaining provisions of the Ordinance will be satisfied with this application as required by Section 9-610 (3). Therefore, staff supports this waiver.

Waiver of the loading space requirement.

As the proposed use does not utilize daytime delivery vehicles that necessitate a loading space, the applicant is requesting a waiver of this requirement. Staff supports this waiver.

Waiver of the transitional screening along the northeastern boundary.

Due to the location of the abandoned portion of the historic Braddock Road roadbed immediately adjacent to the northeastern edge of the site, the applicant is requesting a waiver of the Transitional Screening 3 requirements in favor of a green wall of climbing vines and a row of evergreen shrubs to separate the drive-in lanes from pedestrians walking along the roadbed. Staff supports this waiver.

Waiver of the service drive requirement along Lee Highway.

The applicant is requesting a waiver of the service drive requirement along Lee Highway. Due to the fact that the subject property would provide direct access from one point on Braddock Road Realigned, and that there is no possible connection to the east, due to the location of an historically significant structure, staff supports this waiver.

Waiver of the peripheral parking lot landscaping and minimum parking lot setback to the east, in favor of the SE Plat.

Due to the fact that this property immediately abuts the commercial property to the east, and that the parking lots for both these properties will functionally serve as one, staff believes that the requested waivers are justified in this circumstance.

OTHER ZONING ORDINANCE REQUIREMENTS:**Overlay District Requirements**

The application property is located in the Highway Corridor Overlay District (rendering the bank use a Category 6 special exception), the Water Supply Protection Overlay District, and the Sign Control Overlay District. The provisions of the Highway Corridor Overlay District will be addressed below under the heading, "Provisions for Approving Drive-in Banks, Fast Food Restaurants, Quick-Service Food Stores, Service Stations and Service Station/Mini-Marts in a Highway Corridor Overlay District (Sect. 9-611)." All signage associated with the uses on the property will be required to conform to the requirements of the Sign Control Overlay District, as outlined in Article 12, Signs.

Special Exception Requirements (See Appendix 10)General Standards (Sect. 9-006)

- Par. 1 requires that the proposed use be in harmony with the Comprehensive Plan. As described in the Land Use Analysis section, staff has concluded the proposed use is in harmony with the use and intensity recommendations of the Centreville Area and Suburban Center.
- Par. 2 requires that the proposed use be in harmony with the purpose and intent of the applicable zoning district regulations. Staff has concluded that the purpose and intent of the C-8 District has been satisfied because the proposed drive-thru bank is consistent with the purpose of the C-8 District to provide locations on heavily traveled collector and arterial highways for commercial and service uses that are oriented to the automobile and do not depend upon adjoining uses for reasons of comparison shopping or pedestrian trade.
- Par. 3 requires that the proposed use be harmonious with and not adversely affect the use or development of adjacent properties. The proposed drive-thru bank is to be located along an arterial highway in a location surrounded by property similarly zoned C-8 and also planned for retail uses, thereby satisfying this standard.
- Par. 4 states that pedestrian and vehicular traffic associated with the use not be hazardous or conflict with existing or anticipated traffic in the neighborhood. Staff has concluded this standard has been satisfied with the connection to Braddock Road Realigned.
- Par. 5 addresses the requirements of Article 13, Landscaping and Screening. The applicant is requesting a waiver of the transitional screening along the northeastern boundary of the site. Adequate

landscaping has been provided along the remaining periphery. A development condition has been included to ensure that the applicant will install a green wall to separate the drive-thru lanes from the historic Braddock Road roadbed proposed for abandonment; and that the applicant will coordinate with the property owner across Braddock Road Realigned, at Tax Map 54-4 ((1)) 47A, 50, and 56-58 to utilize entrance feature plant materials comparable to those chosen for that property's entrance feature.

- Par. 6 requires that open space be provided as required in the zoning district. As noted on the Bulk Standards chart above, the proposal meets the minimum open space requirement of the C-8 District.
- Par. 7 addresses the adequate provision of utilities, drainage, parking and loading at the site. Adequate utilities, drainage, and parking requirements have been met with this application. The applicant is requesting a waiver of the loading space requirement since the proposed use would not utilize daytime delivery vehicles
- Par. 8 states that all signs are regulated by the provisions of Article 12, Signs; it should be noted that this site is within the Sign Control Overlay District.

Highway Corridor Overlay District Use Limitations (Sect. 7-608)

Paragraph 1A requires that a use shall be designed so that pedestrian and vehicular circulation is coordinated with the adjacent properties. Vehicular access to the site will be provided from one access point on Braddock Road Realigned. The applicant will also provide sidewalks on all frontages and into the site from those frontages. The sidewalk abutting Braddock Road Realigned will be of a decorative exposed aggregate material designed to distinguish the area as part of the Centreville History Loop Trail, which will link the site to others within and around the Historic Centreville area.

Paragraph 1B requires that such a use shall have access designed so not to impede traffic on a public street intended to carry through traffic. The SE Plat depicts access to the site via Braddock Road Realigned only. On-site circulation is accommodated by way of travel lanes. Therefore this standard is satisfied.

Paragraph 1C requires that there be no outdoor storage or display of goods offered for sale. With the implementation of the development conditions, this standard will be met.

Provisions for Approving Drive-in Banks, Fast Food Restaurants, Quick-Service Food Stores, Service Stations and Service Station/Mini-Marts in a Highway Corridor Overlay District (Sect. 9-611)

This provision states that the Board may approve a special exception for the establishment or for the enlargement, extension, relocation or increase in

intensity of a drive-in bank in a Highway Corridor Overlay District, but only in accordance with the provisions of Part 6 of Article 7. This standard has been satisfied.

CONCLUSIONS AND RECOMMENDATIONS

Staff Conclusions

Staff concludes that the proposed drive-thru bank is in harmony with the land use recommendations of the Comprehensive Plan and, as noted above, is in conformance with the applicable Zoning Ordinance provisions with the implementation of the proposed Development Conditions contained in Appendix I.

Staff Recommendations

Staff recommends approval of SE 2006-SU-003 subject to the proposed Development Conditions contained in Appendix 1.

Staff recommends approval of the waiver of the loading space requirement.

Staff recommends approval of the waiver of the transitional screening along the northeastern boundary.

Staff recommends approval of the waiver of the service drive requirement along Lee Highway.

Staff recommends approval of a waiver of the peripheral parking lot landscaping and minimum parking lot setback to the east, in favor of the SE Plat.

It should be noted that it is not the intent of staff to recommend that the Board, in adopting any conditions, relieve the applicant/owner from compliance with the provisions of any applicable ordinances, regulations, or adopted standards.

It should be further noted that the content of this report reflects the analysis and recommendations of staff; it does not reflect the position of the Board of Supervisors.

APPENDICES

1. Proposed Development Conditions
2. Affidavit
3. Statement of Justification
4. Historic Preservation Analysis/ARB Recommendations
5. Park Authority Analysis
6. Environmental Analysis
7. Transportation Analysis

8. Stormwater Management Analysis
9. Zoning Ordinance Provisions
10. Applicable Special Exception Standards
11. Glossary of Terms

DEVELOPMENT CONDITIONS

SE 2006-SU-003
September 22, 2006

If it is the intent of the Board of Supervisors to approve a special exception to permit a drive-in bank as requested by PNC Bank, N.A., located at Tax Map 54-4 ((1)) 30 pt and 53A and a portion of Braddock Road right-of-way to be vacated and/or abandoned, in accordance with Sect. 4-804 and Sect. 9-610 of the Fairfax County Zoning Ordinance, the 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 approved with the application, as qualified by these development conditions.

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 Special Exception Plat entitled "PNC Bank Special Exception Plat, Lee Highway and Braddock Road, Fairfax County, Virginia," consisting of seven sheets (Sheets 1-5 were prepared by prepared by Bohler Engineering, P.C., and are dated December 2, 2005 as revised through September 8, 2006; Sheets 6 and 7 were prepared by Gensler and are dated August 30, 2006), except as modified by these development conditions. Minor modifications to the approved special exception may be permitted pursuant to Par. 4 of Sect. 9-004 of the Zoning Ordinance.

3. A detailed landscaping plan that is in substantial conformance with the location, type and quantity of the landscaping shown on the Special Exception Plat, except as modified by these development conditions, shall be submitted at the time of site plan approval and shall be subject to review and approval by Urban Forest Management (UFM). In addition to the plantings depicted on the SE Plat, the plan shall give particular emphasis to the green wall of climbing vines and row of evergreen shrubs which shall be located along the northeastern boundary of the site and shall be designed to separate the vehicles utilizing the drive-in lanes from pedestrians walking along the historic roadbed of the abandoned portion of Braddock Road. The evergreen shrubs in this area shall be a minimum of 24 to 48 inches in height at planting; the green wall shall be designed at an appropriate height and in a manner which shields the drive-thru activity from the historic roadbed and the historic district, to the maximum extent feasible, as determined

by UFM. The selection of plant materials utilized on site shall maximize indigenous materials, as approved by UFM. Prior to final approval of the site plan, the landscape plan, which shall include any proposed site lighting, shall be submitted to the Architectural Review Board for review and comment.

4. Architectural elevations shall be in substantial conformance with those shown on the Special Exception Plat.
5. An entrance feature shall be constructed on the site at the intersection of Route 29 and Braddock Road Realigned as shown on the Special Exception Plat to create an historic area focal point for the community. At a minimum, this feature shall consist of a decorative stone wall constructed of or faced with stone to complement the stone wall on the Royal Oak property [Tax Map 54-4 ((1)) 31]; and whose foundation shall be embellished with seasonal plantings, as determined by Urban Forest Management (UFM). The final design of this feature shall be coordinated with the Sully District Supervisor's Office and the Department of Planning and Zoning, and shall consist of building materials and construction techniques consistent with the proposed community entrance feature to be located immediately across Braddock Road Realigned, on Tax Map Numbers 54-4 ((1)) 50, 55, 56 and 57, with whichever property develops first setting the standard.
6. The plant materials selected for the entrance feature shall be coordinated with and shall be consistent with those chosen for the entrance feature located immediately across Braddock Road Realigned, on Tax Map Numbers 54-4 ((1)) 47A, 50, 55, 56 and 57, with whichever property develops first setting the standard.
7. All sidewalks abutting Braddock Road Realigned shall be of a decorative exposed aggregate material designed to differentiate the surface from the existing concrete sidewalks and distinguish this area as part of the Centreville History Loop Trail. A public access easement over the sidewalk shall be recorded, in a form reviewed and approved by the Fairfax County Attorney's Office; and the applicant and its successors shall be responsible for the on-going maintenance of the trail unless such maintenance responsibility is accepted by VDOT or Fairfax County.
8. All signage shall comply with the provisions of Article 12 of the Zoning Ordinance. Only one freestanding "monument" sign less than 8 feet in height shall be permitted on the site. This sign may only be illuminated internally or downlit. No building-mounted or canopy signage shall be permitted on either the Northeast or the Northwest building facades, and there shall be no neon signage located in the windows of the buildings, internal or external, visible from Lee Highway.
9. All outdoor lighting, including streetlights, security lighting, signage lighting and pedestrian or other incidental lighting shall be in conformance with Part 9 of Article 14 of the Zoning Ordinance.

10. The bank building shall incorporate environmentally sustainable attributes into its building program, that may include, but not necessarily be limited to, such elements as high-efficiency mechanical systems, use of materials with recycled content, a high performance and insulated building envelope, water efficient fixtures, CO2 sensors and air filters, low volatile organic compounds in paints, sealants and finish materials, construction waste management, and storage and collection of recyclables.
11. Prior to site plan approval, a contribution shall be made to the Centreville Transportation Fund for transportation improvements in the Centreville Area in the amount of \$5.28 per square foot of gross floor area, as adjusted by increases to the Consumer Price Index from the date of the Board of Supervisors' approval of this application to the date of site plan approval.
12. In lieu of a trail along the northern boundary of the property, adjacent to the historic Braddock Road roadbed, at the time of site plan approval a contribution in the amount of \$15,000.00 shall be placed in escrow with the Fairfax County Park Authority. These funds shall be utilized for improvements to/replacement of the existing trail running parallel to the northern boundary of the property, on Tax Map Parcels 54-4 ((1)) 30 and 31, and for the construction of interpretive elements associated with the historic Braddock Road roadbed, including, but not limited to an historic marker, as depicted on the SE Plat and on the illustrative concept plan prepared by the Fairfax County Park Authority and attached as Exhibit A.
13. At the time of site plan approval, appropriate construction and public access easements shall be dedicated to the Fairfax County Park Authority to permit construction of the enhanced trail and related interpretive elements located within, and at the terminus of, the historic Braddock Road roadbed, as conceptually illustrated on Exhibit A. The installation of paver bands or alternate means of demarcating the historic roadbed shall be permitted, provided that the use of the drive-in bank facilities is not unreasonably disrupted.
14. Prior to any land disturbing activities on the property, a Phase II archaeological study shall be conducted on the site and the results shall be submitted to the Cultural Resource Management and Protection Section (CRMPS) of the Fairfax County Park Authority. If deemed necessary by CRMPS, a Phase III archaeological study on those areas in the application property identified for further study by CRMPS shall be conducted. These studies shall be conducted by a qualified archaeological professional reviewed and approved by CRMPS.
15. If it is determined at the time of site plan for Tax Map 54-4 ((1)) 35A that the interparcel connection depicted in the northwest corner of the special exception site is not necessary for the development on Tax Map 54-4 ((1)) 35A to safely circulate, then the obligation for said interparcel connection shall cease for the special exception property, and a special exception amendment shall not be required.

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 personally responsible for obtaining the required Non-Residential Use Permits 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 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.