



County of Fairfax, Virginia

October 25, 2007

STAFF REPORT

SPECIAL EXCEPTION AMENDMENT APPLICATION SEA 92-L-005-02

LEE DISTRICT

CRD

APPLICANT: Exxon-Mobil Corporation

ZONING: C-8, HC, CRD

LOCATION: 7312 Richmond Highway

PARCEL(S): 92-4 ((1)) 78C & 78D

ACREAGE: 1.33 acres

FAR: 0.07

OPEN SPACE: 40%

PLAN MAP: Mixed Use

SE CATEGORY: Category 5; Car wash, Quick-Service Food Store, & Service Station
Category 6; Quick-service Food Store and Service Station in a Highway Corridor Overlay District

PROPOSAL: Request to amend SE 92-L-005 previously approved for a service station and quick-service food store in order to permit a car wash, quick-service food store, service station; an increase in land area; and site modifications.

WAIVERS/MODIFICATIONS: Waiver of the service drive requirement along Richmond. Modification of the transitional screening requirement along the western property boundary in favor of that depicted on the SEA Plat.

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20% Parking Reduction in CRD

Modification of Richmond Highway
Streetscape Guidelines.

STAFF RECOMMENDATIONS:

Staff recommends denial of SEA 92-L-005-02. However, if it is the intent of the Board of Supervisors to approve SEA 92-L-005-02, staff recommends that the approval be made subject to the development conditions contained in Appendix 1.

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.

The approval of this application does not interfere with, abrogate or annul any easements, covenants, or other agreements between parties, as they may apply to the property subject to this application.

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.



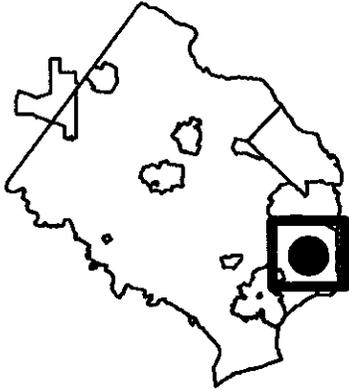
Americans with Disabilities Act (ADA): Reasonable accommodation is available upon 7 days advance notice. For additional information on ADA call (703) 324-1334 or TTY 711 (Virginia Relay Center).

Special Exception Amendment

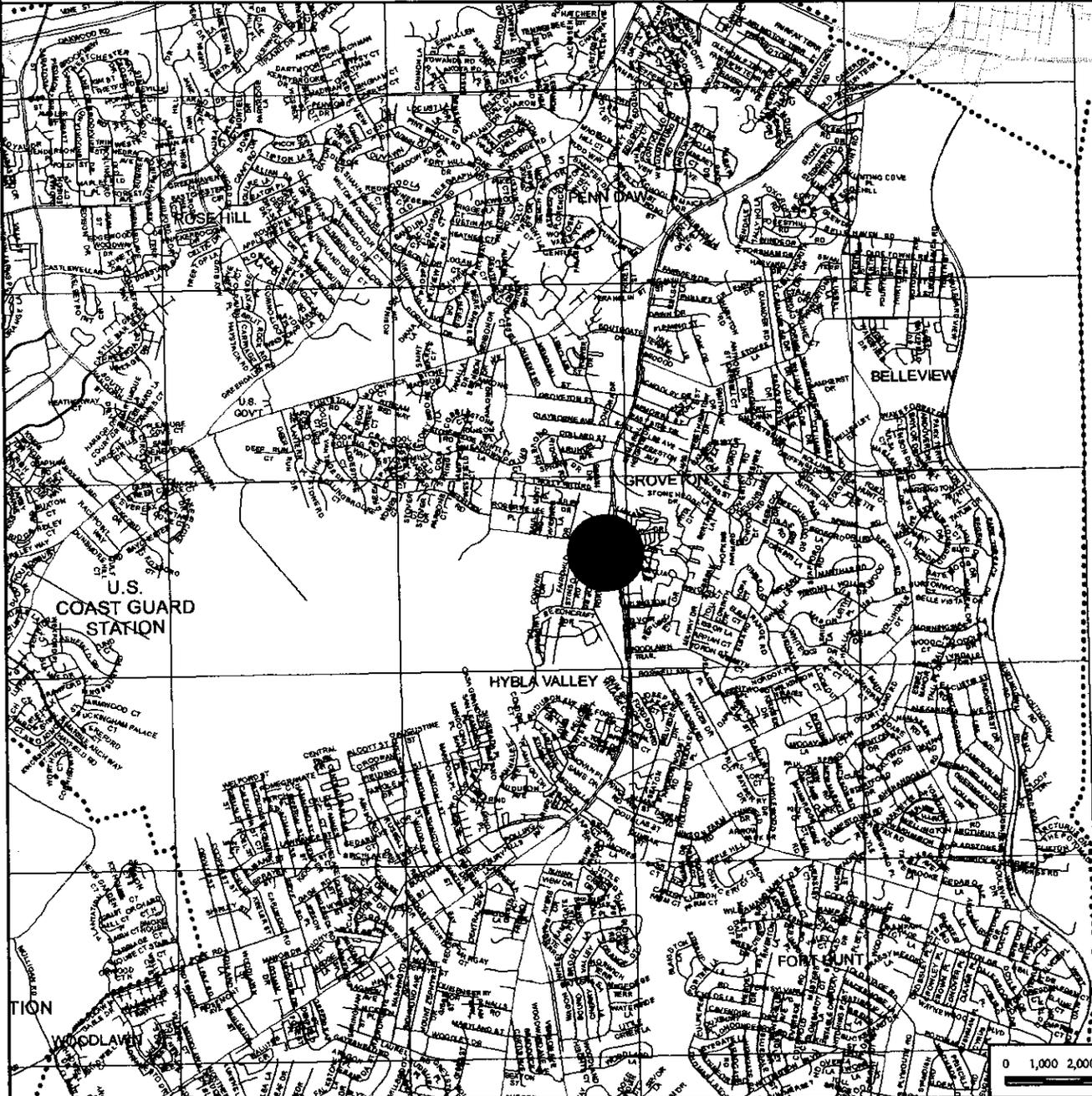
SEA 92-L-005-02

Applicant:
Accepted:
Proposed:

EXXON-MOBIL CORPORATION
06/18/2007
TO AMEND SE 92-L-005 PREVIOUSLY
APPROVED FOR SERVICE STATION WITH
QUICK SERVICE FOOD STORE TO PERMIT
QUICK SERVICE FOOD STORE, CAR WASH,
SERVICE STATION, INCREASE IN LAND
AREA AND SITE MODIFICATIONS



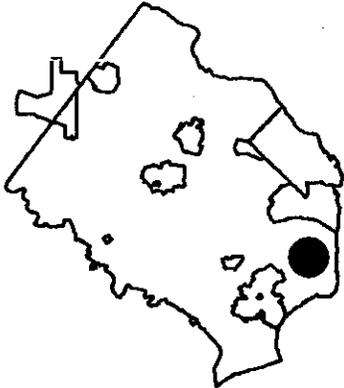
Area: 1.33 AC OF LAND; DISTRICT - LEE
Zoning Dist Sect: 04-0804
Art 9 Group and Use: 5-03 5-20 5-21
Located: 7312 RICHMOND HIGHWAY
Zoning: C- 8
Plan Area: 4,
Overlay Dist: HC CRD
Map Ref Num: 092-4- /01/ /0078C /01/ /0078D



0 1,000 2,000 3,000 4,000 Feet

Special Exception Amendment

SEA 92-L-005-02



Applicant:
Accepted:
Proposed:

EXXON-MOBIL CORPORATION
06/18/2007
TO AMEND SE 92-L-005 PREVIOUSLY APPROVED FOR SERVICE STATION WITH QUICK SERVICE FOOD STORE TO PERMIT QUICK SERVICE FOOD STORE, CAR WASH, SERVICE STATION, INCREASE IN LAND AREA AND SITE MODIFICATIONS

Area: 1.33 AC OF LAND; DISTRICT - LEE
Zoning Dist Sect: 04-0804
Art 9 Group and Use: 5-03 5-20 5-21
Located: 7312 RICHMOND HIGHWAY
Zoning: C-8
Plan Area: 4,
Overlay Dist: HC CRD
Map Ref Num: 092-4 /01/ /0078C /01/ /0078D



RECEIVED
Department of Planning & Zoning
OCT 16 2007

SPECIAL EXCEPTION PLAT

7312 RICHMOND HIGHWAY
ALEXANDRIA, VA 23306
TM#: 0924-01-0078D & 0924-01-0078C

UTILITY CONTACT INFORMATION:

- TELEPHONE**
VERIZON
2960 FARVIEW PARK DR.
SUNNYSIDE, VA 22042
CONTACT: MIKE SHOOVER
(703) 204-3121
- ELECTRIC**
VERGOMA POWER
100 WILKINSON STREET
FAIRFAX, VA 22030
CONTACT: JOEL FUNK
(703) 834-241
- GAS**
WASHINGTON GAS
6601 INDUSTRIAL ROAD
SPRINGFIELD, VA 22151
CONTACT: HEATH KALMANSON
(703) 750-4850
- SEWER**
FAIRFAX COUNTY DPW'S
12055 GOVERNMENT CENTER PKWY.
SUITE 358
FAIRFAX, VA 22035
CONTACT: ROBERT CARTER
(703) 324-5015 #45016
- WATER**
FAIRFAX COUNTY WATER
AUTHORITY
8560 ARLINGTON BOULEVARD
MERRIFIELD, VA 22116
CONTACT: MIKE JENKINS
(703) 289-6358
- DRAINAGE & STORMWATER**
FAIRFAX COUNTY DPW'S
12055 GOVERNMENT CENTER PKWY.
SUITE 358
FAIRFAX, VA 22035

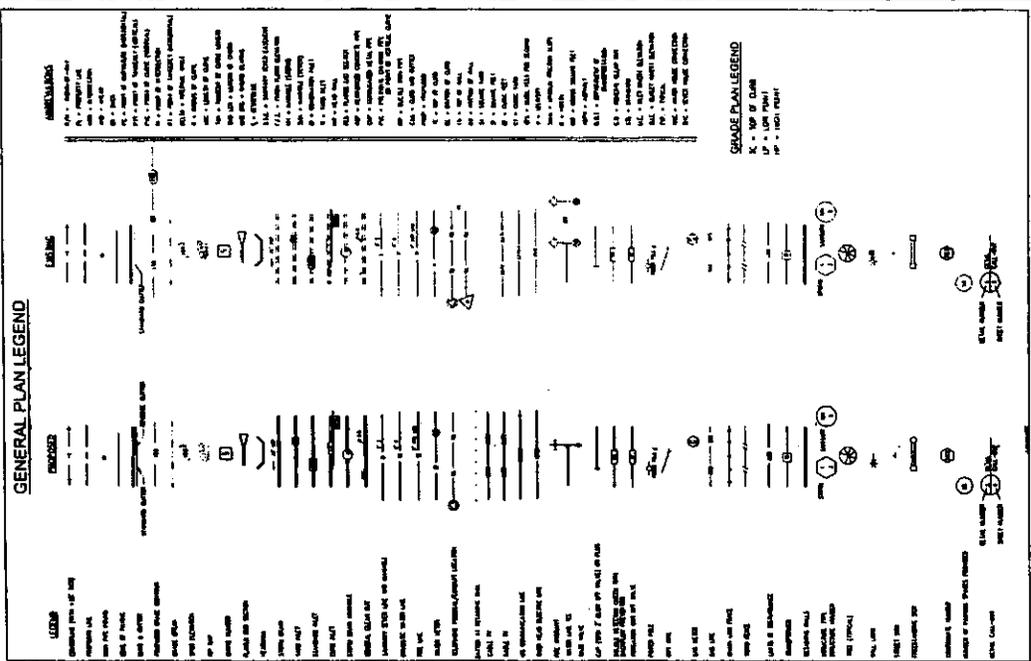


VICINITY MAP
SCALE: 1" = 2000' People
Copyright © 2007
Permitted Use Number 20041192

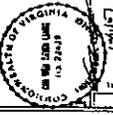
OWNER/APPLICANT:
EXXON MOBIL CORPORATION
3225 GALLOWAY RD.
FAIRFAX, VA 22037
(703) 846-3091

PREPARED BY:
RBA ENGINEERS • ARCHITECTS • PLANNERS
7164 COLUMBIA GATEWAY DRIVE
SUITE 205
COLUMBIA, MD 21046
PHONE: (410) 312-0966

NO.	TITLE
C-1	COVER SHEET
C-2	EXISTING UTILITIES AND CONDUITS
C-3	SPECIAL EXCEPTION PLAT
C-4	LANDSCAPE PLAN
C-5	PROPOSED EXISTING AND PROPOSED UTILITIES AND CONDUITS
C-6	PROPOSED EXISTING AND PROPOSED UTILITIES AND CONDUITS
C-7	PROPOSED EXISTING AND PROPOSED UTILITIES AND CONDUITS
C-8	PROPOSED EXISTING AND PROPOSED UTILITIES AND CONDUITS
C-9	PROPOSED EXISTING AND PROPOSED UTILITIES AND CONDUITS
C-10	PROPOSED EXISTING AND PROPOSED UTILITIES AND CONDUITS



NOT RELEASED FOR CONSTRUCTION



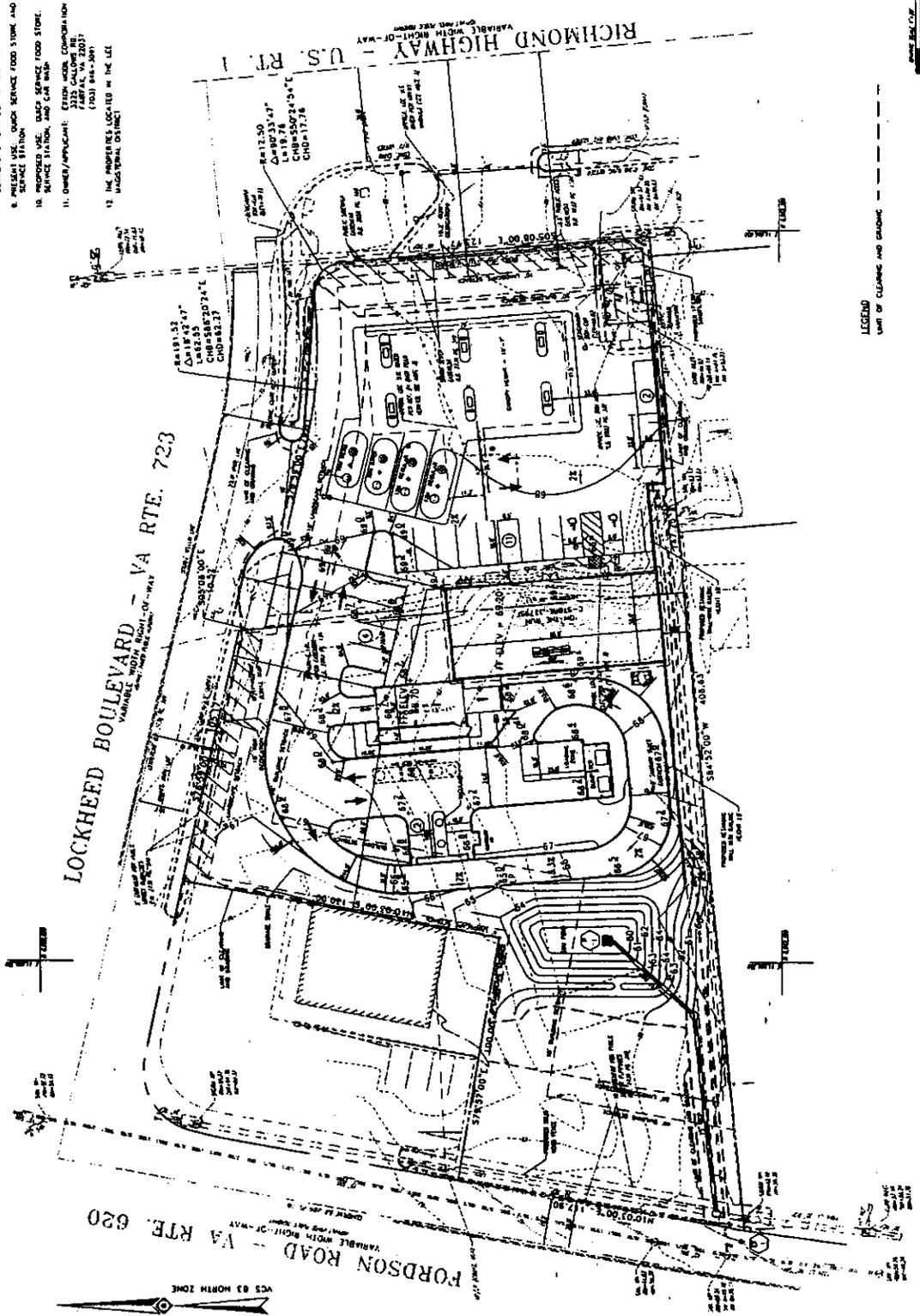
13. TOTAL LOT AREA OF SPECIAL EXCEPTION: 1.33 ACRES
 14. EXISTING IMPERVIOUS AREA: 349 AC = 7.9%
 15. PROPOSED IMPERVIOUS AREA: 789 AC = 58.8%
 16. PROPOSED IMPERVIOUS AREA: 789 AC = 58.8%
 17. TOTAL NUMBER OF SPACES: 19 SPACES
 18. PARKING: 11-104

- REQUIRED:
 COMBINATION SERVICE STATION AND
 CONVENIENCE STORE TO BE PROVIDED
 SPACES: 11 SPACES (11-104)
 STALLING SPACES: 11 SPACES
 TOTAL PARKING REQUIRED: 22 SPACES
 TOTAL PARKING REQUIRED FOR FOOD STORE
 AND CONVENIENCE STORE: 11 SPACES
 TOTAL PARKING PROVIDED: 19 SPACES
 19. LEASING SPACE (11-201)
 REQUIRED: ONE (1) - 19'
 FRONT (EAST): 30'
 FRONT (NORTH): 20'
 FRONT (SOUTH): 20'
 SIDE (WEST): 10'
 SIDE (EAST): 10'
 20. LANDSCAPE MATTERS (11-202)
 FRONT (EAST): 10'
 FRONT (NORTH): 10'
 FRONT (SOUTH): 10'
 REAR (WEST): ADJACENT R-1 = 30'
 REAR (EAST): ADJACENT C-3 = 10'
 21. STRUCTURE HEIGHTS
 FOOD STORE: 20'-11"
 CONVENIENCE STORE: 20'-11"
 CAR WASH: 15'-11"
 22. FLOOR AREA RATIO (1-607)
 PROPOSED: 0.2

23. THE PROPOSED USE SHALL BE OPERATED 24 HOURS A DAY
 24. EXISTING CONVENIENCE STORE TO BE MAINTAINED AND OPERATED AS SUCH. THE PROPOSED CONVENIENCE STORE SHALL BE A PART OF EXISTING RETAIL WALL.
 25. ALL UNDEVELOPED ROAD AREAS:
 26. SOIL TYPE: BARE - BARE
 27. THE PROPOSED USE SHALL BE OPERATED 24 HOURS A DAY
 28. THE LAND SHOWS WETLAND IS PRESENT IN THE AREA OF THIS CONVEYANCE. THE RECORDS OF FAIRFAX COUNTY LOT 7, 8, AND 9, WHICH ARE ADJACENT TO THIS CONVEYANCE, RECORDS WETLAND BOUNDARIES PAGE 774.
 29. THE PROPERTY IS SERVED BY PUBLIC WATER AND SEWER.
 30. THE PROPOSED USE SHALL BE OPERATED 24 HOURS A DAY
 31. THE PROPOSED USE SHALL BE OPERATED 24 HOURS A DAY
 32. THE PROPERTIES SHOWN HEREON DO NOT LIE WITHIN THE BOUNDARIES OF FAIRFAX COUNTY VA. THE PROPERTIES SHOWN HEREON DO NOT LIE WITHIN A RESOURCE PROTECTION AREA OR A COMMUNITY DEVELOPMENT CORRIDOR.
 33. THE PROPOSED USE SHALL BE OPERATED 24 HOURS A DAY
 34. PROPOSED BUILDING LOCATIONS, LANDSCAPING AND PARKING LOT CONFIGURATION IS SUBJECT TO FINAL ENGINEERING.
 35. STORMWATER MANAGEMENT (QUANTITY AND DETENTION) SHALL BE PROVIDED IN ACCORDANCE WITH THE SITE
 36. SLOPS SHALL BE INSTALLED IN ACCORDANCE WITH ARTICLE 17 OF THE ZONING ORDINANCE
 37. SITE LIGHTING SHALL BE INSTALLED IN ACCORDANCE WITH ARTICLE 17, PART 9 OF THE ZONING ORDINANCE.
 38. TRAILBLAZE MARKS AS REQUIRED BY COMMERCIAL PLAN TO BE PROVIDED ALONG STREET FRONTAGE.
 39. CALCULATIONS INCLUDED AS SHEETS C-1 THROUGH C-4 AND ARE SUBJECT TO CHANGE AT THE DISCRETION OF THE ENGINEER.
 40. PROPOSED STREET SCHEME SHOWN ON C-1 THROUGH C-4 IS SUBJECT TO THE APPROVAL OF THE STREETSCAPE DESIGN.
 41. THE PRESERVATION OF EXISTING VEGETATION ON THE PROPERTY IS A CONDITION OF THE SPECIAL EXCEPTION. THE PRESERVATION OF EXISTING VEGETATION IS A CONDITION OF THE SPECIAL EXCEPTION.

GENERAL NOTES

1. LOCATION: SOUTHWEST CORNER OF LOCKHEED BLVD. AND RICHMOND HIGHWAY
2. SITE ADDRESS: 2112 RICHMOND HIGHWAY, FALLS CHURCH, VA 22044
3. TOTAL NUMBER OF LOTS: 2
4. THE ACCOUNT NUMBERS: 082-01-0180 082-01-0181C
5. DEED REFERENCES: BOOK 10000 PAGE 0719
6. PRESENT ZONING: C-3, AC. ORD
7. ADJACENT ZONING: ALL ADJACENT PROPERTIES ARE ZONED C-3, AC. ORD
8. CONVEYANCE: DEED REFERENCE # 082-01-0180
9. PROPOSED USE: COMBINATION SERVICE FOOD STORE AND SERVICE STATION
10. PROPOSED USE: COMBINATION SERVICE FOOD STORE, SERVICE STATION, AND CAR WASH
11. OWNER/APPLICANT: EZION HOLDING CORPORATION, 2125 CALLEJON BLVD., SUITE 100, FALLS CHURCH, VA 22044 (703) 844-2091
12. THE PROPERTIES LOCATED IN THE LEFT INDUSTRIAL DISTRICT



LEGEND
 UNIT OF CLEARING AND GRADING

TOTAL AREA OF CLEARING AND GRADING 112,718.37'² = 1.05 AC.

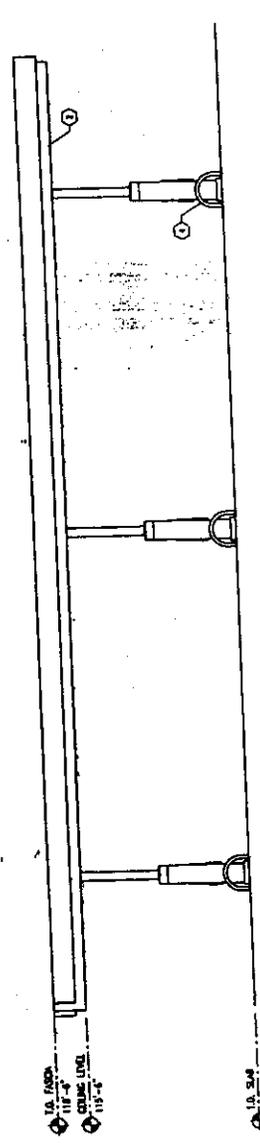
DRAFT - FOR PRELIMINARY USE ONLY

Responsibility
 U.S. Region
 Engineering
 partners
 11200 West 112th Street
 Overland Park, KS 66211
 (913) 241-1100

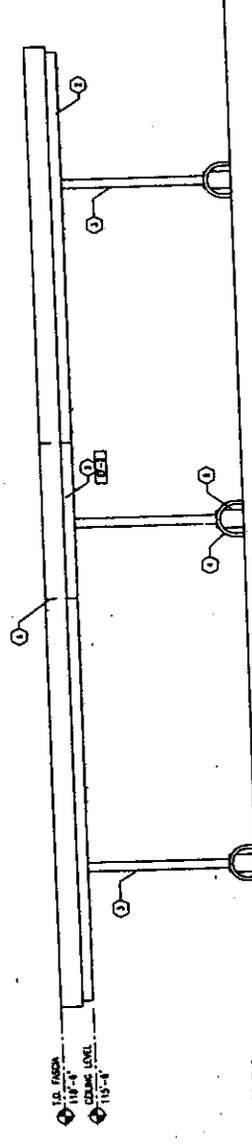
2512 RICHMOND HIGHWAY
 HENRY COUNTY, VIRGINIA
 PROJECT# E 2000 (BEAN TRANSACTION COUNTER)
 CANOPY ELEVATIONS

AS NOTED
 1/4" = 1'-0"
 AUG. 30, 2000
 Preliminary
 XE0554
 C16
 CAN1.0

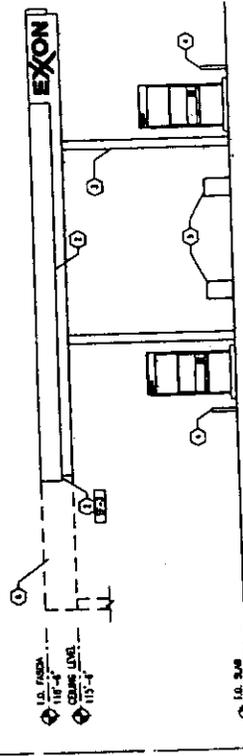
- KEYED NOTES:**
- 1. CUSTOMER PROVIDED FINISH
 - 2. CUSTOMER PROVIDED FINISH
 - 3. CUSTOMER PROVIDED FINISH
 - 4. CUSTOMER PROVIDED FINISH
 - 5. CUSTOMER PROVIDED FINISH
 - 6. CUSTOMER PROVIDED FINISH
 - 7. CUSTOMER PROVIDED FINISH
 - 8. CUSTOMER PROVIDED FINISH
 - 9. CUSTOMER PROVIDED FINISH
 - 10. CUSTOMER PROVIDED FINISH
- EXTERIOR FINISHES**
- 1. ALUMINUM ANODIZED
 - 2. ALUMINUM ANODIZED
 - 3. ALUMINUM ANODIZED
 - 4. ALUMINUM ANODIZED
 - 5. ALUMINUM ANODIZED
 - 6. ALUMINUM ANODIZED
 - 7. ALUMINUM ANODIZED
 - 8. ALUMINUM ANODIZED
 - 9. ALUMINUM ANODIZED
 - 10. ALUMINUM ANODIZED



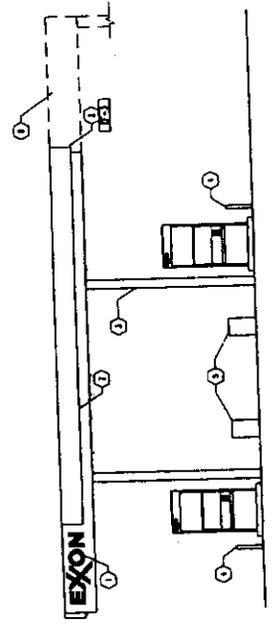
1 FRONT ELEVATION - STREET



2 REAR ELEVATION - STORE



3 LEFT ELEVATION



4 RIGHT ELEVATION

Experimental
 U.S. Department of Justice
 Federal Bureau of Investigation
 Laboratory
 1000 ...
 ...

partners
 ...
 ...

...
 ...
 ...

TRASH ENCLOSURE
 PROJECT # 3000 (REAR TRANSACTION COUNTER)
 ...
 ...

DATE: AUG. 30, 2007
 DRAWN BY: ...
 CHECKED BY: ...
 PROJECT: XE0554
 TR1.0

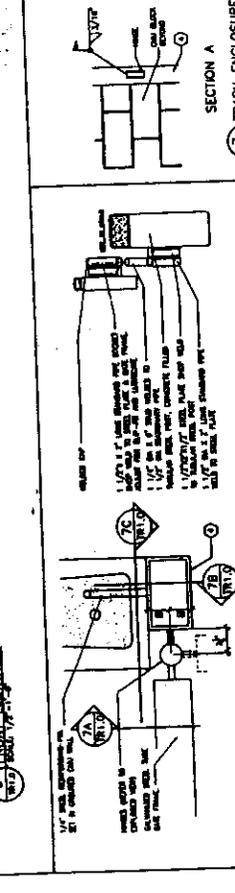
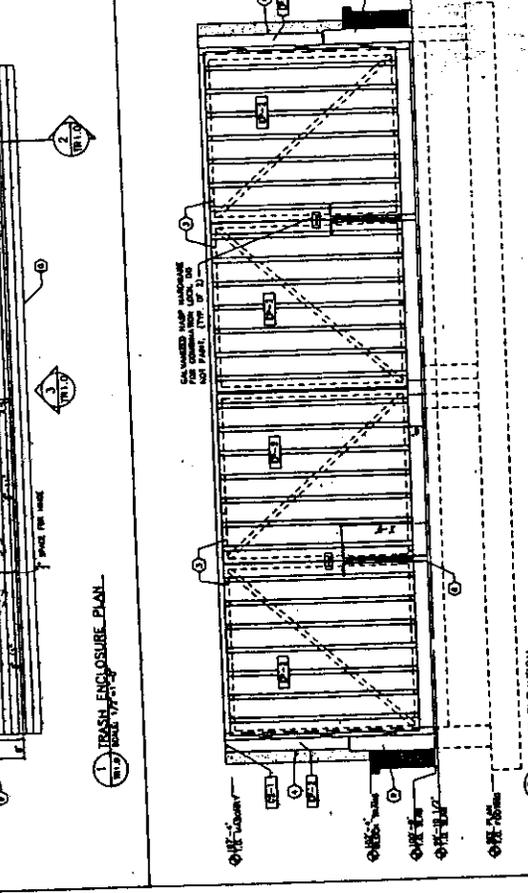
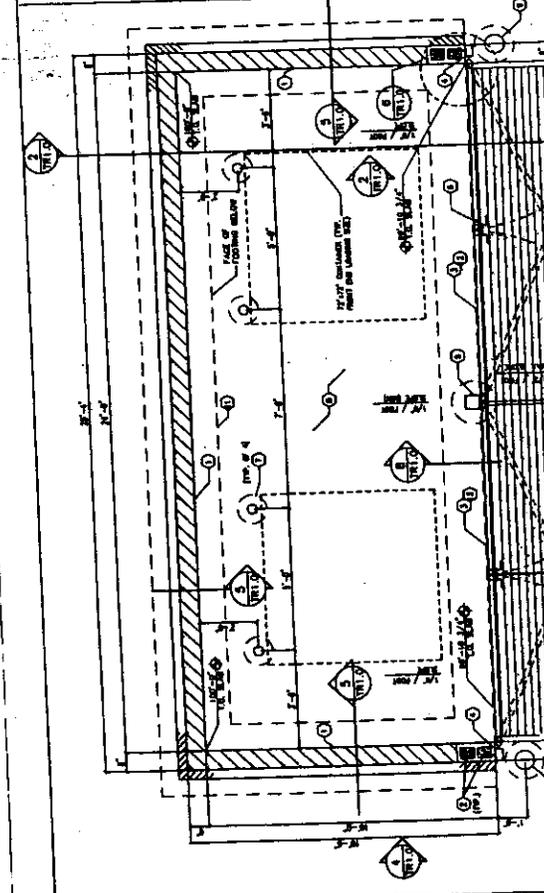
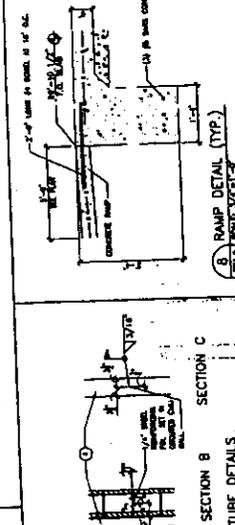
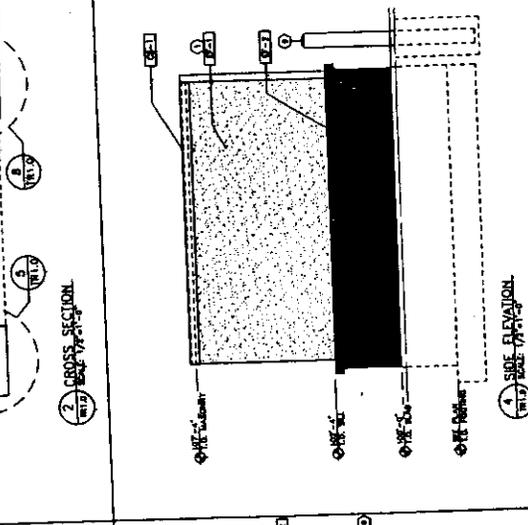
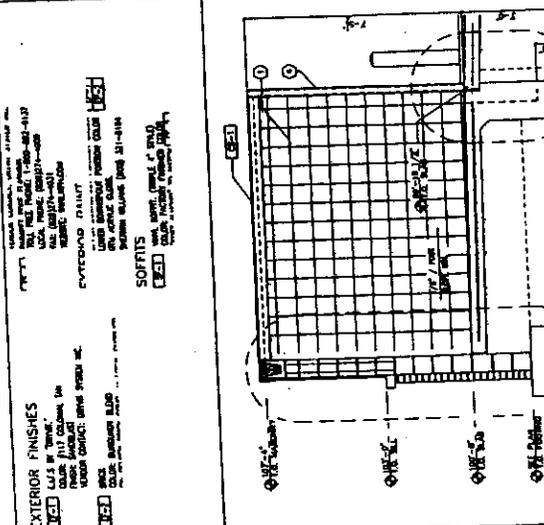
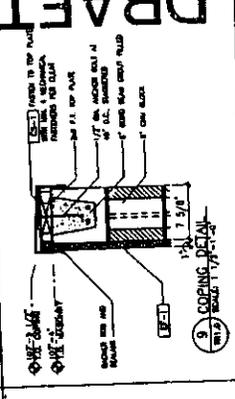
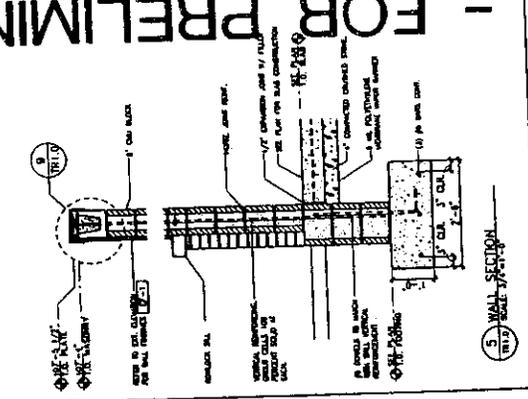
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GENERAL NOTES:

1. ALL SIZES SHALL BE UNLESS OTHERWISE NOTED.
2. ALL MATERIALS SHALL BE APPROVED BY THE ARCHITECT.
3. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND ALL APPLICABLE CODES.
4. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND ALL APPLICABLE CODES.

KEYED NOTES:

1. ...
2. ...
3. ...
4. ...
5. ...
6. ...
7. ...
8. ...
9. ...
10. ...



...
 ...

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

DESCRIPTION OF THE APPLICATION

SEA Proposal:

This application is a request to amend SEA 92-L-005, previously approved for a service station (six fueling stations) and quick-service food store (2181 SF), use to permit a service station (six fueling stations), quick-service food store (3,279 SF), car wash (840 SF), additional land area and site modifications. The subject property is zoned C-8 and located in the Richmond Highway Commercial Revitalization District and the Highway Corridor Overlay District.

Hours of operation:

Service Station & Quick-Service Food Store - 24 hours a day

Car Wash - 8:00 a.m. – 9:00 p.m., seven days a week

Number of Employees: Maximum of 4 per shift

The applicant's affidavit and statement of justification can be found in Appendices 2-3, respectively.

LOCATION AND CHARACTER

Site Description:

The subject property comprises 1.33 acres and is located in Sub-unit A-1 of the Hybla Valley/Gum Springs Community Business Center in the Richmond Highway Corridor. The site is located at the southwest quadrant of the intersection of Richmond Highway and Lockheed Boulevard. Parcel 78D (.833 acres) is currently developed with an existing service station use which includes three gas pump islands, each containing two multi-product dispensers (MPD), covered by a canopy, and a quick service-food store. Parcel 78C (.501 acres) is currently vacant, consisting of wooded area. Access to the site is obtained from Lockheed Boulevard and the service drive along Richmond Highway.

Surrounding Area Description:

SURROUNDING AREA DESCRIPTION			
Direction	Use	Zoning	Plan
North	Service Station	C-8, HC, CRD	Mixed Use
South	Verizon Virginia, Inc.	C-8, HC, CRD	Mixed Use

SURROUNDING AREA DESCRIPTION			
South	Warehouse/Storage	C-8, HC, CRD	Mixed Use
East	Service Station & Car Wash	C-8, HC, CRD	Mixed Use
West	Residential; Single-family detached (Hybla Valley)	R-4, HC	Residential; 3-4 du/acre

BACKGROUND

On January 12, 1971 the Board of Zoning Appeals granted V-225-70 to permit an enclosed commercial storage area attached to the rear of a building 10 ft. closer to the rear property line than permitted by the Ordinance, on 92-4 ((1))78D.

On August 3, 1992, the Board of Supervisors approved SE 92-L-005 subject to the development conditions dated June 25, 1992 to permit a service station with 5 pump stations and a quick-service food store on parcel 92-4 ((1))78D.

On June 6, 1994, the Board of Supervisors approved SEA 92-L-005 subject to the development conditions dated May 26, 1994, to permit renovations to permit 6 pump stations and a quick-service food store on parcel 92-4 ((1))78D.

October 29, 1998, the Board of Supervisors adopted the Richmond Highway Commercial Revitalization District (CRD).

COMPREHENSIVE PLAN PROVISIONS

- Plan Area:** Area IV, Richmond Highway Corridor Area
- Planning District:** Mount Vernon
- Planning Sector:** MV2-Hybla Valley Community
- Plan Map:** Mixed Use
- Plan Text:**

Fairfax County Comprehensive Plan, 2007 Edition Area IV, Mount Vernon Planning District, Amended through 10-23-2006 MV2-Hybla Valley Community Planning Sector Page 110 states:

Richmond Highway Corridor Area

Recommendations and policies for the Richmond Highway Corridor are provided in the Richmond Highway Corridor section of the Plan which addresses land use issues and recommendations for the entire corridor. Recommendations are given in a north to south orientation and include the designated Community Business Centers and

areas between these centers. Community Business Centers in Sector MV2 include the southern portion of Penn Daw, and the western portions of Beacon/Groveton and Hybla Valley/Gum Springs.

HYBLA VALLEY/GUM SPRINGS COMMUNITY BUSINESS CENTER Sub-unit A-1

This area includes parcels bounded by Lockheed Boulevard on the north, Fordson Road on the west and Richmond Highway on the east (Tax Map 92-4((1))77, 77A, 77B, 77C, 78B, 78C and 78D). This land unit is planned for office and/or retail use up to .50 FAR. Parcel consolidation and building orientation toward Richmond Highway or Lockheed Boulevard are encouraged with any development proposal. Development near Fordson Road and the Hybla Valley community should be well screened and buffered.

Title of SEA Plat: 7312 Richmond Highway

Prepared By: The RBA Group

Original and Revision Dates: Dated May 17, 2007
Revised through October 11, 2007

SEA Plat Description:

7312 Richmond Highway	
Sheet #	Description of Sheet
1 of 11	Cover sheet, legend, sheet index, vicinity map
2 of 11	Existing conditions and existing vegetation map
3 of 11	Site layout, general notes, site tabulations
4 of 11	Landscape plan, landscaping schedule, tree cover calculations
5 of 11	Pre-Development Preliminary SWM Concept Plan
6 of 11	Post-Development Preliminary SWM Concept Plan
7 of 11	Photometric Plan
8 of 11	Architectural elevations (quick-service food store – front, left)
9 of 11	Architectural elevations (quick-service food store – rear, right)
10 of 11	Architectural elevations (service station canopy)
11 of 11	Architectural elevations (dumpster enclosure)

Service Station/Car Wash/Quick Service Food Store: The SEA Plat shows the proposed service station/quick service food store structure 3,279 SF in size, located in the eastern portion of the site, and oriented to Richmond Highway. Between Richmond Highway and the service station/quick service food store structure would be a canopy. The canopy would be 19' 7" high and cover six multiple product dispensers (MPD). The 840 SF car wash structure would be located on lot 78C, towards the center of the site. Vehicles seeking to use the car wash would enter the queue in the northwestern corner of the site from the portion of the site containing the service station and quick-service food store (near the Lockheed Blvd. entrance). The SEA Plat depicts a single lane of

stacking spaces to accommodate a queue up for the car wash without blocking any access points to the site. An escape lane is proposed between the car wash and the dumpster enclosure. The loading area and dumpster enclosure is depicted to be located to the west of the escape lane near the entrance to the car wash.

Access: Access to the existing service station and quick-service food store is provided directly from eastbound Lockheed Boulevard and via a service drive along southbound Richmond Highway. No changes are proposed to the exiting points of access to the subject property.

Parking/Stacking/Loading: The minimum required parking required for the service station, car wash, and quick service food store is 23 parking spaces. The SEA Plat depicts 19 parking spaces (17% reduction) pursuant to the maximum 20% parking reduction permitted in the Richmond Highway CRD, including 2 handicapped accessible spaces. Eleven (11) spaces are provided along the front of the quick-service food store, and two parallel parking spaces are shown southeast of the entrance to the quick-service food store along the southern boundary of the site. Four (4) parking spaces are provided just east of the exit from the car wash facility and two spaces are provided next to the vacuums located to the west of the car wash facility. A 15-foot by 25-foot loading area is proposed to the west of the proposed quick service food store structure, abutting the dumpster enclosure. Adequate stacking is provided to accommodate the required 10 stacking spaces per the Zoning Ordinance, for the car wash.

Architecture/Signage: The proposed quick service food store would be brick with an asphalt shingle roof. The only windows would be located on either side of the proposed entrance. Brick pillars would be located at each corner. A gable is proposed on the roof, which would highlight the blue, yellow, and red sign for the quick service food store, which would be located above the store's entrance. Likewise, the architecture for the car wash would mimic the quick service food store, with a large window along the eastern side of the car wash with sign for the car wash above it. In all cases, the rooftop equipment would only be visible from the western end of the structures.

Landscaping: Forty percent (40%) open space is provided. Deciduous street trees (between 2" and 2.5" in caliper) would be provided along a portion of the site's Lockheed Boulevard frontage. A row of deciduous shrubs would be planted between each tree. A row of deciduous shrubs and three Deciduous street trees (between 2" and 2.5" in caliper) are shown within the Richmond Highway right-of-way at the northeast corner of the subject site. Deciduous and ornamental trees are also proposed to be planted along the west side of the car wash facility.

Stormwater Management: The application indicates that on-site Stormwater Management and BMP facilities in the form of an extended dry detention pond in the southwest portion of the site, east of the transitional screening area and west of the travel aisle to the proposed car wash. In addition to that, the dedication of a

Conservation Easement at the southwest corner of the site and the replacement of an existing oil-grit separator with a sand filter at the southeast corner of the site is also shown on the SEA Plat.

ANALYSIS

Land Use Analysis (Appendix 5)

The Comprehensive Plan recommendation for the subject is for Mixed Use development. As noted above, the 1.33 acre subject property is located in Sub-unit A-1, of the Hybla Valley/Gum Springs Community Business Center (CBC), which is within the Richmond Highway Corridor CRD. A gas station and quick service food store currently occupy a portion of the application property. The area for the proposed car wash would expand the land area and intensify these uses at this location, by increasing the size of the quick-service food store from 2,181 SF to 3,279 SF, and adding an 840 SF car wash to the site. The applicants would provide 0.53 acre of open space where the Zoning Ordinance requires a minimum of 0.19 acre of open space. While the Zoning Ordinance requires 23 parking spaces for the proposed uses, the applicants are seeking a 17% reduction in parking as permitted in the CRD and providing 19 spaces for the proposed uses. Building heights would be limited to less than 25 feet for both proposed buildings.

The Comprehensive Plan envisions office/retail uses oriented to Richmond Highway and Lockheed Boulevard in this area. The Plan encourages quality development for the Richmond Highway Corridor and "strongly discourages fast food, car washes and pawn shops" as not being consistent with quality development. The Plan for the Richmond Highway Corridor also recommends reducing adverse impacts, such as noise and glare. The Plan also strongly discourages freestanding uses with drive-through facilities, such as a car wash. The Comprehensive Plan guidance for the Richmond Highway Corridor contains specific guidance for urban design and streetscape design.

The proposed service station with quick service food store and car wash is not in harmony with the land use recommendations of the Comprehensive Plan. The subject application proposes the expansion and intensification of uses explicitly noted to be discouraged for the Richmond Highway Corridor. As noted above, the Plan for the Richmond Highway Corridor recommends reducing adverse impacts such as noise and glare. The Plan also strongly discourages freestanding uses with drive-through facilities, such as a car wash. Additionally, the addition of a drive-through car wash at this location will preclude the logical consolidation of parcels at this location for a use or uses more consistent with those noted in the Plan for this area.

The proposed landscaping is consistent with the streetscape recommendations for the Richmond Highway Corridor, subject to the proposed modifications which are related in part, to transportation issues.

Environmental Analysis (Appendix 5)

This section characterizes the environmental concerns raised by an evaluation of this site and the proposed land use.

Issue: Water Quality

The application proposes the construction of a stormwater management pond on the subject property to address runoff issues. The application also notes that open space provided with this development will exceed that which is required under the Zoning Ordinance substantially.

Resolution:

The proposed measures to meet water quality and quantity control requirements appear to be adequate at this stage. However, there are opportunities with the proposed development to incorporate such elements as planter boxes, porous pavers, and possibly biofiltration areas. Some type of underground detention would also help to offset the existing runoff conditions in this area. Any final determination regarding stormwater management and best management practice measures for the proposed development will be made by staff in the Department of Public Works and Environmental Services (DPWES).

Issue: Lighting

The expansion of the proposed development to the west at this location will result in a significant loss of trees on the subject property. The loss of tree cover coupled with increase paved areas, added lighting and encroachment into the adjacent residential area has raised some concerns regarding on-site lighting. While the applicants will be required to meet the Zoning Ordinance standards for lighting, staff feels that additional measures or commitments may be needed in order to offset any adverse impacts to nearby residences.

Resolution:

Staff feels it is important to provide additional measures to reduce on-site lighting impacts to nearby residents. These measures have been outlined in a development condition proposed by staff to reduce lighting and limit hours for lighting adjacent to those residences.

Transportation Analysis (See Appendix 6)**Issue: Richmond Highway Frontage**

The Comprehensive Plan shows Route 1 (Richmond Highway) to be improved to eight lanes at this location. Right-of-way to 88 feet from centerline is needed to accommodate this improvement.

Resolution:

The SEA Plat shows 10.2 feet of the subject property's Richmond Highway frontage to be dedicated for additional right-of-way. The 10.2 foot dedication would result in a total right-of-way of 88 feet along Richmond Highway to meet the amount needed to accommodate the future road improvements.

Issue: Richmond Highway Service Drive Waiver

The applicant requests a waiver of the service drive requirement.

Resolution:

An 18.5 foot public access easement (D.B. 9222 PG. 1184) exists along the eastern boundary of the subject site and is shown on the SEA Plat. Additionally the application proposes a 10.2 foot right-of-way dedication along the eastern boundary of the subject site; therefore, staff does not have an objection to a waiver of the service drive requirement.

Issue: Bus Shelter

Fairfax County Department of Transportation staff has recommended that a bus shelter be provided along the sidewalk along the existing service drive located southeast of the subject property, along the southbound side of Richmond Highway.

Resolution:

Staff has proposed a development condition requiring the applicant to provide a bus shelter along the sidewalk along the existing service drive located southeast of the subject property in consultation with the Fairfax County Department of Transportation. With the adoption of that development condition, this issue will be resolved.

Stormwater Management Analysis (Appendix 7)**Issue: Best Management Practices (BMP)**

The applicant is required to incorporate best management practices (BMP) into the development plan which achieve a 40% phosphorous removal efficiency, as proposed improvements are considered "development" under the CBPO.

Resolution:

The SEA Plat shows an extended dry detention pond, dedication of a Conservation Easement and replacement of an existing oil-grit separator with a sand filter in an effort to meet the water quality control requirements for the subject site. Final determination on the proposed BMP facilities shall be made by DPWES at the time of Site Plan review.

Issue: Adequate Outfall

An Outfall Narrative must be provided which describes the condition of the Site outfall channel in terms of stability and capacity, along with each site outfall downstream to a point where the watershed is at least 100 times the contributing site size or 1 square mile per Sect. 9-011 of the Zoning Ordinance. The descriptions on sheet 6 of the SEA Plat do not meet the requirements of providing a description of the site outfalls.

Resolution:

An adequate Outfall Narrative had not been provided by the applicant. Staff has proposed a development condition to ensure that all adequate outfall requirements must be met at the time of site plan review and if any modifications are required that are not in substantial conformance with the SEA Plat, a Special Exception Amendment will be required. With the adoption of that development condition, this issue will be resolved.

ZONING ORDINANCE PROVISIONS (See Appendix 7)

Bulk Standards (C-8 CRD)		
Standard	Required	Provided
Lot Size	40,000 square feet	57,934 square feet (1.33 acres)
Lot Width	200 feet	123.77 (Richmond Hwy) 192.60 (Lockheed Blvd.) 117.90 (Fordson Rd.)
Building Height	50 feet*	20' 11"
Front Yard (North)	20 feet*	58.7'
Front Yard (East)	20 feet	137'
Front (West)	20 feet	68.8'
Side Yard (South)	N/A	10'
FAR	0.50	.07
Open Space	15%	40%
Parking Spaces	23 spaces – 20% = 19 spaces	19 spaces
Transitional Screening		
North	N/A	None
East	N/A	None
South	N/A	None

Bulk Standards (C-8 CRD)		
Standard	Required	Provided
West	TS 3 (50 feet)	70 feet
Barrier		
North	N/A	None
East	N/A	None
South	N/A	None
West	E, F, or G	F (6 foot high solid wood)

*** Richmond Highway CRD Standards**

According to the Bulk Standards Chart, this application does not meet the minimum lot area, and lot width requirements of the district. However, Par. 2 of Sect 2-405 of the Zoning Ordinance, entitled "Permitted Reduction in Lot Size Requirements for Certain Existing Lots" states that a lot that met the requirements of the Zoning Ordinance in effect at the time of recordation may be used for any use permitted in the zoning district in which located under this Ordinance, even though such lot does not meet the current minimum district size, lot area, lot width and/or shape factor requirements of the district provided all other Zoning Ordinance requirements are met. A waiver of the minimum lot width requirement is not required since the subject parcels have not been subdivided since the adoption of the current Zoning Ordinance and met the requirements of the Zoning Ordinance at that time.

Waivers and Modifications:

Modification of Transitional Screening along the western property line:

Transitional Screening 3 (a 50 foot wide landscaped open space strip) is required between along the property's western property line, where the site abuts the single-family detached dwellings. The applicant is seeking a modification of the transitional screening requirement.

Par. 2 of Sect. 13-304 of the Zoning Ordinance states that "Transitional screening may be modified where the building, a barrier and/or the land between that building and the property line has been specifically designed to minimize adverse impact through a combination of architectural and landscaping techniques."

The transitional screening requirement along the site's Fordson Road Street frontage consist of an unbroken strip of open space a minimum of 50 feet with specified plantings. The SEA Plat depicts a strip of open space a minimum of approximately 70 feet consisting of the existing vegetation on the subject site, which is 20 feet greater than the buffer area required. Therefore, staff supports the requested waiver.

Modification of Streetscape Guidelines:

The Comprehensive Plan guidance for the Richmond Highway Corridor contains specific guidance for urban design and streetscape design. The applicant has requested a modification of the streetscape guidelines in favor of that shown on sheet 4 of the SEA Plat.

Staff feels that the proposed landscaping is consistent with the streetscape recommendations for the Richmond Highway Corridor, subject to the proposed modifications which are related, in part, due to transportation issues. Therefore staff has no objections to the approval of this modification request.

OTHER ZONING ORDINANCE REQUIREMENTS:**Special Exception Requirements (Appendix 8)**General Special Exception Standards (Sect. 9-006)

General Standards 1 and 2 require that the proposed use be in harmony with the adopted Comprehensive Plan and be in harmony with the general purpose and intent of the applicable zoning district regulations. As discussed previously, the proposed gas station with quick service food store and car wash is not in harmony with the land use recommendations of the Comprehensive Plan. The subject application proposes the expansion and intensification of uses explicitly noted to be discouraged for the Richmond Highway Corridor. The Plan for the Richmond Highway Corridor recommends reducing adverse impacts such as noise and glare. The Plan also strongly discourages freestanding uses with drive-through facilities, such as a car wash. Additionally, the addition of a drive-through car wash at this location will preclude the logical consolidation of parcels at this location for a use or uses more consistent with those noted in the Plan for this area. Therefore, this standard has not been met.

General Standards 3 and 4 require that the proposed use will be harmonious with and will not adversely affect the use or development of neighboring properties in accordance with the applicable zoning district regulations and the adopted Comprehensive Plan, and that pedestrian and vehicular traffic associated with the use will not create hazards or conflict with the existing and anticipated traffic in the neighborhood. Staff believes that the addition of a drive-through car wash at this location will preclude the logical consolidation of parcels at this location to allow for development of the properties in a manner more consistent with those noted in the Plan for this area. Therefore, this standard has not been met.

General Standard 5 requires that landscaping and screening be in accordance with the provisions of Article 13. The Landscaping plan submitted with the SEA Plat is in conformance with Zoning Ordinance standards. The Applicant requests a modification of the transitional screening requirement along the western lot line, to allow existing conditions to continue. The landscape buffer along the western

property line is greater than the buffer required per Sect. 13 of the Zoning Ordinance; therefore, staff believes this condition has been met.

General Standards 6, 7 and 8 require that open space, adequate utilities, drainage, signage, parking and loading spaces to be regulated in accordance with the Zoning Ordinance; however, the Board of Supervisors may impose more strict requirements for a given use than those set forth in this Ordinance. The minimum required parking required for the service station, car wash, and quick service food store is 23 parking spaces. The applicant proposes 19 parking spaces pursuant to the 20% parking reduction permitted in the Richmond Highway CRD, including 2 handicapped accessible spaces. A 15-foot by 25-foot loading area is proposed to the west of the proposed quick service food store. Adequate stacking is provided to accommodate the required 10 stacking spaces per the Zoning Ordinance, for the car wash. The application indicates that on-site Stormwater Management and BMP facilities in the form of an extended dry detention pond, dedication of a Conservation Easement and replacement of an existing oil-grit separator with a sand filter will be provided to meet the detention and water quality requirements. Therefore, staff believes this condition has been met.

Category 5 Standards (Sect. 9-503)

Standard 1 states that except as qualified in the following Sections, all uses shall comply with the lot size and bulk regulations of the zoning district in which located. The application meets the lot size and bulk requirements for the C-8 District, therefore this standard has been met.

Standard 2 states that all uses shall comply with the performance standards specified for the zoning district in which located, including the submission of a sports illumination plan or photometric plan as may be required by Part 9 of Article 14. Par. 1 of Sect. 14-903 of the Zoning Ordinance states that service station and service station/mini-mart canopy lighting shall not exceed a maintained lighting level of thirty (30) footcandles under the canopy as measure horizontally at grade. The applicant's photometric plan (Sheet C-7 of the SEA Plat) depicts that the lighting for the existing service station canopy exceeds thirty (30) footcandles and therefore does not satisfy this requirement.

Standard 3 states that before establishment, all uses, including modifications or alterations to existing uses, shall be subject to the provisions of Article 17, Site Plans. Staff has proposed a development condition to ensure that this Special Exception will be subject to the provisions of Article 17. With the implementation of this condition, this standard is satisfied.

Additional Standards for Automobile-Oriented uses, Car Washes, Drive In Banks, Drive-Through Pharmacies, Fast Food Restaurants, Quick Service Food Stores, Service Stations, and Service Stations/Mini-Marts (Sect. 9-505)

Additional Standard 1(A) states that such use shall have the same architectural features on all sides or shall be architecturally compatible with the building group or neighborhood with which it is associated. The applicant has provided

architecture for the proposed structures, which shows that all of the structures within the development will have similar architecture. However the architectural plans are show to be drafts, for preliminary use only. Staff has proposed a develop condition to ensure that the architecture for the building, car wash, and canopy shall be in substantial conformance with that shown on the SEA Plat.

With the implementation of the staff-proposed development condition, staff believes that this standard has been satisfied.

Additional Standard 1(B) states that such use shall be designed so that pedestrian and vehicular circulation is coordinated with that on adjacent properties. The pedestrian and vehicular circulation proposed with this application is consistent with the circulation previously approved with SEA 92-L-005. There are no changes proposed to the location of the access from Lockheed Boulevard and Richmond Highway. An existing four-foot wide concrete sidewalk is located along the site's Lockheed Boulevard frontage. An existing service drive with sidewalk is located along Richmond Highway to provide pedestrian and vehicular access between the subject site and adjacent properties to the south. Staff believes that this standard has been satisfied.

Additional Standard 1(C) states that the site shall be designed to minimize the potential for movement conflicts and to facilitate safe and efficient on-site circulation. Parking and stacking spaces shall be provided and located in such a manner as to facilitate safe and convenient vehicle pedestrian access to all uses on the site. As noted earlier, access to the existing service station and quick-service food store is provided from eastbound Lockheed Boulevard and southbound Richmond Highway. No changes are proposed to the exiting point of access to the subject property. The minimum required parking required for the service station, car wash, and quick service food store is 23 parking spaces. The applicant proposes 19 parking spaces pursuant to the 20% parking reduction permitted in the Richmond Highway CRD, including 2 handicapped accessible spaces. Eleven (11) spaces are provided along the front of the quick-service food store, and two parallel parking spaces are shown southeast of the entrance to the quick-service food store along the southern boundary of the site. Four (4) parking spaces are provided just east of the exit from the car wash facility and two spaces are provided next to the vacuums located to the west of the car wash facility. A 15-foot by 25-foot loading area is proposed to the west of the proposed quick service food store. Adequate stacking is provided to accommodate the required 10 stacking spaces per the Zoning Ordinance, for the car wash. Sixteen (16) spaces are provided along the site's Lorton Market Street frontage. As noted earlier, 18 stacking spaces are provided for the proposed car wash. Finally, a loading zone is proposed to the west of the service station/quick service food store structure, abutting the dumpster enclosure. With the provisions described above, staff believes that this standard has been satisfied.

Additional Standard 1(D) states that in reviewing such a use or combination of uses, it shall be determined that the lot is of sufficient area and width to accommodate the use and that any such use will not adversely affect any nearby existing or planned residential areas as a result of the hours of operation, noise

generation, parking, glare or other operational factors. This application does not meet the minimum lot area, and lot width requirements of the district. However, Par. 2 of Sect 2-405 of the Zoning Ordinance, entitled "Permitted Reduction in Lot Size Requirements for Certain Existing Lots" states that a lot that met the requirements of the Zoning Ordinance in effect at the time of recordation may be used for any use permitted in the zoning district in which located under this Ordinance, even though such lot does not meet the current minimum district size, lot area, lot width and/or shape factor requirements of the district provided all other Zoning Ordinance requirements are met. A waiver of the minimum lot width requirement is not required since the subject parcels have not been subdivided since the adoption of the current Zoning Ordinance and met the requirements of the Zoning Ordinance at that time.

The Environmental Analysis section of this report noted that the expansion of the proposed development to include parcel 78D will result in a significant loss of trees on the subject property. The loss of tree cover coupled with increase paved areas, added lighting and encroachment into the adjacent residential area has raised some concerns regarding on-site lighting. As such, staff believes that the proposed uses may adversely affect any nearby existing residential areas; therefore this standard has not been met.

Additional Standard 1(E) states that there shall be no outdoor storage or display of goods offered for sale except for the outdoor storage or display of goods permitted at a service station or service station/mini-mart. Staff has proposed a development condition to ensure that there will be no outdoor storage or display of goods offered for sale; therefore this standard has been met.

Additional Standard 4(B) states that in the C-8 District, service stations and service station/mini-marts shall not be used for the performance of major repairs, and shall not include the outdoor storage of more than four (4) abandoned, wrecked, or inoperable vehicles on the site for more than seventy-two (72) hours, subject to the limitation that there shall be no dismantling, wrecking or sale of said vehicles or parts thereof. In addition, in no event shall any one (1) abandoned, wrecked, or inoperable vehicle be stored outdoors for a period exceeding seventy-two (72) hours. With the implementation of the staff-proposed development condition to address uses identified above, this standard will be satisfied.

Additional Standards for 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)

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, fast food restaurant, quick-service food store, service station, or service station/mini-mart in a Highway Corridor Overlay District, but only in accordance with the provisions of Part 6 of Article 7.

Highway Corridor Overlay District Special Exception Uses (Sect. 7-607)

This section states that all uses permitted by special exception in the underlying zoning district(s) are permitted with certain exceptions. The uses proposed with this application are permitted by special exception; therefore this standard has been satisfied.

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. The pedestrian and vehicular circulation proposed with this application is consistent with the circulation previously approved with SEA 92-L-005. There are no changes proposed to the location of the access from Lockheed Boulevard and Richmond Highway. An existing four-foot wide concrete sidewalk is located along the site's Lockheed Boulevard frontage. An existing service drive with sidewalk is located along Richmond Highway to provide pedestrian and vehicular access between the subject site and adjacent properties to the south; therefore this standard has been satisfied.

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. Access to the existing service station and quick-service food store is provided from eastbound Lockheed Boulevard and southbound Richmond Highway. No changes are proposed to the exiting point of access to the subject property. The transportation measures proposed with this application will not impeded traffic on Lockheed Boulevard or Richmond Highway; therefore this standard is satisfied.

Paragraph 1C requires that there be no outdoor storage or display of goods offered for sale. As noted earlier, staff has proposed a development condition to ensure that there will be no outdoor storage or display of goods offered for sale; therefore this standard has been met.

Paragraph 4 states that where the underlying district is C-8, Service stations shall not be used for the performance of major repairs, and shall not include the outdoor storage of more than four (4) abandoned, wrecked or inoperable vehicles on the site for more than seventy-two (72) hours subject to the limitation that there shall be no dismantling, wrecking or sale of said vehicles or parts thereof. In addition, in no event shall any one (1) abandoned, wrecked, or inoperable vehicle be stored outdoors for a period exceeding seventy-two (72) hours. As noted earlier, with the implementation of the staff-proposed development condition to address uses identified above, this standard will be satisfied.

CONCLUSIONS AND RECOMMENDATIONS

Staff Conclusions

The 1.33 acre subject property is located in Sub-unit A-1, of the Hybla Valley/Gum Springs Community Business Center (CBC), which is within the Richmond Highway Corridor CRD. A gas station and quick service food store currently occupy a portion of the application property. The area for the proposed car wash would expand the land area and intensify these uses at this location.

The Comprehensive Plan envisions office/retail uses oriented to Richmond Highway and Lockheed Boulevard in this area. The Plan encourages quality development for the Richmond Highway Corridor and "strongly discourages fast food, car washes, and pawn shops" as not being consistent with quality development. The Plan for the Richmond Highway Corridor also recommends reducing adverse impacts, such as noise and glare. The Plan also strongly discourages freestanding uses with drive-through facilities, such as a car wash.

The subject application proposes the expansion and intensification of uses explicitly noted to be discouraged for the Richmond Highway Corridor. Additionally, the addition of a drive-through car wash at this location will preclude the logical consolidation of parcels at this location for a use or uses more consistent with those noted in the Plan for this area.

The Environmental Analysis section of this report noted that the expansion of the proposed development to include parcel 78D will result in a significant loss of trees on the subject property. The loss of tree cover coupled with increase paved areas, added lighting and encroachment into the adjacent residential area has raised some concerns regarding on-site lighting. Additionally, the issue of adequate outfall still remains unresolved with this application.

For these reasons, staff finds that the application not in harmony with the Comprehensive Plan and not in conformance with applicable Zoning Ordinance provisions.

Staff Recommendations

Staff recommends denial of SEA 95-L011. However, if it is the intent of the Board of Supervisors to approve SE 2005-LE-013, staff recommends that the approval be made subject to the development conditions contained in Appendix 1.

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.

The approval of this application does not interfere with, abrogate or annul any easements, covenants, or other agreements between parties, as they may apply to the property subject to this application.

APPENDICES

1. Proposed Development Conditions
2. Affidavit
3. Statement of Justification
4. Previously Approved Development Conditions SEA 92-L-005
5. Land Use & Environmental Analysis
6. Transportation Analysis
7. Stormwater Management Analysis
8. Zoning Ordinance Provisions
9. Glossary of Terms

DEVELOPMENT CONDITIONS

SEA 92-L-005-02

October 25, 2007

If it is the intent of the Board of Supervisors to approve SEA 92-L-005-02 located at Tax Map 92-4((1)) 78C & 78D (7312 Richmond Highway) for use as a car wash, service station and a quick-service food store pursuant to Sect. 4-804, Sect. 7-607, and Sect. A7-409 of the Fairfax County Zoning Ordinance, the staff recommends that the Board condition the approval by requiring conformance with the following development conditions which supercede all previous conditions for the subject property. Previously approved conditions or those with minor modifications are marked with an asterisk (*).

1. This Special Exception Amendment is granted for and runs with the land indicated in this application and is not transferable to other land.*
2. This Special Exception Amendment is granted only for the purpose(s), structure(s) and/or use(s) indicated on the Special Exception Amendment plat approved with the application, as qualified by these development conditions.*
3. This Special Exception Amendment 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 Amendment shall be in substantial conformance with the approved Special Exception Plat entitled "7312 Richmond Highway," prepared by The RBA Group, consisting of 11 sheets dated May 17, 2007 as revised through October 11, 2007, and these conditions. Minor modifications to the approved Special Exception Amendment may be permitted pursuant to Par. 4 of Sect. 9-004 of the Zoning Ordinance.
4. A copy of these special exception conditions shall be posted in a conspicuous place, and made available to the public and all departments of the County of Fairfax during hours of operation.
5. Architecture for the building, car wash, and canopy shall be in substantial conformance with that shown on the SE Plat.
6. Unless waived or modified by DPWES, SWM/BMPs shall be provided on-site in accordance with Public Facilities Manual requirements. A sand filter shall be installed as shown on the SEA Plat, as determined by DPWES. In the event DPWED determines that a sand filter is not deemed the most appropriate option, the applicant will pursue other alternative measures as prescribed by DPWES. If the measures prescribed by DPWES are not in substantial conformance with the SEA Plat, an amendment to the SEA is required.

APPENDIX 1

7. An Outfall Narrative shall be provided in accordance with Article 9 of the Zoning Ordinance to DPWES for review and approval at the time of Site Plan review.
8. A bus shelter shall be provided by the applicant along the existing sidewalk along the service drive located along the Richmond Highway frontage of the property, in consultation with the Fairfax County Department of Transportation.
9. The maximum number of employees shall be limited to four (4) per shift.
10. A landscape plan shall be submitted as part of the first and all subsequent submissions of the site plan and shall be reviewed and approved by Urban Forest Management. The plan shall provide for landscaping consistent in quality and quantity with that shown on the SE Plat.
11. Right-of-way up to thirty-five (35) feet from the centerline of Lockheed Boulevard along the Lockheed Boulevard frontage of the site shall be dedicated to the Board of Supervisors, in fee simple, at the time of site plan approval or within sixty (60) days upon demand by DPWES or VDOT, whichever occurs first. All ancillary easements along the Lockheed Boulevard frontage of the site shall be conveyed to the Board of Supervisors at the time of site plan approval or within sixty (60) days upon demand by DPWES or VDOT, whichever occurs first.*
12. Right-of-way up to eighty-eight (88) feet from the centerline of Richmond Highway along the entire Richmond Highway frontage of the site shall be dedicated to the Board of Supervisors, in fee simple, at the time of site plan approval or within sixty (60) days upon demand by DPWES or VDOT, whichever occurs first. All ancillary easements along the Richmond Highway frontage of the site shall be conveyed to the Board of Supervisors at the time of site plan approval or within sixty (60) days upon demand by DPWES or VDOT, whichever occurs first.*
13. Trash dumpsters shall be screened with wood or masonry enclosures.
14. All litter and debris shall be removed from the applicant property on a daily basis.
15. There shall be no display, selling, storing, rental, leasing or repairing of automobiles, trucks, trailers, recreational vehicles, lawn mowers, or the like. No outdoor storage shall be permitted on-site.
16. All lighting shall conform to the provisions of Part 9 of Article 14 of the Zoning Ordinance. Outdoor lighting fixtures shall not exceed 16 feet in height, shall be of low intensity design and shall focus directly onto the subject property. All sign and canopy illumination shall be provided internally or through down-lighting.

APPENDIX 1

17. There shall be no major mechanical or body work, repair of transmissions and differentials, straightening of body parts, painting, welding or other similar work performed on vehicles as part of this use. Vehicle light service establishments shall not be permitted as an ancillary use.
18. Off-street parking for the car wash, service station, and quick-service food store uses shall be provided on-site in accordance with Article 11 of the Zoning Ordinance.
19. Abandoned, wrecked, or inoperable vehicle shall not be stored outdoors for a period exceeding seventy-two (72) hours.
20. All signage shall meet the requirements of Article 12 of the Zoning Ordinance.
21. Temporary promotional banners, balloons, flags, or rooftop displays shall not be permitted on site. No promotional signage shall be permitted on any light poles; however, this shall not preclude the display of seasonal banners.
22. The service station shall consist of a maximum of six (6) fueling stations as shown on the SEA Plat.
23. Hours of operation for the car wash shall be limited to 8:00 a.m. – 9:00 p.m. seven days a week.
24. The car wash shall be equipped to capture at least 80% of the wastewater associated with a single cycle of the car wash operation. All wastewater discharged from the car wash shall be discharged to the sanitary sewer system.
25. To ensure protection of groundwater quality, all existing and future underground storage tanks on the site shall be maintained or installed in accordance with current federal, state, and local regulations as may be determined by the State Water Quality Control Board, DPWES, and the Fire and Rescue Department.

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 Amendment shall not be valid until this has been accomplished.

APPENDIX 1

Pursuant to Section 9-015 of the Zoning Ordinance, this Special Exception Amendment 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 Amendment. 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.

SPECIAL EXCEPTION AFFIDAVIT

DATE: September 25, 2007
 (enter date affidavit is notarized)

I, Lynne J. Strobel, attorney/agent, do hereby state that I am an
 (enter name of applicant or authorized agent)

(check one) applicant
 applicant's authorized agent listed in Par. 1(a) below 96361a

in Application No.(s): SEA 92-L-005-2
 (enter County-assigned application number(s), e.g. SE 88-V-001)

and that, to the best of my knowledge and belief, the following information is true:

1(a). The following constitutes a listing of the names and addresses of all **APPLICANTS, TITLE OWNERS, CONTRACT PURCHASERS, and LESSEES** of the land described in the application,* and, if any of the foregoing is a **TRUSTEE,**** each **BENEFICIARY** of such trust, and all **ATTORNEYS** and **REAL ESTATE BROKERS**, and all **AGENTS** who have acted on behalf of any of the foregoing with respect to the application:

(NOTE: All relationships to the application listed above in **BOLD** print are to be disclosed. Multiple relationships may be listed together, e.g., **Attorney/Agent, Contract Purchaser/Lessee, Applicant/Title Owner**, etc. For a multiparcel application, list the Tax Map Number(s) of the parcel(s) for each owner(s) in the Relationship column.)

NAME (enter first name, middle initial, and last name)	ADDRESS (enter number, street, city, state, and zip code)	RELATIONSHIP(S) (enter applicable relationships listed in BOLD above)
Exxon Mobil Corporation Agents: W.P. Crowe Dave N. O'Toole	3225 Gallows Road Fairfax, Virginia 22037-0001	Applicant/Title Owner of Tax Map 92-4 ((1)) 78C and 78D
CB Richard Ellis Real Estate Services, Inc. Agent: Tyler J. Paytas	c/o Exxon Mobil Corporation 3225 Gallows Road Fairfax, Virginia 22037-0001	Agent for Applicant/Title Owner
The RBA Group, Inc. Agents: Andrew J. Kaufmann Jerry C. Eastridge James R. Lapadula C. Kevin Liang	7164 Columbia Gateway Drive, #205 Columbia, Maryland 21046	Engineer/Agent

(check if applicable) There are more relationships to be listed and Par. 1(a) is continued on a "Special Exception Attachment to Par. 1(a)" form.

* In the case of a condominium, the title owner, contract purchaser, or lessee of 10% or more of the units in the condominium.

** List as follows: Name of trustee, Trustee for (name of trust, if applicable), for the benefit of: (state name of each beneficiary).

Special Exception Attachment to Par. 1(a)

DATE: September 25, 2007
(enter date affidavit is notarized)

96361a

for Application No. (s): SEA 92-L-005-2
(enter County-assigned application number (s))

(NOTE: All relationships to the application are to be disclosed. Multiple relationships may be listed together, e.g., Attorney/Agent, Contract Purchaser/Lessee, Applicant/Title Owner, etc. For a multiparcel application, list the Tax Map Number(s) of the parcel (s) for each owner(s) in the Relationship column.)

NAME (enter first name, middle initial, and last name)	ADDRESS (enter number, street, city, state, and zip code)	RELATIONSHIP(S) (enter applicable relationships listed in BOLD above)
Walsh, Colucci, Lubeley, Emrich & Walsh, P.C. Agents: Martin D. Walsh Lynne J. Strobel Timothy S. Sampson M. Catharine Puskar Jason B. Heinberg Abby C. Denham Tara E. Wiedeman Blair A. Lonergan (former) Sara V. Mariska Elizabeth D. Baker Inda E. Stagg Kara M. Whisler Megan C. Shilling Elizabeth A. McKeeby	2200 Clarendon Boulevard 13th Floor Arlington, Virginia 22201	Attorneys/Planners/Agent
M.J. Wells & Associates, LLC Agents: Robin L. Antonucci William F. Johnson	1420 Spring Hill Road, Suite 600 McLean, Virginia 22102	Transportation Consultant/Agent
Polysonics Corp. Agent: Darshit Joshi (nmi)	5115 MacArthur Boulevard, NW Washington, DC 20016	Noise Consultant/Agent

(check if applicable)

There are more relationships to be listed and Par. 1(a) is continued further on a "Special Exception Attachment to Par. 1(a)" form.

SPECIAL EXCEPTION AFFIDAVIT

DATE: September 25, 2007
(enter date affidavit is notarized)

96361a

for Application No. (s): SEA 92-L-005-2
(enter County-assigned application number(s))

1(b). The following constitutes a listing*** of the **SHAREHOLDERS** of all corporations disclosed in this affidavit who own 10% or more of any class of stock issued by said corporation, and where such corporation has 10 or less shareholders, a listing of all of the shareholders:

(NOTE: Include SOLE PROPRIETORSHIPS, LIMITED LIABILITY COMPANIES, and REAL ESTATE INVESTMENT TRUSTS herein.)

CORPORATION INFORMATION

NAME & ADDRESS OF CORPORATION: (enter complete name and number, street, city, state, and zip code) Exxon Mobil Corporation
3225 Gallows Road
Fairfax, Virginia 22037-0001

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF SHAREHOLDERS: (enter first name, middle initial and last name)
Publicly traded.

(check if applicable) There is more corporation information and Par. 1(b) is continued on a "Special Exception Affidavit Attachment 1(b)" form.

*** All listings which include partnerships, corporations, or trusts, to include the names of beneficiaries, must be broken down successively until: (a) only individual persons are listed or (b) the listing for a corporation having more than 10 shareholders has no shareholder owning 10% or more of any class of stock. *In the case of an APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE* of the land that is a partnership, corporation, or trust, such successive breakdown must include a listing and further breakdown of all of its partners, of its shareholders as required above, and of beneficiaries of any trusts. Such successive breakdown must also include breakdowns of any partnership, corporation, or trust owning 10% or more of the APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE* of the land. Limited liability companies and real estate investment trusts and their equivalents are treated as corporations, with members being deemed the equivalent of shareholders; managing members shall also be listed.* Use footnote numbers to designate partnerships or corporations, which have further listings on an attachment page, and reference the same footnote numbers on the attachment page.

Special Exception Attachment to Par. 1(b)

DATE: September 25, 2007
(enter date affidavit is notarized)

96361a

for Application No. (s): SEA 92-L-005-2
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

The RBA Group, Inc.
7164 Columbia Gateway Drive, #205
Columbia, Maryland 21046

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)

James R. Gage
William Garro (nmi)

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

Walsh, Colucci, Lubeley, Emrich & Walsh, P.C.
2200 Clarendon Boulevard, 13th Floor
Arlington, Virginia 22201

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)

David J. Bomgardner, E. Andrew Burcher,	J. Randall Minchew, M. Catharine Puskar,
Thomas J. Colucci, Peter M. Dolan, Jr., Jay	John E. Rinaldi, Lynne J. Strobel, Garth M.
du Von, Jerry K. Emrich, William A.	Wainman, Nan E. Walsh, Martin D. Walsh
Fogarty, John H. Foote, H. Mark Goetzman,	
Bryan H. Guidash, Michael D. Lubeley,	

(check if applicable) There is more corporation information and Par. 1(b) is continued further on a "Special Exception Attachment to Par. 1(b)" form.

Special Exception Attachment to Par. 1(b)

DATE: September 25, 2007
(enter date affidavit is notarized)

963 61 a

for Application No. (s): SEA 92-L-005-2
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
CB Richard Ellis Real Estate Services, Inc. c/o Exxon Mobil Corporation
3225 Gallows Road
Fairfax, Virginia 22037-0001

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)
Publicly traded on NYSE.

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
M.J. Wells & Associates, LLC
1420 Spring Hill Road, Suite 600
McLean, Virginia 22102

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)
M.J. Wells & Associates, Inc., Sole Member

(check if applicable) There is more corporation information and Par. 1(b) is continued further on a "Special Exception Attachment to Par. 1(b)" form.

Special Exception Attachment to Par. 1(b)

DATE: September 25, 2007
(enter date affidavit is notarized)

96361a

for Application No. (s): SEA 92-L-005-2
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

M.J. Wells & Associates, Inc.
1420 Spring Hill Road, Suite 600
McLean, Virginia 22102

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)

M.J. Wells & Associates, Inc. Employee
Stock Option Trust. All employees are
eligible plan participants; however, no one
employee owns more than 1% of any class
of stock.

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

Polysonics Corp.
5115 MacArthur Boulevard, NW
Washington, DC 20016

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)

Gordon E. Jacobs
Denise A. Jacobs

(check if applicable) There is more corporation information and Par. 1(b) is continued further on a "Special Exception Attachment to Par. 1(b)" form.

SPECIAL EXCEPTION AFFIDAVIT

DATE: September 25, 2007
(enter date affidavit is notarized)

96361a

for Application No. (s): SEA 92-L-005-2
(enter County-assigned application number(s))

1(c). The following constitutes a listing*** of all of the PARTNERS, both GENERAL and LIMITED, in any partnership disclosed in this affidavit:

PARTNERSHIP INFORMATION

PARTNERSHIP NAME & ADDRESS: (enter complete name, and number, street, city, state, and zip code)
None

(check if applicable) [] The above-listed partnership has no limited partners.

NAMES AND TITLE OF THE PARTNERS (enter first name, middle initial, last name, and title, e.g. General Partner, Limited Partner, or General and Limited Partner)

(check if applicable) [] There is more partnership information and Par. 1(c) is continued on a "Special Exception Affidavit Attachment to Par. 1(c)" form.

*** All listings which include partnerships, corporations, or trusts, to include the names of beneficiaries, must be broken down successively until: (a) only individual persons are listed or (b) the listing for a corporation having more than 10 shareholders has no shareholder owning 10% or more of any class of stock. *In the case of an APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE* of the land that is a partnership, corporation, or trust, such successive breakdown must include a listing and further breakdown of all of its partners, of its shareholders as required above, and of beneficiaries of any trusts. Such successive breakdown must also include breakdowns of any partnership, corporation, or trust owning 10% or more of the APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE* of the land. Limited liability companies and real estate investment trusts and their equivalents are treated as corporations, with members being deemed the equivalent of shareholders; managing members shall also be listed. Use footnote numbers to designate partnerships or corporations, which have further listings on an attachment page, and reference the same footnote numbers on the attachment page.*

SPECIAL EXCEPTION AFFIDAVIT

DATE: September 25, 2007
(enter date affidavit is notarized)

96361a

for Application No. (s): SEA 92-L-005-2
(enter County-assigned application number(s))

1(d). One of the following boxes **must** be checked:

In addition to the names listed in Paragraphs 1(a), 1(b), and 1(c) above, the following is a listing of any and all other individuals who own in the aggregate (directly and as a shareholder, partner, and beneficiary of a trust) 10% or more of the **APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE*** of the land:

Other than the names listed in Paragraphs 1(a), 1(b), and 1(c) above, no individual owns in the aggregate (directly and as a shareholder, partner, and beneficiary of a trust) 10% or more of the **APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE*** of the land.

2. That no member of the Fairfax County Board of Supervisors, Planning Commission, or any member of his or her immediate household owns or has any financial interest in the subject land either individually, by ownership of stock in a corporation owning such land, or through an interest in a partnership owning such land.

EXCEPT AS FOLLOWS: (NOTE: If answer is none, enter "NONE" on the line below.)

None

(check if applicable) There are more interests to be listed and Par. 2 is continued on a "Special Exception Attachment to Par. 2" form.

SPECIAL EXCEPTION AFFIDAVIT

DATE: September 25, 2007
(enter date affidavit is notarized)

96361a

3. That within the twelve-month period prior to the public hearing of this application, no member of the Fairfax County Board of Supervisors, Planning Commission, or any member of his or her immediate household, either directly or by way of partnership in which any of them is a partner, employee, agent, or attorney, or through a partner of any of them, or through a corporation in which any of them is an officer, director, employee, agent, or attorney or holds 10% or more of the outstanding bonds or shares of stock of a particular class, has, or has had any business or financial relationship, other than any ordinary depositor or customer relationship with or by a retail establishment, public utility, or bank, including any gift or donation having a value of more than \$100, singularly or in the aggregate, with any of those listed in Par. 1 above.

EXCEPT AS FOLLOWS: (NOTE: If answer is none, enter "NONE" on line below.)

None

NOTE: Business or financial relationships of the type described in this paragraph that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings. See Par. 4 below.)

(check if applicable) [] There are more disclosures to be listed and Par. 3 is continued on a "Special Exception Attachment to Par. 3" form.

4. That the information contained in this affidavit is complete, that all partnerships, corporations, and trusts owning 10% or more of the APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE* of the land have been listed and broken down, and that prior to each and every public hearing on this matter, I will reexamine this affidavit and provide any changed or supplemental information, including business or financial relationships of the type described in Paragraph 3 above, that arise on or after the date of this application.

WITNESS the following signature:

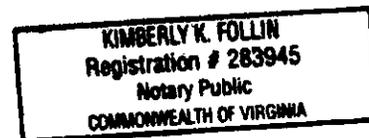
(check one) Lynne J. Strobel
[] Applicant [x] Applicant's Authorized Agent

Lynne J. Strobel, attorney/agent
(type or print first name, middle initial, last name, and & title of signee)

Subscribed and sworn to before me this 25 day of September 20 07, in the State/Comm. of Virginia, County/City of Arlington.

Kimberly K. Follin
Notary Public

My commission expires: 11/30/2007





WALSH COLUCCI
LUBELEY EMRICH
& WALSH PC

Jason B. Heinberg
(703) 528-4700 Ext. 5417
jheinberg@arl.thelandlawyers.com

April 6, 2007

RECEIVED
Department of Planning & Zoning

APR 06 2007

Zoning Evaluation Division

Via Hand Delivery

Barbara A. Byron, Director
Zoning Evaluation Division
Fairfax County Department of Planning & Zoning
12055 Government Center Parkway, Suite 801
Fairfax, Virginia 22035

Re: Proposed Special Exception Amendment
Applicant: Exxon Mobil Corporation

Dear Ms. Byron:

Please accept the following as a statement of justification for a special exception amendment application on property identified among the Fairfax County tax map records as 92-4 ((1)) 78C and 78D (the "Subject Property").

The Subject Property is located in the southwest quadrant of the intersection of Lockheed Boulevard and Richmond Highway in the Lee Magisterial District. The Subject Property contains 1.33 acres and is zoned to the C-8 District. The Subject Property is also subject to the provisions of the Highway Corridor and Richmond Highway Commercial Revitalization ("Richmond Highway CRD") Overlay Districts. The property identified among the Fairfax County tax map records as 92-4 ((1)) 78D ("Parcel 78D") contains .50 acre and is developed as a service station and quick service food store. Parcel 78D has been subject to several prior land use approvals granted, respectively, by the Fairfax County Board of Zoning Appeals and the Fairfax County Board of Supervisors (the "Board"). Most recently, on June 6, 1994, the Board approved special exception amendment SEA 92-L-005 to permit a service station with six (6) pump aisles, a canopy and a quick service food store on the Subject Property.

The Applicant proposes to amend the existing special exception amendment to modify uses and add land area to encompass a .83 acre property identified among the Fairfax County tax map records as 92-4 ((1)) 78C ("Parcel 78C"). The Applicant proposes to replace the existing quick service food store with new structures that contain a total of 3,865 square feet of gross floor area ("GSF") in building improvements. The quick service food store contains approximately 3,079 GSF. A single bay car wash that contains approximately 786 GSF is located west of the quick service food store. The service station canopy with six (6) multiple product dispensers is located to the east of the quick service food store along Richmond Highway. The improvements result in an overall site intensity of .07 floor area ratio ("FAR"). The configuration of the car wash will allow for adequate on-site stacking and create a convenient circulation pattern on the Subject Property. Existing points of site access along

April 6, 2007

Page 2

Lockheed Boulevard and Richmond Highway will remain unchanged. The Applicant has prepared a special exception plat that depicts attractive landscaping throughout the interior and along the perimeter of the Subject Property. The plantings will provide visual screening for the use from surrounding roadways and adjacent commercial and residential uses. The proposed site layout and building design are a significant improvement over existing conditions in a manner that is consistent with the commercial revitalization goals for the Richmond Highway corridor area.

In accordance with Section 9-011 of the Fairfax County Zoning Ordinance (the "Ordinance") please accept the following information:

- The type of operation proposed is a service station with a quick service food store and car wash.
- Hours of operation:
The service station, quick service food store and car wash will be open twenty-four hours a day seven days a week.
- The estimated number of patrons is approximately 2,445 to 5,000 persons per day.
- The estimated number of employees is a maximum of four (4) on site at any one time.
- The proposed use will generate approximately 2,445 trips per day, with approximately 115 trips/per hour during the peak A.M. hour and 218 trips/per hour during the peak P.M. hour.
- The general area to be served by the use is southeastern Fairfax County.
- The proposed use totals approximately 3,865 GSF in building improvements, which are comprised of a service station with 3,079 GSF and a car wash containing approximately 786 GSF. The high quality building architecture utilizes materials that include a combination of brick, EFIS, glass and a shingle roof.
- Petroleum products, as defined in Title 40, Code of Federal Regulations, are the only known hazardous or toxics substances to be utilized and stored on the Subject Property.
- The proposed use conforms to the provision of all applicable ordinances, regulations, adopted standards and any applicable conditions.

The Subject Property is located within the Hybla Valley/Gum Springs Community Business Center (the "CBC") in the Richmond Highway corridor area (Area IV) of the Fairfax County Comprehensive Plan (the "Plan"). More specifically, the Subject Property is located within the area identified as Sub-unit A-1 (the "Sub-unit"). The Plan provides, in relevant part, that the Sub-unit is planned for retail use up to .50 FAR. The Plan also encourages parcel consolidation and building orientation towards Richmond Highway or Lockheed Boulevard with

April 6, 2007

Page 3

any development proposal. Lastly, the Plan states that development near Fordson Road and the adjacent Hybla Valley community should be well screened and buffered.

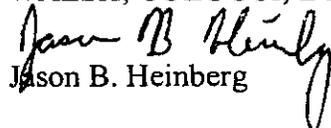
The Applicant's proposal satisfies all of the site-specific Sub-unit recommendations, as well as the broader commercial revitalization goals for the Richmond Highway CRD. The consolidation of Parcel 78D within the special exception amendment area is a key element of the Applicant's proposal. Parcel 78C is a vacant, underutilized parcel that features low quality vegetation. Parcel 78C is unlikely to be developed independently or consolidated with other adjacent parcels, based on its relatively small size, unusual configuration, poor access and lack of visibility to Fordson Road. The Applicant proposes to incorporate Parcel 78C into its development program and provide a landscaped buffer fifty (50) feet in width along the western portion of the Subject Property adjacent to Fordson Road. The parcel consolidation and extensive screening and buffering of the use from the adjacent Hybla Valley community aligns with the recommendations of the Plan. Replacing the existing quick service food store with an attractive, well landscaped new building will improve the appearance of the Subject Property and the area as a whole. Further, the Applicant's proposal co-locates the service station, quick-service food store and car wash to create a synergy of uses. The proposed site intensity of .07 FAR is well below the .50 FAR recommended by the Plan. The Plan's general language discouraging new car washes along Richmond Highway is not applicable to the Applicant's proposal, which is a redevelopment and improvement of an existing use.

In conclusion, the Applicant's proposal is in harmony with the purpose and intent of the Ordinance and the recommendations of the Plan. The service station, quick service food store and car wash will be a community-serving use that is convenient for area residents, workers and visitors to the Richmond Highway corridor. The Applicant's proposal also includes attractive landscaping and high quality architecture that is consistent with the revitalization goals of the area.

Should you have any questions regarding this proposal, or require additional information, please do not hesitate to contact me. I would appreciate the acceptance of this application and the scheduling of public hearings before the Fairfax County Planning Commission and the Board at your convenience.

Very truly yours,

WALSH, COLUCCI, LUBELEY, EMRICH & WALSH, P.C.


Jason B. Heinberg

JBH/aab

Enclosures

cc: Tyler Paytas

Andrew Kaufmann

Lynne J. Strobel

Martin D. Walsh (w/o encl.)

A0113676.DOC / 1 4-5-07 Letter to Byron 000096 000055

SPECIAL EXCEPTION AMENDMENT APPLICATION

SEA 92-L-005

SEA 92-L-005

FILED 01/11/94

AMENDED 04/19/94

EXXON CORPORATION

AMEND SE 92-L-005 FOR SERVICE STATION AND QUICK SERVICE FOOD STORE IN A HIGHWAY CORRIDOR OVERLAY DISTRICT TO PERMIT SITE RENOVATIONS
ZONING DIST SECTION: 04-0804 04-0804 07-0607
ART 9 CATEGORY/USE: 05-20 05-21

23,856.00 SQ FT OF LAND; DISTRICT - LEE

LOCATED: 7312 RICHMOND HIGHWAY

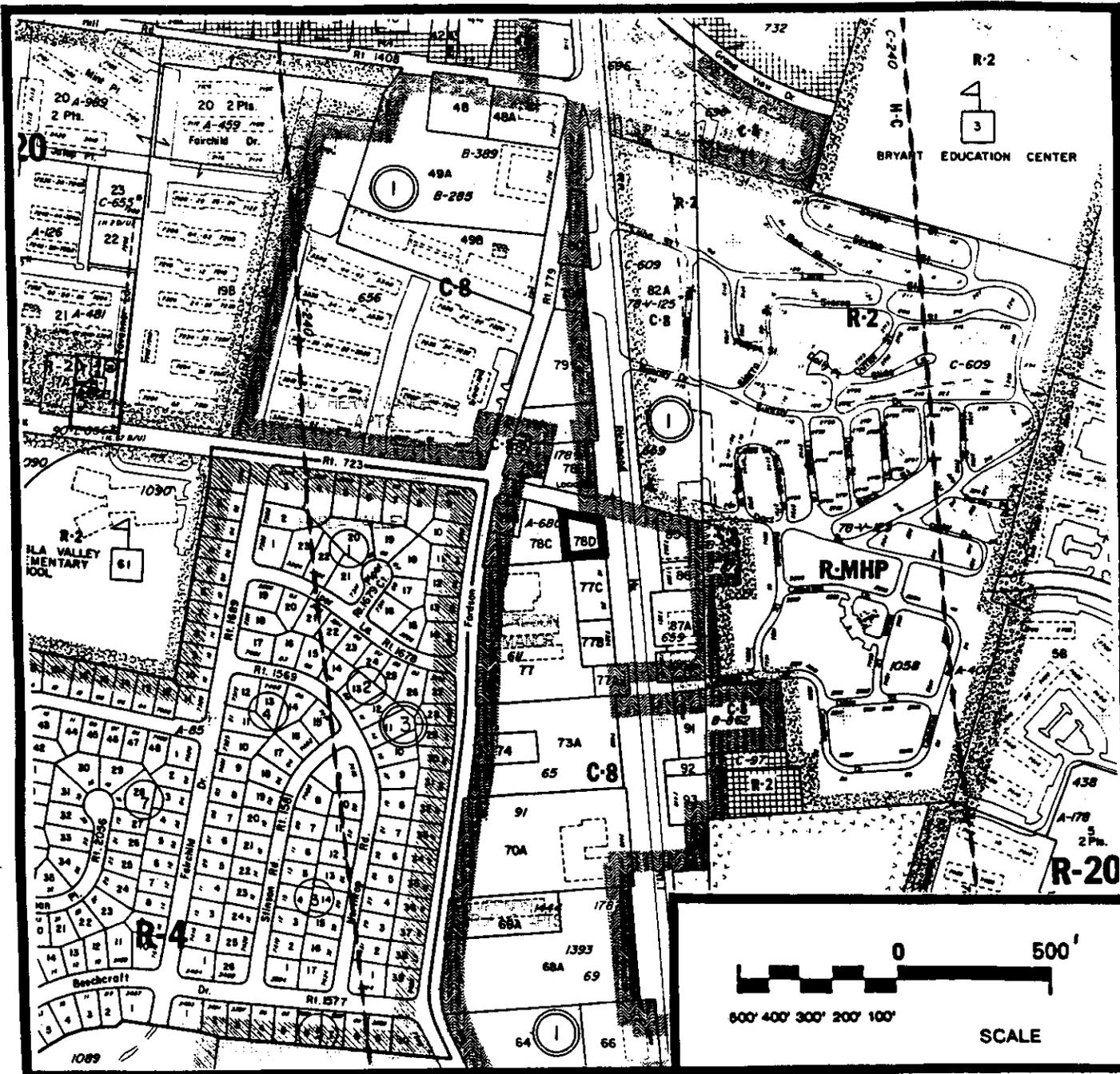
ZONED C-8

PLAN AREA 4

OVERLAY DISTRICT(S): HC

TAX MAP

092-4- /01/ /0078-D





FAIRFAX COUNTY

OFFICE OF THE CLERK
BOARD OF SUPERVISORS
12000 Government Center Parkway, Suite 533
Fairfax, Virginia 22035-0072

Tel: 703-324-3151 Fax: 703-324-3926

V I R G I N I A

June 17, 1994

R. W. Hilchey, Esquire
6301 Ivy Lane - Suite 700
Greenbelt, Maryland 20770

RE: Special Exception Amendment
Number SEA 92-L-005

Dear Mr. Hilchey:

At a regular meeting of the Board of Supervisors held on June 6, 1994, the Board approved Special Exception Amendment Number SEA 92-L-005, in the name of Exxon Corporation, located at Tax Map 92-4 ((1)) 78D, for use as a service station with six (6) pump islands with a canopy and a quick service food store pursuant to Section 7-604 of the Fairfax County Zoning Ordinance, by requiring conformance with the following development conditions:

1. This Special Exception Amendment is granted for and runs with the land indicated in this application and is not transferable to other land.
2. This Special Exception Amendment is granted only for the purpose(s), structure(s) and/or use(s) indicated on the Special Exception Amendment Plat approved with the application, as qualified by these development conditions.
3. This Special Exception Amendment is subject to the provisions of Article 17, Site Plans. Any plan submitted pursuant to this Special Exception Amendment shall be in conformance with the approved Special Exception Plat **entitled Exxon Company, U.S.A. prepared by The Plan Source which is dated December 8, 1993 as revised through April 11, 1994 and these conditions.**

2.

4. The maximum number of employees shall be limited to two (2) per shift.
5. Landscaping shall be provided as shown on the Landscaping Plan prepared by The Plan Source which is dated December 8, 1994 as revised through April 11, 1994 subject to the review and approval of the Urban Forester in consultation with the Virginia Department of Transportation (VDOT) prior to site plan approval in order to ensure the species selected will not obstruct sight distance at site entrances and intersections. Supplemental vegetation shall be provided along the southern periphery of the site in the area between the parking lot and the retaining wall in order to supplement landscaping on site as determined by the Urban Forester.
6. Hydrocarbon runoff removal measures shall be provided on site as determined by the Department of Environmental Management (DEM) to mitigate the adverse impacts of the proposed auto-oriented uses on water quality. If an oil-grit separator is the selected measure, stormwater runoff from the parking lot surfaces shall be conveyed through an oil/grit separator, as determined by DEM. The oil/grit separator shall be designed in accord with the document Controlling Urban Runoff or as approved by the Department of Environmental Management. Maintenance of the oil/grit separator shall be the responsibility of the applicant. The oil/grit separator should be cleaned via vacuum pumping at least four (4) times per year. The qualifications of the maintenance operator should be reviewed and approved by the appropriate Fairfax County Agency as determined by DEM. Oil/Grit separator maintenance records should be kept on site and should be made available to County officials upon request.
7. The retail sales area of the quick service food store shall be limited to 750 square feet. The service station/quick service food store structure shall be limited to 1,431 square feet.
8. Right-of-way up to thirty-five (35) feet from the centerline of Lockheed Boulevard along the Lockheed Boulevard frontage of the site shall be dedicated to the Board of Supervisors, in fee simple, at the time of site plan approval or within sixty (60) days upon demand by DEM or VDOT, whichever first occurs. All ancillary easements along the Lockheed Boulevard frontage of the site shall be conveyed to the Board of Supervisors at the time of site plan approval or within sixty (60) days upon demand of DEM or VDOT, whichever first occurs.

3.

9. Right-of-way up to eighty-five and one-half (85.5) feet from the centerline of Richmond Highway along the entire Richmond Highway frontage of the site shall be dedicated to the Board of Supervisors, in fee simple, at the time of site plan approval or within sixty (60) days upon demand by DEM or VDOT, whichever first occurs. All ancillary easements along the Richmond Highway frontage of the site shall be conveyed to the Board of Supervisors at site plan approval or within sixty (60) days upon demand of DEM or VDOT, whichever first occurs.
10. A public access easement 24 feet in width along the entire Richmond Highway frontage of the site, as shown on the Special Exception Amendment Plat, shall be recorded in the land records of Fairfax County in a form approved by the County Attorney prior to site plan approval.
11. The types of items which may be sold in the quick service food store shall be limited to prepackaged items which are normally sold from vending machines, including coffee and similar hot beverages, cakes, pies, soft drinks, juices, dairy products, prepackaged sandwiches, snack food items, e.g., pretzels, potato chips etc., cookies, assorted gum, cigarettes and tobacco products and similar items. No groceries, other than as above, shall be permitted. Food preparation other than the use of microwave ovens shall not be allowed. No alcoholic beverages shall be allowed to be sold. The marketing of video tapes or video machines shall not be allowed on the premises. These restrictions, however, shall not limit the sale of automobile-related products under the definition of service station.
12. All proposed signs on site shall conform with the provisions of Article 12 of the Zoning Ordinance.
13. At such time as the utilities along Route 1 are placed underground in front of the subject property, participation through dedication of an easement shall be provided.
14. The existing service drive shall be improved at the time of site plan approval to meet VDOT standards, as determined by DEM in consultation with VDOT.

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 Amendment shall not be valid until this has been accomplished.

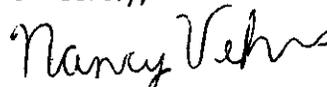
June 17, 1994

4.

Pursuant to Section 9-015 of the Zoning Ordinance, this Special Exception Amendment 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 Amendment. 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.

If you have questions regarding the expiration of this Special Exception Amendment filing a request for additional time they should be directed to the Zoning Evaluation Division of the Office of Comprehensive Planning at 703-324-1290. The mailing address for the Zoning Evaluation Division is Suite 801, 12055 Government Center Parkway, Fairfax, Virginia 22035.

Sincerely,



Nancy Vehrs
Clerk to the Board of Supervisors

NV/ns

- cc: John M. Yeatman, Director, Real Estate Dvs., Assessments
- Melinda M. Artman, Deputy Zoning Administrator
- Frank Jones, Assistant Chief, PPRB, OCP
- Audrey Clark, Chief, Inspection Svcs., BPRB, DEM
- Barbara A. Byron, Director, Zoning Evaluation Dvsn., OCP
- Robert Moore, Trnsprt'n. Planning Dvs., Office of Transportation
- Paul Eno, Project Planning Section, Office of Transportation
- Department of Environmental Management
- Y. Ho Chang, Resident Engineer, VDOT
- Land Acq. & Planning Dvs., Park Authority

RECEIVED
OFFICE OF COMPREHENSIVE PLANNING

JUN 17 1994

ZONING EVALUATION DIVISION



County of Fairfax, Virginia

MEMORANDUM

DATE: October 15, 2007

TO: Regina C. Coyle, Director
Zoning Evaluation Division, DPZ

FROM: Pamela G. Nee, Chief *PGN*
Environment and Development Review Branch, DPZ

SUBJECT: Comprehensive Plan Land Use Analysis and Environmental Assessment:
SEA 92-L-005-2 Exxon/Mobil – Richmond Highway

This memorandum, prepared by John R. Bell, includes citations from the Comprehensive Plan that provide guidance for the evaluation of the above referenced Special Exception plat dated May 17, 2007 as revised through September 26, 2007. The extent to which the proposed use, intensity and development plans are consistent with the guidance contained in the Comprehensive Plan, is noted.

DESCRIPTION OF THE APPLICATION

The development proposal would expand the developed land area and add a drive-through car wash for an existing gas station and quick service food store. The subject property contains approximately 1.33 acres and is zoned C-8, Highway Corridor (HC) and Commercial Revitalization District (CRD). The proposed structures will have a floor area ratio (FAR) of 0.07 where 0.50 FAR is permitted in the C-8 zoning district and is located in the Hybla Valley/Gum Springs Community Business Center, Sub-unit A-1 of the Area IV of the Comprehensive Plan. The existing portions of the gas station will be modified with a proposed new quick service food store building and six multiple product dispenser fuel pumps. Immediately to the west of the existing site a single bay car wash and stormwater management pond are proposed in an area that is currently wooded. The applicants are seeking a waiver/modification of the streetscaping requirements.

LOCATION AND CHARACTER OF THE AREA

The subject property is located in Sub-unit A-1 of the Hybla Valley/Gum Springs Community Business Center. The proposed development will have frontage on Richmond Highway and Lockheed Boulevard. The subject property is zoned C-8, Community Retail Commercial. The property is also located within Highway Corridor (HC) and Commercial Revitalization District (CRD) overlay districts. The property is currently developed with a service station with a

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Planning Division
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quick service food store, which will be expanded and modified to accommodate the proposed development. Properties to the east, north and south are zoned C-8 and currently occupied with commercial uses. The properties to the west are zoned R-4 and are occupied with single-family detached dwellings. The Plan recommends office/retail uses up to a 0.50 FAR for the subject property.

COMPREHENSIVE PLAN

Environmental Plan Guidance

In the Fairfax County Comprehensive Plan, Policy Plan, 2007 Edition, Environment section as amended through November 15, 2004, on page 5-7, the Plan states:

“Objective 2: Prevent and reduce pollution of surface and groundwater resources. Protect and restore the ecological integrity of streams in Fairfax County. . . .

- Policy k. For new development and redevelopment, apply better site design and low impact development techniques such as those described below, and pursue commitments to reduce stormwater runoff volumes and peak flows, to increase groundwater recharge, and to increase preservation of undisturbed areas. In order to minimize the impacts that new development and redevelopment projects may have on the County’s streams, some or all of the following practices should be considered where not in conflict with land use compatibility objectives:
- Minimize the amount of impervious surface created.
 - Site buildings to minimize impervious cover associated with driveways and parking areas and to encourage tree preservation.
 - Where feasible, convey drainage from impervious areas into pervious areas.
 - Encourage the use of innovative BMPs and infiltration techniques of stormwater management where site conditions are appropriate, if consistent with County requirements.
 - Apply nonstructural best management practices and bioengineering practices where site conditions are appropriate, if consistent with County requirements.
 - Where feasible and appropriate, encourage the use of pervious parking surfaces in low-use parking areas.
 - Maximize the use of infiltration landscaping within streetscapes consistent with County and State requirements. . . .

Development proposals should implement best management practices to reduce runoff pollution and other impacts. Preferred practices include: those which recharge groundwater when such recharge will not degrade groundwater quality; those which preserve as much undisturbed open space as possible; and, those which contribute to ecological diversity by the creation of wetlands or other habitat enhancing BMPs, consistent with State guidelines and regulations.”

In the Fairfax County Comprehensive Plan, Policy Plan, 2007 Edition, Environment section as amended through November 15, 2004, on page 9, the Plan states:

“Increasing urbanization requires that care be taken to reduce unfocused emissions of light and that efforts be made to avoid creating sources of glare which may interfere with residents' and/or travelers' visual acuity.

Objective 5: Minimize light emissions to those necessary and consistent with general safety.

Policy a. Recognize the nuisance aspects of unfocused light emissions.”

Land Use Plan Guidance

In the Fairfax County Comprehensive Plan, Area IV, 2007 Edition, Mount Vernon Planning District, Richmond Highway Corridor, Hybla Valley/Gum Springs Community Business Center, as amended through October 23, 2006, page 43, the Plan states:

“The Hybla Valley/Gum Springs Community Business Center has many constraints and opportunities. Redevelopment within the center should greatly improve the area by combining housing, shopping, entertainment, dining and employment opportunities in addition to aesthetic improvements.

The core area on the west side of Richmond Highway includes Mount Vernon Plaza and South Valley Shopping Center and is envisioned as a well-designed mix of uses that will become a lively local activity center. Use of the urban design recommendations found at the end of this Plan will achieve the character desired in this focal point, especially as it relates to building and site orientation and coordination of pedestrian and vehicle circulation.

Sub-unit A-1

This area includes parcels bounded by Lockheed Boulevard on the north, Fordson Road on the west and Richmond Highway on the east (Tax Map 92-4((1))77, 77A, 77B, 77C, 78B, 78C and 78D). This land unit is planned for office and/or retail use up to .50 FAR. Parcel consolidation and building orientation toward Richmond Highway or Lockheed Boulevard are encouraged with any development proposal. Development near Fordson Road and the Hybla Valley community should be well screened and buffered.”

COMPREHENSIVE PLAN MAP: Mixed Use

LAND USE ANALYSIS

The 1.33 acre subject property is located in Sub-unit A-1, of the Hybla Valley/Gum Springs Community Business Center (CBC). Two structures and a canopy for the pump islands are proposed which will serve as a gas station, quick service food store and car wash. A gas station and quick service food store currently occupy a portion of the application property. The area for the proposed car wash would expand the land area and intensify these uses at this location. The applicants would provide 0.53 acre of open space where the Zoning Ordinance requires a minimum of 0.19 acre of open space. While the Zoning Ordinance normally requires 23 parking spaces for the proposed uses, the applicants are seeking a reduction in parking as permitted in the CRD and providing 19 spaces for the proposed uses. Building heights would be limited to less than 25 feet for both proposed buildings. The Comprehensive Plan envisions office/retail uses oriented to Richmond Highway and Lockheed Boulevard in this area. The Plan encourages quality development for the Richmond Highway Corridor and "strongly discourages fast food, car washes and pawn shops" as not being consistent with quality development. The Plan for the Richmond Highway Corridor also recommends reducing adverse impacts, such as noise and glare. The Plan also strongly discourages freestanding uses with drive-through facilities and uses that create high traffic volumes. The Comprehensive Plan guidance for the Richmond Highway Corridor contains specific guidance for urban design and streetscape design.

Staff feels that the proposed landscaping is consistent with the streetscape recommendations for the Richmond Highway Corridor, subject to the proposed modification which are related, in part, to transportation issues. Pedestrian access, internal vehicular circulation and impacts to the surrounding transportation infrastructure are all deemed to be elements of significant consideration for any development within the Richmond Highway Corridor. While staff feels that these elements have generally been addressed, more explicit comments regarding internal circulation and impacts to the surrounding transportation infrastructure may be noted by staff within the Department of Transportation.

On balance, the proposed gas station with quick service food store and car wash is not in harmony with the land use recommendations of the Comprehensive Plan. Staff's primary concerns relate to the expansion and intensification of uses explicitly noted to be discouraged for the Richmond Highway Corridor. While modifications to the existing gas station and quick service food store might be deemed acceptable, the addition of a drive-through car wash at this location is inconsistent with the uses noted in the Plan and might preclude the logical consolidation of parcels at this location for a use or uses more consistent with those noted in the Plan for this area.

ENVIRONMENTAL ANALYSIS

This section characterizes the environmental concerns raised by an evaluation of this site and the proposed land use. Solutions are suggested to remedy the concerns that have been identified by staff. There may be other acceptable solutions.

Water Quality

Issue:

The applicants are proposing to construct a stormwater management pond as part of the proposed development to address runoff issues. The applicants have also noted that open space provided with this development will exceed that which is required under the Zoning Ordinance substantially.

Resolution:

The proposed measures to meet their water quality and quantity control requirements appear to be adequate at this stage. However, while staff recognizes that the nature of this type of development is not conducive to substantial tree preservation areas or the establishment of conservation easements, there are opportunities with the proposed development to incorporate such elements as planter boxes, porous pavers, green roof areas and possibly biofiltration areas. Some type of underground detention would also help to offset the existing runoff conditions in this area. Any final determination regarding stormwater management and best management practice measures for the proposed development will be made by staff in the Department of Public Works and Environmental Services (DPWES).

Lighting

Issue:

The expansion of the proposed development to the west at this location will result in a significant loss of trees on the subject property. The loss of tree cover coupled with increase paved areas, added lighting and encroachment into the adjacent residential area has raised some concerns for staff regarding on-site lighting. While the applicants will be required to meet the Zoning Ordinance standards for lighting, staff feels that additional measures or commitments may be needed in order to offset any adverse impacts to nearby residences.

Resolution:

Staff feels that the applicants should commit to one or more development conditions to provide additional measures to reduce on-site lighting impacts to nearby residents. These measures may include reduced lighting, limited hours for lighting adjacent to these resident and additional screening measures as needed.

PGN: JRB

In the Fairfax County Comprehensive Plan, Area IV, 2007 Edition, Mount Vernon Planning District, Richmond Highway Corridor, as amended through October 23, 2006, page 23, the Plan states:

The following objectives are intended to guide general land use decisions for the portion of the Richmond Highway Corridor within the Mount Vernon Planning District:

Land Use

- Plan for quality development, which may include office, retail, residential, mixed-use and institutional uses in six Community Business Centers along Richmond Highway: North Gateway, Penn Daw, Beacon/Groveton, Hybla Valley/Gum Springs, South County Center and Woodlawn. Core areas within these Community Business Centers that are appropriate for higher intensity have been identified.
- Encourage development which fosters home ownership to improve the variety of available housing.
- Plan for primarily residential (except for garden-style apartments), institutional and open space uses in areas outside and between the Community Business Centers.
- Strongly discourage fast food, car washes and pawn shops as they are not consistent with quality revitalization.
- Mini-warehouses are not appropriate uses in the Richmond Highway Corridor.
- Encourage substantial consolidation of contiguous parcels starting at the Richmond Highway frontage back to the existing stable residential neighborhoods to provide for projects that function in a well-designed, efficient manner and for the redevelopment of unconsolidated parcels in conformance with the Area Plan.
- In cases where desired consolidation with other parcels is not feasible, consider interim land uses which result in significant public benefits, improvements in circulation or access, parking, landscaping, site design or building design and that provide public benefits which outweigh any adverse effects of the change in use.
- Reduce adverse impacts, such as noise, glare and incompatible building forms, on adjacent residential communities by establishing effective transitions, buffering and screening, and by designing buildings of appropriate scale and height. Within designated Community Business Centers, mid-rise buildings are generally appropriate as long as there is no other site-specific Plan language regarding height limits. In the core areas of the Community Business Centers, high-rise buildings may be appropriate in order to create an urban environment. Building heights should taper down to adjacent residential neighborhoods and special care should be given to screening and buffering these neighborhoods.
- Strongly discourage freestanding uses with drive-through facilities and uses that create high traffic volumes to and from and along the corridor and that contribute to the strip-commercial character of Richmond Highway.
- Encourage clustered auto-oriented uses within well-designed and integrated complexes with efficient internal circulation patterns to minimize and consolidate access points and to provide efficient internal circulation patterns.

- Encourage better access and functional amenities through improvements to and integration of the pedestrian, bicycle and vehicular traffic systems by visually enhancing intersections, reducing curb cuts and providing better signage and access to commercial facilities and adjacent, non-commercial uses. Provide for a safe, harmonious, barrier-free network of appropriately-sized pedestrian connections between existing and new uses and leading to bus/transit stops and covered waiting areas. This pedestrian network should provide traffic-sheltered, well-identified and pleasant-to-use access to shopping, employment, and transit opportunities for residents living in close proximity to Richmond Highway as well as for adjacent communities.
- Encourage aesthetic and design excellence in all public and private improvements and developments. Detailed guidance regarding aesthetic and design excellence is found in the urban design recommendations located at the end of this Plan. In addition, the provision of landscaping/open space which exceeds by more than 5% of that required in the Zoning Ordinance shall be considered highly desirable.
- Encourage revitalization and redevelopment of the Richmond Highway Corridor to create more attractive, commercially-viable, and functionally-efficient business centers and community focal points.
- Provide incentives such as tax abatement to attract reinvestment in the Richmond Highway Corridor which will seek help to correct deteriorating property conditions.
- Provide expanded employment opportunities and improve the economic condition of residents in the Richmond Highway Corridor.

In the Fairfax County Comprehensive Plan, 2007 Edition, Policy Plan, Land Use – Appendix, as amended through March 12, 2007, page 19, the Plan states:

“APPENDIX 5

GUIDELINES FOR DRIVE-THROUGH WINDOWS AND OTHER DRIVE-THROUGH FACILITIES

Drive-through windows for commercial establishments and other drive-through facilities have the potential to cause serious on-site and off-site traffic circulation problems. To address these potential problems, drive-through windows and other drive-through facilities should be approved only if the size and configuration of the lot are adequate to achieve a safe drive-through facility, parking circulation and pedestrian system. All activity generated by the use must be accommodated on the site. Noise, glare and other nuisance aspects related to drive-through facilities must not adversely affect adjacent properties.”

In the Fairfax County Comprehensive Plan, 2007 Edition, Policy Plan, Land Use – Appendix, as amended through March 12, 2007, page 21, the Plan states:

“APPENDIX 7

**GUIDELINES FOR CLUSTERING OF AUTOMOBILE-ORIENTED
COMMERCIAL USES**

Consideration should be given during the development review process to encourage the clustering of automobile-oriented commercial uses. By allowing such clusters, the following benefits may accrue: higher quality design; increased landscaping and buffering; increased vehicular safety; and increased energy efficiency.

Uses that should be considered for clustering include, but are not limited to, automobile sales and service, banks, convenience stores and fast food restaurants. The following design guidelines should be considered with regard to commercial clusters:

1. Clustered commercial uses should be developed as an integrated complex of buildings and supporting structures. There should be overall compatibility in terms of architectural character, design detail, materials, and color within a cluster.
2. Vehicular access should be consolidated in order to improve vehicular safety and traffic flow. A maximum of two ingress/egress points should be allowed where there is frontage on only one street. Where there is frontage on more than one street, a maximum of three access points may be considered. Vehicular access to physically separate structures within the complex shall be by means of interparcel connections and/or service drives.
3. To allow for a more efficient clustering of uses, shared buildings or structures should be encouraged.
4. A reduction in minimum lot size should be considered in conjunction with cluster design for automobile-oriented commercial uses.
5. Sharing of parking between uses should be encouraged through the consideration of reductions in the required number of spaces per use.
6. To eliminate visual clutter along street frontages, all street-oriented pole signs should be consolidated onto one pole sign per street frontage which can identify all uses within the cluster.
7. The identification of uses within each structure should be limited to one sign per use on the exterior of the structure.
8. On-site service signs indicating entrances, deliveries, parking, etc. should be alike in size, material, color, and finish.

9. To reduce the visual impact of service areas and trash collection areas, they should be consolidated where possible. These areas should be visually screened from public roads, shared access drives, parking, and adjacent parcels. Such screening can be achieved using plant materials, walls or fencing which is compatible with the architectural style and materials used in the cluster, and by the use of berms.
10. Drive-through windows should be discouraged in these clusters, unless the windows can be consolidated.”



County of Fairfax, Virginia

MEMORANDUM

DATE: October 10, 2007

TO: Regina Coyle, Director
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Angela Kadar Rodeheaver, Chief *AKR by CAA*
Site Analysis Section
Department of Transportation

FILE: 3-5 (SE 92-L-005)

SUBJECT: Transportation Impact

REFERENCE: SEA 92-L-005-2; Exxon-Mobile Corporation
Traffic Zone: 1472
Land Identification Map: 92-4 ((1)) 78C, 78D

Transmitted herewith are the comments from the Department of Transportation with respect to the referenced application. These comments are based on the plats made available to this office dated May 5, 2007, and revised based on the engineer's seal through September 26, 2007. The applicant proposes to replace the existing quick service food store with new structures that contain a total of 3,865 square feet and include a quick service food store, a single bay car wash and a service station canopy with six (6) multiple product dispensers. The service station, quick service food store and car wash will be open 24 hours a day with an estimated patronage of 2,445 to 5,000 persons per day.

The Comprehensive Plan shows Route 1 to be improved to eight lanes at this location. Right-of-way to 88 feet from centerline is needed to accommodate this improvement and is shown. A bus shelter is also to be provided. The applicant will need a service drive waiver and this department has no objection to its approval.

AKR/LAH/lah

cc: Michelle Brickner, Director, Office of Site Development Services, DPW&ES



County of Fairfax, Virginia

MEMORANDUM

DATE: September 13, 2007

TO: St. Clair Williams, Staff Coordinator
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Valerie Tucker, Chief Stormwater Engineer
Environmental and Site Review Division East
Department of Public Works and Environmental Services

SUBJECT: Special Exception Amendment Application, SEA 92-L-005-2, Exxon-Mobil, Special Exception Plat 7312 Richmond Highway dated August 30, 2007 (Plan), Tax Map #092-4-01-0078-C & 0078-D (Property), Lee District

We have reviewed the referenced submission and offer the following comments related to stormwater management:

Chesapeake Bay Preservation Ordinance (CBPO)

There are no Resource Protection Areas designated on the Property.

The applicant is required to incorporate best management practices (BMPs) into the development plan which achieve a 40% phosphorus removal efficiency, as the proposed improvements are considered 'development' under the CBPO. The applicant indicates that on-site BMPs in the form of an extended dry detention pond, dedication of a Conservation Easement and replacement of an existing oil-grit separator with a sand filter, would be provided to meet the water quality control requirements.

Floodplain

There are no regulated floodplains designated on the Property.

Downstream Drainage Complaints

There are downstream complaints on file related to yard and house flooding due to the relatively flat topography along the outfall for this Property.

Stormwater Detention

The applicant indicates that on-site detention in the form of an extended dry detention pond would be provided.

Site Outfall

An Outfall Narrative must be provided which describes the condition of the Site outfall channel in terms of stability and capacity, along each site outfall downstream to a point where the watershed is at least 100 times the contributing site size or 1 square mile, ZO 9-011.2J & 2L, Sheet C6. The applicant must be specific in including the drainage areas in the analysis at the point where the analysis ceases. He shall also describe the condition of the outfall system, provide the capacity of the system, and the expected flows resulting from a developed site. The descriptions on Sheet C6 do not meet the requirements of providing a description of the condition of the site outfalls.

Please contact me at 4-1720 if you have any questions or require further clarification.

cc: Steve Aitcheson, Director, Stormwater Planning Division, DPWES
Zoning Application file (8707-ZONA-001-1)

Department of Public Works and Environmental Services
Land Development Services, Environmental and Site Review Division
12055 Government Center Parkway, Suite 535
Fairfax, Virginia 22035-5503
Phone 703-324-1720 • TTY 703-324-1877 • FAX 703-324-8359



9-006 General Standards

In addition to the specific standards set forth hereinafter with regard to particular special exception uses, all such uses shall satisfy the following general standards:

1. The proposed use at the specified location shall be in harmony with the adopted comprehensive plan.
2. The proposed use shall be in harmony with the general purpose and intent of the applicable zoning district regulations.
3. The proposed use shall be such that it will be harmonious with and will not adversely affect the use or development of neighboring properties in accordance with the applicable zoning district regulations and the adopted comprehensive plan. The location, size and height of buildings, structures, walls and fences, and the nature and extent of screening, buffering and landscaping shall be such that the use will not hinder or discourage the appropriate development and use of adjacent or nearby land and/or buildings or impair the value thereof.
4. The proposed use shall be such that pedestrian and vehicular traffic associated with such use will not be hazardous or conflict with the existing and anticipated traffic in the neighborhood.
5. In addition to the standards which may be set forth in this Article for a particular category or use, the Board shall require landscaping and screening in accordance with the provisions of Article 13.
6. Open space shall be provided in an amount equivalent to that specified for the zoning district in which the proposed use is located.
7. Adequate utility, drainage, parking, loading and other necessary facilities to serve the proposed use shall be provided. Parking and loading requirements shall be in accordance with the provisions of Article 11.
8. Signs shall be regulated by the provisions of Article 12; however, the Board may impose more strict requirements for a given use than those set forth in this Ordinance.

Standards for all Category 5 Uses

In addition to the general standards set forth in Sect. 006 above, all Category 5 special exception uses shall satisfy the following standards:

1. Except as qualified in the following Sections, all uses shall comply with the lot size and bulk regulations of the zoning district in which located.
2. All uses shall comply with the performance standards specified for the zoning district in which located, including the submission of a sports illumination plan or photometric plan as may be required by Part 9 of Article 14.
3. Before establishment, all uses, including modifications or alterations to existing uses, shall be subject to the provisions of Article 17, Site Plans.

9-505

Additional Standards for Automobile-Oriented Uses, Car Washes, Drive-In Banks, Drive-Through Pharmacies, Fast Food Restaurants, Quick-Service Food Stores, Service Stations and Service Stations/Mini-Marts

1. In all districts where permitted by special exception:

A. Such a use shall have on all sides the same architectural features or shall be architecturally compatible with the building group or neighborhood with which it is associated.

B. Such a use shall be designed so that pedestrian and vehicular circulation is coordinated with that on adjacent properties.

C. The site shall be designed to minimize the potential for turning movement conflicts and to facilitate safe and efficient on-site circulation. Parking and stacking spaces shall be provided and located in such a manner as to facilitate safe and convenient vehicle and pedestrian access to all uses on the site.

D. In reviewing such a use or combination of uses, it shall be determined that the lot is of sufficient area and width to accommodate the use and that any such use will not adversely affect any nearby existing or planned residential areas as a result of the hours of operation, noise generation, parking, glare or other operational factors.

E. For a drive-through pharmacy, signs shall be required to be posted in the vicinity of the stacking area stating the limitations on the use of the window service and/or drive through lane. Such signs shall not exceed two (2) square feet in area or be located closer than five (5) feet to any lot line

2. In the C-3 and C-4 Districts, in addition to Par. 1 above:

A. All such uses, except drive-in banks, shall be an integral design element of a site plan for an office building or office building complex containing not less than 35,000 square feet of gross floor area.

B. Such a use shall have no separate and exclusive curb cut access to the abutting highway.

C. There shall be no outside storage or display of goods offered for sale.

D. Service stations shall not include any ancillary use such as vehicle or tool rental, and shall be limited to the servicing and retail sales of products used primarily by passenger vehicles.

E. Service stations shall not be used for the performance of major repairs, and shall not include the outdoor storage of more than two (2) abandoned, wrecked or inoperable vehicles on the site for more than seventy-two (72) hours, subject to the limitation that there shall be no dismantling, wrecking or sale of said vehicles or parts thereof. In addition, in no event shall any one (1) abandoned, wrecked or inoperable vehicle be stored outdoors for a period exceeding seventy-two (72) hours.

3. In the C-5 and C-6 Districts, in addition to Par. 1 above:

A. There shall be no outdoor storage or display of goods offered for sale except for the

outdoor storage or display of goods permitted at a service station or service station/mini-mart.

B. Service stations and service station/mini-marts shall not be used for the performance of major repairs, and shall not include the outdoor storage of more than two (2) abandoned, wrecked or inoperable vehicles on the site for more than seventy-two (72) hours, subject to the limitation that there shall be no dismantling, wrecking or sale of said vehicles or parts thereof. In addition, in no event shall any one (1) abandoned, wrecked or inoperable vehicle be stored outdoors for a period exceeding seventy-two hours.

4. In the C-7, C-8 and C-9 Districts, in addition to Par. 1 above:

A. In the C-7 or C-9 District, there shall be no outdoor storage or display of goods offered for sale except for the outdoor storage or display of goods permitted at a service station or service station/mini-mart.

B. Service stations and service station/mini-marts shall not be used for the performance of major repairs, and shall not include the outdoor storage of more than four (4) abandoned, wrecked or inoperable vehicles on the site for more than seventy-two (72) hours, subject to the limitation that there shall be no dismantling, wrecking or sale of said vehicles or parts thereof. In addition, in no event shall any one (1) abandoned, wrecked or inoperable vehicle be stored outdoors for a period exceeding seventy-two (72) hours.

C. The outdoor area devoted to any use such as vehicle or tool rental shall be limited to the area so designated on an approved special exception plat.

5. In the I-3, I-4, I-5 and I-6 Districts, in addition to Par. 1 above:

A. All such uses, except drive-in banks, shall be an integral design element of a site plan for an industrial building or building complex containing not less than 30,000 square feet of gross floor area.

B. In an I-3 or I-4 District, there shall be no outdoor storage or display of goods offered for sale except for the outdoor storage or display of goods permitted at a service station.

C. In an I-3 or I-4 District, service stations shall not be used for the performance of major repairs, and shall not include the outdoor storage of more than four (4) abandoned, wrecked or inoperable vehicles on the site for more than seventy-two (72) hours, subject to the limitation that there shall be no dismantling, wrecking or sale of said vehicles or parts thereof. In addition, in no event shall any one (1) abandoned, wrecked or inoperable vehicle be stored outdoors for a period exceeding seventy-two (72) hours.

D. No Building Permit shall be approved for such a use unless a Building Permit has been approved for the related industrial building(s).

E. The outdoor area devoted to any use such as vehicle or tool rental shall be limited to that area so designated on an approved special exception plat.

6. In the PDH and PDC Districts, in addition to Par. 1 above:

A. In the PDH District, fast food restaurants may be permitted only in accordance with the provisions of Sect. 6-106 and the following:

(1) Such use may be permitted only upon a finding by the Board that the planned development is of sufficient size to support the proposed use, and that the use is designed to serve primarily the needs of the residents of the development.

(2) Such use shall be designed and located so as to maintain the intended secondary nature of the use, and so that the associated impacts, including but not limited to associated on-site and off-site vehicular traffic, noise, odors, and visual impact, will not adversely affect the residential character of the development and surrounding properties.

(3) All direct vehicular access to the use shall be provided via the internal circulation system of a commercial area of the PDH development, which commercial area shall contain not less than three (3) non-automobile-related commercial establishments.

(4) The proposed development shall provide clearly designated pedestrian facilities for safe and convenient access from surrounding residential and commercial uses.

B. In the PDC District, fast food restaurants may be permitted only in accordance with the provisions of Sect. 6-206.

9-611

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

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, fast food restaurant, quick-service food store, service station or service station/mini-mart in a Highway Corridor Overlay District, but only in accordance with the provisions of Part 6 of Article 7.

7-607 Special Exception Uses

1. All uses permitted by special exception in the underlying zoning district(s) except as qualified by Sect. 601 above.
2. Except as permitted by right pursuant to Sections 4-502, 4-602, 4-702, 4-802, 4-902 and 10-202, drive-in banks, fast food restaurants, quick-service food stores, service stations and service station/mini-marts subject to the provisions of Part 6 of Article 9 and Sect. 608 below.

7-608 Use Limitations

All uses shall be subject to the use limitations set forth in the underlying zoning district(s), and, in addition, drive-in banks, fast food restaurants, quick-service food stores, service stations and service station/mini-marts shall be subject to the following use limitations:

1. In any Highway Corridor Overlay District:
 - A. Such a use shall be designed so that pedestrian and vehicular circulation is coordinated with that on adjacent properties.
 - B. Such a use shall have access designed so as not to impede traffic on a public street intended to carry through traffic. To such end, access via the following means may be given favorable consideration:
 - (1) Access to the site is provided by a public street other than one intended to carry through traffic, and/or
 - (2) Access to the site is provided via the internal circulation of a shopping center, which center contains at least six (6) other commercial uses, or an office complex having a limited number of well-designed access points to the public street system and no additional direct access is provided to the site from a public street intended to carry through traffic over and above those entrances which may exist to provide access to the shopping center, and/or
 - (3) Access to the site is provided by a functional service drive, which provides controlled access to the site.
 - C. There shall be no outdoor storage or display of goods offered for sale except for the outdoor storage or display of goods permitted at a service station or service station/mini-mart.
2. Where the underlying district is C-2, C-3 or C-4, in addition to Par. 1 above:
 - A. Service stations shall not include any uses such as vehicle or tool rental.

B. Service stations shall not be used for the performance of major repairs, and shall not include the outdoor storage of more than two (2) abandoned, wrecked or inoperable vehicles on the site for more than seventy-two (72) hours, subject to the limitation that there shall be no dismantling, wrecking or sale of said vehicles or parts thereof. In addition, in no event shall any one (1) abandoned, wrecked or inoperable vehicle be stored outdoors for a period exceeding seventy-two (72) hours.

3. Where the underlying district is C-5 or C-6, in addition to Par. 1 above:

A. Service stations and service station/mini-marts shall not be used for the performance of major repairs, and shall not include the outdoor storage of more than two (2) abandoned, wrecked or inoperable vehicles on the site for more than seventy-two (72) hours, subject to the limitation that there shall be no dismantling, wrecking or sale of said vehicles or parts thereof. In addition, in no event shall any one (1) abandoned, wrecked or inoperable vehicle be stored outdoors for a period exceeding seventy-two (72) hours.

4. Where the underlying district is C-7, C-8, C-9, I-3 or I-4, in addition to Par. 1 above:

A. Service stations and service station/mini-marts shall not be used for the performance of major repairs, and shall not include the outdoor storage of more than four (4) abandoned, wrecked or inoperable vehicles on the site for more than seventy-two (72) hours subject to the limitation that there shall be no dismantling, wrecking or sale of said vehicles or parts thereof. In addition, in no event shall any one (1) abandoned, wrecked or inoperable vehicle be stored outdoors for a period exceeding seventy-two (72) hours.

5. Where the underlying district is I-5 or I-6, in addition to Par. 1 above:

GLOSSARY

This Glossary is provided to assist the public in understanding the staff evaluation and analysis of development proposals. It should not be construed as representing legal definitions. Refer to the Fairfax County Zoning Ordinance, Comprehensive Plan or Public Facilities Manual for additional information.

ABANDONMENT: Refers to road or street abandonment, an action taken by the Board of Supervisors, usually through the public hearing process, to abolish the public's right-of-passage over a road or road right-of way. Upon abandonment, the right-of-way automatically reverts to the underlying fee owners. If the fee to the owner is unknown, Virginia law presumes that fee to the roadbed rests with the adjacent property owners if there is no evidence to the contrary.

ACCESSORY DWELLING UNIT (OR APARTMENT): A secondary dwelling unit established in conjunction with and clearly subordinate to a single family detached dwelling unit. An accessory dwelling unit may be allowed if a special permit is granted by the Board of Zoning Appeals (BZA). Refer to Sect. 8-918 of the Zoning Ordinance.

AFFORDABLE DWELLING UNIT (ADU) DEVELOPMENT: Residential development to assist in the provision of affordable housing for persons of low and moderate income in accordance with the affordable dwelling unit program and in accordance with Zoning Ordinance regulations. Residential development which provides affordable dwelling units may result in a density bonus (see below) permitting the construction of additional housing units. See Part 8 of Article 2 of the Zoning Ordinance.

AGRICULTURAL AND FORESTAL DISTRICTS: A land use classification created under Chapter 114 or 115 of the Fairfax County Code for the purpose of qualifying landowners who wish to retain their property for agricultural or forestal use for use/value taxation pursuant to Chapter 58 of the Fairfax County Code.

BARRIER: A wall, fence, earthen berm, or plant materials which may be used to provide a physical separation between land uses. Refer to Article 13 of the Zoning Ordinance for specific barrier requirements.

BEST MANAGEMENT PRACTICES (BMPs): Stormwater management techniques or land use practices that are determined to be the most effective, practicable means of preventing and/or reducing the amount of pollution generated by nonpoint sources in order to improve water quality.

BUFFER: Graduated mix of land uses, building heights or intensities designed to mitigate potential conflicts between different types or intensities of land uses; may also provide for a transition between uses. A landscaped buffer may be an area of open, undeveloped land and may include a combination of fences, walls, berms, open space and/or landscape plantings. A buffer is not necessarily coincident with transitional screening.

CHESAPEAKE BAY PRESERVATION ORDINANCE: Regulations which the State has mandated must be adopted to protect the Chesapeake Bay and its tributaries. These regulations must be incorporated into the comprehensive plans, zoning ordinances and subdivision ordinances of the affected localities. Refer to Chesapeake Bay Preservation Act, Va. Code Section 10.1-2100 et seq and VR 173-02-01, Chesapeake Bay Preservation Area Designation and Management Regulations.

CLUSTER DEVELOPMENT: Residential development in which the lots are clustered on a portion of a site so that significant environmental/historical/cultural resources may be preserved or recreational amenities provided. While smaller lot sizes are permitted in a cluster subdivision to preserve open space, the overall density cannot exceed that permitted by the applicable zoning district. See Sect. 2-421 and Sect. 9-615 of the Zoning Ordinance.

COUNTY 2232 REVIEW PROCESS: A public hearing process pursuant to Sect. 15.2-2232 (Formerly Sect. 15.1-456) of the Virginia Code which is used to determine if a proposed public facility not shown on the adopted Comprehensive Plan is in substantial accord with the plan. Specifically, this process is used to determine if the general or approximate location, character and extent of a proposed facility is in substantial accord with the Plan.

dBA: The momentary magnitude of sound weighted to approximate the sensitivity of the human ear to certain frequencies; the dBA value describes a sound at a given instant, a maximum sound level or a steady state value. See also Ldn.

DENSITY: Number of dwelling units (du) divided by the gross acreage (ac) of a site being developed in residential use; or, the number of dwelling units per acre (du/ac) except in the PRC District when density refers to the number of persons per acre.

DENSITY BONUS: An increase in the density otherwise allowed in a given zoning district which may be granted under specific provisions of the Zoning Ordinance when a developer provides excess open space, recreation facilities, or affordable dwelling units (ADUs), etc.

DEVELOPMENT CONDITIONS: Terms or conditions imposed on a development by the Board of Supervisors (BOS) or the Board of Zoning Appeals (BZA) in connection with approval of a special exception, special permit or variance application or rezoning application in a "P" district. Conditions may be imposed to mitigate adverse impacts associated with a development as well as secure compliance with the Zoning Ordinance and/or conformance with the Comprehensive Plan. For example, development conditions may regulate hours of operation, number of employees, height of buildings, and intensity of development.

DEVELOPMENT PLAN: A graphic representation which depicts the nature and character of the development proposed for a specific land area; information such as topography, location and size of proposed structures, location of streets, trails, utilities, and storm drainage are generally included on a development plan. A development plan is a submission requirement for rezoning to the PRC District. A **GENERALIZED DEVELOPMENT PLAN (GDP)** is a submission requirement for a rezoning application for all conventional zoning districts other than a P District. A development plan submitted in connection with a special exception (SE) or special permit (SP) is generally referred to as an SE or SP plat. A **CONCEPTUAL DEVELOPMENT PLAN (CDP)** is a submission requirement when filing a rezoning application for a P District other than the PRC District; a CDP characterizes in a general way the planned development of the site. A **FINAL DEVELOPMENT PLAN (FDP)** is a submission requirement following the approval of a conceptual development plan and rezoning application for a P District other than the PRC District; an FDP further details the planned development of the site. See Article 16 of the Zoning Ordinance.

EASEMENT: A right to or interest in property owned by another for a specific and limited purpose. Examples: access easement, utility easement, construction easement, etc. Easements may be for public or private purposes.

ENVIRONMENTAL QUALITY CORRIDORS (EQCs): An open space system designed to link and preserve natural resource areas, provide passive recreation and protect wildlife habitat. The system includes stream valleys, steep slopes and wetlands. For a complete definition of EQCs, refer to the Environmental section of the Policy Plan for Fairfax County contained in Vol. 1 of the Comprehensive Plan.

ERODIBLE SOILS: Soils that wash away easily, especially under conditions where stormwater runoff is inadequately controlled. Silt and sediment are washed into nearby streams, thereby degrading water quality.

FLOODPLAIN: Those land areas in and adjacent to streams and watercourses subject to periodic flooding; usually associated with environmental quality corridors. The 100 year floodplain drains 70 acres or more of land and has a one percent chance of flood occurrence in any given year.

FLOOR AREA RATIO (FAR): An expression of the amount of development intensity (typically, non-residential uses) on a specific parcel of land. FAR is determined by dividing the total square footage of gross floor area of buildings on a site by the total square footage of the site itself.

FUNCTIONAL CLASSIFICATION: A system for classifying roads in terms of the character of service that individual facilities are providing or are intended to provide, ranging from travel mobility to land access. Roadway system functional classification elements include Freeways or Expressways which are limited access highways, Other Principal (or Major) Arterials, Minor Arterials, Collector Streets, and Local Streets. Principal arterials are designed to accommodate travel; access to adjacent properties is discouraged. Minor arterials are designed to serve both through traffic and local trips. Collector roads and streets link local streets and properties with the arterial network. Local streets provide access to adjacent properties.

GEOTECHNICAL REVIEW: An engineering study of the geology and soils of a site which is submitted to determine the suitability of a site for development and recommends construction techniques designed to overcome development on problem soils, e.g., marine clay soils.

HYDROCARBON RUNOFF: Petroleum products, such as motor oil, gasoline or transmission fluid deposited by motor vehicles which are carried into the local storm sewer system with the stormwater runoff, and ultimately, into receiving streams; a major source of non-point source pollution. An oil-grit separator is a common hydrocarbon runoff reduction method.

IMPERVIOUS SURFACE: Any land area covered by buildings or paved with a hard surface such that water cannot seep through the surface into the ground.

INFILL: Development on vacant or underutilized sites within an area which is already mostly developed in an established development pattern or neighborhood.

INTENSITY: The magnitude of development usually measured in such terms as density, floor area ratio, building height, percentage of impervious surface, traffic generation, etc. Intensity is also based on a comparison of the development proposal against environmental constraints or other conditions which determine the carrying capacity of a specific land area to accommodate development without adverse impacts.

Ldn: Day night average sound level. It is the twenty-four hour average sound level expressed in A-weighted decibels; the measurement assigns a "penalty" to night time noise to account for night time sensitivity. Ldn represents the total noise environment which varies over time and correlates with the effects of noise on the public health, safety and welfare.

LEVEL OF SERVICE (LOS): An estimate of the effectiveness of a roadway to carry traffic, usually under anticipated peak traffic conditions. Level of Service efficiency is generally characterized by the letters A through F, with LOS-A describing free flow traffic conditions and LOS-F describing jammed or grid-lock conditions.

MARINE CLAY SOILS: Soils that occur in widespread areas of the County generally east of Interstate 95. Because of the abundance of shrink-swell clays in these soils, they tend to be highly unstable. Many areas of slope failure are evident on natural slopes. Construction on these soils may initiate or accelerate slope movement or slope failure. The shrink-swell soils can cause movement in structures, even in areas of flat topography, from dry to wet seasons resulting in cracked foundations, etc. Also known as slippage soils.

OPEN SPACE: That portion of a site which generally is not covered by buildings, streets, or parking areas. Open space is intended to provide light and air; open space may function as a buffer between land uses or for scenic, environmental, or recreational purposes.

OPEN SPACE EASEMENT: An easement usually granted to the Board of Supervisors which preserves a tract of land in open space for some public benefit in perpetuity or for a specified period of time. Open space easements may be accepted by the Board of Supervisors, upon request of the land owner, after evaluation under criteria established by the Board. See Open Space Land Act, Code of Virginia, Sections 10.1-1700, et seq.

P DISTRICT: A "P" district refers to land that is planned and/or developed as a Planned Development Housing (PDH) District, a Planned Development Commercial (PDC) District or a Planned Residential Community (PRC) District. The PDH, PDC and PRC Zoning Districts are established to encourage innovative and creative design for land development; to provide ample and efficient use of open space; to promote a balance in the mix of land uses, housing types, and intensity of development; and to allow maximum flexibility in order to achieve excellence in physical, social and economic planning and development of a site. Refer to Articles 6 and 16 of the Zoning Ordinance.

PROFFER: A written condition, which, when offered voluntarily by a property owner and accepted by the Board of Supervisors in a rezoning action, becomes a legally binding condition which is in addition to the zoning district regulations applicable to a specific property. Proffers are submitted and signed by an owner prior to the Board of Supervisors public hearing on a rezoning application and run with the land. Once accepted by the Board, proffers may be modified only by a proffered condition amendment (PCA) application or other zoning action of the Board and the hearing process required for a rezoning application applies. See Sect. 15.2-2303 (formerly 15.1-491) of the Code of Virginia.

PUBLIC FACILITIES MANUAL (PFM): A technical text approved by the Board of Supervisors containing guidelines and standards which govern the design and construction of site improvements incorporating applicable Federal, State and County Codes, specific standards of the Virginia Department of Transportation and the County's Department of Public Works and Environmental Services.

RESOURCE MANAGEMENT AREA (RMA): That component of the Chesapeake Bay Preservation Area comprised of lands that, if improperly used or developed, have a potential for causing significant water quality degradation or for diminishing the functional value of the Resource Protection Area. See Fairfax County Code, Ch. 118, Chesapeake Bay Preservation Ordinance.

RESOURCE PROTECTION AREA (RPA): That component of the Chesapeake Bay Preservation Area comprised of lands at or near the shoreline or water's edge that have an intrinsic water quality value due to the ecological and biological processes they perform or are sensitive to impacts which may result in significant degradation of the quality of state waters. In their natural condition, these lands provide for the removal, reduction or assimilation of sediments from runoff entering the Bay and its tributaries, and minimize the adverse effects of human activities on state waters and aquatic resources. New development is generally discouraged in an RPA. See Fairfax County Code, Ch. 118, Chesapeake Bay Preservation Ordinance.

SITE PLAN: A detailed engineering plan, to scale, depicting the development of a parcel of land and containing all information required by Article 17 of the Zoning Ordinance. Generally, submission of a site plan to DPWES for review and approval is required for all residential, commercial and industrial development except for development of single family detached dwellings. The site plan is required to assure that development complies with the Zoning Ordinance.

SPECIAL EXCEPTION (SE) / SPECIAL PERMIT (SP): Uses, which by their nature, can have an undue impact upon or can be incompatible with other land uses and therefore need a site specific review. After review, such uses may be allowed to locate within given designated zoning districts if appropriate and only under special controls, limitations, and regulations. A special exception is subject to public hearings by the Planning Commission and Board of Supervisors with approval by the Board of Supervisors; a special permit requires a public hearing and approval by the Board of Zoning Appeals. Unlike proffers which are voluntary, the Board of Supervisors or BZA may impose reasonable conditions to assure, for example, compatibility and safety. See Article 8, Special Permits and Article 9, Special Exceptions, of the Zoning Ordinance.

STORMWATER MANAGEMENT: Engineering practices that are incorporated into the design of a development in order to mitigate or abate adverse water quantity and water quality impacts resulting from development. Stormwater management systems are designed to slow down or retain runoff to re-create, as nearly as possible, the pre-development flow conditions.

SUBDIVISION PLAT: The engineering plan for a subdivision of land submitted to DPWES for review and approved pursuant to Chapter 101 of the County Code.

TRANSPORTATION DEMAND MANAGEMENT (TDM): Actions taken to reduce single occupant vehicle automobile trips or actions taken to manage or reduce overall transportation demand in a particular area.

TRANSPORTATION SYSTEM MANAGEMENT (TSM) PROGRAMS: This term is used to describe a full spectrum of actions that may be applied to improve the overall efficiency of the transportation network. TSM programs usually consist of low-cost alternatives to major capital expenditures, and may include parking management measures, ridesharing programs, flexible or staggered work hours, transit promotion or operational improvements to the existing roadway system. TSM includes Transportation Demand Management (TDM) measures as well as H.O.V. use and other strategies associated with the operation of the street and transit systems.

URBAN DESIGN: An aspect of urban or suburban planning that focuses on creating a desirable environment in which to live, work and play. A well-designed urban or suburban environment demonstrates the four generally accepted principles of design: clearly identifiable function for the area; easily understood order; distinctive identity; and visual appeal.

VACATION: Refers to vacation of street or road as an action taken by the Board of Supervisors in order to abolish the public's right-of-passage over a road or road right-of-way dedicated by a plat of subdivision. Upon vacation, title to the road right-of-way transfers by operation of law to the owner(s) of the adjacent properties within the subdivision from whence the road/road right-of-way originated.

VARIANCE: An application to the Board of Zoning Appeals which seeks relief from a specific zoning regulation such as lot width, building height, or minimum yard requirements, among others. A variance may only be granted by the Board of Zoning Appeals through the public hearing process and upon a finding by the BZA that the variance application meets the required Standards for a Variance set forth in Sect. 18-404 of the Zoning Ordinance.

WETLANDS: Land characterized by wetness for a portion of the growing season. Wetlands are generally delineated on the basis of physical characteristics such as soil properties indicative of wetness, the presence of vegetation with an affinity for water, and the presence or evidence of surface wetness or soil saturation. Wetland environments provide water quality improvement benefits and are ecologically valuable. Development activity in wetlands is subject to permitting processes administered by the U.S. Army Corps of Engineers

TIDAL WETLANDS: Vegetated and nonvegetated wetlands as defined in Chapter 116 Wetlands Ordinance of the Fairfax County Code: includes tidal shores and tidally influenced embayments, creeks, and tributaries to the Occoquan and Potomac Rivers. Development activity in tidal wetlands may require approval from the Fairfax County Wetlands Board.

Abbreviations Commonly Used in Staff Reports

A&F	Agricultural & Forestal District	PDH	Planned Development Housing
ADU	Affordable Dwelling Unit	PFM	Public Facilities Manual
ARB	Architectural Review Board	PRC	Planned Residential Community
BMP	Best Management Practices	RC	Residential-Conservation
BOS	Board of Supervisors	RE	Residential Estate
BZA	Board of Zoning Appeals	RMA	Resource Management Area
COG	Council of Governments	RPA	Resource Protection Area
CBC	Community Business Center	RUP	Residential Use Permit
CDP	Conceptual Development Plan	RZ	Rezoning
CRD	Commercial Revitalization District	SE	Special Exception
DOT	Department of Transportation	SEA	Special Exception Amendment
DP	Development Plan	SP	Special Permit
DPWES	Department of Public Works and Environmental Services	TDM	Transportation Demand Management
DPZ	Department of Planning and Zoning	TMA	Transportation Management Association
DU/AC	Dwelling Units Per Acre	TSA	Transit Station Area
EQC	Environmental Quality Corridor	TSM	Transportation System Management
FAR	Floor Area Ratio	UP & DD	Utilities Planning and Design Division, DPWES
FDP	Final Development Plan	VC	Variance
GDP	Generalized Development Plan	VDOT	Virginia Dept. of Transportation
GFA	Gross Floor Area	VPD	Vehicles Per Day
HC	Highway Corridor Overlay District	VPH	Vehicles per Hour
HCD	Housing and Community Development	WMATA	Washington Metropolitan Area Transit Authority
LOS	Level of Service	WS	Water Supply Protection Overlay District
Non-RUP	Non-Residential Use Permit	ZAD	Zoning Administration Division, DPZ
OSDS	Office of Site Development Services, DPWES	ZED	Zoning Evaluation Division, DPZ
PCA	Proffered Condition Amendment	ZPRB	Zoning Permit Review Branch
PD	Planning Division		
PDC	Planned Development Commercial		