



APPLICATION ACCEPTED: May 4, 2009
PLANNING COMMISSION: September 9, 2009
BOARD OF SUPERVISORS: September 14, 2009 @ 3:30pm

County of Fairfax, Virginia

September 2, 2009

STAFF REPORT

SPECIAL EXCEPTION APPLICATION SE 2009-MV-010

CRD

MT. VERNON DISTRICT

APPLICANT: Wachovia Bank

ZONING: C-8, HC and CRD

PARCEL(S): 109-2 ((1)) 23

ACREAGE: 35,475 square feet (SF)

FAR: 0.08

OPEN SPACE: 22%

PLAN MAP: Retail and Other

SE CATEGORY: Category 6, Drive-In Financial Institution in a Highway Corridor Overlay District

PROPOSAL: The applicant seeks a special exception to permit an existing drive-in financial institution in a Highway Corridor Overlay (HC) District in order to construct a canopy over a remote teller unit.

STAFF RECOMMENDATIONS:

Staff recommends approval of SE 2009-MV-010, subject to the proposed development conditions contained in Appendix 1.

Kelli-Mae Goddard-Sobers-

Department of Planning and Zoning
Zoning Evaluation Division
12055 Government Center Parkway, Suite 801
Fairfax, Virginia 22035-5509
Phone 703-324-1290 FAX 703-324-3924
www.fairfaxcounty.gov/dpz/



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

Staff recommends approval of a waiver of the interior parking lot landscaping requirements.

Staff recommends approval of a modification of the peripheral parking lot landscaping requirements to that shown on the SE Plat.

Staff recommends approval of a modification of the 10-year tree canopy requirement and a deviation from the tree preservation target requirement of Chapter 122 of the County Code and the Public Facilities Manual by the Director of DPWES, UFM.

It should be noted that it is not the intent of staff to recommend that the Board, in adopting any conditions proffered by the owner, 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 special exception does not interfere with, abrogate or annul any easement, 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.

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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).

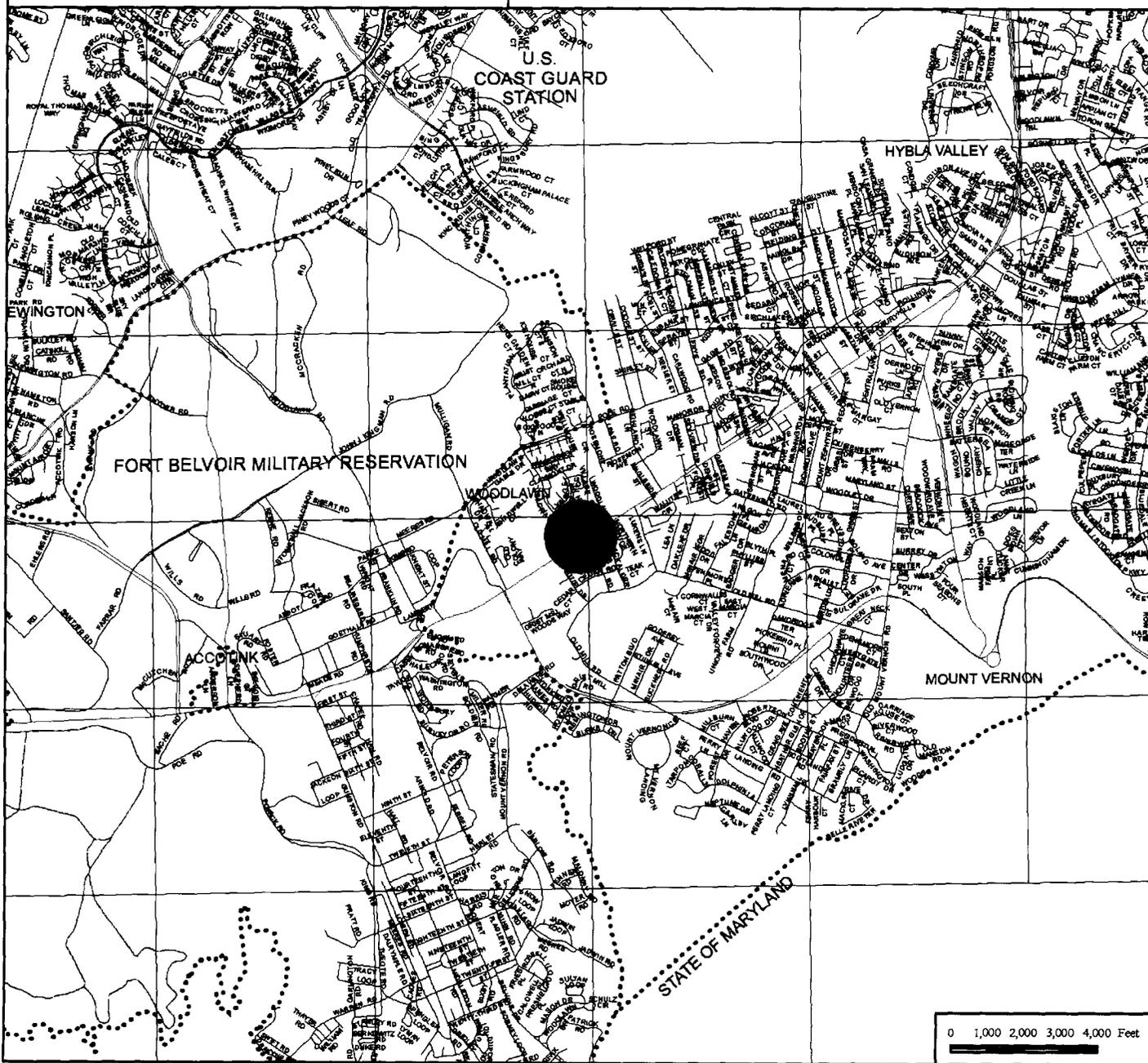
Special Exception

SE 2009-MV-010

Applicant: WACHOVIA BANK
Accepted: 05/04/2009
Proposed: DRIVE-IN FINANCIAL INSTITUTION
Area: 35,475 SF OF LAND, DISTRICT - MOUNT VERNON



Zoning Dist Sect: 07-0607
Art 9 Group and Use: 6-07
Located: 8770 RICHMOND HIGHWAY
Zoning: C- 8
Plan Area: 4,
Overlay Dist: CRD HC
Map Ref Num: 109-2- /01/ /0023



Special Exception

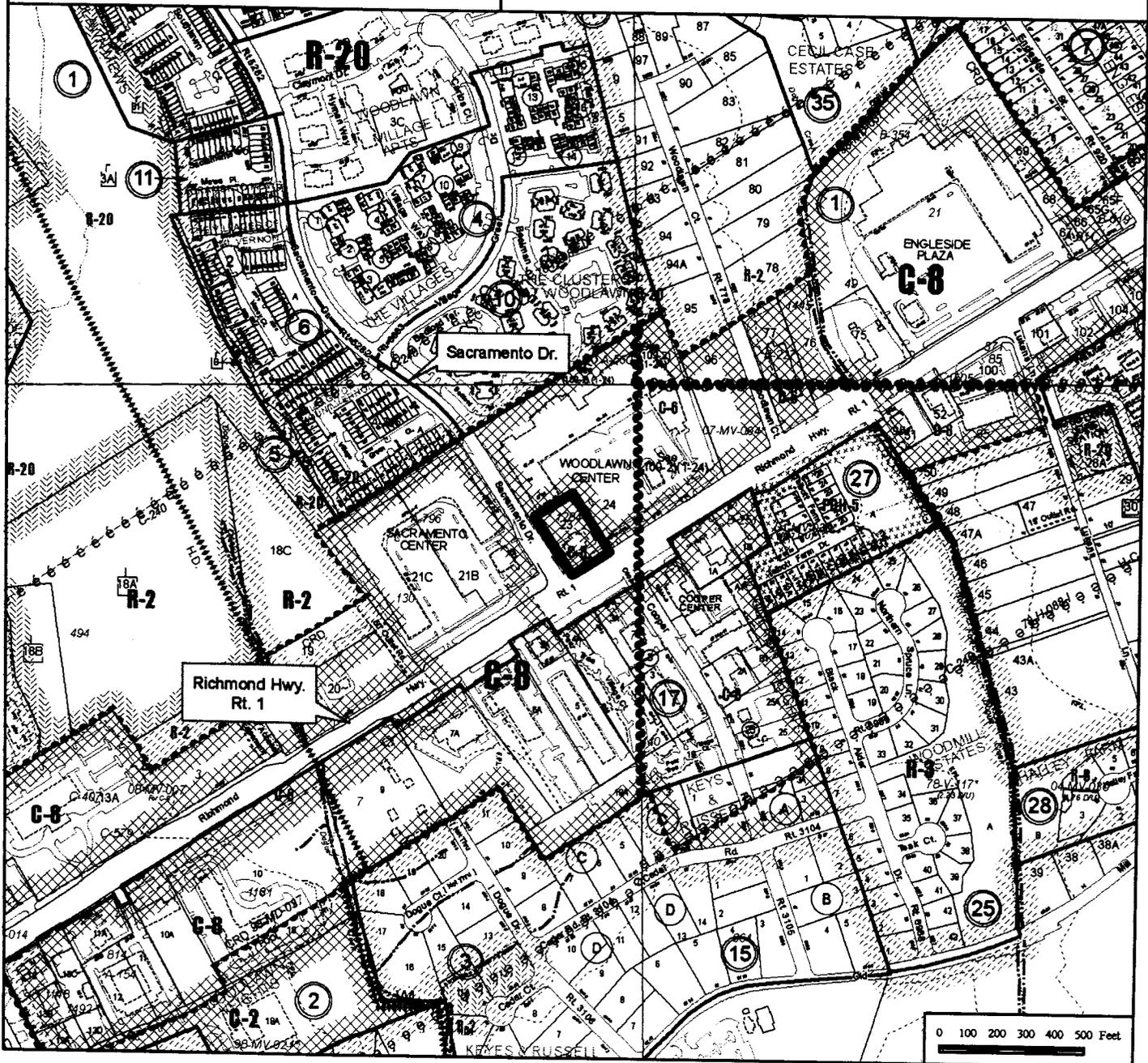
SE 2009-MV-010

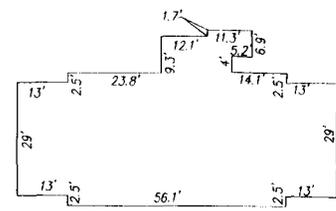
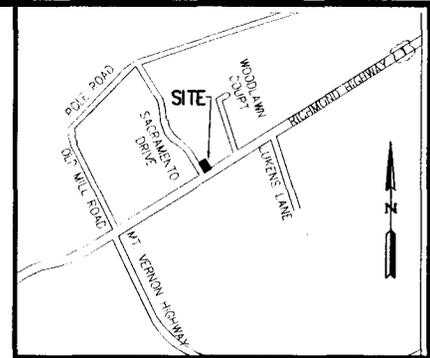
Applicant:
Accepted:
Proposed:
Area:

WACHOVIA BANK
05/04/2009
DRIVE-IN FINANCIAL INSTITUTION
35,475 SF OF LAND; DISTRICT - MOUNT VERNON



Zoning Dist Sect: 07-0607
Art 9 Group and Use: 6-07
Located: 8770 RICHMOND HIGHWAY
Zoning: C-8
Plan Area: 4,
Overlay Dist: CRD HC
Map Ref Num: 109-2- /01/ /0023





NOTES:
 1) CURRENT OWNER: WACHOVIA BANK NATIONAL ASSOCIATION
 U. B. 20303, PG. 1031
 MAP # 1092(01)0023
 MAILING ADDRESS - 1753 PINNACLE DRIVE
 750 JOHN ANDREWS ROAD, FARMACIA, VA 22107
 2) THIS PARCEL IS ZONED C-8.
 3) EXISTING PARKING SPACES = 45; NUMBER OF PARKING SPACES REQUIRED BY ARTICLE 11 OF ZONING ORDINANCE = 28 (SEE NOTE 6 FOR DETAILS)
 4) WATER SERVICE: PUBLIC
 5) SEWER SERVICE: PUBLIC
 6) MAXIMUM GROSS FLOOR AREA = 7,900 +/- GROSS FLOOR AREA = 6,571 SQ. FT.
 GFA LAW OFFICES = 638 SQ. FT.
 ((638/1000) * 3.6 = 2 PARKING)
 GFA BANK OFFICES = 385 SQ. FT.
 ((385/1000) * 3.6 = 2 PARKING)
 GFA LOBBY/TELLER AREA = 270 SQ. FT.
 ((270/1000) * 4.0 = 0 PARKING)
 GFA ATIC, BASEMENT, STORAGE = 3378 SQ. FT.
 ((3378/1000) * 3.6 = 13 PARKING)
 LAND AREA: 35,475 SQ. FT.
 FLOOR/AREA RATIO: 0.19
 (THERE WILL BE NO CHANGES IN GROSS FLOOR AREA)
 7) TOTAL PROPERTY SQUARE FOOTAGE = 35,475
 8) TOTAL PROPERTY ACREAGE = 0.814
 9) MINIMUM YARD REQUIREMENT:
 FRONT YARD: CONTROLLED BY 45 DEGREE ANGLE OF BULK PLANE, BUT NOT LESS THAN 40'
 REAR YARD: NO REQUIREMENT
 SIDE YARD: 20'
 10) THE BUILDING WAS CONSTRUCTED CIRCA 1941 PER SITEPLAN OFFICE OF FAIRFAX COUNTY, VIRGINIA
 11) THE BUILDING IS TO BE RETAINED
 12) THIS PROPERTY IS LOCATED IN FLOOD ZONE X (AREA OF MINIMUM FLOODING) AS SHOWN ON FLOOD INSURANCE MAP #155525-0136-D, EFFECTIVE DATE MARCH 05, 1990.
 13) THIS PROPERTY IS LOCATED IN A CHESAPEAKE BAY RMA AREA (RMA'S INCLUDE ANY AREA THAT IS NOT DESIGNATED AS AN RPA) AS SHOWN IN "CHESAPEAKE BAY PRESERVATION AREAS FAIRFAX COUNTY, VIRGINIA" MAP AND DATE RPA ADDED TO MAP AFTER 2005
 14) AT THE COMPLETION OF THIS SURVEY, NO FIELD OR PLAT EVIDENCE HAS PRODUCED ANY INDICATION OF ANY KNOWN CEMETERY OR BURIAL GROUND
 15) APPROXIMATE LOCATION OF 10' C & P TELEPHONE EASEMENT D.B. 2674, PG. 218
 16) APPROXIMATE LOCATION OF 10' C & P TELEPHONE EASEMENT D.B. 2735, PG. 715
 17) VIRGINIA ELECTRIC AND POWER COMPANY POLE LINE EASEMENT D.B. 2789, PG. 244
 18) CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF VIRGINIA IS AN EQUIPMENT EASEMENT FOR THE SUBJECT SITE BUT UNABLE TO DUPLICATE, RECORDED IN LIBER BOOK H, NO. 8 PG. 144.
 19) EASEMENTS LIBER BOOK H, NO. 8 PG. 144, DEED BOOK 2674, PG. 218, D.B. 2735, PG. 715, AND D.B. 2789, PG. 244 AS NOTED IN NOTES 15 THROUGH 18 WAS PROVIDED BY REPORT OF TITLE BY C & I TITLE SERVICES, INC. FILE NO.: 19973

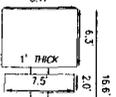
VICINITY MAP
 SCALE 1" = 200'

- NOTES CONTINUED:
 20) TOPOGRAPHIC INFORMATION IS PRODUCED FROM FIELD RUN SURVEY BY AES CONSULTING ENGINEERS PERSONNEL ON MAY 13, 2008, BASED ON FINISH FLOOR ELEVATION OF BUILDING ON A SITE PLAN BY SECURITY VAULT WORKS, DATED OCTOBER 25, 2007
 21) THIS PROPERTY IS LOCATED IN THE "HIGHWAY CORRIDOR OVERLAY DISTRICT" AND THE "RICHMOND HIGHWAY REVITALIZATION DISTRICT."
 22) TO THE BEST OF MY KNOWLEDGE, NO HAZARDOUS MATERIALS ON SITE OR BEING INSTALLED
 23) TO THE BEST OF MY KNOWLEDGE, THIS PROJECT CONFORMS TO ALL ORDINANCES, REGULATIONS, AND STANDARDS
 24) THE GENERAL AREA TO BE SERVED BY THIS SITE IS NORTH ARLINGTON AND NORTHERN VIRGINIA AREA
 25) THE PROPOSED STRUCTURE WILL BE A STEEL STRUCTURE CLAD WITH ARCHITECTURAL METAL
 26) THERE ARE NO TRAILS ON THIS PROPERTY.
 27) SIZE AND LIGHTING OF SIGNS WILL BE IN COMPLIANCE WITH ARTICLE 12 OF FAIRFAX COUNTY ZONING ORDINANCE.
 28) SUM OF NON-PAVED OPEN SPACE AREAS: 7,899 SQ. FT.
 TOTAL LAND AREA: 35,475 SQ. FT.
 OPEN SPACE / TOTAL LAND AREA: 22%
 29) WAIVER REQUESTED FOR THE LOADING SPACE REQUIREMENTS, NO NEED FOR A LOADING SPACE
 30) WAIVER REQUESTED FOR THE LOT SIZE DUE TO THE LOT BEING ESTABLISHED SINCE 1941, PRIOR TO THE ORDINANCE BEING IN EFFECT AND ADOPTED OCTOBER 18, 1981. LOT IS LEGALLY NON-CONFORMING.
 31) PROPERTY ALLOWS FOR MORE THAN 10 CAR STACKING AS REQUIRED BY ORDINANCE.

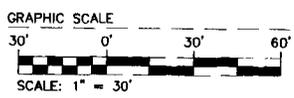
MEASUREMENTS BASED ON BEARING AS SHOWN IN DEED BOOK 2674, PG. 218, RECORDED IN THE CLERK'S OFFICE OF THE CIRCUIT COURT OF FAIRFAX COUNTY, VIRGINIA

LEGEND

- ⊗ - WATER VALVE
- - ROYAL RD
- - SIGN
- ⊕ - LIGHT POLE
- ⊞ - SIGNAL BOX
- ⊙ - STORM MANHOLE
- ⊕ - SANITARY MANHOLE
- OHE - OVERHEAD ELECTRIC LINE
- ⊕ - TREE
- ⊕ - LIGHT POLE
- ⊕ - HEDGE ROW
- ⊕ - TELEPHONE M.H.
- ⊕ - TRAFFIC BOX



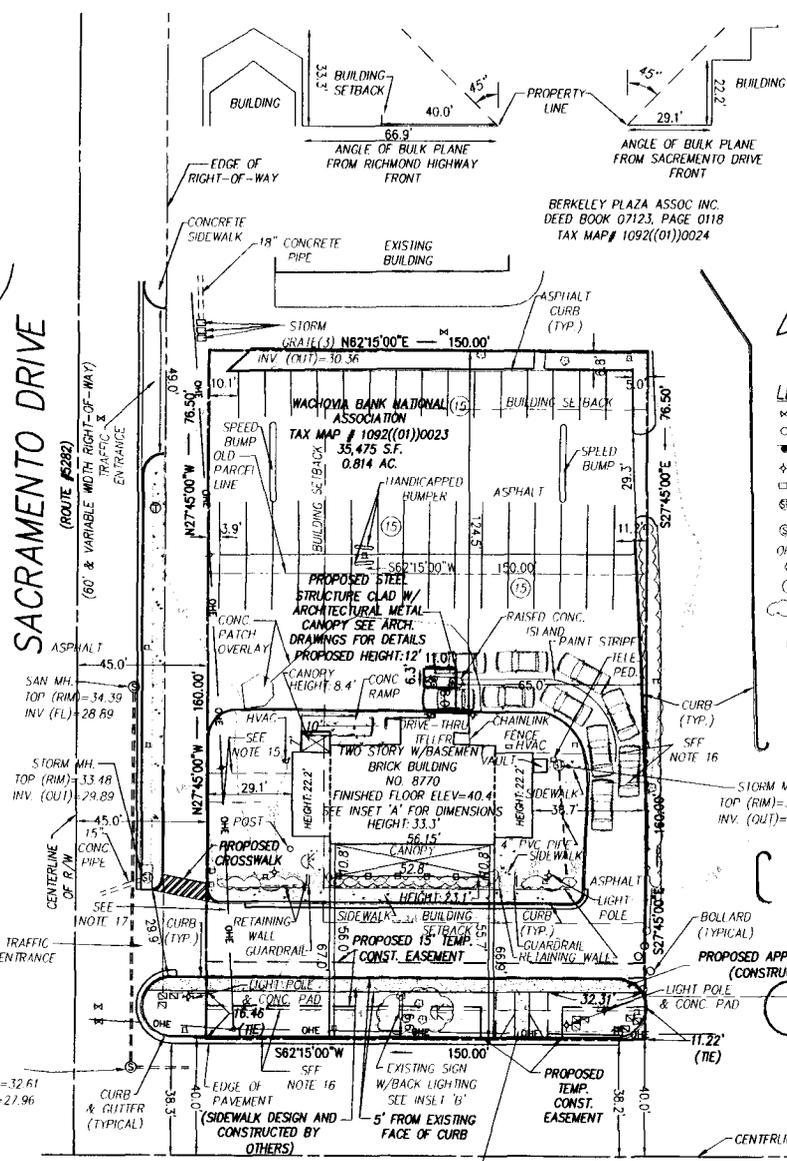
INSET 'B' (NO. 10 SCALE)
 66.7 SQ. FT.



I HEREBY CERTIFY THAT THIS PLAT IS BASED ON A FIELD RUN SURVEY PERFORMED BY AES CONSULTING ENGINEERS PERSONNEL ON MAY 13 OF 2008.

GREG F. DELANO L.S. No. 2495
 8-7-2009 DATE

SPECIAL EXCEPTION #: SE2009-MV-010



RICHMOND HIGHWAY

(U.S. ROUTE 1)
 80' & VARIABLE WIDTH
 RIGHT-OF-WAY

PROPOSED APPROXIMATE
 SIDEWALK AND RAMP
 (CONSTRUCTED BY OTHERS)

614 Moorefield Park Drive
 Richmond, Virginia 23236
 (804) 330-8040
 Fax (804) 330-9840

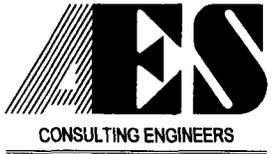
SPECIAL EXCEPTION PLAT
 WACHOVIA BANK
 8770 RICHMOND HIGHWAY

HIGHWAY CORRIDOR OVERLAY DISTRICT AND
 RICHMOND HIGHWAY REVITALIZATION DISTRICT
 MOUNT VERNON DISTRICT FAIRFAX COUNTY, VIRGINIA



No.	DATE	REVISION / COMMENT / NOTE	BY
3	8/07/09	REVISIONS PER FAIRFAX COUNTY	DAB
2	7/20/09	REVISIONS PER FAIRFAX COUNTY	DAB
1	4/17/09	REVISIONS PER FAIRFAX COUNTY	DAB

Checked	Drawn
DAB	WTS
Scale	Date
1" = 30'	05/13/08
Project No.	
R1288-00	
Drawing No.	
1 of 2	



PLANT SCHEDULE

KEY	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	COMMENT	10-YR TREE COVER (SF)	TREE COVER SUB-TOTAL (SF)
LARGE DECIDUOUS TREES:								
QP	2	QUERCUS PHELLOS	WILLOW OAK	2" CAL.	B & B	SINGLE STEM	200	400
SMALL DECIDUOUS TREES:								
CC	5	CERCIS CANADENSIS 'FOREST PANSY'	'FOREST PANSY' REDBUD	2" CAL.	B & B	SINGLE STEM	100	500
CK	6	CORNUS KOUSA	KOUSA DOGWOOD	2" CAL.	B & B	SINGLE STEM	100	600

PLANTING REQUIREMENT TABULATIONS

PARKING LOT PERIPHERAL (R/W):

LINEAR FEET OF FRONT YARD	=	150 LF
TREES REQ. (Ø 1 TREE PER 25 LF)	=	6 TREES
EXISTING TREES TO REMAIN	=	0 TREES
PROPOSED TREES	=	6 TREES
TOTAL TREES PROVIDED	=	6 TREES

PARKING LOT PERIPHERAL (NON-R/W)*:

LINEAR FEET OF PARKING PERIMETER	=	500 LF
TREES REQ. (PER SECTION 13-203)	=	10 TREES
EXISTING TREES TO REMAIN	=	1 TREE
PROPOSED TREES	=	5 TREES
TOTAL TREES PROVIDED	=	6 TREES*

PARKING LOT INTERIOR*:

AREA TO BE COUNTED	=	22,165 SF
CANOPY REQ. (PER SECTION 13-202)	=	1,109 SF
EXISTING TREE CANOPY TO REMAIN	=	1,250 SF
(ONE GUM TREE AND TWO HOLLY TREES TO REMAIN)		
PROPOSED TREE CANOPY	=	0 SF*
TOTAL TREE CANOPY SHOWN	=	1,250 SF (5.7%)*

OVERALL SITE TREE CANOPY CALCULATIONS:

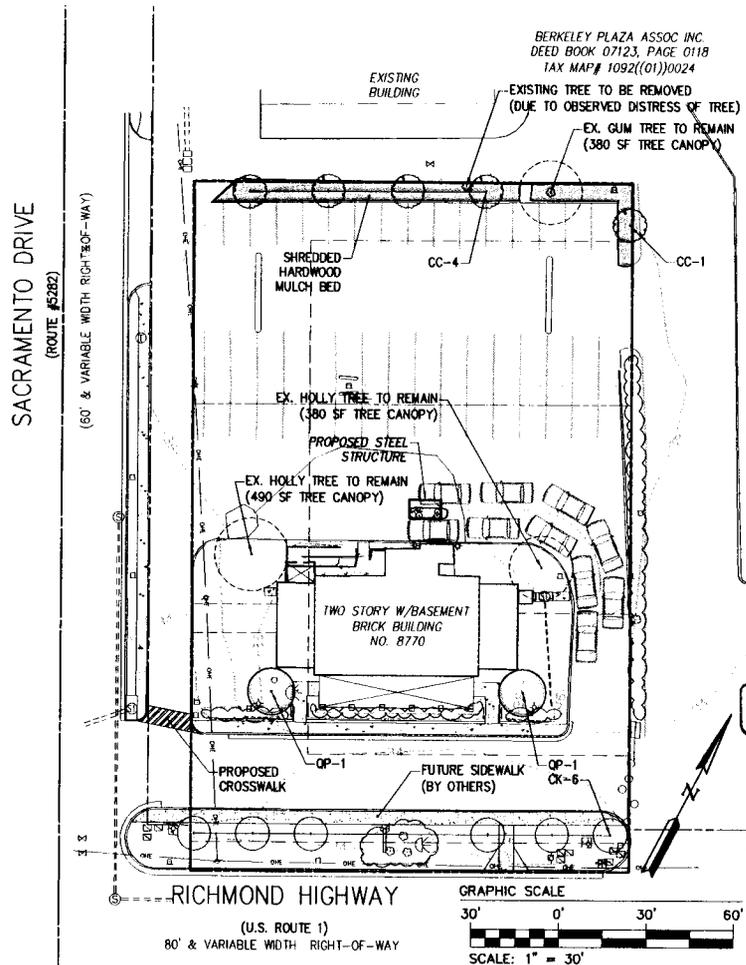
TOTAL SITE AREA	=	35,475 SF
TREE CANOPY REQ. (10%)	=	3,548 SF**
EXISTING TREE CANOPY TO REMAIN	=	1,250 SF
PROPOSED TREE CANOPY	=	1,500 SF
TOTAL OVERALL CANOPY PROVIDED	=	2,750 SF (8%)**

*NO ADDITIONAL NON-R/W PERIPHERAL PARKING LOT LANDSCAPING OR INTERNAL PARKING LOT LANDSCAPING SHALL BE REQUIRED PER SECTIONS A7-409(5)(B)(1) & A7-409(5)(A)(1).

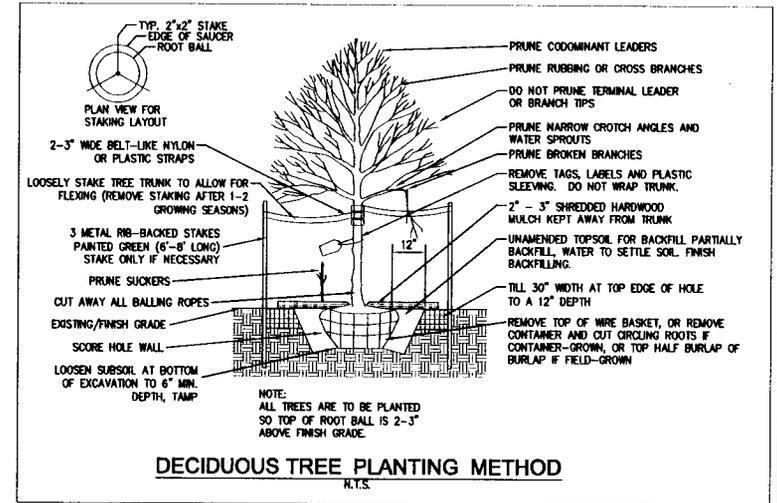
**TREE CANOPY REQUIREMENTS WITHIN THIS COMMERCIAL REVITALIZATION DISTRICT HAVE BEEN MET TO THE "EXTENT FEASIBLE," PER TABLE 12.4 IN THE FAIRFAX COUNTY PUBLIC FACILITIES MANUAL.

GENERAL NOTES:

- ALL PLANT STOCK SHALL MEET THE MINIMUM STANDARDS & SPECIFICATIONS DESCRIBED IN THE "AMERICAN STANDARD FOR NURSERY STOCK," LATEST EDITION, PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN.
- ALL PLANT MATERIAL SHALL BE INSTALLED AS SPECIFIED IN THE NMA STANDARDIZED LANDSCAPE SPECIFICATIONS, LATEST EDITION.
- THE CONTRACTOR SHALL SUPPLY ALL NEW PLANT MATERIAL IN QUANTITIES SUFFICIENT TO COMPLETE ALL PLANTING SHOWN ON THE DRAWINGS, WHERE DISCREPANCIES EXIST BETWEEN THE PLANS & THE PLANT LIST, THE PLANS SHALL TAKE PRECEDENCE.
- GROUPINGS OF PLANTS SHALL BE MULCHED IN CONTINUOUS PLANT BEDS.
- AREAS DISTURBED BY CONSTRUCTION, NOT OTHERWISE WITHIN PLANT BEDS OR COVERED IN SITE CONTRACT, ARE TO BE SODED OR SEEDED WITH A STATE CERTIFIED TURF-TYPE TALL FESCUE VARIETY SELECTED FROM THE FOLLOWING LIST:
Blissmore, Bingo, Cochise II, Constitution, Coyote II, Crossfire II, Endeavor, Fidelity, Good-en, Grande, Greenkeeper WAF, Inferno, Kalahari, Magellan, Masterpiece, Onyx, Padre, Picasso, Penn 1901, Quest, Reglar, Rebel Exodo, Rembrandt, Rendition, SF 8250, SF 8300, Torque, Titanium, Watchdog, Wolfpack, WREZE
- TREES SUPPORT STAKING IS OPTIONAL ON TREES THAT ARE LESS THAN 1-1/2" CAL. OR 6' IN HT. TREE STAKING SHALL BE REMOVED AFTER 1-2 GROWING SEASONS.
- PLANT SUBSTITUTIONS WILL NOT BE MADE WITHOUT THE WRITTEN CONSENT OF THE OWNER OR THE OWNER'S DESIGNATED REPRESENTATIVE PRIOR TO INSTALLATION.
- ALL INSTALLED PLANT MATERIAL SHALL BE SUBJECT TO REGULAR MAINTENANCE, INCLUDING FERTILIZATION, PRUNING, REPLACEMENT, INSECT AND DISEASE CONTROL, WATERING, MULCHING, AND WEED CONTROL.
- CONTRACTORS ARE RESPONSIBLE FOR LOCATING ALL UTILITIES PRIOR TO THE BEGINNING OF WORK AND AVOIDING THEM DURING LANDSCAPING OPERATIONS.



NOTE: THE (6) PROPOSED TREES ALONG RICHMOND HIGHWAY SHALL BE INSTALLED DURING OR AFTER THE CONSTRUCTION OF THE FUTURE SIDEWALK.



DECIDUOUS TREE PLANTING METHOD
N.T.S.

SPECIAL EXCEPTION #: SE2009-MV-010



614 Moorefield Park Drive
Richmond, Virginia 23236
(804) 330-8040
Fax (804) 330-9840

SPECIAL EXCEPTION PLAT
WACHOVIA BANK
8770 RICHMOND HIGHWAY

HIGHWAY CORRIDOR OVERLAY DISTRICT AND
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MOUNT VERNON DISTRICT FAIRFAX COUNTY, VIRGINIA



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Checked GRR	Drawn GRR
Scale 1"=30'	Date 7/15/09
Project No. R1288-01	
Drawing No. 2 of 2	

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

DESCRIPTION OF THE APPLICATION

Proposal:	The applicant seeks approval of a Category 6 Special Exception for a freestanding drive-in financial institution with two drive-through lanes in a Highway Corridor (HC) Overlay District and Commercial Revitalization District (CRD). The financial institution with the drive through facilities has been in existence since 1966. The applicant is applying for the Special Exception in order to construct a small canopy (66 square feet) within the drive-through lane to protect the remote teller unit from weather elements.
Proposed Hours:	Lobby & Tellers: 9 am to 5 pm, Monday – Thursday 9 am to 6 pm, Friday 9 am to noon, Saturday Drive-through: 9 am to 6 pm, Monday – Friday 9 am to noon, Saturday Automated Teller Machines (ATM): 24 hours a day, 7 days a week
Employees:	Seven (7)
Waivers and Modifications:	Waiver of loading space requirement; Waiver of the interior parking lot landscaping; Modification of the peripheral parking lot landscaping to that shown on the SE Plat Modification of the 10-year tree canopy requirement and a deviation from the tree preservation target requirement of Chapter 122 of the County Code and the Public Facilities Manual (PFM) by the Director of DPWES, UFM.

LOCATION AND CHARACTER

The 35,475 square foot subject property is located at 8770 Richmond Highway in the northeast quadrant of the intersection of Richmond Highway (Route 1) and Sacramento Drive surrounded by the Woodlawn Shopping Center. The site is currently occupied with a converted residential two-story office building with a basement and a drive-in financial institution. The structure is occupied by Wachovia Bank and a law office. There are three points of access to the parcel. Two points of access are from Sacramento Drive and the third is from the adjacent eastern parcel (the Woodlawn Shopping Center).

SURROUNDING AREA DESCRIPTION			
Direction	Use	Zoning	Plan
North	Woodlawn Shopping Center	C-6	Retail and Other
South	McDonald's Restaurant	C-8	Retail and Other
East	Woodlawn Shopping Center	C-6	Retail and Other
West	Sacramento Shopping Center	C-8	Retail and Other

BACKGROUND (see Appendix 4)

Site History:

The site is located near the Woodlawn Shopping Center. Records indicate that the existing dwelling was constructed in 1941 and subsequently converted into a residential office. On March 16, 1964, when the property was converted from a residential use to a financial institution, approval was granted to the Woodlawn National Bank to use the property as a financial institution. The As-Built Site plan from 1964 for the financial institution depicts the drive-through lanes on the plan.

The lot is 35,475 square feet (SF) in size and 150 feet wide which is less than the lot size requirements for the C-8 district. However, the subject lot was recorded on July 12, 1940, prior to the effective date of the Zoning Ordinance; therefore the lot width and lot size requirements can be waived per Sect. 2-405 of the Zoning Ordinance.

On December 14, 1992, Special Exception, SE 92-L-031 was approved by the Board of Supervisors (BOS) to allow the remodeling of an existing drive-through bank by the construction of a porch addition and a modification to the parking lot and circulation pattern. Twenty (20) months additional time was granted by the BOS on February 9, 1998 to commence construction for SE 92-L-031 in the name of First Union Bank until August 14, 1999. Subsequently, the Special Exception expired as the proposed addition and site modifications never took place.

COMPREHENSIVE PLAN PROVISIONS

Plan Area:	Area IV Mount Vernon Planning District
Planning Sector:	MV-8 Woodlawn Community Planning Sector
Plan Map:	Retail and Other
Plan Text:	

In the Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District, as amended through January 26, 2009, MV-8 Woodlawn Community Planning Sector, page 165 states:

The Woodlawn Community Planning Sector contains stable residential neighborhoods. Infill development in this sector should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

In the Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District, as amended through January 26, 2009, Richmond Highway Corridor Area, Woodlawn Community Business Center page 62 states:

Sub-unit A-2

This sub-unit primarily consists of the Woodlawn Shopping Center and other strip commercial uses located on the west side of Richmond Highway south of Woodlawn Court and is planned for community-serving retail use up to .35 FAR. This area presents an opportunity for possible redevelopment. With substantial consolidation, Sub-unit A-2 is planned for primarily office, with hotel and/or retail, mixed-use up to .70 FAR if the following conditions are met:

- Preservation of the environmental quality corridor surrounding Dogue Creek as open space;*
- Buildings are designed to meet the criteria for LEED Silver green building certification;*
- Building heights are tapered down toward adjacent residential uses;*
- Dedication of needed rights-of-way for planned roadway improvements, including bike lanes and the realignment of Sacramento Drive to Cooper Road, are provided;*
- Access points are consolidated and an efficient internal circulation system is provided;*

- *Provision of substantial buffering and screening adjacent to residential and other existing uses;*
- *Provision of a pedestrian and bicycle circulation system which encourages pedestrian and bicycle traffic within the development, and adjacent developments;*
- *The traffic impact of the proposed development is thoroughly analyzed and mitigated using a Transportation Demand Management (TDM) program that may include shuttle bus service, Metrorail subsidies, and vanpool and carpool matching services; and*
- *Inclusion of urban design elements, such as streetscaping, public art, pedestrian plazas, cultural/recreation facilities, landscaped open space, landmarks or building designs which will denote this area as a focal point of the Woodlawn Community Business Center. The urban design recommendations found at the end of this Plan are used as a guide.*

ANALYSIS

Special Exception Plat (Copy at front of staff report)

Title of SE Plat: Showing a Parcel of Land Identified as Tax Map # 109 2 ((01)) 0023 Containing 0.814 acre and Various Sidewalk Easements

Prepared By: AES Consulting Engineers

Original and Revision Dates: May 13, 2008 as revised through August 7, 2009

Plat Description:

The SE Plat consists of two sheets:

Showing a Parcel of Land Identified as Tax Map # 109 2 ((01)) 0023 Containing 0.814 acre	
Sheet 1	Vicinity Map, Notes, Scale, Legend
Sheet 2	Plant Schedule, General Notes, Planting Requirements Tabulations, Deciduous Tree Planting Method

The following features are depicted on the SE Plat:

- *Building:* The SE Plat shows an existing two-story, 33.3-foot tall brick building with a basement with a gross floor area (GFA) of 6,571 SF. The first floor is occupied by the bank; the bank offices occupy 385 SF and the lobby/teller

area is 2,170 SF in size. The second floor is leased by a law office and occupies 638 SF. The remainder of the building (basement and attic) is used for storage and utilities and occupies a total of 3,378 SF.

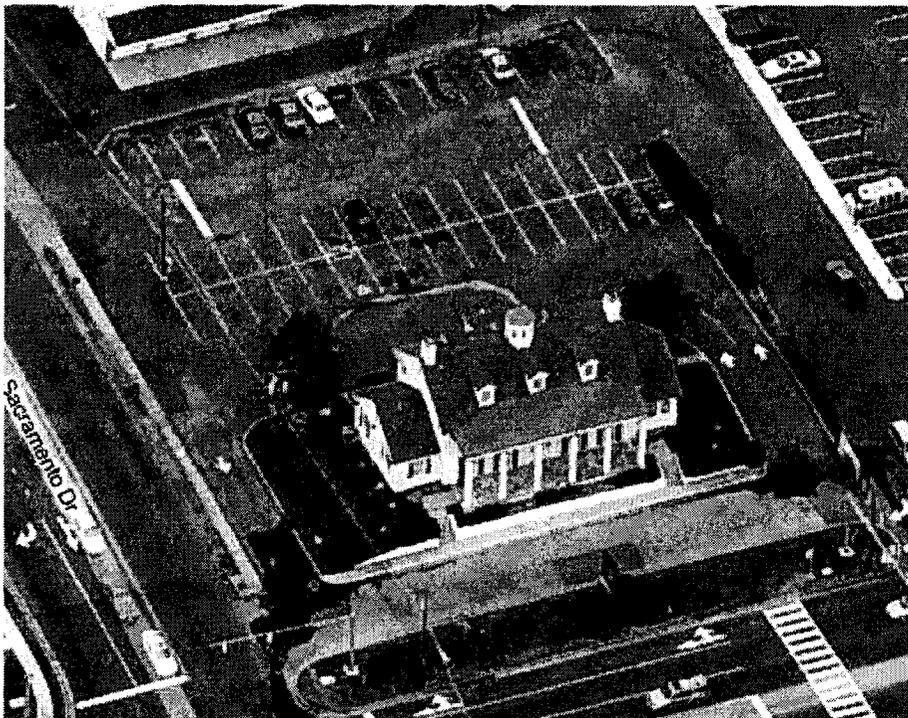
The building is sited towards the front of the site. The site has three entrances, two from Sacramento Drive and one from the abutting property to the east, the Woodlawn Shopping Center, which is located at Tax Map 109-2 ((1)) 24. The overall development has an FAR of 0.19.

- *Drive-through Lanes and Canopy:* There are two existing drive-through lanes located at the rear of the building. The only change proposed to the existing financial institution is the 66 SF canopy made of steel and clad with architectural metal to be erected over the remote teller unit which services the outermost drive-through lane. The proposed 12-foot tall canopy is shown on the SE Plat to extend over the remote teller unit and a portion of the outermost drive-through lane. The applicant has indicated that these lanes are served by tellers via video screens. A total of ten stacking spaces are shown in the drive-through lanes on the SE Plat.
- *Free-standing Signage:* The SE Plat shows the existing free-standing pole-mounted sign located on the island at the front of the site along Richmond Highway. Two signs are mounted on the black, rectangular shaped pole. The topmost sign advertises Wachovia Bank and the lower sign advertises a law office which is also located inside of the building. The sign pole is 16.6 feet high, the bank sign is 8.17 feet wide, and the law office sign is 7.5 feet wide. The bank sign has a blue background with backlighting and white lettering stating "Wachovia". The law office sign has a red and white background with white and black lettering. Sign permits were issued by Fairfax County for the sign in its current form.
- *Access:* Vehicular access is provided from three points, including two from Sacramento Drive and one from the abutting property to the east (the Woodlawn Center). One of the access points from Sacramento Drive leads to a service drive at the front of the site which runs parallel to Richmond Highway. This service drive leads to the drive-through lanes at the rear of the building. The two drive-through lanes at the rear of the building lead to a one-way driveway that runs alongside the western side of the building. Another point of access is from Sacramento Drive to the parking area at the rear of the site. The third access point is from the surrounding Sacramento Shopping Center abutting eastern property which also leads into the parking area at the rear of the site. Pedestrian access is provided at the front of the site from an existing sidewalk which runs along the front of the building that leads to the front entrance. Also, customers who park at the rear of the site, can access the bank through the building's rear entrance.
- *Parking:* The SE Plat shows a surface parking lot consisting of 45 spaces, which are located at the rear of the site. Only twenty seven (27) parking

spaces and one loading space are required. The bank's property is adjacent to a Mexican restaurant in the Woodlawn Shopping Center, whose entrance faces the Wachovia property. According to the applicant, there is an understood agreement with the bank and the owner of the Mexican restaurant to allow the patrons of the restaurant to use the bank's parking spaces. There is no interior parking lot landscaping and two (2) Gum trees which serve as the peripheral parking lot landscaping located at the rear of the site.

- *Sidewalks and Pedestrian Access:* The SE Plat shows a five-foot wide sidewalk that runs along the front of the building parallel to Richmond Highway, and a concrete accessibility ramp at the rear of the building.
- *Landscaping:* There is one deciduous tree on the west side of the building, one deciduous tree on the east side of the building, and some shrubbery towards the front and east side of the site. There are also two (2) Gum trees in a planting strip at the rear of the site between the parcel and the neighboring Woodlawn Shopping Center. Urban Forestry staff noted that one of these trees appears not to be in good health. As shown on sheet 2 of the SE Plat, the applicant is proposing to plant five (5) trees in the median at the rear of the site, two (2) trees alongside the building, and six (6) trees in the island at the front of the site.

Land Use and Environmental Analysis and Office of Community Revitalization and Reinvestment Analysis (Appendices 5 and 6)



The property is located to the west of Richmond Highway and to the north of Sacramento Drive. The Woodlawn Shopping Center is planned for retail use up to 0.35 FAR. This area has been identified in the Comprehensive Plan for possible redevelopment as a mixed-use development up to a 0.70 FAR with substantial parcel consolidation. The uses surrounding the property are planned for and developed as retail uses and zoned C-8.

Issue: Landscaping and Streetscaping

The Richmond Highway frontage is subject to a Fairfax County Department of Transportation (FCDOT) project which includes pedestrian improvements along the frontage. Additionally, the Richmond Highway Urban Design Recommendations calls for streetscaping improvements along Sacramento Drive to include a 5-foot wide curb edge landscaping strip, a 5-foot wide sidewalk, and a 5-foot wide interior landscaping strip, incorporating shade trees and other vegetation, and additional landscaped parking islands. The existing conditions include a 3-foot wide curb edge planting strip consisting of grass cover and a 4-foot wide sidewalk. Staff has recommended that the applicant reduce the amount of parking provided to accommodate additional landscaped medians within the parking lot or expand the existing landscaped areas within the site. The Office of Community Revitalization and Reinvestment (OCRR) Analysis echoed these same recommendations.

Resolution:

The Comprehensive Plan acknowledges the need for projects to provide right-of-way and/or easements to facilitate planned road improvements. The project for the Richmond Highway street frontage includes pedestrian improvements. As requested by Fairfax County Department of Transportation (FCDOT), the applicant has agreed to provide two (2) sidewalk easements, and temporary grading and construction easements to facilitate the future implementation of the Fairfax County Department of Transportation (FCDOT) project.

Regarding the streetscaping along Sacramento Drive, there are some site limitations which prevent the applicant from providing landscaping along the western street frontage. There is a driveway which runs along the western side of the property between the subject site and Sacramento Drive that is actually a part of the abutting property where the Woodlawn Center is located. As a result, this prevents the applicant from providing the Plan-recommended streetscaping along the Sacramento Drive street frontage. Staff suggested to the applicant to remove some of the parking spaces along the western side of the parking lot to create landscaped islands in lieu of the streetscape requirements.

The Comprehensive Plan's urban design recommendations also call for additional landscaped parking islands. Staff has recommended that in order to improve the site's overall condition, the applicant should accommodate the landscaped medians by reducing the amount of parking on-site or by expanding existing landscaped areas within the site. In response to the above recommendations, the applicant has

agreed to plant additional landscaping within the existing landscaped areas within the site. Specifically, the applicant is proposing to plant five (5) trees in the median at the rear of the site, two (2) trees alongside the building, and six (6) trees in the island at the front of the site.

The applicant does not wish to remove any parking spaces for the Sacramento Drive streetscape requirements or for the landscape medians because in addition to the bank's clients, the parking lot is used by the patrons of the adjacent Mexican restaurant located within the Woodlawn Shopping Center.

Additionally, if the Special Exception application is approved for the installation of the 66 SF canopy, the applicant will be able to obtain a building permit immediately following the Board of Supervisor's authorization. However, if the applicant were to provide landscaped medians within the parking lot in addition to the proposed canopy, then a minor site plan would be required. This requirement would be due to the limits of disturbance increasing from 12 square feet for the footers of the canopy to over 250 square feet for both the footers and the medians. Also, Stormwater Management (SWM) and Best Management Practices (BMP) requirements would have to be addressed due to the increase in the limits of disturbance for the landscaped medians, which, in turn, may result in stormwater detention and water quality control facilities also having to be constructed. Given the scope of the request, staff is satisfied with the additional landscaping the applicant is proposing to plant in the median at the rear of the site, alongside the building and in the landscaped island at the front of the site.

Urban Forest Management Analysis (Appendix 7)

Currently, there is a small amount of vegetation on the site. There is one Holly tree on the west side of the building, another Holly tree on the east side of the building, some shrubbery in the front and east side of the site, and two Gum trees in a planting strip at the rear of the site. One of the Gum trees in the planting strip is in poor condition and Urban Forestry Management (UFM) recommends that it be replaced. The applicant has agreed to remove the dying tree and to plant five (5) additional "Forest Pansy" Redbud trees in the planting strip. Also, as stated above, the applicant is proposing to plant two (2) Willow Oak trees alongside the building and six (6) Kousa Dogwood trees in the landscaped island at the front of the site. UFM staff has recommended that the applicant should commit to preserving the Holly trees on site. UFM also stated that plant selection is important to this site as it is harsh and the trees will be affected by car fumes, overhead utility lines, run-off, pedestrians and salt application from highway deicing. Development conditions have been included to address the preservation of the existing Holly trees and the provision of a future landscape plan to UFM for review.

Issue: Interior and Peripheral Parking Lot Landscaping

UFM staff has commented that both the interior and the peripheral parking lot landscaping have not been fully addressed, and as a result, the associated calculations are insufficient/incorrect.

Resolution:

The applicant has requested permission to have the interior parking lot landscaping requirements waived and the peripheral parking lot landscaping requirements modified to the landscaping shown on Sheet 2 of the SE Plat. As discussed above, the applicant does not wish to provide any interior parking lot landscaping in landscaped medians because parking spaces would have to be removed to accommodate the landscape medians. These parking spaces are needed to provide parking not only for the bank's clients but also for the patrons of the adjacent Mexican restaurant in the Woodlawn Shopping Center that faces the bank's parking lot. As a result, no interior parking lot landscaping is shown on the SE Plat as requested by staff. The applicant also requested permission to have the peripheral parking lot landscaping modified for the same reasons as stated above to the landscaping shown on the SE Plat. The eastern property line already has existing shrubbery, and the applicant has proposed to provide some additional landscaping in a planting strip at the rear of the site and in a landscaped island at the front of the site. As such, staff is satisfied that the applicant's proposed landscaping is sufficient.

Tree Cover

UFM staff also notes that the tree canopy calculations and the request to deviate from the tree preservation target requirements need to be addressed and or revised. The applicant has requested a modification of the 10-year tree canopy requirement and a deviation from the tree preservation target requirement due to the reasons stated above. Staff advised the applicant to explore ways to provide additional landscaping to meet the 10% tree cover requirement. In response to staff's request, the applicant proposed to provide additional landscaping in the planting strip at the rear of the site. However, it was determined that the existing tree and the proposed trees would not survive due to the lack of space and resources for the trees to flourish and grow. As a result, staff does not object to the requested modification of the 10-year tree canopy requirements and deviation of the tree preservation requirements.

Transportation Analysis (Appendix 8)**Issue: Easements**

Fairfax County Department of Transportation (FCDOT) staff has stated that there is an existing project for a five-foot wide sidewalk called the "Richmond Highway Public Transportation Initiative; Phase 4D - Route 1 - Engleside North Sidewalk,

Sacramento Drive to Woodlawn Court”, which will be constructed across the frontage of this site. FCDOT has requested that the applicant provide the necessary easements to facilitate the project to include:

- A 10-foot wide sidewalk easement for the 5-foot wide sidewalk paralleling the service drive;
- An approximately 18-foot wide easement around the connecting sidewalk to the crosswalk; and
- A 25-foot wide grading and temporary construction easement.

Resolution:

The applicant has agreed to provide the necessary easements to facilitate the FCDOT project.

Stormwater Management Analysis

Department of Public Works and Environmental Services (DPWES) staff has stated that the addition of the canopy to the existing drive-through financial institution is exempt from site plan or minor site plan review (ZO 17-104-5 & -16). They have also stated that there is no RPA or floodplain on this property. Additionally, there are no downstream drainage complaints or increase in imperviousness proposed.

ZONING ORDINANCE PROVISIONS (See Appendix 9)

Bulk Standards (C-2,HC)		
Standard	Required	Provided
Lot Size	40,000 SF*	35,475 SF
Lot Width	200 feet*	150 feet
Front Yard	45 degree angle bulk plane; 40 feet minimum	55.7 feet
Side Yard (West)	No requirement	West - 29.1 feet East - 38.7 feet
Rear Yard	20 feet	124.5 ft - building Approx. 110 ft. - Drive-thru island
Building Height	40 feet	33.3 feet
FAR	.50	.08
Open Space	15%	22%
Tree Cover	10%	8% (waiver requested)
Parking Spaces	27	45

Bulk Standards (C-2,HC)		
Standard	Required	Provided
Stacking Spaces	10	10
Loading Spaces	1	None (waiver requested)

* The minimum lot size requirements may be waived by the Board in accordance with the provisions of Sect. 2-405. As noted previously in this report, because the lot was recorded in 1940 prior to the effective date of the Zoning Ordinance; the lot width and lot size requirements can be waived per Sect. 2-405 of the Zoning Ordinance.

Waivers/Modifications

- o *Waiver of lot size requirements*

The lot is 35,475 square feet and 150 feet wide which is less than the lot size requirements for the C-8 district. According to Section 2-405 of the Zoning Ordinance, if a lot was recorded before March 1, 1941 or before the effective date of the Zoning Ordinance, and the lot met the requirements of the Zoning Ordinance in effect at the time of recordation, then the lot, may be used for any use permitted in the zoning district in which located under the Ordinance, even though the lot does not meet the minimum district size, lot area, lot width and/or shape factor requirements of the district, provided all other regulations are satisfied. The subject lot was recorded in 1941 prior to the effective date of the Zoning Ordinance. Therefore, the subject lot qualifies for a waiver of the lot size requirements.

- o *Waiver of loading space requirement*

Per Section 11-203 of the Zoning Ordinance, financial institutions are required to have one (1) loading space for the 6,571 SF building. Par. 3 of Sect. 11-202 permits the number of loading spaces to be waived or modified if other space is available on the site for such a purpose, due to a change in the nature of the use or a reduction in the size of the use, or for an existing structure or for an accessibility improvement. The applicant has stated that there is no loading or unloading of materials at this facility. Also, if there was a need to load or unload any materials, given the excess number of parking spaces available, deliveries could be accommodated without the need for a designated loading space. Staff has no objection to this waiver request.

- o *Waiver of the interior parking lot landscaping requirements*

Par. 1 of Sect. 13-202 states that any parking lot that has twenty (20) or more parking spaces shall be provided with interior landscaping covering not less than 5% of the total area of the parking lot. Par 6B of Section 13-201 states that the Board can approve a waiver of the interior parking lot landscaping requirement, where such waiver will not have any deleterious effect on the existing or planned development of adjacent properties.

The bank use was established on this property in 1964 and is surrounded by the Woodlawn Center which was constructed in 1962. The Comprehensive Plan seeks to improve Richmond Highway by the provision of streetscape and additional landscaping. However, as discussed earlier in the report, the applicant does not wish to provide additional landscaping in the parking lot because some of the parking spaces used by the bank's, the law office's and the restaurant's clients in the abutting Woodlawn Shopping Center will be lost to accommodate the landscaped medians. Furthermore, removal of the parking spaces for landscape islands would trigger the need for a minor site plan due to the increase in the limits of disturbance to build the islands. Therefore, the applicant is seeking a waiver of the interior parking lot landscaping requirement.

In lieu of this landscaping, the applicant has agreed to provide additional landscaping to the existing landscaped area on-site. The applicant is proposing to plant five (5) trees in the median at the rear of the site, two (2) trees alongside the building, and six (6) trees in the island at the front of the site. Therefore, acknowledging that the proposed landscaping is an improvement to the site that has an existing use, staff does not object to a waiver of the interior parking lot landscaping requirements.

o *Modification of the peripheral parking lot landscaping requirements*

The Board can also approve a modification of the peripheral parking lot landscaping requirement, where such modification will not have any deleterious effect on the existing or planned development of adjacent properties (Par 3B. of Section 13-202). Additionally, according to Par. 5 of Sect. A-7-409 of the Zoning Ordinance, the peripheral parking lot landscaping requirements can be modified where such modification will not have any deleterious effect on the existing or planned development of adjacent properties.

Currently, there is no landscaping located along the western and southern peripheral areas of the parking lot. In order to provide landscaping along these boundaries, the asphalt surface of the parking lot will have to be dug up, which would subsequently trigger the need for a minor site plan as the limits of clearing and grading would increase from 12 SF to over 250 SF. The applicant is unwilling to do such as they are only proposing to install a 66 SF canopy. Along the eastern side of the property, there is some existing shrubbery which actually belongs to the abutting Woodlawn Center property.

There is also minimal landscaping [two (2) trees] provided along the northern property line in a median at the rear of the parking lot. The applicant has agreed to remove one of the trees which appears to be in poor health, and is also proposing to plant five (5) additional trees within this median. These additional plantings will improve the aesthetic appearance of the site and help to mitigate the effects of air and water pollution thereby accomplishing the purpose and intent of the Zoning Ordinance (Par. 2 of Section 1-200). They will also accomplish the purpose and intent of the landscaping and screening requirements stated in Sect. 13-101 of the Zoning Ordinance.

Transitional Screening and Barriers

There are no transitional screening or barrier requirements.

OTHER ZONING ORDINANCE REQUIREMENTS:

Special Exception Requirements (See Appendix 9)

- General Special Exception Standards (9-006)
- Additional Standards for Drive in Financial Institutions (9-611)
- Highway Corridor Overlay District (7-608)

General Standards (Sect. 9-006)

Paragraph 1 requires that the proposed use be in harmony with the Comprehensive Plan. Even though the language in the Comprehensive Plan strongly discourages freestanding uses with drive-through facilities, this is an existing drive-in financial institution that is going through the Special Exception process to add a small canopy over an existing remote teller unit in the drive-through lane to protect it from the weather. In return, the applicant is offering to provide additional landscaping which is a public benefit that furthers the intent of the Comprehensive Plan by improving the appearance of the use along Richmond Highway. The applicant is also providing another public benefit by proposing to stripe in a crosswalk from the front of the bank to the sidewalk along Sacramento Drive. Staff has concluded that the proposed canopy over the existing remote teller unit in the drive-through lane is in harmony with the land use recommendations of the Comprehensive Plan. Therefore, this standard has been met.

Paragraph 2 requires that the proposed use be in harmony with the purpose and intent of the applicable zoning district regulations. In staff's opinion, the drive-in financial institution is consistent with the purpose of the C-8 District, which is to provide locations on heavily traveled collector and arterial highways for those commercial and service uses which (a) are oriented to the automobile, or (b) are uses which may require large land areas and good access, and (c) do not depend upon adjoining uses for reasons of comparison shopping or pedestrian trade. Staff is satisfied this standard has been met.

Paragraph 3 requires that the proposed use be harmonious with and not adversely affect the use or development of neighboring properties in accordance with applicable zoning district regulations and the adopted Comprehensive Plan. It further states that 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. As discussed previously in this report, staff finds that the proposed use is harmonious

with the abutting commercial uses, including the Woodlawn Shopping Center and the Sacramento Shopping Center (located across Sacramento Drive) and will not adversely affect the use or development of these neighboring properties in accordance with the applicable zoning district regulations and the adopted Comprehensive Plan. The location, size and height of the building and the proposed canopy, and the existing and proposed landscaping will not hinder or discourage the use of the adjacent buildings or impair the value thereof. Therefore, this standard has been met.

Paragraph 4 states that 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. The pedestrian and vehicular traffic will not be hazardous or conflict with anticipated traffic in the neighborhood. There is an existing sidewalk which runs along the front of the building that leads to the front entrance. Also, customers who drive to the site can park in the surface parking lot provided at the rear of the site, and access the building through the rear entrance. Even though these customers have to walk in front of the vehicles using the drive-through lanes located behind the building, the drivers' and the pedestrians' views of one another are unobstructed. Also, considering the distance the pedestrians have to walk from the parking spaces to the building, there should be enough time for the pedestrians and drivers to assess the situation to enable the pedestrians to safely cross in front of the vehicles in the drive-through lanes.

Paragraph 5 states that in addition to the standards which may be set forth in this Article for a particular category or use, the Board may require landscaping and screening in accordance with the provisions of Article 13. As discussed previously in this report, there are no transitional screening or barrier requirements; however, there is a requirement for interior and peripheral parking lot landscaping. The applicant has requested a waiver of the interior parking lot landscaping and a modification of the peripheral parking lot landscaping requirements to the landscaping shown on the SE Plat. Staff does not object to the requested waivers and modifications as the applicant has proposed to provide additional landscaping in existing landscaped areas on-site. Therefore, staff finds that this standard has been satisfied.

Paragraph 6 states that open space should be provided in an amount equivalent to that specified for the zoning district in which the proposed use is located. As noted previously in the Bulk Standards chart, the proposal exceeds the minimum open space requirement of 10 percent required in the C-8 District (22% is proposed). Therefore, staff finds that this standard has been met.

Paragraph 7 states that adequate utility, drainage, parking, loading and other necessary facilities to serve the proposed use shall be provided.

The provided number of parking spaces exceeds the minimum required by the Zoning Ordinance. However, the excess parking spaces are being used by patrons of the restaurant in the butting Woodlawn Shopping Center that faces the bank's parking lot. There is an understood agreement between the bank and the owner of

the restaurant regarding the shared use of the parking spaces. A total of ten stacking spaces is provided for the two proposed drive-through lanes, which meets the Zoning Ordinance requirement. The applicant has requested a waiver of the required loading space for this financial institution. As discussed above, staff has no issue with this waiver. Adequate utilities are provided on this site. DPWES staff stated that drainage was not a point of concern due to the small scope of the applicant's request to install a canopy in the drive-through lane, which will only be disturbing 12 square feet to place the footers for the canopy. Therefore, this standard has been met.

Paragraph 8 states that 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. Even though the Comprehensive Plan recommends against pole mounted signs, sign permits were issued by Fairfax County which granted the bank owner at that time, permission to erect the sign in its current form. The sign in its one pole design was applied for and accepted by Fairfax County on November 1, 1993 per Sign Permit # 9311-7481-0956, in association with Building Permit # 93294B1130. The sign was then installed in January 1994. The addition of the two box signs on the existing free standing pole sign was approved in June 1995. It was installed under Building Permit # 95164B0260 per Sign Permit # 9506-7481-0649. If at any time in the future the bank owner wishes to replace the sign, then a ground mounted sign would be required. A development condition has been included to ensure this is done. Therefore, staff is satisfied that this standard has been met.

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

This provision states that the Board may approve a special exception for the establishment or for the enlargement, extension, relocation or increase in intensity of a drive-in financial institution in a Highway Corridor Overlay District, but only in accordance with the provisions of Part 6 of Article 7.

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

Paragraph 1A requires that a use be designed so that pedestrian and vehicular circulation is coordinated with the adjacent properties. Vehicular access to the site is provided from Sacramento Drive by two entrances located along the western boundary of the site. In addition, interparcel access is provided to the abutting property (Woodlawn Shopping Center) which surrounds the subject site to the north and east. The applicant is also proposing to provide a crosswalk which will connect the existing sidewalk at the front of the building to the sidewalk along Sacramento Drive. Additionally, another 5-foot wide concrete sidewalk will be constructed along the Richmond Highway street frontage by FCDOT, and crosswalks will also be provided connecting this sidewalk to the existing sidewalk along the Sacramento

Shopping Center street frontage. As such, staff believes that this standard has been satisfied.

Paragraph 1B requires that such a use shall have access designed so as not to impede traffic on a public street intended to carry through traffic. The SE Plat depicts the existing access to the site via three entrances, one along Sacramento Drive which leads to the parking lot at the rear of the site, the second from Sacramento Drive to the service drive that runs along the front of the site, and the third, an interparcel access point to the abutting lot along the eastern side of the property. No access is provided directly from Richmond Highway and no new access is being proposed. Therefore, staff believes that this application will not impede traffic on Richmond Highway or Sacramento Drive and this standard is satisfied.

Paragraph 1C requires that there be no outdoor storage or display of goods offered for sale. Par. 3 of Sect. 9-505 of the Zoning Ordinance prohibits the outdoor storage or display of goods offered for sale for the drive-in financial institution use. The applicant is not proposing any outdoor storage or display of goods for sale; therefore, this standard is satisfied.

Summary of Zoning Ordinance Provisions

All applicable standards have been satisfied with the proposed development conditions.

CONCLUSIONS AND RECOMMENDATIONS

Staff Conclusions

In staff's opinion, with the adoption of the proposed development conditions contained in Appendix 1, the Special Exception is in harmony with the Comprehensive Plan and in conformance with all applicable Zoning Ordinance provisions.

Recommendations

Staff recommends that SE 2009-MV-010 be approved subject to the draft development conditions contained in Appendix 1 of the staff report.

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

Staff recommends approval of a waiver of the interior parking lot landscaping requirements.

Staff recommends approval of a modification of the peripheral parking lot landscaping requirements to that shown on the SE Plat.

Staff recommends approval of a modification of the 10-year tree canopy requirement and a deviation from the tree preservation target requirement of Chapter 122 of the County Code and the Public Facilities Manual by the Director of DPWES, UFM.

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

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

APPENDICES

1. Proposed Development Conditions
2. Affidavit
3. Statement of Justification
4. Development Conditions for SE 92-L-031
5. Land Use Analysis and Environmental Analysis
6. Office of Community Revitalization and Reinvestment Analysis
7. Urban Forestry Analysis
8. Transportation Analysis
9. Zoning Ordinance Provisions
10. Glossary of Terms

DEVELOPMENT CONDITIONS**SE 2009-MV-010****September 2, 2009**

If it is the intent of the Board of Supervisors to approve SE 2009-MV-010 located at 8770 Richmond Highway [Tax Map 109-2 ((1)) 23] for a drive-in financial institution in a Highway Corridor Overlay District pursuant to 7-607 and 9-611 of the Fairfax County Zoning Ordinance, then staff recommends that the Board condition the approval by requiring conformance with the following development conditions:

1. This Special Exception is granted for and runs with the land indicated in this application and is not transferable to other land.
2. This Special Exception is granted only for the purpose(s), structure(s) and/or use(s) indicated on the special exception plat approved with the application, as qualified by these development conditions.
3. This Special Exception is subject to the provisions of Article 17, Site Plans, as may be determined by the Director, Department of Public Works and Environmental Services (DPWES). Any plan submitted pursuant to this special exception shall be in substantial conformance with the approved Special Exception Plat entitled "Showing a Parcel of Land Identified as Tax Map # 109 2 ((01)) 0023 Containing 0.814 acre and Various Sidewalk Easements" consisting of two sheets, prepared by AES Consulting Engineers and dated May 13, 2008, as revised through August 7, 2009. Minor modifications to the approved special exception may be permitted pursuant to Par. 4 of Sect. 9-004 of the Zoning Ordinance.
4. A copy of this Special Exception and the Non-Residential Use Permit SHALL BE POSTED in a conspicuous place on the property of the use and be made available to all departments of the County of Fairfax during the hours of operation of the permitted use.
5. Prior to issuance of the Non-Residential Use Permit, all landscaping shall be installed in the existing landscape islands as depicted on the SE Plat. The Urban Forest Management Division of the Department of Public Works and Environmental Services (DPWES) shall be consulted prior to said installation to ensure that the appropriate size of trees and selection of species is made based on existing and proposed site conditions. All landscaping that is installed pursuant to this Special Exception shall be maintained in good health by the applicant.
6. Landscaping along the Richmond Highway street frontage of the property shall be installed by the applicant in coordination with the Transportation Design Branch (TDB) of DPWES for the "Richmond Highway Public Transportation Initiative Phase 4D-Route 1-Engleside North Sidewalk Sacramento Drive to Woodlawn Court" Project # RS213. Trees planted in the area near the existing

overhead power lines, shall be chosen and planted so as not to interfere with the utility lines and sight distance, in consultation with Urban Forest Management, DPWES.

7. The two existing American Holly trees on site shall be preserved and protected by the applicant.
8. Irrespective of what is shown on the SE Plat, all the necessary easements to facilitate the future implementation of the "Richmond Highway Public Transportation Initiative Phase 4D-Route 1-Engleside North Sidewalk Sacramento Drive to Woodlawn Court" project shall be provided by the applicant upon request by Fairfax County, in coordination with the implementation of said improvement project.
9. The hours of operation in the lobby shall not exceed 9:00 am to 5:00 pm Monday through Thursday; 9:00 am to 6:00pm on Friday; and 9:00am to noon on Saturdays. The hours of operation for the drive-through facility shall not exceed 9:00 am to 6:00 pm Monday to Friday and 9:00 am to noon Saturday. However, ATMs may operate 24 hours a day, seven days a week.
10. All lighting, including streetlights, security lighting, signage lighting and pedestrian or other incidental lighting shall be in conformance with Part 9 of Article 14 of the Zoning Ordinance.
11. At such time as the freestanding pole mounted sign at the front of the site is replaced, a ground mounted sign shall be erected in its place.

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

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

The approval of this special exception 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.

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

SPECIAL EXCEPTION AFFIDAVIT

DATE: 05/21/09
 (enter date affidavit is notarized)

I, David A. Yescavage, 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

104592a

in Application No.(s): SE 2009-MV-010
 (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)
Wachovia Bank, National Association	301 South College Ave. Suite 4000 One Wachovia Center Charlotte, NC. 28288-0013	Applicant/Title Owner
Security Vault Works, Inc. David A. Yescavage	122 Lafayette Ave. Laurel, Md. 20707	Agent for Applicant Agent for Applicant

(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 AFFIDAVIT

DATE: 05/21/09
(enter date affidavit is notarized)

104592a

for Application No. (s): SE 2009-MV-010
(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) Wachovia Bank, National Association 301 South College Ave. Suite 4000 One Wachovia Center Charlotte, NC. 28288-0013

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)

(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: 05/21/09
(enter date affidavit is notarized)

for Application No. (s): SE 2009-MV-010
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Security Vault Works, Inc. 122 Lafayette Ave. Laurel, Md. 20707

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)

Francis X. Abell
Linda A. Abell

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

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)

(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: 05/21/09
(enter date affidavit is notarized)

104592a

for Application No. (s): SE 2009-MV-010
(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)

(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: 05/21/09
(enter date affidavit is notarized)

104592a

for Application No. (s): SE 2009-MV-010
(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: 05/21/09 (enter date affidavit is notarized)

104592a

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:

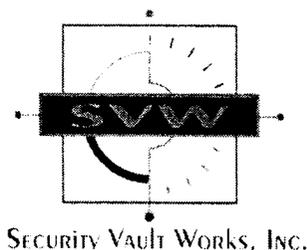
(check one) [] Applicant [X] Applicant's Authorized Agent

David A. Yescavage Construction Manager (type or print first name, middle initial, last name, and & title of signee)

Subscribed and sworn to before me this 21st day of May 2009, in the State/Comm. of Maryland, County/City of Prince Georges

[Signature] Notary Public

My commission expires: 12/2/09



Department of Planning & Zoning
12055 Government Center Parkway
Fairfax, Va. 22035

August 18, 2009

RE: Special Exception Application
Statement of Justification
Wachovia Bank
8770 Richmond Hwy.
Alexandria, Va. 22309

To whom it may concern,

On behalf Of Wachovia Bank, Security Vault Works Inc. the general contractor, is applying for a Special Exception to the Zoning Ordinance. The current location is operating as a banking center that currently has two drive up lanes. The lanes were installed prior to the new ordinance and have been grandfathered. The banking center is in need of upgrading the drive up equipment. Along with the upgrade they would like to permit to install a canopy that will provide protection to the equipment and the equipment user. The hours of operation for this facility are Monday through Friday 9:00 am to 6:00pm and Saturday 9:00 AM to 12:00 noon. The business is closed on Sunday and all Federal holidays. In addition to the drive up facility at this location, there is a walk up lobby area and a Walk up ATM. The lobby's hours are different from the drive up facilities. The lobby opens at 9 AM ad close at 5 PM and Mondays through Thursdays. They have extended Friday hours, Opening at 9 Am and Closing at 6 PM. The walk up ATM is available 24 hours a day, every day, for simple banking transactions.

In our research, for the site currently owned by Wachovia Bank, we have determined above property began as a part of a large parcel of land used as a farm as far back as 1915. The original parcel of land was subdivided and the subject lot was created and sold on July 12 1940. At some point the lot was tuned into the Woodlawn plantation Inn. March 16, 1964, when the property was rezoned, approval was granted to Woodlawn National bank to use the property as a financial institution without changing ownership. The property was then sold to Woodlawn Bank on January 6, 1967. The property has changed owners at least 3 times with all indications that the existing layout has remained largely untouched. I have seen in the Fairfax county street files, that on the as-built Site plan the island had already existed and there was a roof structure over the island. The lot standard that is in effect currently was adopted in 1981. This would make the lot, in its existing configuration, legally non-Conforming.

The banking center has a lobby facility, which on a normal weekday would see about 100 clients. Fridays the number would jump to 200 and up. The time of year, Holiday time can show an increase of business to as many as 250 any given day. The banking center does employ 7 persons on a normal day with a few transient employees that will see clients for

special needs, with appointments. The building is a converted farm home. The interior and exterior has maintained as much of its original design as possible. There has been the addition of a Handicap ramp in the rear. The drive up facility is also in the rear of the building. The facility shares the area with a modern plaza that has a stucco finish and architectural metal roof. Our proposed canopy will have an architectural metal finish face as well.

We Security Vault works Inc. On behalf of Wachovia bank, Are submitting a request for a Waiver of the minimal lot size and width requirement for the current property at 8770 Richmond Highway, Alexandria Virginia, operating as banking facility with a lot size less than the required lot width of 150 feet and 40,000 square feet. The current land area is 35,475 square feet. This lot has been established since March 16, 1964. This space has been functioning as a bank branch for many years.

We request a waiver to the loading space requirement from the count. The county currently requires an area be designated as a loading space. There is no loading or unloading of materials at this facility for either tenants, and would be strongly discouraged. The existing curb against the building is for drive lane traffic.

Although a second drive lane does exist, due to the fact that it currently has no protection from the elements, it is not convenient to use during inclement weather, when you most need them and has a tendency to break down. The addition of reliable drive through equipment would greatly relieve the waiting time at the drive up area and even speed up the transaction times. As you may be aware this banking facility sits right along the Richmond Highway- Rt1 corridor, in the Richmond Commercial Revitalization District and the Highway Corridor Overlay District, a highly traveled highway for the local residents. The area is surrounded by many stores and business. This is also a popular route for daily commuters.

In conclusion the use of the site will not change from its existing use. The additional work proposed will allow the space to operate more efficiently. The space will be better served by the reliability of newer equipment and a more convenient means to conduct business. The drive up will allow customers to conduct business in a safe manner by decreasing the pedestrian traffic in the drive up area. The customers can drive up and conduct their business without having to park and walk through the lot to the branch. In accordance to general regulations under the special exemption use, 4-204 line 4b this would be permissible.

In addressing the issue of the property meeting the county's current landscape requirements, we are proposing to install a 66 square foot canopy, which will require to disturbing a 12 square foot of area to install footers for the canopy. At this point we are not required to generate a site plan or a minor site plan. Increasing our area of disturbance to over 250 square feet, to comply with your request to meet current parking lot landscaping requirements would trigger us to generate a minor site plan. In addition to this requirement we would need to do storm water detention and best management practices requirements. Also for your consideration, the banks property is adjacent to the Mexico restaurant, whose entrance faces the Wachovia property. There is an Understood agreement with the bank and the owner of the Mexico restaurant to allow the use of the parking spaces as the hours of both business peak hours are shared. We understand that the Wachovia lot contains 45 spaces, of which 28 are required. During the Friday hours for the bank and the evening diner hour this

area can get quite congested. If we remove spaces, it can be detrimental to the balance that exist at the two properties, not to mention the additional time and cost to monitor the lot so that the current residents of the property can operate efficiently. Given the site conditions and the proposed scope of work, to install a canopy over the existing island. Wachovia bank has offered to replant the rear periphery area installing healthy trees and to provide landscaping in the existing areas on site.

Signage at the site is identified a pylon sign in the same location, on the landscaped median parallel to Richmond highway since 1972. First American Bank installed a two post sign back in 1982. The pylon sign in its one pole design was applied for, and accepted by Fairfax county on November 1st. 1993 per sign permit 9311-7481-0956 in association to Building permit 93294B1130. The sign was installed in January of 1994. The addition of the two box signs, on the existing pylon sign, was permitted in June of 1995 and approved It was installed under the building permit 95164B0260 with Sign Permit Number 9506-7481-0649.

Waiver of Interior Parking Lot requirements:

We would request to seek a waiver of the interior landscaping requirements. The installation of interior landscaping would require us to excavate areas that are larger than the original 12 square feet for the footers. We are proposing to install a 66 square foot canopy, which will require to disturbing a 12 square foot of area to install footers for the canopy. At this point we are not required to generate a site plan or a minor site plan. Increasing our area of disturbance to over 250 square feet, to comply with your request to meet current parking lot landscaping requirements would trigger us to generate a minor site plan. In addition to the site plan we would need to do storm water detention and best management practices requirements. To install one landscaped parking place would be an additional 136 square foot of disturbance. The county would require more than one space be converted to landscaping to meet there requirements.

Modification of the 10-year Tree Cover Requirements and Deviation from the Tree Preservation Requirements:

We are requesting a modification to the tree canopy requirement, nd deviation of the tree prevention target requirements based on the same conditions as the interior landscaping requirement. The installation of additional trees in the interior parking would require us to excavate an area that is larger than the original 12 square feet for the footers. We are proposing to install a 66 square foot canopy, which will require to disturbing a 12 square foot of area to install footers for the canopy. At this point we are not required to generate a site plan or a minor site plan. Increasing our area of disturbance to over 250 square feet, to comply with your request to meet current parking lot landscaping requirements would trigger us to generate a minor site plan. In addition to the site plan we would need to do storm water detention and best management practices requirements. To install one landscaped parking place would be an additional 136 square foot of disturbance. It would require several spaces to be removed easily exceeding the 250 square feet of disturbance.

Modification of the Peripheral Parking Lot Landscaping Requirement:

We are requesting a modification of the peripheral parking lot landscaping requirements submitting to try and meet the peripheral tree requirements. The installation of additional trees in the peripheral parking would require us to excavate an area that is larger than the original 12 square feet for the footers. We are proposing to install a 66 square foot canopy, which will

require to disturbing a 12 square foot of area to install footers for the canopy. At this point we are not required to generate a site plan or a minor site plan. Increasing our area of disturbance to over 250 square feet, to comply with your request to meet current parking lot landscaping requirements would trigger us to generate a minor site plan. In addition to the site plan we would need to do storm water detention and best management practices requirements.

If you have any questions in regard to my request, please feel free to contact me, David A. Yescavage at: 301-776-2577 ext 242 or 240-381-4553 (cell).

Thank you,

David A. Yescavage
Security Vault Works, Inc.
122 Lafayette Ave.
Laurel, Maryland. 20707



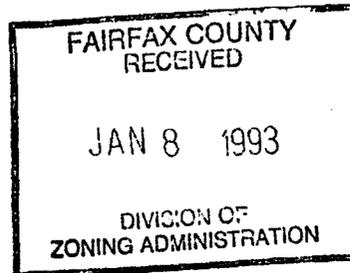
FAIRFAX COUNTY

APPENDIX 4

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

V I R G I N I A

Telephone: 703-324-3151



December 30, 1992

Mr. Dan J. Morrissey
1751 Pinnacle Drive
McLean, Virginia 22102

Re: Special Exception
Number SE 92-L-031

Dear Mr. Morrissey:

At a regular meeting of the Board of Supervisors held on December 14, 1992, the Board approved Special Exception Number SE 92-L-031, in the name of First ~~Virginia~~ ^{American} Bank of Virginia, located at Tax Map 109-2 ((1)) 23 to remodel an existing bank with drive-in windows by construction of a porch addition and to modify the parking lot and circulation pattern pursuant to Sections 4-804 and 7-600 of the Fairfax County Zoning Ordinance, by requiring conformance with the following development conditions:

1. This Special Exception is granted for and runs with the land indicated in this application and is not transferable to other land.
2. This Special Exception is granted only for the purpose(s), structure(s) and/or use(s) indicated on the Special Exception Plat approved with the application, as qualified by these development conditions.
3. This Special Exception is subject to the provisions of Article 17, Site Plans. Any plan submitted pursuant to this Special Exception shall be in conformance with the approved Special Exception Plat entitled First American Bank of Virginia prepared by Ross, France, and Ratliff, Ltd. which is dated May 29, 1992 and revised through September 30, 1992 and these conditions.

-2-

4. In order to reduce hydrocarbon concentrations in runoff from the site, an oil/grit separator or other acceptable Best Management Practices (BMPs) shall be provided, subject to the approval of the Department of Environmental Management (DEM). Any oil/grit separator(s) utilized shall be designed in conformance with the methods recommended in Chapter 8 of the Metropolitan Washington Council of Governments (COG) document entitled "Controlling Urban Runoff" or with other methods approved by DEM. The oil/grit separator(s) shall be cleaned via vacuum pumping at least four times per year. The qualifications of the maintenance operator shall be reviewed and approved by the appropriate Fairfax County agency as determined by DEM. Oil/grit separator maintenance records shall be kept on-site and shall be made available to County officials upon request.
5. At the time of site plan approval or at the request of the Virginia Department of Transportation (VDOT) or Fairfax County, whichever occurs first, ancillary easements necessary for the future improvements to Richmond Highway shall be provided.
6. At the time of site plan approval, a public access easement shall be provided along the rear travel aisle.

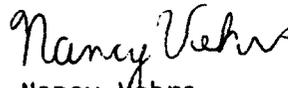
This approval, contingent on the above noted conditions, shall not relieve the applicant from compliance with the provisions of any applicable ordinances, regulations, or adopted standards. The applicant shall be himself responsible for obtaining the required Non-Residential Use Permit through established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

Pursuant to Section 9-015 of the Zoning Ordinance, this Special Exception shall automatically expire, without notice, thirty (30) months after the date of approval unless 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 the expiration of the Special Exception. The request must specify the amount of additional time requested, the basis for the amount of time requested and an explanation of why additional time is required.

The Board also waived the service drive requirement along the Richmond Highway frontage.

If you have questions regarding the expiration of this Special Exception or 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 22035-5505.

Sincerely,



Nancy Vehrs
Clerk to the Board of Supervisors

NV/ns

cc: John M. Yeatman, Director, Real Estate Dvsn., Assessments
Melinda M. Artman, Deputy Zoning Administrator
Frank Jones, Assistant Chief, PPRB, OCP
Audrey Clark, Chief, Inspection Srvs., BPRD, DEM
Barbara A. Byron, Director, Zoning Evaluation Dvsn., OCP
Robert Moore, Trnsprt'n. Planning Dvsn., Office of Transportation
Kathy Ichter, Trnsprt'n. Road Bond Dvsn., Office of Transportation
Department of Environmental Management
Y. Ho Chang, Resident Engineer, VDOT
Land Acq. & Planning Dvsn., Park Authority



County of Fairfax, Virginia

MEMORANDUM

DATE August 18, 2009

TO: Regina Coyle, Director
Zoning Evaluation Division, DPZ

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

SUBJECT: Land Use Analysis and Environmental Assessment: SE 2009-MV-010
Wachovia Bank

The memorandum, prepared by Jennifer Bonnette, includes citations from the Comprehensive Plan that provide guidance for the evaluation of the subject Special Exception (SE) application dated August 7, 2009. The extent to which the application conforms to the applicable guidance contained in the Comprehensive Plan is noted. Possible solutions to remedy identified issues are suggested.

DESCRIPTION OF THE APPLICATION

The applicant, Wachovia Bank, proposes to upgrade existing bank drive-through equipment and to install a canopy over the two drive-through lanes. The site is developed at a 0.19 floor area ratio (FAR) on a 0.81 acre site located in the Woodlawn Shopping Center along Richmond Highway (Route 1) in the Woodlawn Community Business Center (CBC) and in the Richmond Highway Revitalization District. 45 parking spaces exist on the site, with 28 spaces required by the Fairfax County Zoning Ordinance.

LOCATION AND CHARACTER OF THE AREA

The subject property is developed with an old house that has been converted into a bank and law office and is located on a pad site in the Woodlawn Shopping Center. The property is located to the west of Richmond Highway and to the north of Sacramento Drive. The Woodlawn Shopping Center is planned for retail use up to .35 FAR. This area has been identified in the Comprehensive Plan for possible redevelopment as a mixed use development up to a .70 FAR with substantial parcel consolidation. The uses surrounding the property are planned for and developed as retail uses and zoned C-8.

Department of Planning and Zoning
Planning Division

12055 Government Center Parkway, Suite 730

Fairfax, Virginia 22035-5509

Phone 703-324-1380

Fax 703-324-3056

www.fairfaxcounty.gov/dpz/

COMPREHENSIVE PLAN CITATIONS:

Land Use

In the Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District, Richmond Highway Corridor Area, Woodlawn Community Business Center, as amended through January 26, 2009, page 62, the Plan states:

“Sub-unit A-2

This sub-unit primarily consists of the Woodlawn Shopping Center and other strip commercial uses located on the west side of Richmond Highway south of Woodlawn Court and is planned for community-serving retail use up to .35 FAR. This area presents an opportunity for possible redevelopment. With substantial consolidation, Sub-unit A-2 is planned for primarily office, with hotel and/or retail, mixed-use up to .70 FAR if the following conditions are met:

- Preservation of the environmental quality corridor surrounding Dogue Creek as open space;
- Buildings are designed to meet the criteria for LEED Silver green building certification;
- Building heights are tapered down toward adjacent residential uses;
- Dedication of needed rights-of-way for planned roadway improvements, including bike lanes and the realignment of Sacramento Drive to Cooper Road, are provided;
- Access points are consolidated and an efficient internal circulation system is provided;
- Provision of substantial buffering and screening adjacent to residential and other existing uses;
- Provision of a pedestrian and bicycle circulation system which encourages pedestrian and bicycle traffic within the development, and adjacent developments;
- The traffic impact of the proposed development is thoroughly analyzed and mitigated using a Transportation Demand Management (TDM) program that may include shuttle bus service, Metrorail subsidies, and vanpool and carpool matching services; and
- Inclusion of urban design elements, such as streetscaping, public art, pedestrian plazas, cultural/recreation facilities, landscaped open space, landmarks or building designs which will denote this area as a focal point of the Woodlawn Community Business Center. The urban design recommendations found at the end of this Plan are used as a guide”

COMPREHENSIVE PLAN MAP: Retail and Other

LAND USE AND ENVIRONMENTAL ANALYSIS

The applicant is requesting approval to make relatively minor changes to the site: to upgrade existing bank drive-through equipment and to install a canopy over the two drive-through lanes. Likewise, staff is recommending relatively modest improvements to a site that is in need of significant improvements to its landscaping, streetscaping, pedestrian circulation, signage and water quality and quantity controls.

Signage The existing pole-mounted sign located in front of the bank building along Richmond Highway should be replaced with a ground-mounted sign in keeping with the Richmond Highway Urban Design Recommendations.

Landscaping and Streetscaping The Richmond Highway frontage is subject to a Virginia Department of Transportation (VDOT) project which will include pedestrian improvements from Sacramento Drive to Woodlawn Court, including the subject property's Richmond Highway frontage. VDOT will construct a five foot wide sidewalk along the property's frontage where none currently exists and provide for a sidewalk connection from the new sidewalk to the existing crosswalk that crosses Richmond Highway to Cooper Road. The applicant has included the VDOT project on the SE Plat. The applicant will provide medium deciduous trees spaced approximately 20 feet apart in a 15 foot wide curb edge landscape strip adjacent to the planned sidewalk consistent with the Comprehensive Plan recommendations for tree planting pattern and recommended tree species when overhead utility lines are present. The applicant should include the sight distance lines along the Richmond Highway frontage on the SE Plat to demonstrate that all of the proposed trees will be permitted based on sight distance requirements. The proposed streetscaping along the Richmond Highway frontage does not meet the applicable recommendations found in the Transportation Policy Plan section "Roads in Revitalization Areas" of the Comprehensive Plan, which recommend a 9 foot wide curb edge landscape strip, a 9 foot wide trail and an 8 foot wide interior landscaping strip. However, the proposed streetscaping balances the need for improvements, the existing conditions, and the nature of this application.

The Richmond Highway Urban Design Recommendations call for streetscaping improvements along Sacramento Drive to include a wider sidewalk than currently exists and landscaping strips incorporating shade trees and other vegetation. The Comprehensive Plan recommends a five foot wide curb edge landscaping strip, a five foot wide sidewalk, and a five foot wide interior landscaping strip. The existing conditions include a three foot wide curb edge planting strip consisting of grasscover and a four foot wide sidewalk. The Plan's urban design recommendations also call for additional landscaped parking islands. To improve the overall site conditions, a reduction in the amount of parking to accommodate additional landscaped medians within the parking lot or an expansion of the existing landscaped areas within the site are recommended. At a minimum, the existing landscaping strip located at the rear of the site should be better landscaped and the tree in poor condition should be replaced.

In response to staff comments, the applicant has proposed improvements to the seven feet wide landscaping strip located at the rear of the site. The improvements include removing the distressed tree and plant several small deciduous trees. Additionally, two large deciduous trees will be planted in front of the building. Overall, the applicant is proposing 8 percent tree cover, below the required 10 percent. The applicant should provide site distance lines along the Richmond Highway frontage to demonstrate that the stated tree canopy calculations can be met and consider providing a parking island that would increase the tree cover and reduce the number of parking spaces. The site is over parked by 17 spaces.

The applicant has proposed a crosswalk connecting the existing sidewalk located immediately in front of the building to the existing sidewalk along Sacramento Drive. This crosswalk will improve pedestrian circulation and safety.

Water Quality and Quantity Controls The site was developed prior to modern stormwater management/best management practices (SWM/BMP) and as such, there are no water quality and quantity controls located on site. It is recommended that the applicant incorporate low impact development techniques to improve the existing conditions. These improvements could be incorporated into the landscaping strips. The applicant has not proposed any SWM/BMP improvements. The adequacy of the submission materials will be subject to review and approval by the Department of Public Works and Environmental Services (DPWES).

COUNTYWIDE TRAILS PLAN

The Countywide Trails Plan Map shows that the subject property is located in an area with other specific guidance regarding streetscaping and trail requirements and defers to the Area Plan for details. The applicable streetscaping and trail recommendations for Richmond Highway are found in the Transportation Policy Plan section, "Roads in Revitalization Areas", which call for a 9 foot wide curb edge landscaping strip, a 9 foot wide trail, and an 8 foot wide interior landscaping strip. The proposed streetscaping includes a 15 foot wide curb edge landscaping strip and a five foot wide sidewalk.

PGN: JRB

Additional Citations:

In the Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District, Richmond Highway Corridor Area, as amended through January 26, 2009, pages 72 to 83, the Plan states:

Urban Design Recommendations

The Richmond Highway urban design recommendations are intended to help foster new development and redevelopment that function well together and contribute to a positive image of the area as a desirable place to live, work, shop or visit. These recommendations build on guidance found in the 1989 Richmond Highway Urban Design Study and the Virginia Department of Transportation Richmond Highway Study completed in 1998.

Historically, development in the Richmond Highway Corridor has occurred in an uncoordinated, strip-commercial manner with little attention to efficient functioning and aesthetic form. These deficiencies should be corrected in any new development or redevelopment through integration of the urban design elements prescribed in the following recommendations.

These recommendations specifically address streetscape, landscape, parking lot, building and site design and signage elements. Combined, these elements comprise the physical form. The guidance provided for each element seeks to create an improved visual image for the Richmond Highway Corridor. These recommendations will be used as performance criteria in the review of development applications and site plans for properties in the Richmond Highway Corridor. In addition, these recommendations support public and private revitalization in the Richmond Highway Corridor.

Given the existing uncoordinated development patterns along Richmond Highway, implementation of the following urban design recommendations will require creative application of the design elements described. Modifications in the application of the streetscape guidance outlined in this Plan will likely be necessary to respond to site conditions or roadway design considerations. Until such time as road improvements are designed and/or constructed along Richmond Highway, it will be necessary to provide flexibility in the implementation of streetscape improvements in the right of way. Urban design elements should be incorporated into each site in a way that transitions effectively to adjacent existing properties and future planned land uses.

STREETSCAPE ELEMENTS

Attractive streetscape includes a well designed road edge with street furniture and other features and provides an improved identity, visual continuity and user safety. In order to establish a uniform roadway edge on major and minor arterials, a consistent landscape corridor is prescribed which includes coordinated areas for landscaping, sidewalks and landscaped parking lot edges or browsing areas. Figures 18 and 19 visually display a cross section of the roadway edge plans as envisioned on major and minor roadways.

LANDSCAPE CORRIDOR

A landscape corridor consists of the total landscape treatments placed parallel to the road edge and property line between the curb and the building or parking lot. The following landscape corridor treatments are recommended:

A. Streetscape treatments for Richmond Highway, Kings Highway and Mount Vernon Memorial Highway:

As depicted in Figure 18, on these prominent roadways located within the Richmond Highway Corridor area, a 20'-25' total landscape corridor width should be provided and comprised of:

1. Off-site improvements:

- a. On east side of Richmond Highway and both sides of Kings Highway and Mount Vernon Highway:
 - 1) a 9' wide curb edge landscape strip and
 - 2) a 6' wide masonry sidewalk
- b. On west side of Richmond Highway:
 - 1) a 8' wide curb edge landscape strip and
 - 2) a 10' asphalt trail on the west side of the roadway; and

2. On-site improvements:

- a. On the east side of Richmond Highway and both sides of Kings Highway and Mount Vernon Highway provide either a 5' wide paved browsing area where a building abuts the landscape corridor or a 10' wide landscaped screening strip if a parking lot or other non-building edge types abuts the landscape corridor.
- b. On the west side of Richmond Highway provide either a 4' wide paved browsing area where a building abuts the landscape corridor or a 7' wide landscaped screening strip if a parking lot or other non-building edge types abuts the landscape corridor.

B. Streetscape treatments on all other streets intersecting Richmond Highway:

As depicted in Figure 19, on other streets that intersect Richmond Highway and are within the Richmond Highway Corridor area, a 15' total landscape corridor width should be provided and comprised of:

1. Off-site improvements:

- a. 5' wide curb edge landscape strip;
- b. 5' wide sidewalk; and

2. On-site improvements:

- a. Either a 5' wide paved browsing strip where a building abuts the landscape corridor or a 5' wide landscaped screening strip when a parking lot or other non-building edge types abuts the landscape corridor.

BROWSING STRIP A browsing strip is an important part of the landscape corridor in areas where buildings are oriented toward the street and have little or no front setback. In these cases, a minimum 5' wide masonry surface between the sidewalk and building front should be provided to encourage pedestrian activity especially where retail stores are located on the first level of a building.

CENTER HIGHWAY MEDIAN Along Richmond Highway, a 16'-20' raised median is planned as part of the highway improvements. This median should be planted with groups of flowering trees or large deciduous trees and underplanted with groundcovers and shrubs. Sight lines should not be obscured by plantings at initial installation or at maturity.

BICYCLE LANE Along the Richmond Highway streetscape, a bicycle lane should be accommodated in the wider outside roadway lanes in each direction. In addition, bicycles will be accommodated in a 10' multi-purpose trail on the west side of Richmond Highway.

STREET FURNITURE Provide some or all of these features in a coordinated style, where feasible and/or appropriate, both in streetscape and other areas:

Trash receptacles	Bollards
Benches	Planters
Kiosks	Water Fountains
Tree Grates/Guards	Bus Shelters
Bicycle Racks	

STREETLIGHTING Provide flat lens streetlight fixtures mounted on black painted poles with all wiring placed underground. In areas of significant pedestrian activity, uniform pedestrian-scale lampposts are more appropriate and can supplement the aforementioned overhead streetlights. All lighting fixtures should be well placed within the streetscape and have full cut-off lighting that is directed downward in an effort to reduce glare and provide uniform directed illumination.

UTILITIES Place all utility distribution lines underground.

LANDMARKS Provide distinctive major and minor features that contribute to a sense of place (i.e. clock towers, distinctive architecture, fountains, furnished open space, public art, arcades, plazas, etc.), where feasible and/or appropriate.

OPEN SPACE Preserve existing natural features or create attractive open space where people can gather and/or view in a pleasant environment.

GATEWAYS/ENTRY AREAS At locations identified in the Plan as gateways to the Corridor or Community Business Centers, provide distinctive features to identify entry into the Corridor and/or the individual Community Business Centers. Utilize special landscape and other treatments to identify and reinforce entry areas.

PAVEMENT TREATMENTS Provide surface treatments in pedestrian areas and on crosswalks that contrast with the roadway surface to enhance the appearance and clearly identify areas of pedestrian walkways.

ENVIRONMENTAL PRESERVATION Preserve sensitive environmental features and existing quality vegetation.

PARKING ELEMENTS

The provision of adequate parking is essential to commercial activities. Poorly designed parking lots dominate the Richmond Highway Corridor. These recommendations provide guidance for visually and functionally improving existing and new parking facilities.

INTERPARCEL ACCESS Provide vehicular and pedestrian connections between adjacent developments instead of service drives, where feasible.

PARKING LOT DESIGN

Divide lots into smaller sections using landscaped medians to avoid large expanses of parking areas.

Ensure adequate visual clearance at intersections.

Provide internal circulation which is efficient, yet attractive and user-friendly.

Consolidate access points.

Use clear and legible signs and other techniques to direct the flow of vehicular and pedestrian traffic.

Provide sidewalks or walkways for safe pedestrian access that connect to adjacent street sidewalks and/or trails.

PARKING LOT LIGHTING

Locate or screen parking lot lighting, with respect to spatial design and fixture height, to minimize impacts on adjacent neighborhoods.

When replacing or installing new lighting, eliminate direct glare through the use of fully-shielded luminaries that direct the light downward.

Lighting fixtures should be positioned, with respect to spatial design and fixture height, to give adequate uniformity of the illuminated area.

Place lighting for signs and/or buildings above and in front of the object to be illuminated and keep the light restricted to that area.

All lights should be directed downward and shielded to create less glare impact to drivers, pedestrians, neighbors and other users.

Placement of light fixtures should not conflict with landscape treatments, especially trees.

PARKING LOT LANDSCAPING

A. Interior Parking Lot Landscaping

When there is a proposed expansion or enlargement of an existing development which involves the addition of 20 or more parking spaces provide at least 1 shade tree per 8 parking spaces in the new or expanded parking areas and exceed Zoning Ordinance requirements for parking lot landscaping by 5%. To achieve these ratios, the following alternatives or a combination of these alternatives should be considered:

4. All of the above landscaping applications will need to have special detailed designs developed to ensure proper drainage within the landscaped areas.

D. **Parking Lot Entry Landscaping**

Provide distinctive landscape treatments at parking lot entry points.

LANDSCAPE ELEMENTS

The provision of well placed, selected and maintained plant materials will improve visual and environmental conditions and make the Richmond Highway corridor more attractive to users.

PLANTINGS WITHIN THE LANDSCAPE CORRIDOR

Tree Planting Patterns within Landscape Strips Along Richmond Highway

Within Community Business Centers, a linear planting pattern along Richmond Highway is recommended within the landscape strips. A minimum of 1 canopy tree per 25-30 linear feet with regular spacing should be provided depending on tree species selected, whether overhead utility lines exist and VDOT requirements.

Within Suburban Neighborhood Areas, a random or clustered planting pattern along Richmond Highway is recommended within landscape strips. A minimum of 3 trees per cluster with clusters spaced at least every 30 to 40 feet should be provided depending on the tree species selected, whether overhead utility lines exist and VDOT requirements.

Parking Lot Planting Strips

In parking lot planting strips that abut a right of way, in addition to the tree plantings recommended in the Parking Elements section above, provide a hedge row underplanting to screen vehicles from view.

Landscape Corridor Trees

Within the landscape corridor landscape and planting strips, if there are no existing or proposed overhead utility lines, there should be at least one (1) large deciduous tree planted in the landscaping strips for each thirty (30) feet of length. If there are overhead utility lines, there should be at least one (1) small to medium deciduous tree planted in the landscaping strips every twenty-five (25) feet of length. Trees planted in the landscaping strips beneath overhead utility lines should be of a shape and character so as not to interfere with the utility lines.

TREE SELECTION CRITERIA

The following criteria should be used in the selection of trees:

- 1) Drought resistant
- 2) Tolerant of site light conditions
- 3) Must not exceed 30' tall at maturity if placed under utility lines
- 4) Minimum 2 ½" caliper at time of planting
- 5) 5-6' branch clearance, when planted, for street and peripheral parking lot trees
- 6) Requires low maintenance
- 7) Bears no objectionable fruit
- 8) Species is readily available
- 9) Single stemmed along streets and either single stemmed or multi-stemmed in interior parking lots or other appropriate landscape areas
- 10) Road salt tolerant
- 11) Disease resistant

PLACEMENT Install building or ground mounted, coordinated signage rather than pole mounted signage.

CONSOLIDATION Consolidate signage for multiple uses within a single development with coordinated color, materials, lettering and design.

SIGN LIGHTING Minimize sign lighting impacts on adjacent neighborhoods. Minimize glare impacts from sign lighting by placing lighting above and in front of signs and directing the light downward.

PUBLIC SIGNAGE Consolidate public safety, directional, highway identification and other public signage to the extent possible. Place cross street name and block number signs on Richmond Highway traffic light masts. Visibility of public signage should be sized to be readable from vehicles moving at posted speeds on adjacent roadways.

ENTRY SIGNS Provide well-designed commercial and residential development entry signs. Coordinate all landscaping in the vicinity of the sign to compliment, but not obscure, signage.

TEMPORARY SIGNS Prohibit the use of temporary commercial advertising signs and movable signs with flashing lights along street edges. However, banners announcing district-wide events, but not individual businesses or products, shall be allowed on utility or light poles if securely affixed at the top and bottom so as to preclude any fluttering or rotation by the rotation of the atmosphere.

BUILDING NUMBER SIGNAGE Coordinate building numbers and address signage at each address for public safety and identification purposes. Visibility of building numbers should be sized to be readable from vehicles moving at posted speeds on adjacent roadways.



County of Fairfax, Virginia

MEMORANDUM

DATE: May 21, 2009

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

FROM: *Barbara A. Byron*
Barbara A. Byron, Director
Office of Community Revitalization and Reinvestment

SUBJECT: Wachovia - Comments on SE 2009-MV-010

The Office of Community Revitalization and Reinvestment (OCRR) has reviewed the above referenced Special Exception plat date stamped as "Received Department of Planning and Zoning, April 20, 2009".

The applicant has not complied with the urban design guidelines in the Comprehensive Plan sufficiently to further revitalization efforts on Richmond Highway. The applicant should be made to comply with these guidelines. Specifically, the applicant should provide for an 8 foot curb edge landscape strip and 10 foot wide asphalt trail. These improvements could be provided for within a portion of the existing 20 foot landscaped strip and service drive along the front of the property. Also, the applicant is providing almost twice as much parking as is required. Reducing the amount of parking and adding landscaped medians within the parking lot, or expanding existing landscaped areas within the site, would result in a better overall site plan and provide less impervious surface.



Office of Community Revitalization and Reinvestment
10565 Fairfax Boulevard, Suite 200
Fairfax, VA 22030
703-246-6500, TTY 711
www.fcrevit.org



County of Fairfax, Virginia

MEMORANDUM

August 13, 2009

TO: Kelli-Mae Goddard-Sobers, Staff Coordinator
Zoning Evaluation Division, DPZ

FROM: Jessica Strother, Urban Forester II
Forest Conservation Branch, UFMD, DPWES

SUBJECT: Wachovia Bank, SE 2009-MV-010

RE: Your Request for Comments and Recommendations

This review is based on the Special Exception Plat (SEP) stamped as received by the Department of Planning and Zoning on August 11, 2009. A site visit was conducted in July 2009. Several discussions were held with you in July regarding the applicability of various Zoning and PFM ordinance requirements in light of the Applicant's proposal.

Site Description: With the exception of two large American holly trees and some shrubbery located around the bank building and periphery of the parking lot, there are two existing previously planted shade trees along the northern periphery of the site. One of these trees is not healthy.

- Comment:** The two American holly trees are substantial in size, healthy, and are reflected on the Plat. The Applicant should make a commitment to preserving these trees through a SE Condition.

Recommendation: The Applicant should make a commitment to preserving these trees with a SE Condition.

- Comment:** Both the peripheral and the interior parking lot landscaping requirements have not been fully addressed. As a result, the associated calculations are insufficient/incorrect. Additionally, the tree canopy calculations and the request to deviate from the tree preservation target requirements need to be addressed and or revised.

Recommendation: The Plat should be revised and where/if modifications are desired, they should be requested. The full 10% canopy requirement should be easily addressed if either the full peripheral and or interior requirements are provided.

Department of Public Works and Environmental Services
Land Development Services, Urban Forest Management Division
12055 Government Center Parkway, Suite 518
Fairfax, Virginia 22035-5503
Phone 703-324-1770, TTY: 703-324-1877, Fax: 703-803-7769
www.fairfaxcounty.gov/dpwes



3. **Comment:** Plant selection is important on this site as it is harsh and affected by car fumes, overhead utility line easements, run-off, pedestrians and salt applications from highway de-icing.

Recommendation: The Applicant should agree to a SE Condition that addresses having the Applicant submit the future landscape plan to Urban Forest Management Division review.

JGS/
UFMID #: 145943

cc: RA File
DPZ File





County of Fairfax, Virginia

MEMORANDUM

DATE: July 20, 2009

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

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

FILE: 3-5 (SE 2009-MV-010)

SUBJECT: Transportation Impact

REFERENCE: SE 2009-MV-010
Wachovia Bank – 8770 Richmond Highway
Traffic Zone: 1552
Land Identification Map: 109-2 ((1)) 23

Transmitted herewith are the comments from the Department of Transportation with respect to the referenced application. These comments are based on plats made available to this office dated May 13, 2008, and revised through April 17, 2009. The Applicant, an existing bank with two drive thru lanes, wishes to upgrade the drive up equipment and install a canopy over the second drive up lane which currently does not have that protection.

There is an existing project for a five-foot sidewalk, the Richmond Highway Public Transportation Initiative, Phase 4D – Route 1 – Engleside North Sidewalk, Sacramento Drive to Woodlawn Court, which will be constructed across the frontage of this site. The Applicant should provide the necessary easements to facilitate this project as discussed in our meeting on June 26, 2009, namely a 10-foot sidewalk easement for the 5-foot sidewalk paralleling the service drive, an approximately 18-foot easement around the connecting sidewalk to the crosswalk, and a 25-foot grading and temporary construction easement.

AKR/LAH/lah

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.

9-611 Provisions for Approving Drive-In Financial Institutions, 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 financial institution, 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.

7-608 Use Limitations

All uses shall be subject to the use limitations set forth in the underlying zoning district(s), and, in addition, drive-in financial institutions, 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: A. Service stations and service station/mini-marts shall not be used for the performance of major repairs.

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		