



APPLICATION ACCEPTED: October 9, 2009  
PLANNING COMMISSION: March 10, 2010  
BOARD OF SUPERVISORS: March 23, 2010 @ 3:30 p.m.

# County of Fairfax, Virginia

FEBRUARY 24, 2010

## STAFF REPORT

### SPECIAL EXCEPTION APPLICATION SE 2009-LE-022

#### LEE DISTRICT

**APPLICANT:** BB&T (Successor in interest to Mt. Vernon National Bank and Trust Co.)

**ZONING:** C-6, CRD, HC **CRD**

**PARCEL(S):** 93-1 ((27)) 1B and 3C

**ACREAGE:** 42,500 square feet

**FAR:** .11

**OPEN SPACE:** 20%

**PLAN MAP:** Retail and/or office uses up to .50 FAR

**SE CATEGORY:** Category 5, Drive-in Financial Institutions

**PROPOSAL:** The applicant proposes to remove an existing drive-in financial institution and two (2) drive-in lanes and replace it with a new drive-in financial institution with three (3) drive-in lanes.

#### STAFF RECOMMENDATION:

Staff recommends approval of SE 2009-LE-022, subject to the proposed development conditions contained in Appendix 1.

**Brenda J Cho**

Excellence \* Innovation \* Stewardship  
Integrity \* Teamwork \* Public Service

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/](http://www.fairfaxcounty.gov/dpz/)



Staff recommends approval of the loading space requirement.

Staff recommends approval of the modification of the minimum lot width and rear yard requirement in the Commercial Revitalization District to that shown on the SE Plat.

Staff recommends approval of the modification of the Richmond Highway Corridor Area Streetscape Elements to that shown on the SE Plat.

Staff recommends approval of the waiver of the frontage improvements with the implementation of the staff-proposed development conditions.

Staff recommends approval of the waiver of the service drive requirement with the implementation of the staff-proposed development conditions.

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 recommendations 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.

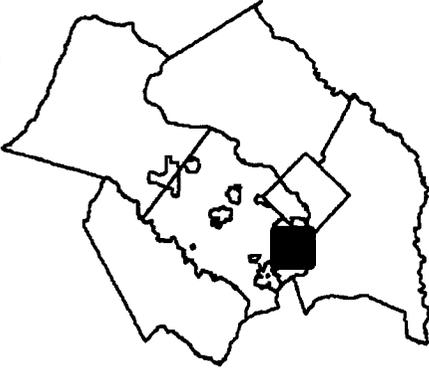
O:\bcho00\SE\SE 2009-LE-022 (BB&T)\Report Documents\Draft\_Cover.doc



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-LE-022



**Applicant:** BB & T (SUCCESSOR IN INTEREST TO MT. VERNON NAT'L BANK AND TRUST CO.)

**Accepted:** 10/09/2009

**Proposed:** DRIVE-IN FINANCIAL INSTITUTION IN A HIGHWAY CORRIDOR OVERLAY DISTRICT AND MODIFICATIONS AND WAIVERS IN A COMMERCIAL REVITALIZATION DISTRICT

**Area:** 42,500 SF OF LAND; DISTRICT - LEE

**Zoning Dist Sect:** 09-0622 07-0607

**Art 9 Group and Use:** 6-19 6-07

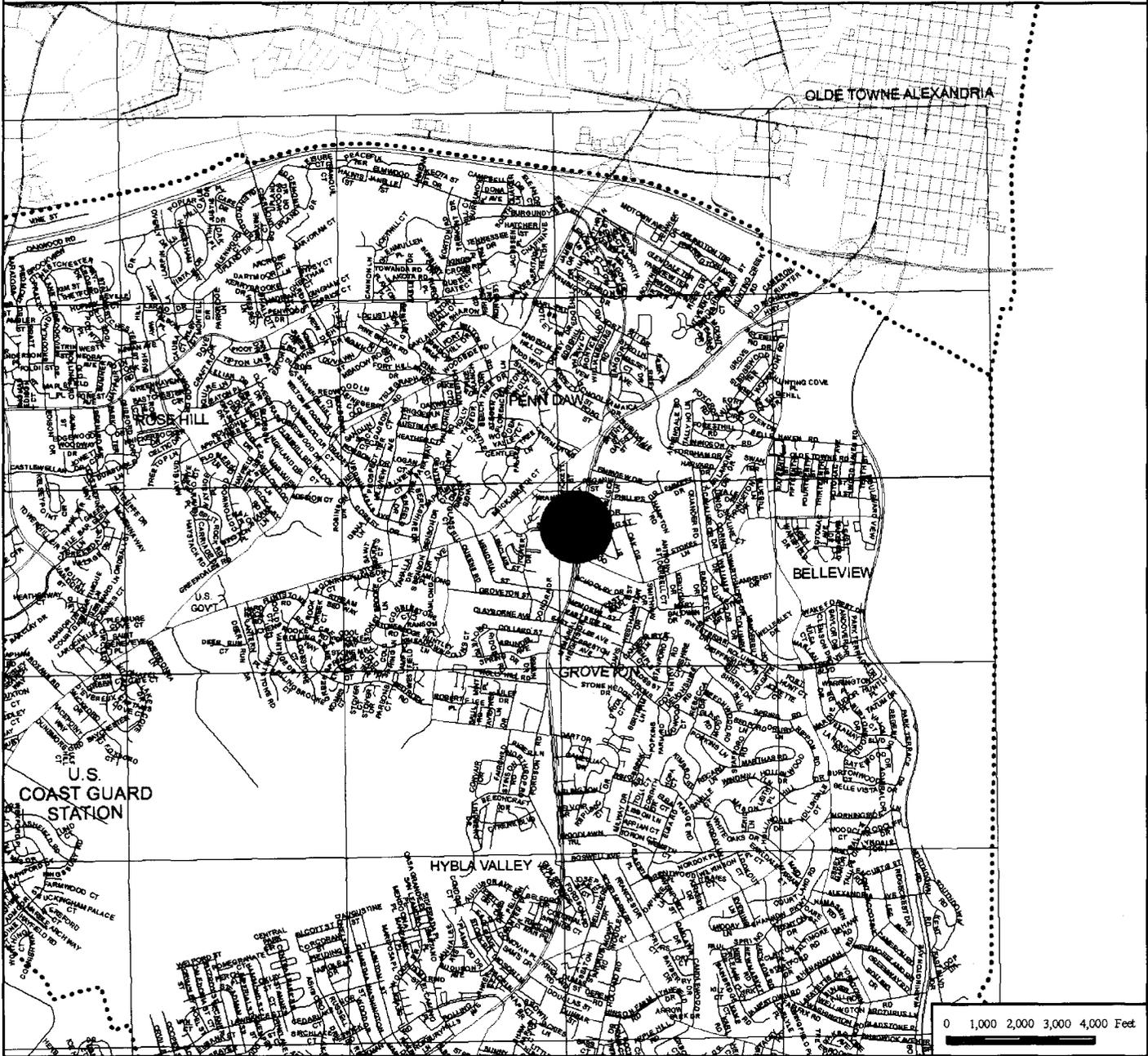
**Located:** 6618 RICHMOND HIGHWAY

**Zoning:** C- 6

**Plan Area:** 4,

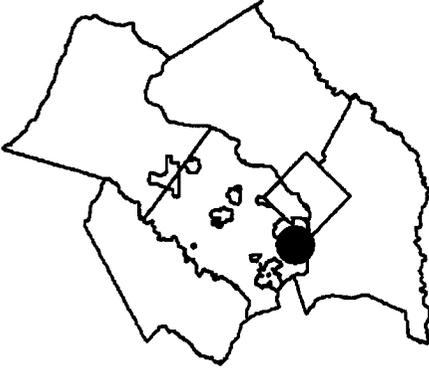
**Overlay Dist:** HC CRD

**Map Ref Num:** 093-1- /27/ /0001B /27/ /0003C



# Special Exception

SE 2009-LE-022



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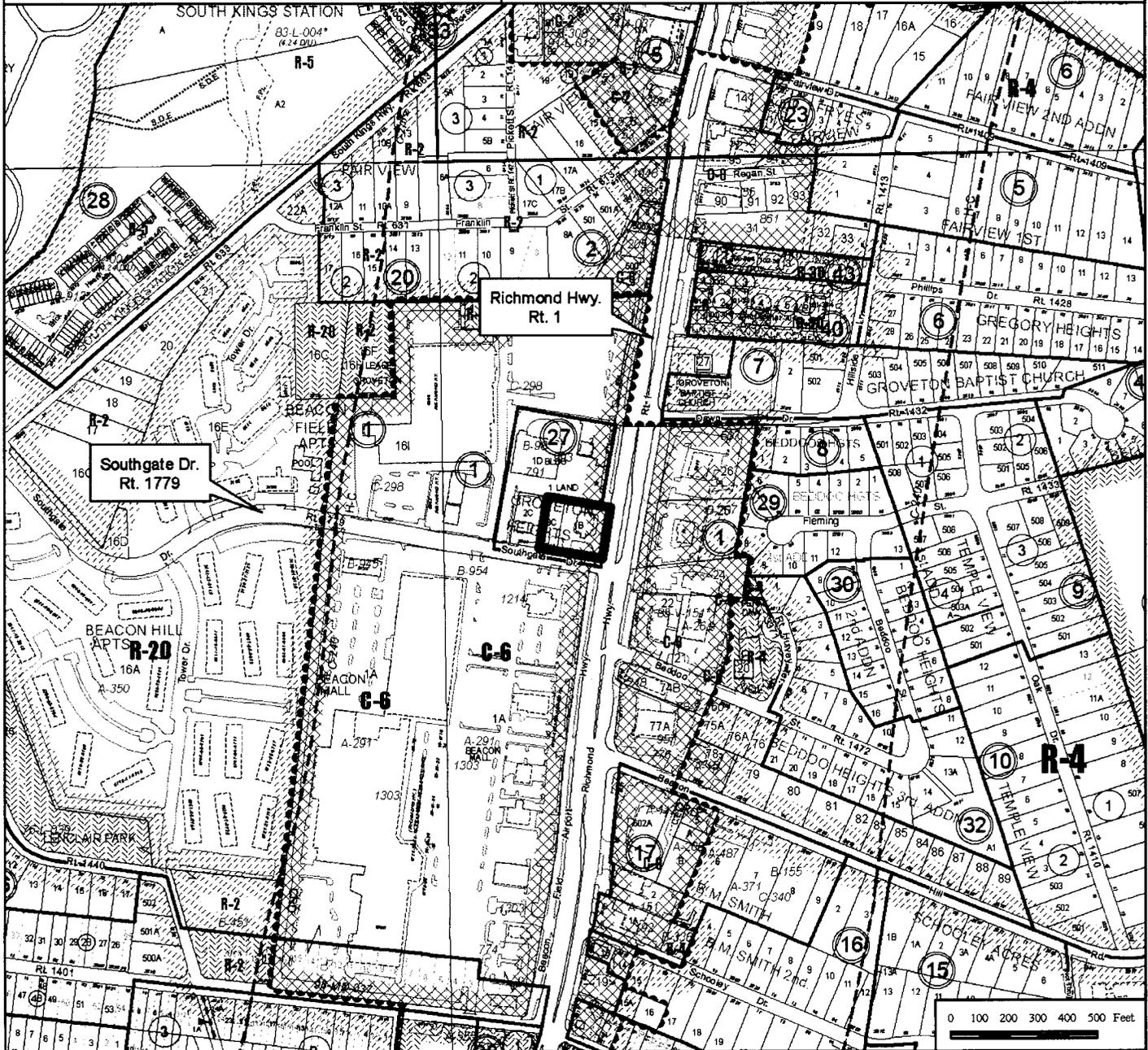
Located: 6618 RICHMOND HIGHWAY

Zoning: C-6

Plan Area: 4,

Overlay Dist: HC CRD

Map Ref Num: 093-1- /27/ /0001B /27/ /0003C



# BB&T BANK AT BEACON HILL

6618 RICHMOND HIGHWAY

LEE DISTRICT - FAIRFAX COUNTY, VIRGINIA

## SPECIAL EXCEPTION PLAT

### NOTES

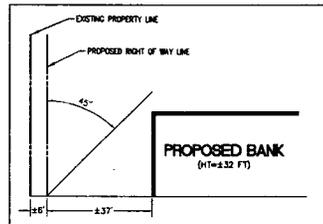
- OWNER/APPLICANT:  
MOUNT VERNON NATIONAL BANK AND TRUST CO.  
PO BOX 1200  
WINSTON SALEM, NC 27102
- THE PROPERTY SHOWN ON THIS PLAN IS IDENTIFIED AS MAP #83-1-27, PARCELS 1B AND 3C ON THE FAIRFAX COUNTY TAX MAP.
- THE CURRENT SITE AREA IS 442,500 SQUARE FEET OR 10.975 ACRES.
- THE PROPERTY IS CURRENTLY ZONED C-6, COMMUNITY RETAIL COMMERCIAL DISTRICT AND IS LOCATED WITHIN THE HIGHWAY CORRIDOR OVERLAY DISTRICT AND THE RICHMOND HIGHWAY COMMERCIAL REVITALIZATION DISTRICT. A CATEGORY 5 SPECIAL EXCEPTION IS REQUIRED FOR USE OF A BANK WITH A DRIVE-THRU WITHIN THE HIGHWAY CORRIDOR OVERLAY DISTRICT ON THIS PROPERTY.
- THE BOUNDARY AND TOPOGRAPHIC SURVEY WAS ASSEMBLED USING A FIELD RUN SURVEY DONE BY THIS FIRM. CONTOUR INTERVAL IS TWO (2) FEET.
- PROPERTY IS SERVED BY PUBLIC WATER AND SEWER.
- A REVIEW OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP FOR FAIRFAX COUNTY, VIRGINIA (COMMUNITY-PANEL NUMBER 515525 0150 D), REVISED MARCH 05, 1990, INDICATES THE PROPERTY AS BEING IN ZONE X. AREAS DETERMINED TO BE OUTSIDE THE 500-YEAR FLOODPLAIN.
- TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO GRAVES LOCATED ON THE SITE.
- TO THE BEST OF OUR KNOWLEDGE, ALL UTILITY EASEMENTS HAVING A WIDTH OF 25 FEET OR MORE ON THIS PROPERTY ARE SHOWN.
- THE EXISTING BUILDING IS TO BE REMOVED.
- SIGNAGE TO BE PROVIDED IN ACCORDANCE WITH ARTICLE 12 OF THE ZONING ORDINANCE.
- THE OWNER AGREES TO PROVIDE INTERPARCEL ACCESS TO TAX PARCEL 93-1-27-0007 IN LOCATION SHOWN ON SHEET 3 AT SUCH TIME AS (a) RICHMOND HIGHWAY ADJACENT TO THE PROPERTY IS WIDENED AND IMPROVED TO ITS ULTIMATE SECTION AND THE CURRENTLY EXISTING SERVICE LANES ABUTTING THE PROPERTY ARE CLOSED, AND (b) THE OWNER OF TAX PARCEL 93-1-27-001 ABUTTING THE PROPERTY (1) GRANTS TO OWNER AN INTERPARCEL ACCESS EASEMENT TO PERMIT ACCESS OVER SUCH TAX PARCEL TO RICHMOND HIGHWAY AND (2) CONSTRUCTS SUCH INTERPARCEL ACCESS.

### WAIVERS/MODIFICATIONS

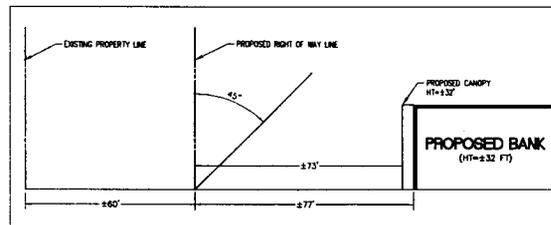
- REQUEST A WAIVER OF THE CONSTRUCTION OF THE ON-ROAD BIKE ROUTE ALONG RICHMOND HIGHWAY.
- REQUEST A WAIVER OF THE CONSTRUCTION OF FRONTAGE IMPROVEMENTS ALONG RICHMOND HIGHWAY.
- REQUEST A WAIVER OF THE LOADING SPACE REQUIREMENT.
- REQUEST A WAIVER OF THE MINIMUM LOT WIDTH DUE TO EXISTING CONDITIONS.
- REQUEST A WAIVER OF THE FUTURE SERVICE DRIVE REQUIREMENT.
- REQUEST A MODIFICATION OF THE LOT SIZE DUE TO POSE DEDICATION AREA.
- REQUEST A MODIFICATION OF THE FRONT YARD SETBACK.
- REQUEST A MODIFICATION OF THE RICHMOND HIGHWAY CORRIDOR STREETSCAPE IMPROVEMENT REQUIREMENTS.
- REQUEST A WAIVER OF THE INTERPARCEL ACCESS REQUIREMENT.
- REQUEST A WAIVER OF THE PERIPHERAL PARKING LOT LANDSCAPING WITH ALONG RICHMOND HIGHWAY.



VICINITY MAP SCALE 1"=200'



SOUTHGATE DRIVE - ROUTE 1779  
ANGLE OF BULK PLANE DETAIL  
SCALE 1"=20'



RICHMOND HIGHWAY - ROUTE 1  
ANGLE OF BULK PLANE DETAIL  
SCALE 1"=20'

### ZONING TABULATION

EXISTING ZONE: C-6, COMMUNITY RETAIL COMMERCIAL DISTRICT  
THE SITE IS LOCATED WITHIN THE FOLLOWING DISTRICTS:  
HIGHWAY CORRIDOR OVERLAY DISTRICT (HCOO)  
RICHMOND HIGHWAY COMMERCIAL REVITALIZATION DISTRICT (CRD)

SITE AREA: 442,500 SF OR 10.975 AC

	REQUIRED	PROPOSED
MIN. LOT AREA:	40,000 SF	442,500 SF
MIN. LOT WIDTH:	200 FT	170 FT**
MAX. BLD. HT.:	40 FT	4.32 FT
MIN. YARD REQUIREMENTS:		
FRONT:	45' BUT NOT LESS THAN 40 FT (SEE NOTE BELOW)	4.37 FT; 4.77 FT
SIDE:	NONE	N/A
REAR:	20 FT	BUILDING = 4.37 FT; 4.48 FT CANOPY = 4.17 FT***
MAX. FARE:	0.40	0.11*
OPEN SPACE:	15%	0.20%

\* SITE AREA IS BASED ON PRE-DEDICATION  
\*\* EXISTING CONDITION  
\*\*\* CANOPY WILL BE AT LEAST 10' ABOVE FINISHED GRADE, THEREFORE IT CAN EXCEED THESE FEET INTO ANY MINIMUM REQUIRED YARD  
FRONT YARD NOTE: THE CRD ALLOWS FOR A REDUCTION TO 20'. THE TEMPORARY TRAILER WILL HAVE A FRONT YARD SETBACK OF LESS THAN 20'.

### PARKING TABULATION

USE: DRIVE-IN BANK

RATE: 4 SP/1000 SF OF GFA, PLUS 5 STANDING FOR THE FIRST 2 DRIVE THRU WINDOWS AND 2 FOR EACH ADDITIONAL WINDOW

44,500/1000 X 4 = 18 SPACES  
18 X 20% CRD REDUCTION = 15

PARKING REQUIRED = 15 SPACES

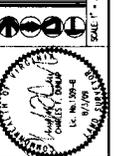
PARKING PROVIDED = 18 SPACES (INCL. 1 HANDICAP)

\* A 20% PARKING REDUCTION IS ALLOWED PER THE CRD

### SHEET INDEX

- COVER SHEET
- EXISTING CONDITIONS EXHIBIT/EXISTING VEGETATION MAP
- SPECIAL EXCEPTION PLAT
- CONCEPTUAL LANDSCAPE PLAN
- INTERIM TRAILER LOCATION EXHIBIT
- PRELIMINARY STORMWATER MANAGEMENT/BEST MANAGEMENT PRACTICES PLAN
- PRELIMINARY OUTFALL ANALYSIS
- ARCHITECTURAL ELEVATIONS - SIDE
- ARCHITECTURAL ELEVATIONS - FRONT AND REAR

WALTER L. PHILLIPS  
REGISTERED PROFESSIONAL ARCHITECT



REVISION APPROVED BY:

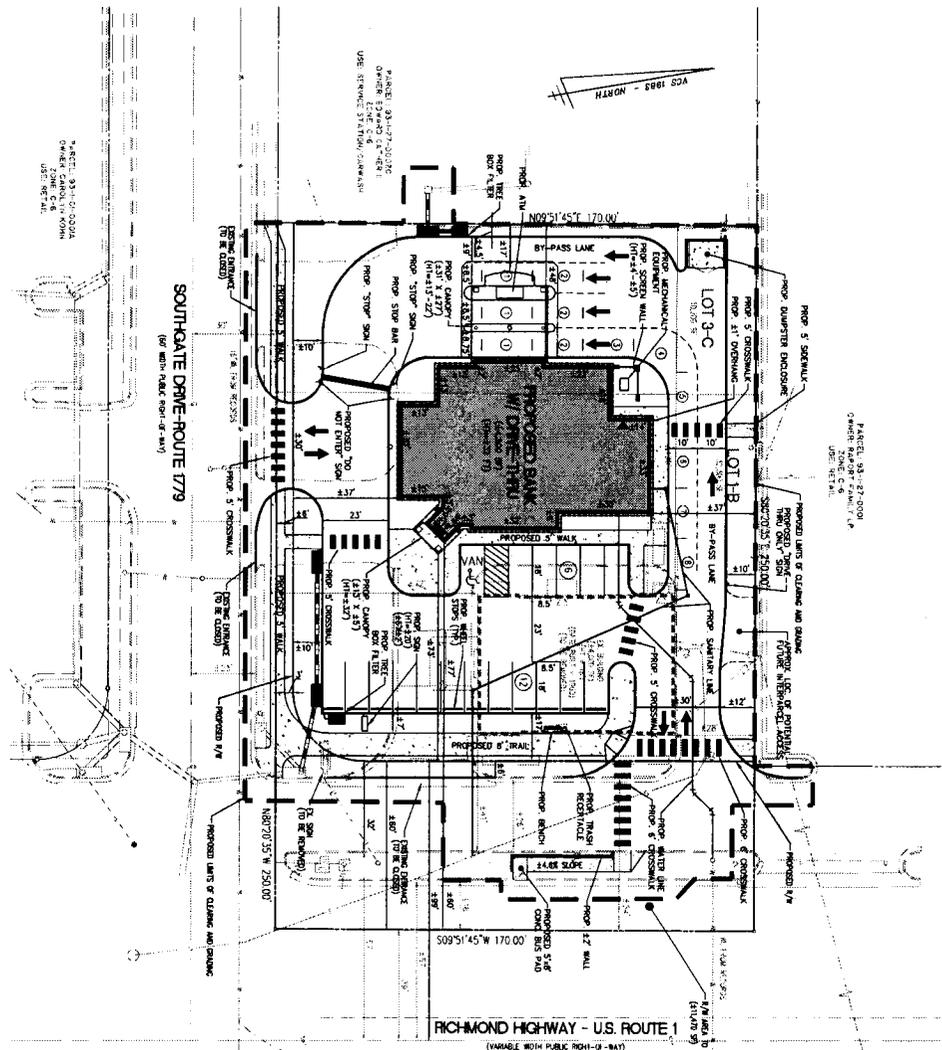
NO.	DATE	BY	DESCRIPTION

COVER SHEET

BB&T BANK AT BEACON HILL  
6618 RICHMOND HIGHWAY  
LEE DISTRICT  
FAIRFAX COUNTY, VIRGINIA

LANDSCAPE ARCHITECTS  
CIVIL ENGINEERS  
PLANNERS  
WWW.WLPHILLIPS.COM  
1200 S. MAIN ST. SUITE 200  
FAIRFAX, VA 22033-3500  
TEL: 703.522.2000 FAX: 703.522.2000  
DATE: 04/29/09 REV: 04/29/09





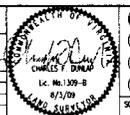
- NOTES**
1. ALL CITY CONNECTIONS SHALL BE PERMITTED AND SUBJECT TO OBTAINING NECESSARY PERMITS.
  2. ALL OTHER PROVISIONS SHALL BE IN ACCORDANCE WITH APPLICABLE CITY AND COUNTY ORDINANCES.

PARCEL: 95-10-0025  
 OWNER: DIPPOLD ASSOCIATES, LTD.  
 ZONE: C-8  
 USE: LOW RISE OFFICE

**SPECIAL EXCEPTION PLAT**

**BB&T BANK AT BEACON HILL**  
**6618 RICHMOND HIGHWAY**  
 LEE DISTRICT  
**FAIRFAX COUNTY, VIRGINIA**

NO.	DESCRIPTION	DATE	REV BY	APPROVED	DATE



**WALTER L. PHILLIPS**  
 INCORPORATED  
 CIVIL ENGINEERS LAND SURVEYORS PLANNERS LANDSCAPE ARCHITECTS  
 207 PARK AVENUE FALLS CHURCH, VIRGINIA 22046  
 (703) 532-6183 FAX (703) 533-8301 WWW.WLPHINC.COM  
 DATE: 8/1/89 REV: 8/2/89, 12/7/89, 1/1/90 DRAWN BY: JLP  
 REV: 3/4/89, 2/3/90





**MINIMUM STORMWATER INFORMATION FOR REZONING, SPECIAL EXCEPTION, SPECIAL PERMIT AND DEVELOPMENT PLAN APPLICATIONS**

The following information is required to be shown or provided in all zoning applications, or a waiver request of the minimum requirement with justification shall be attached. Note: Waivers will be acted upon separately. Failure to adequately address the required submission information may result in a delay in processing this application.

This information is required under the following Zoning Ordinance paragraphs:

Special Permits (8-011 21 & 2L)      Special Exceptions (9-011 21 & 2L)  
 Cluster Subdivision (9-615 1Q & 1N)      Commercial Reutilization Districts (9-622 2A (17)(b)(14))  
 Development Plans (PRC) Districts (16-302 2 & 4L)      PRC Plans (16-303 1E & 1Q)  
 FDP P Districts (except PRC) 916-502 1F & 1Q)      Amendments (18-202 08 & 10)

1. Plan is at a minimum scale of 1"=50' (unless it is depicted on one sheet with a minimum scale of 1"=100').
2. A graphic depicting the stormwater management facility(ies) and limits of clearing and grading accommodate the stormwater management facility(ies), storm drainage pipe systems and outlet protection, pond spillways, access roads, site outfalls, energy dissipation devices, and stream stabilization measures as shown on Sheet 3.
3. Provide:  

Facility Name/ Type & No.	On-Site area served (acres)	Off-Site area served (acres)	Drainage area (acres)	Footprint area (sf)	Storage Volume (cf.)	If pond, dam height (ft.)
Totals						
4. Outlet drainage channels, outfalls and pipe systems are shown on Sheet 7.
5. Maintenance access (road) to stormwater management facility(ies) are shown on Sheet N/A.
6. Landscaping and tree preservation shown in and near the stormwater management facility is shown on Sheet 4.
7. A "stormwater management narrative" which contains a description of how detention and best management practices requirements will be met is provided on Sheet 6.
8. A description of the existing conditions of each individual site outfall extended downstream from the site to a point which is at least 100 times the site area or which has a drainage area of at least one square mile (640 acres) is provided on Sheet 7.
9. A description of how the outfall requirements, including contributing drainage areas of the Public Facilities Manual will be satisfied is provided on Sheet 7.
10. Existing topography with maximum contour intervals of two (2) feet and a note as to whether it is an air survey or field run is provided on Sheets 1, 2.
11. A submission waiver is requested for N/A.
12. Stormwater management is not required because N/A.

**OVERALL SITE DRAINAGE SUMMARY:**

**I. PRE-DEVELOPMENT:**

- A. TOTAL AREA = 0.71 AC  
 CONTRIBUTING AREAS:  
 0.61 AC @ 0.80 (IMPERVIOUS AREA ON-SITE)  
 0.10 AC @ 0.30 (GREEN AREA ON-SITE)  
 0.71 AC
- B. WEIGHTED "C":  
 $(0.61)(0.80) + (0.10)(0.3) = 0.80$   
 0.71
- C. TIME OF CONCENTRATION = 5 MIN.
- D. RUNOFF:  
 $Q2 = (0.80)(5.45)(0.71) = 3.10$  CFS  
 $Q10 = (0.80)(7.27)(0.71) = 4.13$  CFS

**II. POST-DEVELOPMENT:**

- A. CONTRIBUTING AREAS:  
 0.57 AC @ 0.90 (IMPERVIOUS AREA ON-SITE)  
 0.14 AC @ 0.30 (GREEN AREA ON-SITE)  
 0.71 AC
- B. WEIGHTED "C":  
 $(0.57)(0.90) + (0.14)(0.30) = 0.78$   
 0.71
- C. RUNOFF:  
 $Q2 = (0.78)(5.45)(0.71) = 3.02$  CFS  
 $Q10 = (0.78)(7.27)(0.71) = 4.03$  CFS
- III. COMPARISON:  
 DUE TO A DECREASE IN IMPERVIOUS AREA, THE POST-DEVELOPMENT RUNOFF IS LESS THAN THE PRE-DEVELOPMENT RUNOFF. THE TOTAL DECREASE IS EQUAL TO:  
 $Q2 = 3.10 - 3.02 = 0.08$  CFS  
 $Q10 = 4.13 - 4.03 = 0.10$  CFS

**SWM NARRATIVE:**

THE ALLOWABLE RELEASE FROM THE SITE WITH THE PROPOSED DEVELOPMENT IS THE RELEASE FROM THE SITE IN ITS CURRENT DEVELOPED CONDITION. THE 2-YEAR ALLOWABLE RELEASE IS 3.10 CFS AND THE 10-YEAR ALLOWABLE RELEASE IS 4.13 CFS. THE POST-DEVELOPED SITE CONDITIONS RESULT IN A DECREASE IN OVERALL IMPERVIOUS AREA. THIS DECREASE IN IMPERVIOUS AREA RESULTS IN A DECREASE IN RUNOFF. THE 2-YEAR POST-DEVELOPED RUNOFF IS 3.02 CFS AND THE 10-YEAR POST-DEVELOPED RUNOFF IS 4.03 CFS. BOTH THE 2-YEAR AND 10-YEAR RUNOFF RATES ARE LESS THAN THE ALLOWABLE RELEASE RATES. THEREFORE NO STORM WATER DETENTION IS NECESSARY. PROPOSED STORM INLETS AND PIPES ARE SHOWN ON THIS PLAN TO BE INTO THE EXISTING OFF-SITE STORM SEWER SYSTEM. THE LOCATIONS OF THESE PIPES AND INLETS ARE PRELIMINARY AND MAY BE CHANGED AT THE OF FINAL SITE PLAN.

**BMP FACILITY DESIGN CALCULATIONS**

**PART 1 - LIST ALL OF THE SUBAREAS AND "C" FACTORS USED IN THE BMP COMPUTATIONS**

SUBAREA DESIGNATION AND DESCRIPTION	"C"	ACRES
(1)	(2)	(3)
A1 ON-SITE DRAINAGE AREA TO FILTERRA	0.85	0.03
A2 ON-SITE UNTREATED AREA	0.77	0.69
TOTAL SITE AREA		0.72 ACRES

**PART 2 - COMPUTE THE WEIGHTED AVERAGE "C" FACTOR FOR THE SITE**

- (A) AREA OF THE SITE (a) 0.72 ACRES
- (B) WEIGHTED AVERAGE "C" FACTOR = 0.78  
 (SEE OVERALL SITE DRAINAGE SUMMARY, THIS SHEET)

**PART 3 - COMPUTE THE TOTAL PHOSPHORUS REMOVAL FOR THE SITE**

SUBAREA DESIGNATION	BMP TYPE	EFFICIENCY EFF (%)	AREA RATIO	"C" FACTOR	PRODUCT
(1)	(2)	(3)	(4)	(5)	(6)
A1 ON-SITE TO FILTERRA		55	0.03/0.71	0.85/0.78	2.53
A2 ON-SITE TO FILTERRA		55	0.69/0.71	0.85/0.78	2.51
					5.06

**PART 4 - DETERMINE COMPLIANCE WITH PHOSPHORUS REMOVAL REQUIREMENT**

- (A) SELECT REQUIREMENT (a) 1.92%
- \* WATER SUPPLY OVERLAY DISTRICT (GOODHOOD WATERSHED) = 50 %  
 \* CHESAPEAKE BAY PRESERVATION AREA (NEW DEVELOPMENT) = 40 %
- CHESAPEAKE BAY PRESERVATION AREA (REDEVELOPMENT) =  $[1.00 \times (TPRE/TPPOST)] \times 100 = [1 - 0.9 \times (0.85/0.78)] \times 100 = 1.92\%$
- (B) IF LINE 3(A) 5.06% > LINE 4(A) 1.92% THEN PHOSPHORUS REMOVAL IS SATISFIED.

**BMP NARRATIVE:**

THE PROPOSED CONSTRUCTION IS CONSIDERED REDEVELOPMENT. THE C-FACTOR DECREASES FROM 0.82 PRE-DEVELOPMENT TO 0.78 POST-DEVELOPMENT. THE PHOSPHORUS REMOVAL REQUIREMENT FOR THIS SITE IS 1.92%. THEREFORE A BMP FACILITY IS REQUIRED ON THIS SITE. THE PHOSPHORUS REMOVAL REQUIREMENT WILL BE MET THROUGH THE USE OF A FILTERRA TREE BOX FILTER. A TOTAL OF 0.06 AC WILL DRAIN TO THE TREE BOX FILTERS RESULTING IN A PHOSPHORUS REMOVAL OF 5.06%. 5.06% IS GREATER THAN THE REQUIRED 1.92% THEREFORE THE BMP REQUIREMENT FOR THIS SITE IS SATISFIED.

THIS DESIGN IS PRELIMINARY AND SUBJECT TO CHANGES AT TIME OF FINAL SITE PLAN. THE ENGINEER RESERVES THE RIGHT TO ACHIEVE THE BMP REMOVAL THROUGH THE USE OF ANY SIMILAR TYPE OF FILTERS OR LOW IMPACT DEVELOPMENT FACILITIES SITED IN OTHER LOCATIONS ON THE SITE. THE 1.92% PHOSPHORUS REMOVAL MUST STILL BE MET.

PRELIMINARY STORMWATER MANAGEMENT/BEST MANAGEMENT PRACTICES PLAN

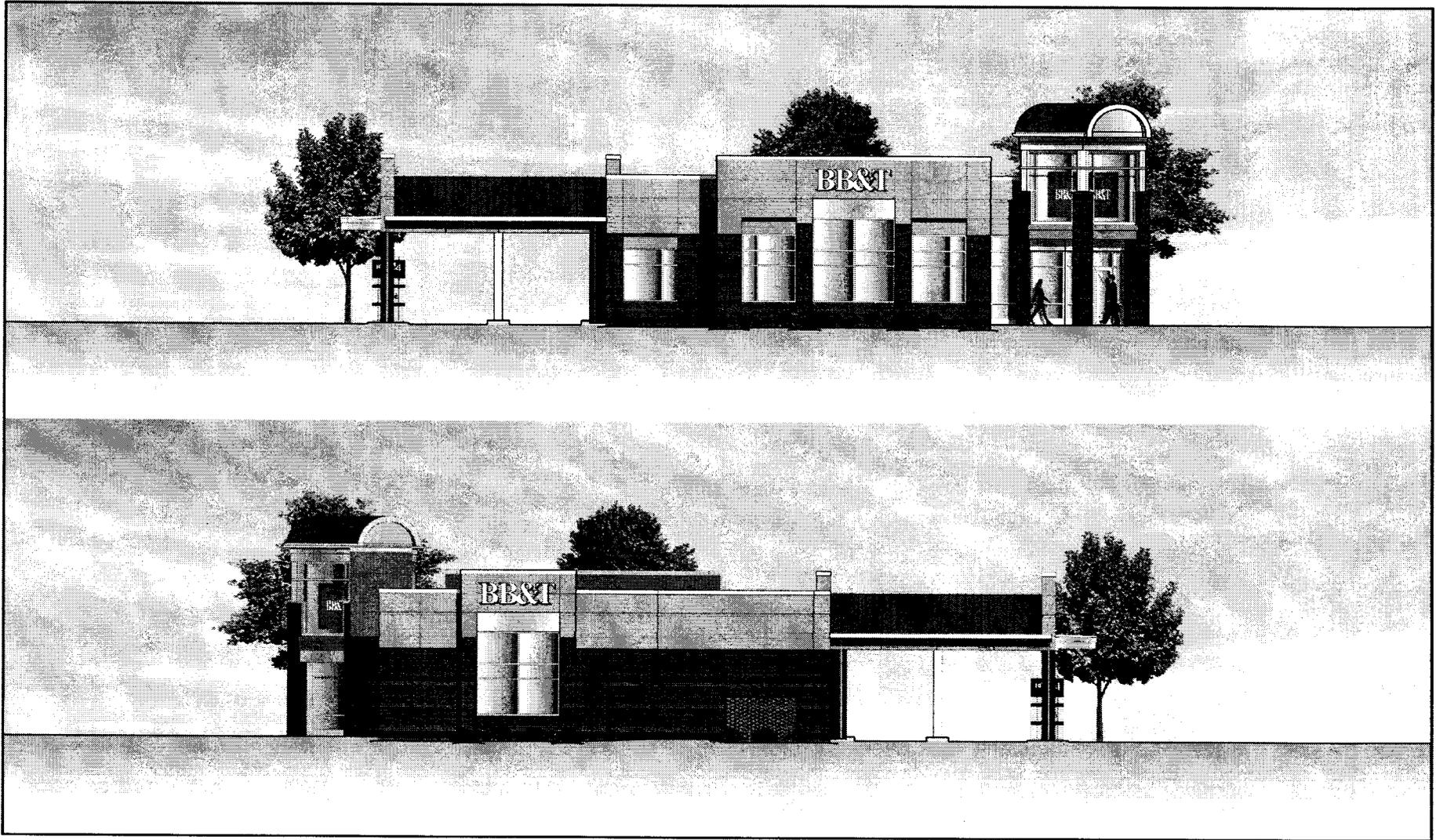
**WALTER L. PHILLIPS**  
 CIVIL ENGINEER  
 CH. ENGINEERS, LAND SURVEYORS, PLANNERS, LANDSCAPE ARCHITECTS  
 2500 W. GARDNER BLVD., SUITE 100  
 FAIRFAX COUNTY, VIRGINIA 22033-5527  
 WWW.WLPINC.COM  
 DATE: 8/19/08 BY: JZ/MLT/WR/1/3/08 DRAWN BY: JZ/MLT/WR/1/3/08



NO.	REVISION	DATE	BY	APPROVED

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**6618 RICHMOND HIGHWAY**  
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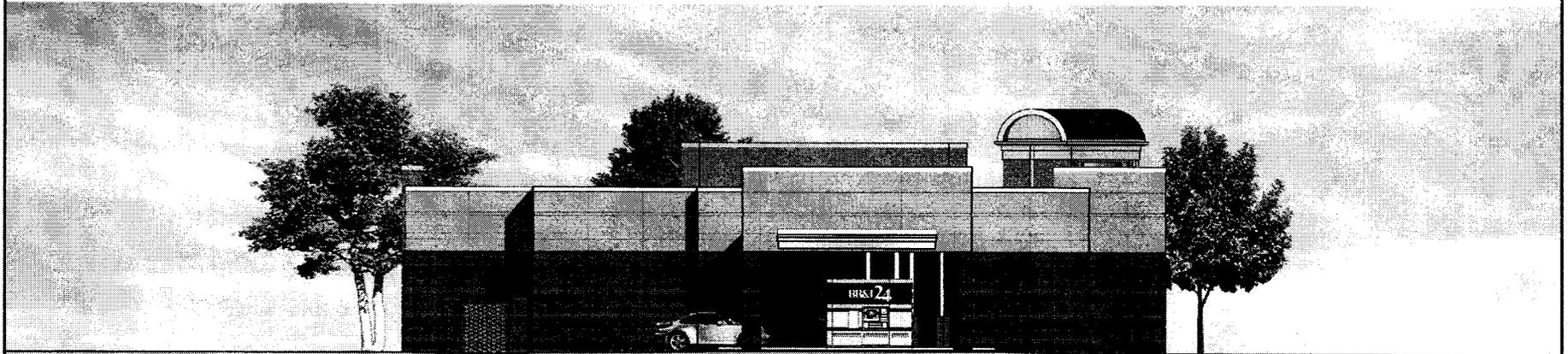
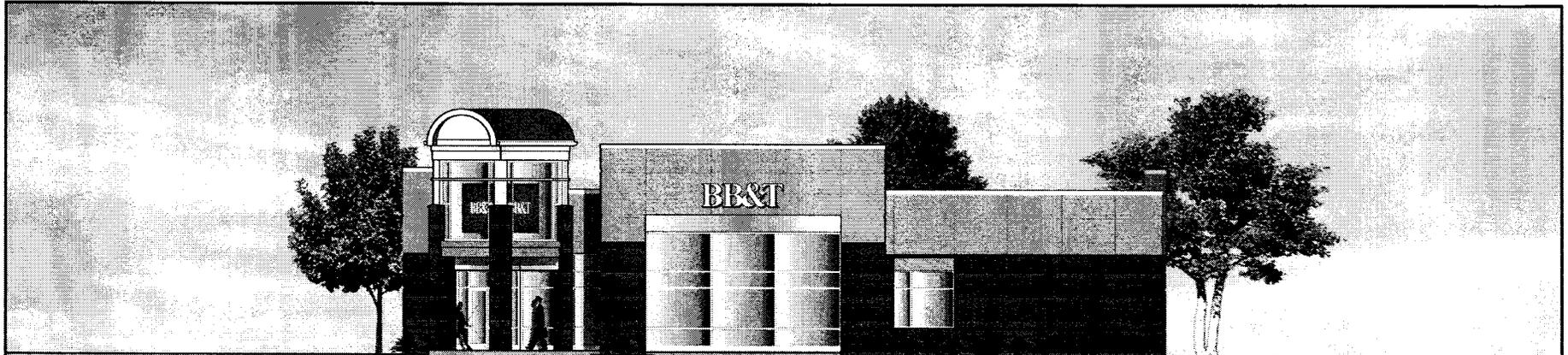
6618 Richmond Highway  
Alexandria, VA 22306

SIDE ELEVATIONS

Scale: 3/32" = 1'-0"

Date: 01/07/2010





6618 Richmond Highway  
Alexandria, VA 22306

### FRONT & REAR ELEVATIONS

Scale: 3/32" = 1'-0"

Date: 01/07/2010



**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, BB&T, seeks approval to construct a new drive-in financial institution with three (3) drive-in aisles. The existing drive-in financial institution with two (2) drive-in aisles will be demolished. The hours of operation for the bank lobby will be 9:00 a.m. to 6:00 p.m., Monday through Friday, and 9:00 a.m. to 1:00 p.m., Saturday. The drive-in hours of operation will be 8:00 a.m. to 7:00 p.m., Monday through Friday, and 8:00 a.m. to 1:00 p.m., Saturday. The Automated Teller Machines (ATM) will be operational 24 hours a day, seven (7) days a week. The current number of employees on site will remain at eight (8) employees.

### **Waivers and Modifications:**

The applicant seeks the following waivers and modifications:

- Waiver of the loading space requirement;
- Modification of lot size and minimum yard requirements in the Commercial Revitalization District;
- Modification of Richmond Highway Corridor Area Streetscape Elements to that shown on the SE Plat;
- Waiver of frontage improvements; and
- Waiver of service drive requirement.

## **LOCATION AND CHARACTER**

### **Site Description:**

The site is located at 6618 Richmond Highway at the northwest corner of Richmond Highway and Southgate Drive in the Beacon/Groveton Community Business Center. The subject property measures approximately 42,500 square feet and is zoned C-6. The site is developed with an existing 4,000 square foot single-story (16 feet in height) bank with two (2) drive-in aisles with a canopy. The existing single-story building was built in 1960. There are 20 parking spaces. There are three (3) grass and landscape areas with one (1) tree along the Southgate Drive frontage and a long green landscape strip between the service drive and Richmond Highway on the site.

<b>SURROUNDING AREA DESCRIPTION</b>			
<b>Direction</b>	<b>Use</b>	<b>Zoning</b>	<b>Plan</b>
<b>North</b>	Commercial (Petco and Animal Hospital)	C-6	Retail and/or Office Uses Up to .50 FAR
<b>South (opposite Southgate Drive)</b>	Commercial (Famous Dave's and Beacon Mall)	C-6	Retail and/or Office Uses Up to .50 FAR
<b>East (opposite Richmond Highway)</b>	Commercial (TD Bank)	C-8	Office and/or retail uses up to .50 FAR and/or residential use at a density of 8-12 du/acre
<b>West</b>	Commercial (Jiffy Lube and Target)	C-6	Retail and/or Office Uses Up to .50 FAR

## BACKGROUND

### Site History:

On July 22, 1985, the Board of Supervisors approved SE 85-L-025 for a drive-in bank with three (3) drive-in windows, subject to six (6) development conditions, including a provision for approval of a variance of the front yard setback from the Board of Zoning Appeals (BZA). The applicant previously proposed to remodel the existing bank building and add an additional drive-thru lane for a total of three (3) drive-thru lanes with a canopy. The third drive-up window was not approved with the application. VC-85-L-009 was approved by the BZA on July 23, 1985, to permit the building to be set back 37.5 feet from Southgate Drive, 32 feet from Richmond Highway, and 11.5 feet from a service drive. According to Fairfax County Department of Planning and Zoning's records, SE 85-L-025 expired on February 17, 1987, due to a lack of construction.

## COMPREHENSIVE PLAN PROVISIONS

**Plan Area:** Area IV

**Planning District:** Mount Vernon Planning District

**Planning Sector:** Beacon/Groveton Community Business Center

**Plan Map:** Retail and/or office uses up to .50 FAR

On pages 39 – 40 of the Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District, as amended through August 3, 2008, in the Richmond Highway Corridor Area, the Plan states:

**Sub-unit A-1**

*Located at the northwest intersection of Richmond Highway and Southgate Boulevard, this area is planned for retail and/or office uses up to .50 FAR.*

*As an option and in order to enhance the economic viability of Sub-unit A-1, a well-designed, integrated mix of office, high rise residential, retail uses and/or hotel/conference center in multi-story buildings at an overall FAR of .50 to 1.0 may be appropriate if the following conditions are met:*

- Substantial consolidation of parcels is obtained and where consolidation of parcels is not obtained, existing uses should be integrated into the site design by providing interparcel vehicular and pedestrian access;*
- Intensities and building heights should be tapered to mitigate bulk and height impacts to residential uses to the west and to create a pedestrian-oriented scale along Richmond Highway and Southgate Drive;*
- Building design is of high architectural quality and is combined with an innovative and creative use of surrounding pedestrian open space in such a manner as to reduce the effect of the building height and bulk;*
- 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 Beacon/Groveton Community Business Center is provided. The urban design recommendations found at the end of this Plan should be used as a guide;*
- Effective buffering and screening are provided and maintained for differing adjacent land uses;*
- An acceptable detailed transportation analysis is performed that identifies transportation improvements required to support the development;*
- Transportation improvements, support for transit services and/or transportation demand management strategies, which may include but are not limited to on-site transit facility and transit service sufficient to mitigate adverse impacts on the adjacent roadway network, are provided as determined during the development review process;*
- Access points are consolidated along Richmond Highway and an efficient internal circulation system provided;*
- Traffic circulation on the site must ensure safe and orderly access to adjacent arterials;*  
*and*
- Pedestrian circulation and the use of mass transit is encouraged through site design, and connection with proposed and existing pedestrian circulation systems in the area and other methods.*

*Intensity greater than 1.0 FAR may be considered if the following conditions are also met:*

- *The mix of uses should include at least one-third residential; and*
- *Transportation improvements necessary to mitigate impacts must be included.*

## ANALYSIS

### Special Exception (SE) Plat (Copy at front of staff report)

Title of SE Plat: BB&T at Beacon Hill

Prepared By: Walter L. Phillips

Original and Revision Dates: August 3, 2009, as amended through February 24, 2010

The SE Plat consists of nine (9) sheets.

<b>BB&amp;T at Beacon Hill, SE Plat</b>	
<b>Sheet #</b>	<b>Contents</b>
1	Cover Sheet
2	Existing Conditions Exhibit/Existing Vegetation Map
3	Special Exception Plat
4	Conceptual Landscape Plan
5	Temporary Trailer Location Exhibit
6	Preliminary Stormwater Management/Best Management Practices Plan
7	Preliminary Outfall Analysis
8	Side Elevations
9	Front & Rear Elevations

**Site Layout:** The subject property, which measures approximately 42,500 square feet, is located at the northwest corner of Richmond Highway and Southgate Drive. The existing single-story building measures approximately 4,000 square feet and is sited along the service drive facing Richmond Highway. There are two (2) drive-in aisles with a canopy on the south side of the building. There are 20 parking spaces on the western portion of the site. A portion of the service drive, a green landscape strip, and Richmond Highway are located within the property's boundaries.

The applicant proposes to demolish the existing structure and reconfigure the entire site to build a new drive-in financial institution with two (2) drive-in aisles and one (1) dedicated ATM drive-in aisle. The applicant proposes to consolidate the two (2) existing access points along both Southgate Drive and Richmond Highway to one (1) access point along each frontage. The proposed building will measure approximately 4,500 square feet and 32 feet in height. The new building will be set in the middle in

the site, approximately 77 feet from the revised property line along Richmond Highway (see Right-of-Way Dedication). The main building entrance will be at the southeast corner of the building, facing the intersection of Southgate Drive and Richmond Highway. Three (3) drive-in aisles as well as a bypass lane will be built along the rear (west) of the new building, and 18 parking spaces will be provided in the front of the building, including one (1) handicap/van parking space. A new five (5) foot sidewalk will be built along Southgate Drive and an eight (8) foot trail will be built along Richmond Highway. Two (2) five foot crosswalks will be painted across the drive aisles to connect the sidewalk and trail to the building. A proposed dumpster enclosure will be located in the northwest corner of the site near the proposed drive-in aisles. A monument sign that measures 20 square feet (five feet by two feet) is proposed within Richmond Highway within the landscape strip along the road. A concrete bus pad measuring five (5) feet by eight (8) feet is proposed on the service drive's median.

Right-of-Way Dedication: The SE Plat shows right-of-way (ROW) dedication along Richmond Highway and Southgate Drive. The applicant proposes to dedicate an additional 60 feet of ROW for a total of 99 feet of ROW from centerline along Richmond Highway. Along Southgate Drive, the applicant proposes to dedicate an additional six (6) feet of ROW. Currently, the site area measures 42,500 square feet, and after the proposed ROW is dedicated, the site area will measure 31,030 square feet.

Access: Along Richmond Highway, there are two (2) existing points of access from the service drive. There are also two (2) existing ingress and egress points along Southgate Drive. Under this proposal, the four (4) existing access points will be consolidated into two (2) new access points. There will be an ingress and egress point to the service drive along Richmond Highway at the northeast corner of the site. Another two-way access point will be located along Southgate Drive; this proposed access point will align with an existing access point opposite Southgate Drive. There is also interparcel access proposed at the northeast corner of the site to connect with the adjacent site to the north.

Under the proposed circulation pattern, vehicles will be directed to circulate counterclockwise around the building from either Southgate Drive or the Richmond Highway service drive to access to the three (3) proposed drive-in aisles and one (1) bypass lane. Two (2) "Do Not Enter" signs will be posted near the Southgate Drive access point to prevent cars entering the site from Southgate Drive from driving into cars exiting the drive-through lanes. Stop signs directed at exiting drive-in cars will be provided near the Southgate Drive access point, and a "Drive-Thru Only" sign will be posted near the entrance to the drive-in aisles.

Landscaping and Streetscape: The applicant proposes to remove the existing grass and landscape areas along Southgate Drive and plant new deciduous and flowering trees, as well as shrubs, groundcover and other plantings around the site. Along Richmond Highway, there will be an eight (8) foot wide landscape strip along the road, an eight (8) foot wide asphalt trail, and a seven (7) foot wide landscape strip with street trees between the trail and parking lot. Ten (10) foot wide landscape strips with

deciduous and flowering trees, as well as other plantings, will border the site to the north and south, and there will be an approximately four and a half (4.5) foot wide landscape strip with shrubs along the bordering property to the west. A total of ten (10) new deciduous trees are proposed on the site. Along Richmond Highway, a bench and trash receptacle will also be provided.

Stormwater Management: The proposed redevelopment of the site will decrease the amount of impervious surface on the site, and as such, no stormwater detention is required. However, a Best Management Practices (BMP) facility is required for the development proposal, and two (2) filterra tree box filters will be located on the site.

### **Land Use Analysis (Appendix 7)**

The applicant's request to redevelop the existing site, which has a drive-in financial institution with two (2) drive-in aisles, with a new financial institution with three (3) drive-in aisles is generally consistent with the land use recommendations of the Comprehensive Plan. The property is located within the Beacon/Groveton Community Business Center in the Richmond Highway Corridor Area, and retail and/or office uses up to .50 FAR are recommended for this area. The proposed drive-in financial institution will measure .11 FAR, which is below the maximum recommended FAR of the Comprehensive Plan.

Under this proposal, the applicant will improve the on-site landscaping to make it more consistent with general guidance for this area regarding streetscaping and site-specific Urban Forest Management (UFM) recommendations. Specifically, the Richmond Highway Corridor Area Streetscape Elements, as detailed in the Transportation Appendix of the Policy Plan, recommend a nine (9) foot wide landscape strip with curb along the road, a nine (9) foot wide trail, and an eight (8) foot wide landscape strip on the trail's other side. The applicant is proposing an eight (8) foot wide landscape strip along the road, an eight (8) foot wide asphalt trail, and a seven (7) foot wide landscape strip with street trees between the trail and parking lot. Staff believes that the provided streetscape is generally in conformance with the Comprehensive Plan's streetscape recommendations and does not object to the applicant's proposed modification.

Other key recommendations for the Richmond Highway Corridor Area include Building/Site Design Elements, which states that where feasible, commercial buildings should be oriented toward the road with parking lots to the side and rear to create an urban atmosphere. The existing financial institution is currently separated from Richmond Highway by a travel aisle. Under the proposed layout, the proposed building will be sited further back from Richmond Highway to a location in the middle of the site and parking will be provided along Richmond Highway. Staff would continue to urge the applicant to eliminate the proposed parking along Richmond Highway to bring the building closer to the street. It should be noted that under the 20% by-right parking reduction provided in the Richmond Highway CRD, the applicant could reduce the proposed parking by an additional three spaces. In staff's opinion, the elimination of three spaces (and the removal of one of the proposed drive-in lanes) could enable the applicant to reconfigure the site to bring the building closer to Richmond Highway.

Other building/site elements identified in the Richmond Highway Corridor Area guidelines include undergrounding utility service lines, compatible architectural design, and coordinated design. The utility lines for the site run along the northern property boundary on the adjacent property, and the applicant does not propose to place the utilities underground. Architecture of the proposed financial institution has been provided and staff finds that the proposed design of the building does not conflict with the adjoining retail and service uses.

### **Environmental Analysis (Appendix 7)**

#### **Issue: Water Quality**

The original submission proposed one (1) filterra tree box filter. Staff recommended additional low impact development (LID) practices to enhance water quality control measures.

#### **Resolution:**

In response to staff's comments, the applicant now proposes the two (2) filterra tree box filters on site. The two (2) filters will provide 5.06% of phosphorous removal, which exceeds the minimum requirement of 1.92% for this site. DPWES staff has reviewed this proposal and has no concerns at this time. However, staff would continue to urge the applicant to provide additional Low Impact Design (LID) features in order to provide additional water quality above and beyond the minimum requirement.

#### **Issue: Green Building Practices**

The Comprehensive Plan encourages the application of energy conservation, water conservation, and other green building practices in the design and construction of new development and redevelopment projects. The proposed application presents an opportunity for the applicant to commit to a third-party certified green building rating system for the new drive-in financial institution, and several other recent proposals for drive-in financial institutions have committed to third-party certification. The applicant has been strongly encouraged to seek U.S. Green Building Council Leadership in Energy and Environmental Design (LEED) certification for the proposed financial institution.

#### **Resolution:**

The applicant submitted a list of sustainable and environmentally friendly design elements that will be incorporated into their projects and buildings, including efficient lighting, low flow plumbing fixtures, fully shielded site lighting, and time-controlled air circulation (see Appendix 5). Staff would continue to encourage the applicant to consider applying these design elements to future certification.

## **Transportation Analysis (Appendix 8)**

### **Issue: Interparcel Access and Easements**

Within the Richmond Highway Corridor Area guidelines, interparcel access is recommended to “provide vehicular and pedestrian connections between adjacent developments instead of service drives, where feasible.” Under the current Virginia Department of Transportation (VDOT) proposal, once Richmond Highway is widened in the future, the existing service drive will be eliminated. The applicant’s original submission did not provide interparcel access, and staff recommended interparcel access to the north of the property to Parcels 1 and 1D to reduce trips onto Richmond Highway to access the subject site from the adjoining property. Requested waivers for frontage improvements and the service drive are contingent on future interparcel access and temporary construction easements.

### **Resolution:**

The applicant noted that there is existing access to Southgate Drive to Parcel 1 and 1D to the north via an existing access point that runs along the other side of the financial institution’s adjacent property to the west (Parcel 2C). However, neither Parcel 2C nor the subject site connects to the existing access to Parcels 1 and 1D to the north. The applicant proposes to build a 23-foot wide interparcel access at the northeast corner of the site near the Richmond Highway entrance when the service drive is closed. An access easement to all entrances will also be provided on site. Staff has proposed a development condition for the future interparcel access and access easement to be shown on the initial and all subsequent site plans. Furthermore, staff also requires that the interparcel access be widened to 24 feet in order to satisfy current Public Facility Manual (PFM) requirements. With the implementation of these development conditions, staff believes this issue is resolved.

### **Issue: Bus Shelter**

One of the key transportation recommendations in the Comprehensive Plan for the Richmond Highway Corridor Area is to promote public transportation in order to reduce automobile reliance. As such, staff recommended that a bus pad measuring approximately 14 feet by 15 feet be provided to accommodate a bus shelter along Richmond Highway on the service drive’s median.

### **Resolution:**

A suitable location on the service drive’s median was located by the applicant and the Fairfax County Department of Transportation (FCDOT). However, due to the dimensions of the existing median, the dimensions of the concrete bus pad are limited to five (5) feet by eight (8) feet. FCDOT and VDOT reviewed and approved the proposed location, and staff proposes a development condition for the bus pad to be provided, subject to FCDOT and VDOT approval, to confirm the bus pad’s approval.

**Issue: Trail and On-Road Bike Lane Improvements Along Richmond Highway**

Initially, the applicant had requested a waiver of the on-road bike lane along Richmond Highway. Though the Countywide Trails Plan Map depicts a proposed on-road bike lane along this portion of Richmond Highway, this map also shows that the subject property is located in an area with other specific guidance regarding streetscape and trail requirements and defers to the Area Plan for details. The applicable streetscape and trail recommendations for Richmond Highway are found in the Transportation Section of the Policy Plan (Comprehensive Plan) entitled, "Roads in Revitalization Areas." This Section calls for a 9-foot wide curb edge landscaping strip, a 9-foot wide trail, and an 8-foot wide interior landscaping strip and no on-road bicycle route. Therefore, the request for the waiver of the on-road bike trail is not necessary. As noted earlier in this report, the proposed streetscape for this project includes an 8-foot wide trail, which staff believes satisfies the intent of the Comprehensive Plan.

**Office of Community Revitalization & Reinvestment (OCRR) Analysis (Appendix 9)**

The applicant's proposed redevelopment of the existing drive-in financial institution with two (2) drive-in aisles includes several modification and waiver requests. One of the requested modifications is of the peripheral parking lot landscaping. In response to OCRR's concerns, the applicant amended the SE Plat to provide three (3) deciduous trees within the rear landscape strip, which negates the need for a peripheral parking lot modification along this property line.

OCRR had also suggested that the applicant eliminate the proposed on-site six-foot wide concrete walkway in order to use this area to increase the width of the trail along Richmond Highway to 10 feet. The applicant has declined to implement this suggestion. As requested by OCRR, the applicant submitted renderings of two (2) side elevations of the proposed drive-in financial institution (see Sheets 8 and 9 of the SE Plat), and additional details on the types of proposed plantings are listed on Sheet 4 of the SE Plat.

**Urban Forest Management Division (UFMD) Analysis (Appendix 10)**

Upon initial review, UFMD staff identified issues related to tree cover calculations, tree classifications, easements, and landscaping on site. The applicant has satisfactorily addressed UFMD's previous comments and recommendations. No further issues were identified with this application.

**Stormwater Management (SWM) Analysis (Appendix 11)**

The proposed redevelopment of the site will decrease the amount of impervious surface on the site, and as such, no stormwater detention is required. However, as noted earlier in this report, two (2) filterra tree box filters will be located on the site to provide additional water quality above and beyond the minimum requirements. No other stormwater management issues were identified with this application.

### Public Facilities Analysis (Appendices 12 and 13)

No public facility issues were identified with this application.

### ZONING ORDINANCE PROVISIONS

Bulk Standards (C-6, CRD)		
Standard	Required	Provided
Lot Area	40,000 square feet	42,500 square feet
Lot Width	200 feet	170 feet (pre-dedication) and 164 feet (post-dedication)
Max. Building Height	40 feet	32 feet
Front Yard	20 feet	37 feet (Southgate Dr.) 77 feet (Richmond Hwy.)
Side Yard	No requirement	Not applicable
Rear Yard	20 feet	48 feet (building) 17 feet (canopy)
Maximum FAR	.40 (SE permits increase to .50 in C-6)	0.11
Open Space	15%	20%
Parking Spaces	4 spaces per 1,000 square feet and 8 stacking spaces in front of first window and 2 for each additional window = 18 spaces With 20% by-right parking reduction for the Richmond Highway CRD = 15 spaces	18 spaces (including 1 handicap/van space)
Loading Spaces	1 space for the first 10,000 square feet of gross floor area (GFA)	A waiver is requested
Peripheral Parking Lot Landscaping*	10 foot wide landscape strip with 1 large deciduous tree plated every 30 feet of length at 2 ½ to 3 inch caliper at the time of planting (if there are no overhead utility lines)	A modification is requested
Richmond Highway Streetscape Elements**	9 foot wide landscape strip with curb along the road, 9 foot wide trail, and an 8 foot wide landscape strip	8 foot wide landscape strip along the road, an 8 foot wide asphalt trail, and a 7 foot wide landscape strip

\* Transitional screening and barrier requirements are not applied for this site, but CRD specific guidelines are applied.

\*\* Within the Policy Plan of the Comprehensive Plan, the Richmond Highway Cross Section identifies a nine (9) foot wide landscape strip with curb along the road, a nine (9) foot wide trail, and an eight (8) foot wide landscape strip.

### Waivers and Modifications

- Modification of peripheral parking lot landscaping requirement along Richmond Highway.

The applicant had requested a modification of the peripheral parking lot landscaping requirement along Richmond Highway. According to Par. 5 (B.2) of Sect. A7-409, the

Zoning Ordinance states that “for redevelopments or new developments, the provisions of Par. 1 of Sect. 13-202 shall be applicable. However, where there are landscaping or design provisions in the adopted comprehensive plan which recommend a planting strip or other streetscape treatment with the same or lesser width or different plant materials than those required by Sect. 13-202, then the provisions of the adopted comprehensive plan shall apply.” Therefore, the requested modification is not required.

- Modification of Richmond Highway Corridor Area Streetscape Elements

The Richmond Highway Corridor Area Streetscape Elements recommend an eight (8) foot wide landscape strip along the road, a ten (10) foot wide multipurpose trail, and a seven (7) foot wide planting strip. The applicant is proposing an eight (8) foot wide landscape strip along the road, an eight (8) foot wide asphalt trail, and a seven (7) foot wide landscape strip with street trees between the trail and parking lot. Due to the lack of conformance with the ten (10) foot wide multipurpose trail requirement, the applicant seeks a modification. As discussed earlier in this report, staff believes that the provided streetscape generally satisfies the intent of the Comprehensive Plan and therefore, staff does not object to this modification.

- Waiver of loading space requirement

In Sect. 11-203 of the Zoning Ordinance, one (1) loading space for the first 10,000 square feet of a drive-in financial institution is required. The applicant requests the waiver due to the lack of standard deliveries or regular trash pickups for this use, which is consistent with other financial institutions' operations. Staff does not object to the requested waiver.

- Modification of lot size and minimum yard requirements in the Commercial Revitalization District

According to Par. 1 of Sect. 9-622 of the Zoning Ordinance, the Board of Supervisors may approve a modification of the minimum lot size and yard requirements in conjunction with the approval of a special exception application in a Commercial Revitalization District (CRD). The applicant has requested two modifications in this regard. First, the applicant seeks a modification of the lot width requirement of 200 feet to 164 feet. Currently, the existing lot is 170 feet wide and this dedication will reduce the lot width to 164 feet. Staff does not object to this modification.

The proposed building's front yard setback along Southgate Drive will also be reduced from 43 feet to 37 feet, which is below the minimum required front yard setback of 40 feet. According to Par. 2 of Sect. A7-407, the minimum front yard requirement in commercial districts is 20 feet, unless the Comprehensive Plan requires an equal or less amount of minimum front yard. However, the minimum rear yard setback requirement is 20 feet, and the proposed drive-thru canopy is three (3) feet into the required rear yard. The rear yard setback measures 17 feet with the canopy, and a

modification is requested for the rear yard setback. Staff does not object to the requested rear yard modification due to the amount of dedication that is proposed for the site.

- Waiver of frontage improvements

Richmond Highway is planned for a future widening, and the applicant proposes to dedicate an additional 60 feet of ROW for a total of 99 feet of ROW from centerline along Richmond Highway. A development condition to require any necessary and ancillary easements at the time of the service drive closure and upon demand by Fairfax County is proposed. Staff does not object to the requested waiver.

- Waiver of service drive requirement

The approval of the requested waiver of the service drive requirement is contingent upon the construction of interparcel access to the north and dedication of an access easement through the site to all entrances. Richmond Highway is planned for a future widening, and the existing service drive would be eliminated with this widening. The applicant has committed to providing interparcel access and an access easement through the site when the service drive is closed. Therefore, staff does not object to the requested waiver.

## **Zoning Ordinance Requirements (Appendix 14)**

### General Special Exception Standards (Sect. 9-006)

General Standards 1 and 2 require that the proposed use be in harmony with the adopted Comprehensive Plan and with the general purpose and intent of the applicable zoning district regulations. The proposed redevelopment to replace an existing drive-in financial institution and two (2) drive-in aisles with a drive-in financial institution with three (3) drive-in aisles generally complies with the Comprehensive Plan as a continuation of an existing use.

The redevelopment of the existing use will not affect the use or development of neighboring properties, as recommended by General Standard 3. The proposed interparcel access and access easement on the petitioned site will not impact neighboring parcels and will encourage access the proposed drive-in financial institution from the parcels to the north.

Landscaping and open space recommendations for General Standards 5 and 6 are generally addressed by the applicant. As discussed earlier in this report, the applicant has requested a modification of the Richmond Highway Corridor Area Streetscape Guidelines to provide an eight (8) foot wide landscape strip along the road, an eight (8) foot wide asphalt trail, and a seven (7) foot wide landscape strip with street trees between the trail and parking lot, which staff supports.

Adequate utility, drainage, and parking will be provided for the proposed drive-in financial institution and three (3) drive-in aisles, as required by General Standard 7. Two (2) filterra box tree filters are proposed for the site to remove more phosphorous

than required, and due to the reduced amount of impervious surface, a detention pond is not required. The applicant will provide the required minimum number of parking spaces on site. However, staff would note that if the applicant were to apply the 20% parking reduction afforded by-right in the Richmond Highway CRD, the applicant could utilize the area of three proposed parking spaces for further landscaping.

Any signage provided on site will be required to meet the signage regulations of the Zoning Ordinance, as required by General Standard 8. There is a proposed monument sign that measures 20 square feet, and proposed building signage is shown on the building side elevations. All signage on the site will be subject to a condition that requires conformance with the Zoning Ordinance.

#### Standards for All Category 5 Uses (Sect. 9-503)

Standard 1 states that all uses shall comply with the lot size and bulk regulations of the applicable zoning district. Generally, the subject property complies with the lot size and bulk regulations, except for the minimum lot width. The application lot has existed since 1962 and met the Zoning Ordinance requirements at the time it was built. However, the applicant is proposing to dedicate over 11,000 square feet of ROW dedication, which will affect the minimum lot size and yard requirements. The applicant requests modifications of the lot size and yard requirements, and staff does not object to these requests.

Standard 2 notes that all uses shall comply with the performance standards for the specified zoning district, including the submission of a photometric plan. The redevelopment of the proposed drive-in financial institution is generally in compliance with the performance standards, except the applicant has not submitted a photometric or outdoor lighting plan. The applicant will be required to show compliance with the lighting standards at the time of site plan.

Standard 3 states that before establishment, all uses, including modification or alterations to existing uses, shall be subject to the provisions of Article 17, Site Plans. A development condition that requires meeting the provisions of Article 17 will be included by staff, which satisfies the requirement.

#### Additional Standards for ...Drive-In Financial Institutions... (Sect. 9-505)

Generally, the proposed new drive-in financial institution will be architecturally compatible with surrounding commercial buildings and will not impact existing pedestrian or vehicular circulation. Parking spaces will be provided in front of the new drive-in financial institution, which will be developed further west on the site. Consolidated access points on the site will also help improve traffic direction from the existing configuration, and traffic signage is proposed around the site to aid vehicular circulation. Pedestrian crosswalks will be striped, and there is also a proposed pedestrian connection to the adjoining property to the north. At the time the service drive is closed, the applicant plans to provide interparcel access and an access easement to reduce the number of vehicle trips occurring on Richmond Highway. The lot area and width will not adversely affect any nearby existing or planned residential areas. With adoption of the proposed development conditions and the applicant's

commitment to interparcel access and an access easement, these standards will be fully met.

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

These standards require that the use be designed so that pedestrian and vehicular circulation is coordinated with that on adjacent properties, that access be designed to not impede traffic on a public street intended to carry through traffic, and no outdoor storage or display of goods offered for sale. With adoption of the proposed development conditions and a commitment to interparcel access and an access easement, these standards will be fully met.

## **CONCLUSIONS AND RECOMMENDATIONS**

### **Staff Conclusions**

The redevelopment proposal to replace an existing drive-in financial institution and two (2) drive-in aisles with a new drive-in financial institution and three (3) drive-in aisles is generally consistent with the land use recommendations of the Comprehensive Plan. The property is located within the Richmond Highway Commercial Revitalization District, and as a redevelopment site, the application should meet the standards and requirements of the CRD, as well as the Highway Corridor Overlay District and Special Exception Standards. Overall, staff believes that this application fulfills the recommended standards.

### **Recommendation**

Staff recommends approval of SE 2009-LE-022, subject to the proposed development conditions contained in Appendix 1.

Staff recommends approval of the loading space requirement.

Staff recommends approval of the modification of the minimum lot width and rear yard requirements in the Commercial Revitalization District to that shown on the SE Plat.

Staff recommends approval of the modification of the Richmond Highway Corridor Area Streetscape Elements to that shown on the SE Plat.

Staff recommends approval of the waiver of the frontage improvements with the implementation of the staff-proposed development conditions.

Staff recommends approval of the waiver of the service drive requirement with the implementation of the staff-proposed development conditions.

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 recommendations 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.

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. Approved Development Conditions and Plat for SE 85-L-025
5. Response on behalf of the applicant regarding sustainable design elements
6. On-road bike lane waiver letter on behalf of the applicant
7. Land Use and Environmental Analyses
8. Transportation Analysis
9. Office of Community Revitalization and Reinvestment (OCRR) Analysis
10. Urban Forest Management (UFM) Analysis
11. Stormwater Management (SWM) Analysis
12. Fairfax County Park Authority Analysis
13. Sanitary Sewer Analysis
14. Applicable Zoning Ordinance Provisions
15. Glossary

**PROPOSED DEVELOPMENT CONDITIONS**

SE 2009-LE-022

February 24, 2010

If it is the intent of the Board of Supervisors to approve SE 2009-LE-022 located at 6618 Richmond Highway [Tax Maps 93-1 ((27)) 1B and 3C] for a drive-in financial institution in a Commercial Revitalization District and Highway Corridor Overlay District, pursuant to Sect. 9-622 and Sect. 7-607 of the Fairfax County Zoning Ordinance, the staff recommends that the Board condition the approval by requiring conformance with the following development conditions:

1. This Special Exception is granted for and runs with the land indicated in this application and is not transferable to other land.
2. This Special Exception is granted only for the purpose(s), structure(s) and/or use(s) indicated on the Special Exception Plat approved with the application, as qualified by these development conditions.
3. A copy of this Special Exception and the Non-Residential Use Permit (Non-RUP) shall be posted in a conspicuous place on the property of the use and be made available to all departments of Fairfax County during the hours of operation on the permitted site.
4. This Special Exception is subject to the provisions of Article 17, Site Plans, as may be determined by the Director, Department of Public Works and Environmental Services (DPWES). Any plan submitted pursuant to this special exception shall be in substantial conformance with the approved Special Exception Plat entitled "BB&T Bank at Beacon Hill", prepared by Walter L. Phillips, consisting of 9 sheets dated August 3, 2009, as revised through February 24, 2010, and these conditions. Minor modifications to the approved special exception may be permitted pursuant to Par. 4 of Sect. 9-004 of the Zoning Ordinance.
5. Architecture of the financial institution and its related drive-in aisles shall be in substantial conformance with that shown on the SE Plat, as determined by DPWES.
6. Right-of-way to 99 feet from the centerline along the site's Richmond Highway frontage and right-of-way to 36 feet from the centerline along the site's Southgate Drive frontage as shown on the SE Plat, shall be dedicated to the Board of Supervisors in fee simple at no cost, at the time of site plan approval or upon demand (whichever occurs first).
7. A landscape plan shall be submitted concurrent with site plan review and shall provide for the number and sizes of trees and plantings consistent with that shown on the SE Plat and shall be subject to the review and approval of Urban Forest Management Division (UFMD), DPWES.
8. Prior to site plan approval, a license agreement shall be entered into by the applicant with the Virginia Department of Transportation (VDOT) to permit landscaping to be provided and maintained by the applicant in the right-of-way along Richmond Highway, including the area to be dedicated on the roadway, as shown on the SE Plat.

9. Two tree box filtertrass shall be provided to enhance water quality, in substantial conformance to that shown on the SE Plat. Such facilities shall be constructed and maintained in accordance with the PFM Standards, as determined by DPWES.
10. All signs shall be in conformance with Article 12 of the Zoning Ordinance. Pole mounted and pylon signs shall be prohibited, with the exception of those signs subject to Section 12-103 of the Zoning Ordinance.
11. All lighting, including streetlights, security lighting, signage lighting and pedestrian or other incidental lighting shall be in accordance with the Performance Standards contained in Part 9 of Article 14 of the Zoning Ordinance.
12. At such time that the service drive along Richmond Highway is closed, a public ingress-egress access easement and interparcel access shall be provided between Parcel 93-1 ((27)) 1B and Parcel 1. This future ingress-egress access easement and interparcel access shall be shown on the initial and all subsequent site plans and shall cross Parcel 1B and provide adequate two-way access to all entrances subject to FCDOT's approval.
13. Wheel stops shall be provided one and a half (1 ½) feet from the curb along Richmond Highway.
14. A bus pad shall be provided on the median between the mainlines of the service drive and Richmond Highway, subject to approval by FCDOT and VDOT.
15. All necessary and ancillary easements shall be provided at such time that the service drive along Richmond Highway is closed and upon demand by Fairfax County.

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

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

Pursuant to Section 9-015 of the Zoning Ordinance, this special exception shall automatically expire, without notice, thirty (30) months after the date of approval unless 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.



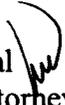
# County of Fairfax, Virginia

## MEMORANDUM

Office of the County Attorney  
Suite 549, 12000 Government Center Parkway  
Fairfax, Virginia 22035-0064  
Phone: (703) 324-2421; Fax: (703) 324-2665  
www.fairfaxcounty.gov

**DATE:** January 25, 2010

**TO:** Brenda Cho, Staff Coordinator  
Zoning Evaluation Division  
Department of Planning and Zoning

**FROM:** Bette R. Crane, Paralegal   
Office of the County Attorney

**SUBJECT:** Revised Affidavit  
SE 2009-LE-022  
Applicant: BB&T (successor in interest to Mt. Vernon Nat'l Bank & Trust  
Co.)  
PC Hearing Date: 2/25/10  
BOS Hearing Date: 3/9/10

**REF.:** 106191

Attached is an affidavit which has been approved by the Office of the County Attorney for the above-referenced case. Please include this affidavit dated 1/22/10, which bears my initials and is numbered 106191b, when you prepare the staff report.

Thank you for your cooperation.

**Attachment**

cc: (w/attach) Meredith Amonson, Planning Technician  
Zoning Evaluation Division  
Department of Planning and Zoning

# SPECIAL EXCEPTION AFFIDAVIT

DATE: January 22, 2010  
(enter date affidavit is notarized)

I, Ann Eberhart Goode, 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

1061912

in Application No.(s): SE 2009-LE-022  
(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.)

<b>NAME</b> (enter first name, middle initial, and last name)	<b>ADDRESS</b> (enter number, street, city, state, and zip code)	<b>RELATIONSHIP(S)</b> (enter applicable relationships listed in <b>BOLD</b> above)
BRANCH BANKING AND TRUST COMPANY OF VIRGINIA, INC., TRADING AS BB&T, SUCCESSOR IN INTEREST TO MT. VERNON NATIONAL BANK AND TRUST CO. <b>AGENTS:</b> Richard L. Prosser, Vice President, Real Estate and Construction Robert Loudermilk, Vice President, Support Services Project Manager	6400 ARLINGTON BOULEVARD, #320 FALLS CHURCH, VA 22042	<b>APPLICANT/TITLE OWNER</b>

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

\* In the case of a condominium, the title owner, contract purchaser, or lessee of 10% or more of the units in the condominium.  
\*\* List as follows: Name of trustee, Trustee for (name of trust, if applicable), for the benefit of: (state name of each beneficiary).

Special Exception Attachment to Par. 1(a)

DATE: January 22, 2010  
(enter date affidavit is notarized)

1061914

for Application No. (s): SE 2009-LE-022  
(enter County-assigned application number (s))

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

<b>NAME</b> (enter first name, middle initial, and last name)	<b>ADDRESS</b> (enter number, street, city, state, and zip code)	<b>RELATIONSHIP(S)</b> (enter applicable relationships listed in <b>BOLD</b> above)
WALTER L. PHILLIPS, INC. AGENTS: Jenifer L. T. Hornback Charles F. Dunlap Monica R. Westgate	207 PARK AVENUE FALLS CHURCH, VA 22042	<b>ENGINEERS/AGENTS</b>
REED SMITH LLP AGENTS: Benjamin F. Tompkins, Esq. Ann Eberhart Goode, AICP Grayson P. Hanes, Esq. Robert A. Lawrence, Esq. Linda S. Broyhill, Esq. Sally V. Hankins, Esq.	3110 FAIRVIEW PARK DRIVE, #1400 FALLS CHURCH, VA 22042	<b>ATTORNEYS/PLANNER/AGENTS</b>

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

SPECIAL EXCEPTION AFFIDAVIT

DATE: January 22, 2010
(enter date affidavit is notarized)

10619/6

for Application No. (s): SE 2009-LE-022
(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)

Walter L. Phillips, Inc.
207 Park Avenue
Falls Church, VA 22042

DESCRIPTION OF CORPORATION: (check one statement)

- [x] 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)

Jeffrey J. Stuchel, President
Brian Baillargeon, Vice President

(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: January 22, 2010  
(enter date affidavit is notarized)

1081914

for Application No. (s): SE 2009-LE-022  
(enter County-assigned application number (s))

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

Branch Banking and Trust Company of Virginia, Inc., trading as BB&T,  
successor in interest to Mt. Vernon National Bank and Trust Co.  
6400 Arlington Boulevard, #320  
Falls Church, VA 22042

**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)

BB&T Corporation

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

BB&T Corporation  
200 West Second Street  
Winston-Salem, NC 27101

**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)

There are more than 500 shareholders and stock is traded on a national or local stock exchange.

(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: January 22, 2010
(enter date affidavit is notarized)

1067916

for Application No. (s): SE 2009-LE-022
(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)
Reed Smith LLP
3110 Fairview Park Drive, #1400
Falls Church, VA 22042

(check if applicable) [X] 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)

- List of partner names including: Abbott, Kevin C.; Abdalla, Tarek F.; Allen, Thomas L.; Andrews, Alex T.; Arkebauer, J. Todd; Arnold, Roy W.; Atallah, Ana; Baker, Scott D.; Banzhaf, Michael A.; Barber, William James Gresham; Barnes, James J.; Bartfield, Arnold L.; Bastier, Ellen L.; Beale, Giles W.; Begley, Sara A.; Bernier, Maria N.; Bernstein, Leonard A.; Bevan, III, William; Bhattacharyya, Gautam; Bickham, J. David; Binis, Barbara R.; Birt, Steven James; Blasier, Peter C.; Blicht, Stephen G.; Bobo, Stephen T.; Boehner, Russell J.; Bolden, A. Scott; Bonessa, Dennis R.; Booker, Daniel I.; Borrowdale, Peter E.; Boutcher, David J.; Boven, Douglas G.; Bovich, John P.; Bowers, Kevin Richard; Bradley, Patrick E.; Brand, Mark A.; Bresch, Jeffrey J.; Brown, Andrew Kenneth; Brown, Charles A.; Brown, Michael K.; Buckley, Mike C.; Burroughs, Jr., Benton; Cameron, Douglas E.; Caplan, Gary S.; Carder, Elizabeth B.; Cardozo, Raymond A.; Casdagli, Emma Francis; Castro, Armando; Charot, Benoit; Cheung, Bo Chun Janet; Clark, II, Peter S.

(check if applicable) [X] 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 Attachment to Par. 1(c)**

DATE: January 22, 2010  
(enter date affidavit is notarized)

1061916

for Application No. (s): SE 2009-LE-022  
(enter County-assigned application number (s))

**PARTNERSHIP NAME & ADDRESS:** (enter complete name & number, street, city, state & zip code)

Reed Smith LLP (cont'd list of partners)  
3110 Fairview Park Drive, #1400  
Falls Church, VA 22042

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

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

Cobetto, Jack B.  
Colen, Frederick H.  
Colman, Abraham J.  
Connoley, Mark F.  
Connors, Eugene K.  
Convery, III, J. Ferd  
Cooper, Steven  
Cotler, Alan K.  
Davies, Colleen T.  
Davis, James M.  
Demase, Lawrence A.  
DeNinno, David L.  
Dermody, Debra H.  
DiFiore, Gerard S.  
Dilling, Robert M.  
DiNome, John A.  
Dittoe, John E.  
Dolin, Stewart  
Doran, William E.  
Drew, Jeffery  
Dubelier, Eric A.  
Dumville, S. Miles  
Duronio, Carolyn D.  
East, Lindsay T.  
Edwards, Stephen S.  
Eggert, Russell R.  
Ellison, John N.  
Epstein, Bette B.  
Eskilson, James R.  
Evagora, Kyri  
Evans, David C.  
Fagelson, Ian B.  
Fagelson, Karen C.  
Flatley, Lawrence E.

Fox, Thomas C.  
Francis, Jr., Ronald L.  
Frank, Ronald W.  
Freeman, Lynne P.  
Frenier, Diane M.  
Fritton, Karl A.  
Gabbert, Dale  
Gallatin, Jr. James P.  
Gallo, Frank J.  
Garcia, Sergio  
Gasparetti, Lorenzo E.  
Gentile, Jr. Pasquale D.  
Gilbert, Jeffrey T.  
Gillard, Neil D.  
Glatzer, Jeffrey L.  
Green, Terry R.  
Greenblatt, Lewis B.  
Green-Kelly, Diane  
Greeson, Thomas W.  
Grellet, Luc  
Grignon, Margaret A.  
Grimes, David M.  
Gross, Dodi Walker  
Guadagnino, Frank T.  
Gwynne, Kurt F.  
Hackett, Mary J.  
Halbreich, David M.  
Hardy, Peter  
Hargreaves, Phillip M.  
Hartley, Simon P.  
Hartman, Ronald G.  
Hawley, Terence N.  
Healy, Christopher W.  
Heffler, Curt L.  
Hemming, Seth M.

Hewetson, Charles M.  
Hill, Robert J.  
Hill, Thomas E.  
Hirsch, Austin L.  
Hitt, Leo N.  
Ho, Delpha  
Honigberg, Carol C.  
Hooper, John P.  
Howse, Christopher Guy  
Hultquist, James T.  
Husar, Linda S.  
Iino, John M.  
Illouz, Stephane  
Innamorato, Don A.  
Jared, Cynthia  
Jaskot, Paul J.  
Jeffcott, Robin B.  
Jenkinson, Andrew P.  
Johnston, Paul F.  
Jong, Denise  
Jordan, Gregory B.  
Kabnick, Lisa D.  
Karides, Constantine  
Kaung, Alexander Wai Ming  
King, Robert A.  
Kirkpatrick, Stephen A.  
Kleier, James P.  
Klein, Murray J.  
Kohn, Steven M.  
Kozlov, Herbert F.  
Kramer, Ann V.  
Krebs-Markrich, Julia  
Kugler, Stefan L.  
Kwong, Fung Ling Nanette  
Kwuon, Janet H.

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

**Special Exception Attachment to Par. 1(c)**DATE: January 22, 2010  
(enter date affidavit is notarized)

106191v

for Application No. (s): SE 2009-LE-022  
(enter County-assigned application number (s))**PARTNERSHIP NAME & ADDRESS:** (enter complete name & number, street, city, state & zip code)Reed Smith LLP (cont'd list of partners)  
3110 Fairview Park Drive, #1400  
Falls Church, VA 22042(check if applicable)  The above-listed partnership has no limited partners.**NAMES AND TITLES OF THE PARTNERS:** (enter first name, middle initial, last name, and title, e.g.,  
**General Partner, Limited Partner, or General and Limited Partner**)

Lacy, Jr., D. Patrick	Morrison, Alexander David	Reid, Graham M.
Lai, Ivy	Munsch, Martha Hartle	Reinke, Donald C.
Lasher, Lori L.	Napolitano, Perry A.	Ritchey, Patrick W.
LeDonne, Eugene	Naugle, Louis A.	Roche, Brian D.
Leech, Frederick C.	Nelson, Jack R.	Rofe, Douglas J.
Leiderman, Harvey, L.	Nicholas, Robert A.	Rolfes, James A.
Lewis, Richard P.	Nicoll, Richard C.	Rosales, Rex K.
Li, Lianjun	Norman, David Michael	Rosen, Barry S.
Loepere, Carol C.	O'Brien, Kathyleen A.	Rosenbaum, Joseph I.
Lo Vallo, Michael A.	O'Neil, Mark T.	Rosenberg, Carolyn H.
Lowenstein, Michael E.	Opperman, Craig P.	Roth, Robert A.
Luchini, Joseph S.	Paisley, Belinda L.	Rubenstein, Donald P.
Lyons, III, Stephen M.	Parker, Roger J.	Rudolf, Joseph C.
Magera, George F.	Patterson, Lorin E.	Rydstrom, Kirsten R.
Mahone, Glenn R.	Pearman, Scott A.	Rymer, Philip R.
Maiden, Todd O.	Peck, Jr., Daniel F.	Sanders, James L.
Mantell, Nanette W.	Pedretti, Mark G.	Sanders, Michael
Martin, James C.	Pepper, Michael Ross David	Schaffer, Eric A.
Martini, John D.	Perfido, Ruth S.	Schaider, Joel R.
McAllister, David J.	Peterson, Kurt C.	Schatz, Gordon B.
McCarroll, James C.	Philipps, Richard P.	Schlecker, David M.
McDavid, George E.	Phillip, Hywel J.	Schlesinger, Matthew J.
McGarrigle, Thomas J.	Phillips, Robert D.	Schmarak, Bradley S.
McGough, Jr., W. Thomas	Pike, Jon R.	Schumacher, Jeffrey A.
McNichol, Jr., William J.	Poe, Alexandra	Scogin, Hugh T.
Mehfoud, Kathleen S.	Pollack, Michael B.	Scott, Michael T.
Melodia, Mark S.	Powell, David C.	Scudellari, Richard
Metro, Joseph W.	Quinn, Jonathan S.	Seaman, Charles H.
Meyers, Michael A.	Quinn, Tracy Zurzolo	Sedlack, Joseph M.
Miller, Edward S.	Radley, Lawrence J.	Shanus, Stuart A.
Miller, Steven A.	Rahl, J. Andrew	Sharma, Asha Rani
Moberg, Marilyn A.	Raju, Ajay K.	Shaw, Nick J.
Mok, Kar Chung	Rawles, Douglas C.	Shay-Byrne, Olivia
Morris, Robert K.	Raymond, Peter D.	Short, Carolyn P.
	Reed, W. Franklin	Shugrue, John D.

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

**Special Exception Attachment to Par. 1(c)**

DATE: January 22, 2010  
(enter date affidavit is notarized)

1061916

for Application No. (s): SE 2009-LE-022  
(enter County-assigned application number (s))

**PARTNERSHIP NAME & ADDRESS:** (enter complete name & number, street, city, state & zip code)

Reed Smith LLP (cont'd list of partners)  
3110 Fairview Park Drive, #1400  
Falls Church, VA 22042

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

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

- |                        |                             |
|------------------------|-----------------------------|
| Siev, Jordan W.        | Tompkins, Benjamin F.       |
| Sigelko, Duane F.      | Trevelise, Andrew J.        |
| Simons, Robert P.      | Unkovic, John C.            |
| Singer, Paul M.        | Vishneski, John S.          |
| Skrein, Michael P.     | Vitsas, John L.             |
| Slater, Phillip        | Von Waldow, Arnd N.         |
| Smersfelt, Kenneth N.  | Wallis, Eric G.             |
| Smith, John Lynn       | Warne, David G.             |
| Smith, Robert M.       | Wasserman, Mark W.          |
| Sollie, Kyle O.        | Weissman, David L.          |
| Spafford, Richard A.   | Weissman, Sonja S.          |
| Spaulding, Douglas K.  | Weller, Charles G.          |
| Speed, Nicholas P.     | Weyman, Mark L.             |
| Springer, Claudia Z.   | Wilkinson, James F.         |
| Stanley, David E.      | Wilkinson, John             |
| Stephenson, Leon       | Williams, Christopher James |
| Stewart, II, George L. | Wilson, Stephanie           |
| Subramaniam, Siva      | Winter, Graham Paul         |
| Suddath, Thomas H.     | Wolff, Sarah R.             |
| Sussman, Allen Z.      | Wood, Douglas J.            |
| Swinburn, Richard G.   | Wray, Richard K.            |
| Tabachnick, Gene A.    | Yavitz, Judith A.           |
| Tandler, James R.      | Yoo, Thomas J.              |
| Taylor, Andrew D.      | Zaimes, John P.             |
| Taylor, Philip M.      | Zhang, Jinshu               |
| Terras, Alexander      | Zoeller, Lee A.             |
| Thallner, Jr., Karl A. |                             |
| Thomas, Alexander Y.   |                             |
| Thomas, William G.     |                             |
| Thompson, Barry J.     |                             |
| Thompson, David A.     |                             |
| Thompson, Gary S.      |                             |
| Tillman, Eugene        |                             |
| Tocci, Gary M.         |                             |
| Todd, Thomas           |                             |

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

SPECIAL EXCEPTION AFFIDAVIT

DATE: January 22, 2010  
(enter date affidavit is notarized)

1061916

for Application No. (s): SE 2009-LE-022  
(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: January 22, 2010  
(enter date affidavit is notarized)

1061912

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.)

Thomas W. Greeson, Partner in the law firm of Reed Smith LLP, made a donation to Sharon Bulova in excess of \$100.00.

William G. Thomas, Partner in the law firm of Reed Smith LLP, made a donation to Sharon Bulova in excess of \$100.00.

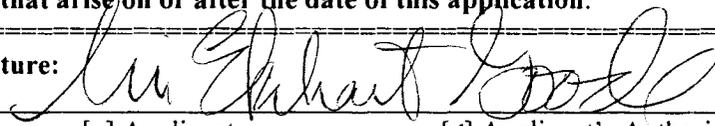
Planning Commissioner James R. Hart has had an attorney-client relationship with Branch Banking and Trust within the twelve (12) month period prior to the public hearing.

**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:

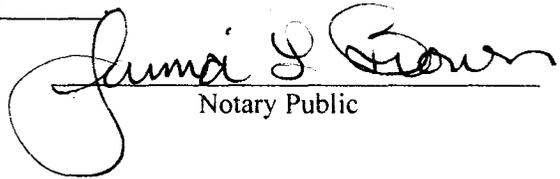
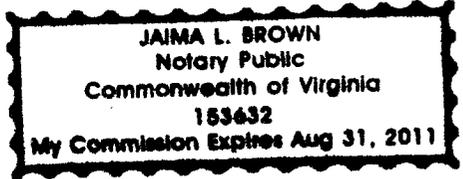


(check one) [ ] Applicant [x] Applicant's Authorized Agent

Ann Eberhart Goode, AICP  
(type or print first name, middle initial, last name, and & title of signee)

Subscribed and sworn to before me this 22 day of January 20 10, in the State/Comm. of Virginia, County/City of Loudoun

My commission expires: August 31, 2011

  
Notary Public

**Special Exception  
to Permit  
Replacement of Drive in Banking Facility**

Statement of Justification

BB&T of Virginia, Inc. (the "Applicant"), seeks a Special Exception (SE) to allow for the replacement of a drive in banking facility. The parcel is identified as tax map number 93-1-27-001B and 003C and is zoned C-6 and is located in the Highway Corridor Overlay District and the Richmond Highway Commercial Revitalization District. The subject property is located in the Mason District. Specifically, the Applicant seeks the following amendment:

- to replace the existing drive thru bank with a new drive thru bank.

The SE plat provides a detailed depiction of the building and site layout. The schedule of these improvements is subject to the needs and financial capability of the Applicant, but would be anticipated to commence shortly after approval.

This statement provides the following specific project information required as part of the Special Permit Application:

<b><u>A. Type of Operation</u></b>	<b>Drive In Bank</b>
<b><u>B. Hours of Operation</u></b>	<b>Lobby</b> 9:00 AM - 6:00 PM M-F 9:00 AM - 1:00 PM Sat <b>Drive Thru</b> 8:00 AM - 7:00 PM M-F 8:00 AM - 1:00 PM Sat
<b><u>C. Estimated number of patrons.</u></b>	Current: 2,800  Proposed: 2,800
<b><u>D. Proposed number of employees.</u></b>	Current: 8  Proposed: 8

**E. Estimated traffic impact.** 418 vehicle trips per day are estimated for the proposed use (AM peak trips - 65 and PM peak trips - 88). A comparison of trip generating capacity from the existing facility to the proposed facility is attached (memorandum from Gorove/Slade, dated July 31, 2009).

**F. General area to be served by proposed uses.** Richmond Highway Corridor.

**G. Description of building façade and architecture.** The building façade will consist of a modern interpretation of the traditional single story brick, gabled roof bank building with precast concrete and EIFS accents.

**H. Listing of all hazardous substances, toxic wastes or petroleum products known or to be handled on site.** None

**I. Conformity with Ordinances.** The proposed use will be in conformance with all applicable ordinances, regulations, adopted standards and previously approved plans and conditions, with the exception of the following requested modifications:

- Waiver of the construction of the on-road bike route along Richmond Highway
- Modification of the 10' trail required along Richmond Highway
- Modification of the peripheral parking lot landscaping width along Richmond Highway
- Waiver of the construction of frontage improvements along Richmond Highway
- Waiver of the loading space requirement
- Waiver of the minimum lot width due to existing conditions.



In order to calculate the trip generation for the existing and proposed development, the Institute of Transportation Engineers' (ITE's) Trip Generation, 8<sup>th</sup> Edition was used to determine the trips into and out of the study site for the morning and afternoon peak hours, as well as the typical weekday daily trips to the site. Land Use 912 (Drive-in Bank) was used to describe the existing and future use on the site.

A trip generation comparison was performed comparing the existing and proposed uses for the site. The trip generation and comparison are shown in Table 1.

**Table 1: BB&T Bank Trip Generation Comparison (Peak Hour of Generator)**

Land Use	ITE Code	Size	----- Week day -----						Daily Total
			AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
<i>Existing</i>									
Services									
Drive-in Bank	912	2 Drive-Thru Lanes	25	19	44	29	30	59	279
<b>Existing Total</b>			<b>25</b>	<b>19</b>	<b>44</b>	<b>29</b>	<b>30</b>	<b>59</b>	<b>279</b>
<i>Proposed</i>									
Services									
Drive-in Bank	912	3 Drive-Thru Lanes	37	28	65	44	44	88	418
<b>Proposed Total</b>			<b>37</b>	<b>28</b>	<b>65</b>	<b>44</b>	<b>44</b>	<b>88</b>	<b>418</b>
<b>Proposed-Existing</b>			<b>12</b>	<b>9</b>	<b>21</b>	<b>15</b>	<b>14</b>	<b>29</b>	<b>139</b>

**Results**

The results in Table 1 indicate that the development as outlined in the proposed site plan/ Special Exception would generate a negligible increase in trips when compared with the existing BB&T Bank with two (2) drive thru-lanes; *approximately 21 more AM peak hour trips, 29 more PM peak hour trips, and 139 more daily weekday trips* will be generated with the proposed plan. As stated previously, the vehicular-trip thresholds for redevelopment sites per VDOT Chapter 527 regulations and County guidelines is 250 net new peak hour vehicle trips or 2,500 net new daily vehicle trips. The additional vehicular traffic for the proposed redevelopment is below these thresholds; therefore, the County regulations and VDOT Chapter 527 regulations do not apply to this application.





COMMONWEALTH OF VIRGINIA  
COUNTY OF FAIRFAX

4100 CHAIN BRIDGE ROAD  
FAIRFAX, VIRGINIA 22030



July 25, 1985

Ms. Kathryn M. Anderson  
First Virginia Bank  
6400 Arlington Boulevard  
Falls Church, Virginia 22042-2336

Re: Special Exception  
Number SE 85-L-025

Dear Ms. Anderson:

At a regular meeting of the Board of Supervisors held on July 22, 1985, the Board approved Special Exception Number SE 85-L-025, in the name of First Virginia Bank, located as Tax Map 93-1 ((27)) 1B and 3C for use as a drive-in bank pursuant to Section 4-604 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 only granted 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 substantial conformance with the approved Special Exception Plat and these conditions.
4. A variance must be sought from the Board of Zoning Appeals as a prerequisite of approval of the proposed additions to the front of the building.
5. Landscaping of the site will be provided with the materials set forth therein and as generally shown in the revised preliminary site plan. Mixture of the red oak, willow oak, dogwood type trees will be provided along the periphery of the site and within the parking lot. Underneath and between the trees, around the proposed building and in the parking lot landscaping materials will include rhododendron, juniper, and azaleas. Should the substitution of some of these materials prove necessary at the time of site plan approval, the landscaping materials and their arrangement should be reviewed by the County Arborist.

July 25, 1985  
SE 85-L-025

-2-

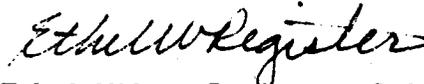
6. The drive-in facilities will be limited to two (2) drive-up windows only.

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.

Under Section 9-015 of the Zoning Ordinance, this Special Exception shall automatically expire, without notice, eighteen (18) months after the approval date of the Special Exception unless the activity authorized has been established, or unless construction has commenced, and is diligently pursued, or unless additional time is approved by the Board of Supervisors because of the occurrence of conditions unforeseen at the time of the approval of this Special Exception. A request for additional time shall be justified in writing, and must be filed with the Zoning Administrator prior to the expiration date.

If you have any questions concerning this Special Exception, please give me a call.

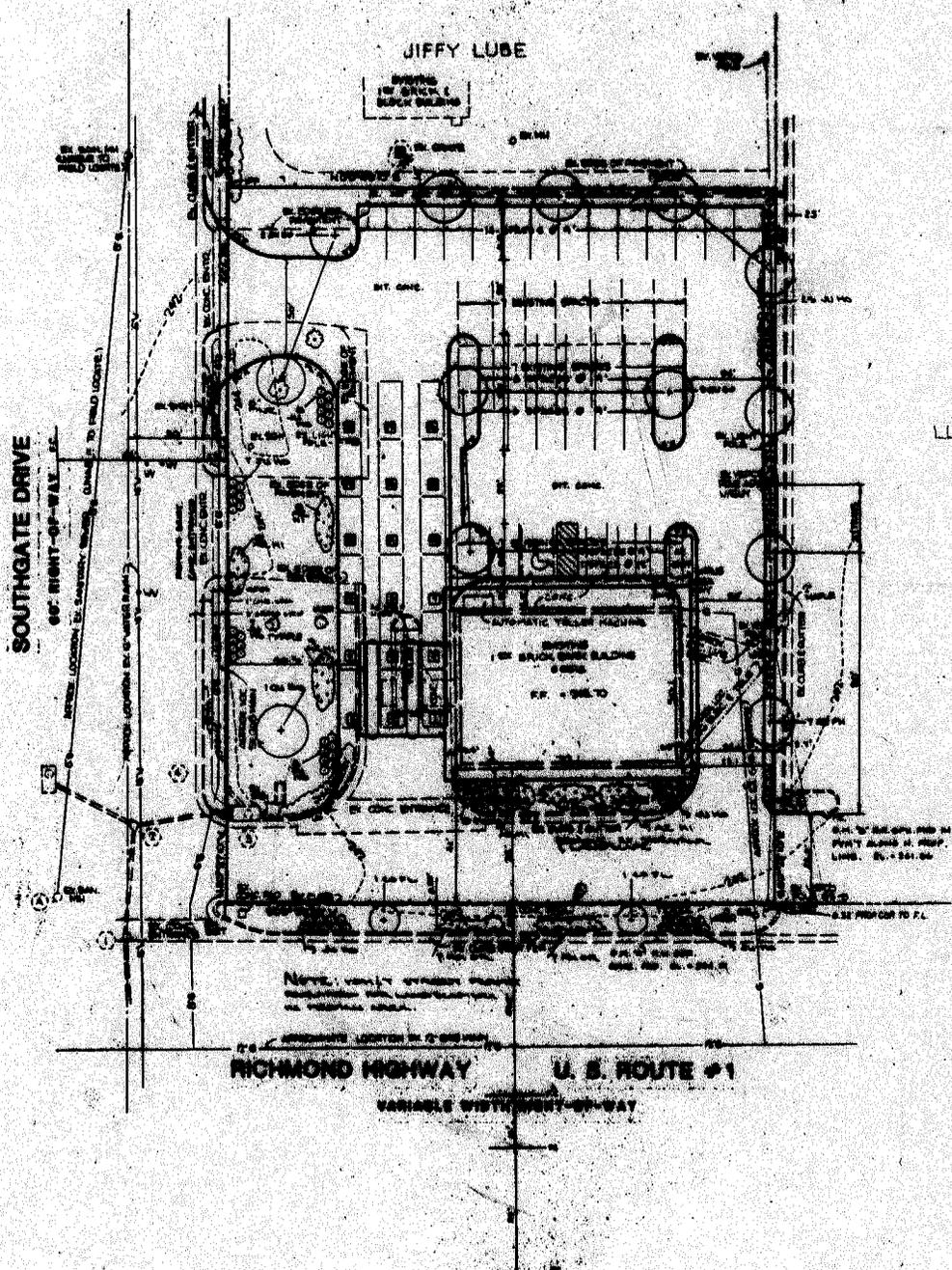
Very truly yours,



Ethel Wilcox Register, CMC  
Clerk to the Board of Supervisors

EWR/lc

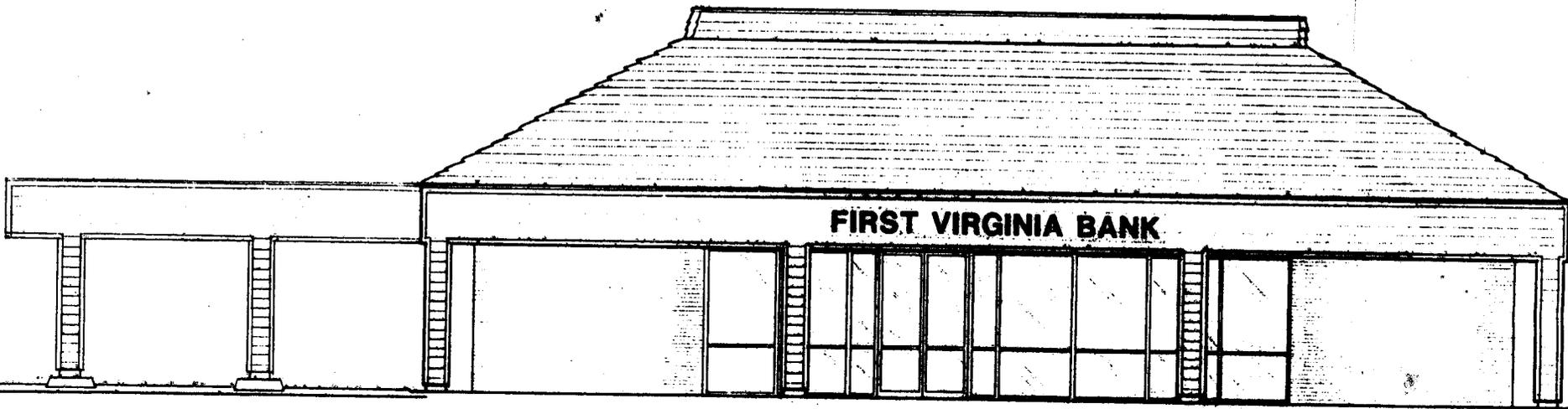
cc: Samuel A. Patteson, Jr.  
Supervisor of Assessments  
Gilbert R. Knowlton, Deputy  
Zoning Administrator  
Wallace S. Covington, Jr., Chief  
Permit, Plan Review Branch  
Richard D. Faubion, Director  
Zoning Evaluation Division  
Ted Austell, III  
Executive Assistant to the County Executive



LLOYD E. RAPOF

**LANDSCAPE SCHEDULE**

NO.	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
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**FIRST VIRGINIA BANK**

**FRONT ELEVATION**



## MEMO

**DATE:** January 13, 2010

**TO:** Jeni Hornback, WLP

**FROM:** James Mancari

**RE:** BB&T Beacon Hill - Fairfax, VA  
Sustainable Design

**CC:** Robert Loudermilk, BB&T

2400 REYNOLDA ROAD · SUITE 202  
WINSTON-SALEM, NC 27106  
PHONE: 336.777.3657  
FAX: 336.777.3658  
WWW.LAMBERTAI.COM

The bank incorporates many aspects of sustainable design in their projects and buildings.

Listed below is a short list of some of the sustainable design features incorporated for this and the typical BB&T bank building (please note that this is not an all inclusive list):

- Efficient T5 lighting. These fixtures reduce the amount of HVAC cooling required, have longer lasting lamps, and better controllability (ability to dim).
- Daylighting is incorporated within the design to reduce the amount of energy used for lighting.
- A lighting Energy Manager (LEM) has been added to account for the daylighting and controls the building's lights. As an example, the LEM turns off or dims lighting fixtures as needed in the Lobby area based on the amount of daylight coming in through the lobby windows.
- Low flow plumbing fixtures are being used to reduce the amount of water used.
- The HVAC is a VRV system. This system has one central condensing unit that is tied to several indoor units. This allows for more zones and greater control for each of those zones. Another benefit of this system is that refrigerant energy is shared among units that are heating and cooling, where hot refrigerant from a unit in cooling is sent to a unit that needs heat, instead of being rejected at one condensing unit while another heats the refrigerant for the other zone.
- A building time clock is used to control exhaust fans and outside air intakes. Fans only run and ventilation air is only provided when the building is occupied.
- The use of regional materials in the building where applicable.

Site aspects will always vary, but below is a very short list of 'sustainable' design aspects (again not an all inclusive list for the site):

- Fully shielded site lighting to reduce vertical and off-site light pollution.
- Filterra units to help control storm water quantity and improve quality that leaves the site.
- Alternate transportation accommodations.

These short lists provide a small overview of some of the sustainable design practices that the bank incorporates into their projects. Please let me know if there is any additional information needed.

Sincerely,

James M. Mancari  
Project Manager

# ReedSmith

Ann Eberhart Goode, AICP  
 Direct Phone: +1 703 729 8536  
 Email: agoode@reedsmith.com

Reed Smith LLP  
 44084 Riverside Parkway  
 Suite 300  
 Leesburg, VA 20176-5102  
 +1 703 729 8500  
 Fax +1 703 478 8003  
 reedsmith.com

February 17, 2010

Charlie Strunk  
 Fairfax County Department of Transportation  
 4050 Legato Road, 4<sup>th</sup> Floor  
 Fairfax, Virginia 22033-2867

**Re: BB&T Bank of Virginia, Inc.  
 SE 2009-LE-022  
 Tax Map 93-1-27, Parcels 1B and 3C**

Dear Mr. Strunk:

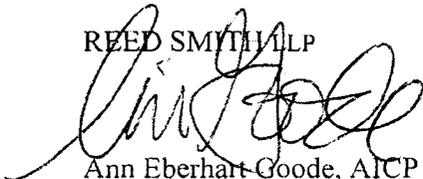
Please accept this letter as a request to modify the on-road bike lane requirements along Richmond Highway in conjunction with the referenced special exception application. The property is located at the northwest intersection of Richmond Highway and Southgate Drive in the Lee Magisterial District. The property is currently developed as a bank, and the applicant now requests a special exception to allow for the replacement of the bank with a new facility which includes a drive-in banking facility.

The applicant requests a modification of the requirement for an on-road bike lane on Richmond Highway. The Fairfax County Bicycle Route Map indicates that Richmond Highway is considered a "Corridor Caution" bicycle route. The applicant proposes to provide a 10'-wide concrete sidewalk for multi-purpose use.

As I noted in my call to you in early February, Brenda Cho is the project manager for this case. Please let me know if you have additional questions about this application. Thanks very much for your assistance.

Very truly yours,

REED SMITH LLP



Ann Eberhart Goode, AICP

AEG:jlb

cc: Brenda Cho, *Department of Planning and Zoning, Zoning Evaluation Division*



# County of Fairfax, Virginia

## MEMORANDUM

DATE January 21, 2010

**TO:** Regina Coyle, Director  
Zoning Evaluation Division, DPZ

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

**SUBJECT:** Land Use Analysis & Environmental Assessment: SE 2009-LE-022  
BB & T at Beacon Hill

The memorandum, prepared by John Bell, includes citations from the Comprehensive Plan that provide guidance for the evaluation of the special exception plat dated August 3, 2009, as revised through December 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. Other solutions may be acceptable, provided that they achieve the desired degree of mitigation and are also compatible with Plan policies.

### DESCRIPTION OF THE APPLICATION

The subject property is located on the west side of Richmond Highway at Southgate Drive. A bank with two drive-thru lanes currently occupies the site. The property is proposed to be redeveloped with a bank with three drive-thru lanes use under new ownership. The new structure is shown set back from the Richmond Highway right-of-way with access from Richmond Highway and Southgate Drive. The proposed building height is noted as thirty-two feet. The proposed bank will contain 4,500 square feet of space at a floor area ratio (FAR) of .11 based upon pre-dedication of land. The applicants are also seeking a number of waivers and modifications, including, a waiver of the on-road bike lane along Richmond Highway, a reduction of the front yard setback to 20 feet, a modification of the 10-foot wide trail requirement along Richmond Highway, a waiver of the loading space requirement, a modification of the lot width requirement in the CRD and a modification of the Richmond Highway Corridor Area streetscape elements.

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/](http://www.fairfaxcounty.gov/dpz/)



## **LOCATION AND CHARACTER OF THE AREA**

The subject property is located in Sub Unit A-1 of the Beacon/Groveton Community Business Center of the Richmond Highway Corridor. The Beacon Mall commercial retail center is located south of the subject property. Commercial office is located immediately south of the subject property. Properties on the east side of Richmond Highway at this location are zoned C-6 and C-8 and planned for alternative uses and developed with commercial uses.

## **COMPREHENSIVE PLAN CITATIONS:**

### **Land Use**

Fairfax County Comprehensive Plan, Area IV, 2007 edition, Mount Vernon Planning District as amended through August 3, 2009, Richmond Highway Corridor Area, Sub-Unit A-1, Land Use Recommendations, page 39-40:

“Located at the northwest intersection of Richmond Highway and Southgate Boulevard, this area is planned for retail and/or office uses up to .50 FAR.

As an option and in order to enhance the economic viability of Sub-unit A-1, a well-designed, integrated mix of office, high rise residential, retail uses and/or hotel/conference center in multi-story buildings at an overall FAR of .50 to 1.0 may be appropriate if the following conditions are met:

- Substantial consolidation of parcels is obtained and where consolidation of parcels is not obtained, existing uses should be integrated into the site design by providing interparcel vehicular and pedestrian access;
- Intensities and building heights should be tapered to mitigate bulk and height impacts to residential uses to the west and to create a pedestrian-oriented scale along Richmond Highway and Southgate Drive;
- Building design is of high architectural quality and is combined with an innovative and creative use of surrounding pedestrian open space in such a manner as to reduce the effect of the building height and bulk;
- 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 Beacon/Groveton Community Business Center is provided. The urban design recommendations found at the end of this Plan should be used as a guide;
- Effective buffering and screening are provided and maintained for differing adjacent land uses;
- An acceptable detailed transportation analysis is performed that identifies transportation improvements required to support the development;

- Transportation improvements, support for transit services and/or transportation demand management strategies, which may include but are not limited to on-site transit facility and transit service sufficient to mitigate adverse impacts on the adjacent roadway network, are provided as determined during the development review process;
- Access points are consolidated along Richmond Highway and an efficient internal circulation system provided;
- Traffic circulation on the site must ensure safe and orderly access to adjacent arterials; and
- Pedestrian circulation and the use of mass transit is encouraged through site design, and connection with proposed and existing pedestrian circulation systems in the area and other methods.

Intensity greater than 1.0 FAR may be considered if the following conditions are also met:

- The mix of uses should include at least one-third residential; and
- Transportation improvements necessary to mitigate impacts must be included.”

#### **Environment**

Fairfax County Comprehensive Plan, Policy Plan, 2007 Edition, Environment section as amended through February 25, 2008, on page 7-9:

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

Policy k. For new development and redevelopment, apply better site design and low impact development (LID) techniques.

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

Programs to improve water quality in the Potomac River/Estuary, and Chesapeake Bay will continue to have significant impacts on planning and development in Fairfax County. There is abundant evidence that water quality and the marine environment in the Bay are deteriorating, and that this deterioration is the result of land use activities throughout the watershed. . . .

In order to protect the Chesapeake Bay and other waters of Virginia from degradation resulting from runoff pollution, the Commonwealth has enacted regulations requiring localities within Tidewater Virginia (including Fairfax County) to designate "Chesapeake Bay Preservation Areas". Within which land uses are either restricted or water quality measures must be provided. Fairfax County has adopted a Chesapeake Bay Preservation Ordinance pursuant to these regulations."

Fairfax County Comprehensive Plan, 2007 Edition, Policy Plan, Environment, as amended through February 25, 2008, page 17:

**"Objective 13: Design and construct buildings and associated landscapes to use energy and water resources efficiently and to minimize short- and long-term negative impacts on the environment and building occupants.**

Policy a. Consistent with other Policy Plan objectives, encourage the application of energy conservation, water conservation and other green building practices in the design and construction of new development and redevelopment projects. These practices can include, but are not limited to:

- Environmentally-sensitive siting and construction of development.
- Application of low impact development practices, including minimization of impervious cover (See Policy k under Objective 2 of this section of the *Policy Plan*).
- Optimization of energy performance of structures/energy-efficient design.
- Use of renewable energy resources.
- Use of energy efficient appliances, heating/cooling systems, lighting and/or other products.
- Application of water conservation techniques such as water efficient landscaping and innovative wastewater technologies.
- Reuse of existing building materials for redevelopment projects.
- Recycling/salvage of non-hazardous construction, demolition, and land clearing debris.
- Use of recycled and rapidly renewable building materials.
- Use of building materials and products that originate from nearby sources.
- Reduction of potential indoor air quality problems through measures such as increased ventilation, indoor air testing and use of low-

emitting adhesives, sealants, paints/coatings, carpeting and other building materials.

Encourage commitments to implementation of green building practices through certification under established green building rating systems (e.g., the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED<sup>®</sup>) program or other comparable programs with third party certification). Encourage commitments to the attainment of the ENERGY STAR<sup>®</sup> rating where applicable and to ENERGY STAR qualification for homes. Encourage the inclusion of professionals with green building accreditation on development teams. Encourage commitments to the provision of information to owners of buildings with green building/energy efficiency measures that identifies both the benefits of these measures and their associated maintenance needs. . . .

- Policy d. Promote implementation of green building practices by encouraging commitments to monetary contributions in support of the county's environmental initiatives, with such contributions to be refunded upon demonstration of attainment of certification under the applicable LEED rating system or equivalent rating system.
- Policy e. Encourage energy conservation through the provision of measures which support nonmotorized transportation, such as the provision of showers and lockers for employees and the provision of bicycle parking facilities for employment, retail and multifamily residential uses."

#### **COMPREHENSIVE PLAN MAP: Alternative Uses**

#### **LAND USE ANALYSIS**

The subject property is currently developed as a bank with two drive-thru lanes. The applicant seeks to redevelop the property with a bank with three drive-thru lanes. The existing building will be removed in favor of a new structure. The proposed bank with drive thru lanes at .11 FAR is generally consistent with the base land use and intensity recommendation of the Comprehensive Plan that envisions retail and/or office uses up to .50 FAR in this area. However, the proposed building will be set back further from Richmond Highway than the existing structure. Staff feels that the structure should be located closer to Richmond Highway in keeping with the urban design standards which have been applied to other new development within the Richmond Highway Corridor. The proposed development does not fully meet Richmond Highway Corridor Area Streetscape elements as shown in Figure 3, Richmond Highway Cross Section in Attachment 1. The proposed site layout, circulation, and streetscape may be improved with relocation of the building coupled with a reduction of parking and reduction of one drive-thru lane. Interparcel access should be incorporated into the site design in order to avoid direct access to Richmond Highway. Staff continues to encourage the use of green building practices in the design and construction of the proposed development through

the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) certification program.

## **ENVIRONMENTAL ANALYSIS**

This section characterizes the environmental concerns raised by an evaluation of this site and the proposed development. Solutions are suggested to remedy the concerns that have been identified by staff. There may be other acceptable solutions. Particular emphasis is given to opportunities provided by this application to conserve the county's remaining natural amenities.

### **Water Quality**

#### **Issue:**

The development plan depicts only two tree box filterstrips to meet water quality control requirements for the proposed development. This approach would meet the minimum standards for water quality improvements for the proposed development. However, staff would encourage the use of additional low impact development (LID) practices as a means of enhancing the water quality control measures as currently proposed.

#### **Resolution:**

Staff feels that the measures being proposed could be further enhanced regarding water quality controls for the proposed development. Ultimately any final determination regarding stormwater management and water quality controls will be made by staff within the Department of Public Works and Environmental Services.

### **Green Building Practices**

#### **Issue:**

The redevelopment of the site with a new bank and drive-thru lanes provides an opportunity for the building to be designed and constructed with green building measures. Since adoption of the Policy Plan's green building guidance, through the zoning review process there have been multiple commitments for new banks to be LEED certified. To date, there has not been any commitment for LEED certification for this proposed bank.

#### **Resolution:**

Staff encourages the applicant to seek LEED certification for the proposed bank.

PGN: JRB

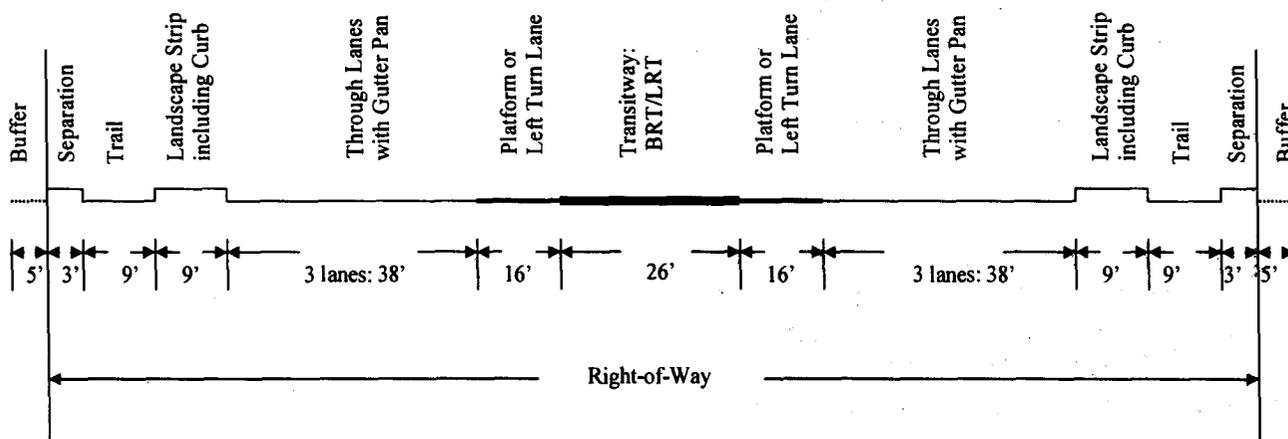
**Roads in Revitalization Areas**

The right-of-way requirements outlined above (Figure 1 and Figure 2) are generally applicable for improvements in a typical suburban setting. The County is comprised of diverse communities and development patterns, some of which have more urban features, higher land use densities, and more pedestrian activities and transit services. To preserve communities' characteristics and support economic vitality, this Plan allows flexibility and variation in right-of-way requirements for the planned arterial improvements. The planning and design of individual roadways need to fit with the surrounding land use and community, while enhancing mobility and safety for all road users.

The County has designated several Revitalization Districts and Areas to encourage economic development in the older commercial and residential areas. Special incentives and policies are provided for these areas, such as flexibility within certain zoning regulations and urban design measures. The Plan emphasizes that road improvement policies within the Revitalization Districts and Areas be in concert with the adopted land use, urban design and economic and administrative policies formulated to foster a sense of place and to support successful revitalization. Figure 3 serves as a guideline for such variation and flexibility. It is important to recognize that land use, transit and travel patterns differ among these areas. Area Plans of the Comprehensive Plan provide specific guidelines for right-of-way requirements and cross sections in the Revitalization Districts and Areas.

**FIGURE 3**

**Richmond Highway Cross Section  
 Including At-Grade Transitway in Center  
 (Measurement in Feet)**



**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**

1. Divide lots into smaller sections using landscaped medians to avoid large expanses of parking areas.
2. Ensure adequate visual clearance at intersections.
3. Provide internal circulation which is efficient, yet attractive and user-friendly.
4. Consolidate access points.
5. Use clear and legible signs and other techniques to direct the flow of vehicular and pedestrian traffic.
6. Provide sidewalks or walkways for safe pedestrian access that connect to adjacent street sidewalks and/or trails.

**PARKING LOT LIGHTING**

1. Locate or screen parking lot lighting, with respect to spatial design and fixture height, to minimize impacts on adjacent neighborhoods.
2. When replacing or installing new lighting, eliminate direct glare through the use of fully-shielded luminaries that direct the light downward.
3. Lighting fixtures should be positioned, with respect to spatial design and fixture height, to give adequate uniformity of the illuminated area.
4. 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.
5. All lights should be directed downward and shielded to create less glare impact to drivers, pedestrians, neighbors and other users.
6. 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:

1. Provide a continuous landscape strip between every four rows of parking. This should be a minimum of eight feet in width to accommodate a low hedge and shade trees, and/or
2. Create large planting islands (over 600 square feet) to be located throughout the lot and planted with shade trees, low shrubs, and/or ground cover. These should preferably be located at the ends of parking rows, and/or
3. Provide planting islands (a minimum of nine feet wide) between every 10 to 15 spaces to avoid long rows of parked cars. Each of these islands should provide at least one shade tree having a clear trunk height of at least six feet.

**B. Peripheral Parking Lot Landscaping**

1. When a parking lot abuts land not in a right of way, provide peripheral parking lot landscaping as follows:

- a. For expansions or enlargements of existing developments which involve the addition of less than 100% of the total gross floor area of all existing buildings on a lot, no peripheral landscaping should be required.
  - b. For redevelopments involving the total removal of all buildings on a lot and the construction of new buildings or the addition of 100% or more of the total gross floor area of all buildings on a lot or new developments on vacant land, a landscaping strip at least four feet in width should be located between the parking lot and the abutting property lines, except where driveways or other openings may necessitate other treatment. Within that landscape strip at least one tree for each fifty linear feet should be planted.
2. For new development and expansions, enlargements or redevelopment of existing developments as described above, and when a parking lot property line abuts the right of way, a landscaping strip ten (10) feet in width on the east side of Richmond Highway and both sides of Kings Highway and seven (7) feet in width on the west side of Richmond Highway, exclusive of sidewalk, trail or parallel utility easements, should be located on the lot where it abuts the right of way. On other streets intersecting Richmond Highway, a five (5) foot parking strip shall be required where a parking lot property line abuts the right of way. This landscaping strip should be planted in accordance with the landscape treatments section recommended in the landscape elements section of these urban design recommendations.

Flexibility in the application of the preceding parking lot landscaping guidance may be necessary if it is not feasible to meet these requirements in the case of expansions or enlargements of existing developments.

**C. Structured Parking**

The visual impacts of structured parking should be reduced by:

1. Rooftop Landscaping. On the top level, landscape areas should be provided, and planted with shade trees and shrubs. These should be provided at a minimum at the end of each row of parking.
2. Landscaped Setbacks. The perimeter of the parking structure should be landscaped at ground level.
3. Multilevel Plantings. The use of planting boxes and trellises should be considered on the exterior parapet of parking structures.
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 1/2" 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
- 12) Insect resistant

**RECOMMENDED TREE SPECIES**

The following species are choices to consider. Other species may be appropriate as determined by the Urban Forester.

- |  |  |  |
|--|--|--|
| <p><b>a. Large Deciduous Trees</b></p> <ul style="list-style-type: none"><li>red oak</li><li>green ash</li><li>willow oak</li><li>London planetree</li><li>zelkova</li><li>red maple</li><li>silver linden</li></ul> | <p><b>b. Medium Deciduous Trees</b></p> <ul style="list-style-type: none"><li>Sargent or kwanzan cherry</li><li>goldenrain tree</li><li>crabapples</li><li>downy serviceberry</li><li>kousa dogwood</li><li>saucer/star magnolia</li><li>hedge maple</li><li>flowering plum</li><li>hawthorn</li></ul> | <p><b>c. Columnar Trees</b></p> <ul style="list-style-type: none"><li>hedge maple</li><li>red maple</li><li>gingko (columnar varieties)</li><li>English oak (columnar varieties)</li></ul> |
|--|--|--|

<p><b>d. Evergreen Trees</b>  eastern white pine  eastern red cedar  leyland cypress</p> <p><b>f. Shrub Hedges</b>  <b>4'-6' at maturity</b>  Manhattan euonymus  dwarf burning bush  pfitzer juniper  densiformis yew  glossy abelia  sea green juniper  compact inkberry</p>	<p><b>e. Groundcover/Grass</b>  horizontal juniper species  liriope  fountain grasses  red meidiland rose</p> <p><b>2'-3' at maturity</b>  andorra juniper  gold coast juniper  William Penn barberry  helleri holly  bonica rosa</p>
--	---

**TREE AND PLANT MAINTENANCE** Property owners and/or managers shall agree during the development process to maintain and replace plant materials and trees placed in the adjacent right of way and on the property to ensure the long term viability of trees and plants.

***BUILDING/SITE DESIGN ELEMENTS***

Quality architectural and site design provide a sense of identity to the corridor. Coordinated and compatible architectural and site design are essential to achieve a well-designed corridor.

**EXISTING BUILDING IMPROVEMENTS**

1. Replace unsightly elements, including signs, siding and artificial materials with more appropriate features and/or materials.
2. Where original quality building materials are to be retained, new building materials should match the original as closely as possible in material, color and texture.
3. Mechanical equipment and other elements located on the roof of a building should be effectively screened.

**MASS OF NEW BUILDINGS** Create building mass that minimizes adverse impacts on adjacent neighborhoods and is compatible with other surrounding uses through the use of tapered building heights, appropriate setbacks, and transitional screening and barriers.

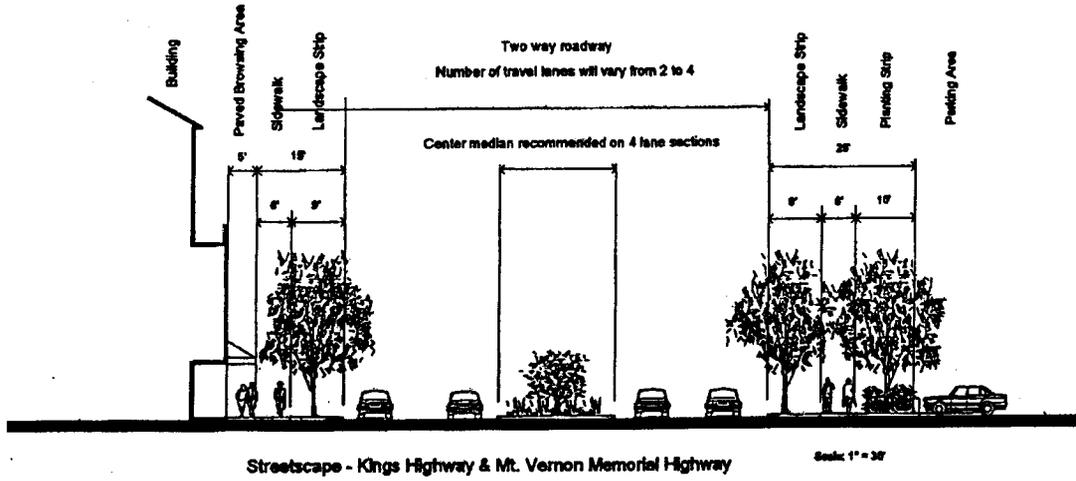
**SCALE AND SITING OF NEW BUILDINGS** Where feasible, incorporate architectural features at the street level that relate to human size and increase the pedestrian comfort level. Incorporate urban design elements, such as trees, benches, special pavement treatments, awnings, setbacks, tapered building heights, browsing areas, lighting and plant materials to visually soften the harder architectural features of the building and create an attractive pedestrian-friendly environment that will reinforce retail activities.

The following guidelines should be used to determine the appropriate scale and site location of new buildings:

1. Where feasible, orient commercial buildings toward the road with parking lots to the side and rear to create an urban atmosphere. Where buildings are oriented to the road, no minimum front yard is required except as needed for the streetscape treatments described above.
2. Site buildings to discourage large expanses of parking adjacent to and visible from roadways.
3. Cluster buildings to reinforce a neighborhood style or ambience, where appropriate.
4. Site buildings with respect to natural topography and other environmental and historic features

<b>UTILITIES</b> Place all on-site utility service lines underground.
<b>FUNCTION/USE</b> Where appropriate and within large developments and core areas, use interior circulation patterns and public plazas to foster increased pedestrian and social activity.
<b>DETAILING</b> Create interest through appropriate and coordinated architectural details of building facades.
<b>COMPATIBLE ARCHITECTURAL DESIGN</b> Where feasible, provide architectural design that is visually coherent, respects the surrounding neighborhood style, scale and character.
<b>COORDINATED DESIGN</b> Provide an overall compatible design for all units in a development. For instance, colors, sign types, awnings, lighting, architectural features and materials should be coordinated to unify blocks and storefronts.
<b>IMAGE IDENTIFICATION</b> Provide distinctive design and architectural details to provide a sense of identity to a particular site, building or location.
<b>SIGNAGE ELEMENTS</b> Well coordinated and designed signage provides a greater sense of orientation to users.
<b>DIMENSIONS AND DESIGN</b> Demonstrate a coordinated sign size, design, style, materials and height through a comprehensive sign plan.
<b>NONCONFORMING SIGNAGE</b> Replace existing nonconforming signs.
<b>SPECIAL AREAS IDENTIFICATION</b> Provide coordinated signage to identify CBCs and gateways as distinctive areas.
<b>CLUTTER</b> Reduce sign clutter especially along the highway edge.
<b>PLACEMENT</b> Install building or ground mounted, coordinated signage rather than pole mounted signage.
<b>CONSOLIDATION</b> Consolidate signage for multiple uses within a single development with coordinated color, materials, lettering and design.
<b>SIGN LIGHTING</b> 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.
<b>PUBLIC SIGNAGE</b> 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.
<b>ENTRY SIGNS</b> Provide well-designed commercial and residential development entry signs. Coordinate all landscaping in the vicinity of the sign to compliment, but not obscure, signage.
<b>TEMPORARY SIGNS</b> 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.



Note: Depending on the type of right of way abutment proposed (i.e. building front or parking area) either a paved browsing strip or a planting strip is recommended.

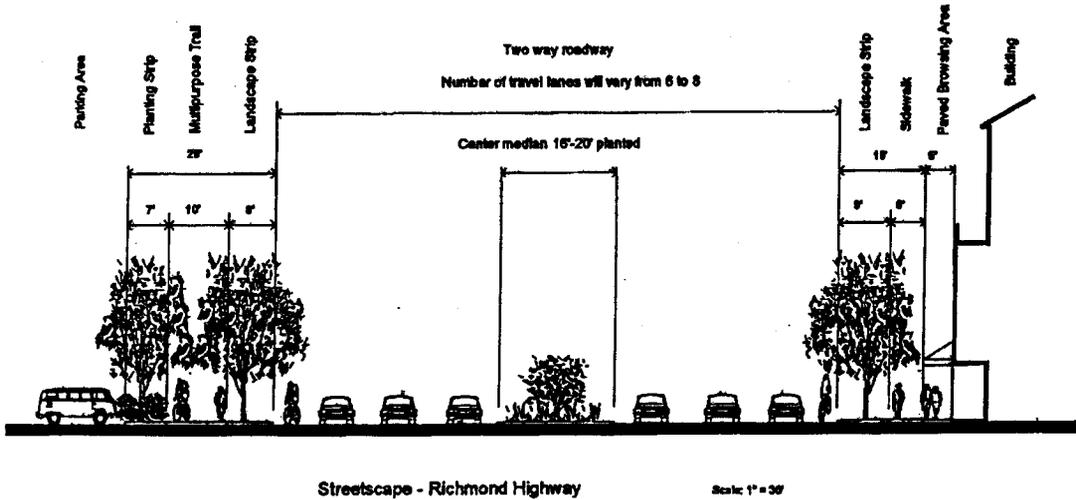
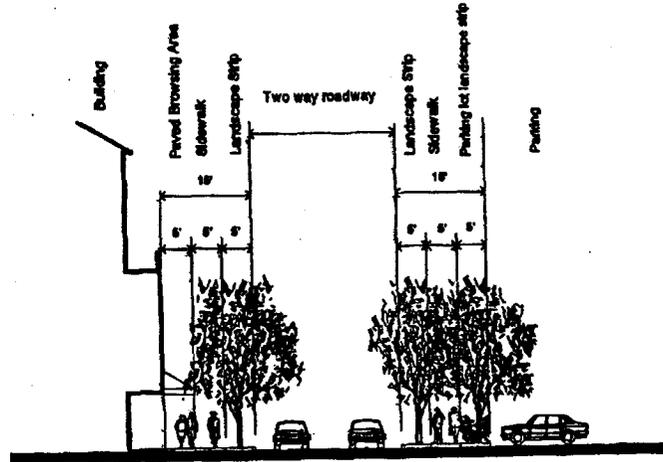


FIGURE 18



Streetscape - Other streets intersecting Richmond Highway Scale: 1" = 30'

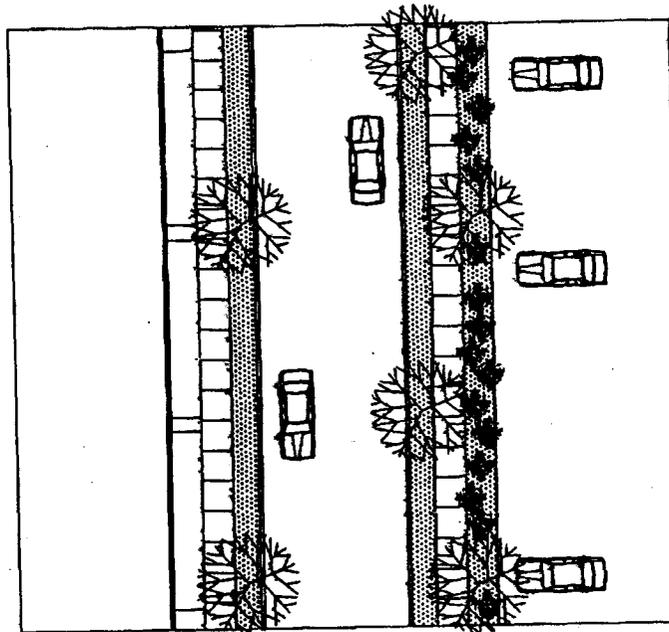


FIGURE 19



# County of Fairfax, Virginia

## MEMORANDUM

DATE: December 14, 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-LE-022)

**SUBJECT:** Transportation Impact

**REFERENCE:** SE 2009-LE-022  
BB & T Bank – 6618 Richmond Highway  
Traffic Zone: 1552  
Land Identification Map: 093-1 ((27)) 1B, 3C

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 August 3, 2009, and revised through December 12, 2009. The Applicant proposes to replace an existing bank of approximately 4,000 square feet with two (2) drive-thru lanes with a bank of approximately 4,500 square feet and three (3) drive-thru lanes. The applicant should:

- Provide a bus pad approximately 14' x 15' to accommodate a bus shelter; the location to be coordinated with Paul Mounier (703-877-5615) of the FCDOT.
- Provide for future interparcel access to the north with an access easement through the site to all entrances and provide temporary construction easements.
- Apply for a service drive waiver. ROW for Route 1 requires 93' from centerline plus the service drive. This department would support a waiver of the required service drive ROW with the provision for future interparcel access with access easement.
- Apply for a frontage waiver which FCDOT will support with provision of construction easements.
- Apply for VDOT design exception for entrance on Southgate Drive.
- The sidewalk along Route 1 is not in ROW and thus maintenance is the applicant's responsibility.
- Apply to Charlie Strunk for a waiver of the on-road bike lane on Route 1.

- The parking spaces adjacent to the east side of the bank should have wheel stops 1 ½ feet from the curb in order that parked vehicles do not overhang the sidewalk.
- 18-foot parking spaces can be 16 ½ feet long with 1 ½ foot overhang.

AKR/LAH/lah



# COMMONWEALTH of VIRGINIA

DAVID S. EKERN, P.E.  
COMMISSIONER

## DEPARTMENT OF TRANSPORTATION

14685 Avion Parkway  
Chantilly, VA 20151  
(703) 383-VDOT (8368)

December 30, 2009

Ms. Regina Coyle  
Director of Zoning Evaluation  
Department of Planning and Zoning  
12055 Government Center Parkway, Suite 801  
Fairfax, Virginia 22035-5511

RECEIVED  
Department of Planning & Zoning  
JAN 06 2010  
Zoning Evaluation Division

Re: SE 2009-LE-022, BB&T Bank  
Tax Map No.: 093-1 /27/ /0001B /27/ 0003C

Dear Ms. Coyle,

This office has reviewed the special exception plat relative to special exception application 2009-LE-022 and offers the following comment.

The applicant should dedicate right of way along Route 1 in accordance with the Comprehensive Plan.

The entrances should be designed and constructed in accordance with VDOT's *Minimum Standards of Entrances to State Highways*. The entrances should be located where needed per the newly adopted Access Management guidelines.

For any additional information please contact this office.

Sincerely,

Noreen H. Maloney  
Transportation Engineer

cc: Ms. A. Rodeheaver



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

14685 Avion Parkway  
Chantilly, VA 20151  
(703) 383-VDOT (8368)

DAVID S. EKERN, P.E.  
COMMISSIONER

December 4, 2009

Ms. Regina Coyle  
Director of Zoning Evaluation  
Department of Planning and Zoning  
12055 Government Center Parkway, Suite 801  
Fairfax, Virginia 22035-5511

Re: SE 2009-LE-022, BB&T Bank  
Tax Map No.: 093-1 /27/ /0001B /27/ 0003C

Dear Ms. Coyle,

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The entrances should be designed and constructed in accordance with VDOT's *Minimum Standards of Entrances to State Highways*.

For any additional information please contact this office.

Sincerely,

A handwritten signature in black ink, appearing to read "Noreen H. Maloney".

Noreen H. Maloney  
Transportation Engineer

cc: Ms. A. Rodeheaver



# County of Fairfax, Virginia

## MEMORANDUM

**DATE:** December 2, 2009

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

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

**SUBJECT:** BB&T Bank; SE 2009-LE-022

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, September 11, 2009".

OCRR is concerned with a number of the waiver or modification requests. The applicant is requesting a modification of the peripheral parking lot landscaping width. The applicant appears to be providing sufficient width but is not meeting the requirement for one tree for every 50 linear feet within its rear yard landscape strip. There appears to be sufficient width to plant a columnar type tree or trees in the rear landscape strip, which could negate the need for a modification.

Secondly, the applicant is requesting a modification of the 10 foot trail requirement as part of the off-site streetscape improvements. While the applicant is dedicating a substantial portion of its property to right-of-way, and providing a six foot concrete walkway on-site, it may be preferable for the applicant to provide for a portion (6 feet) of the trail on-site rather than the walkway on-site. Thus, the application could provide for a 7 foot landscape strip on-site, a ten foot trail (6 feet on-site and 4 feet off-site) and an 8 foot landscape strip off-site adjacent to the trail, as is required under the Comprehensive Plan.

OCRR finds the requests to waive the requirement for an on-road bike lane and to waive the minimum lot width reasonable.

Finally, OCRR would like to see renderings of the proposed building to evaluate its architectural quality, and would also like a plant list to better evaluate the landscaping plan.





## County of Fairfax, Virginia

**MEMORANDUM**

December 17, 2009

**TO:** Brenda J. Cho, Planner II  
Zoning Evaluation Division, DPZ

**FROM:** Todd Nelson, Urban Forester II  
Forest Conservation Branch, DPWES 

**SUBJECT:** BB&T Bank at Beacon Hill (6618 Richmond Highway); SE 2009-LE-022

**RE:** Request for assistance dated December 17, 2009

There are no additional Urban Forest Management Division (UFMD) comments or recommendations on the Special Exception application (SE) 2009-LE-022 stamped "Received, Department of Planning and Zoning, December 7, 2009". It appears UFMD comments and recommendations on the previously submitted SE plan for this application have been adequately addressed.

Please contact me at 703-324-1770 if you have any questions.

TLN/  
UFMID #: 147702

cc: RA File  
DPZ File

---

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](http://www.fairfaxcounty.gov/dpwes)





# County of Fairfax, Virginia

## MEMORANDUM

November 9, 2009

**TO:** Brenda J. Cho, Planner II  
Zoning Evaluation Division, DPZ

**FROM:** Todd Nelson, Urban Forester II   
Forest Conservation Branch, DPWES

**SUBJECT:** BB&T Bank at Beacon Hill (6618 Richmond Highway); SE 2009-LE-022

**RE:** Request for assistance dated October 14, 2009

This review is based upon the Special Exception application (SE) 2009-LE-022 stamped "Received, Department of Planning and Zoning, September 11, 2009." A site visit was conducted on November 4, 2009.

**Site Description:** This is a developed site with an existing 4,000 square foot drive-thru bank building and associated asphalt parking. There are maintained grasslands at the southern and eastern portions of the site and the only trees and/or vegetation is a dead white pine tree at the southwest corner of the site adjacent to Southgate Drive.

1. **Comment:** Tree cover calculations have been provided, however, they do not appear to be in conformance with the 10-year Tree Canopy Calculations specified in the 2009 Tree Conservation Ordinance.

**Recommendation:** Information included in the EVM should be utilized to provide a Tree Preservation Target level in accordance with PFM 12-0507. Tree Preservation Target Calculations and Statement should be provided as shown in PFM Table 12.3. In addition, preliminary 10-year tree canopy calculations in accordance with PFM 12-0510 and PFM Table 12.12, should be provided on the PCA demonstrating how Article 13, 10-year tree canopy requirements will be met.

2. **Comment:** The 'deciduous', and 'flowering' tree classifications identified in the landscape legend on sheet 4 is unclear. Due to the unclear tree types and size specifications, UFMD is unable to accurately determine if adequate planting space is being provided.

**Recommendation:** Trees proposed to be planted should be identified as Category I, II, III, or IV evergreen trees and/or Category I, II, III, or IV deciduous trees. In addition,



minimum planting areas should be provided in accordance with PFM section 12-0702.1B(2).

3. **Comment:** It does not appear easements for all proposed and existing public utilities have been identified.

**Recommendation:** Easements for all proposed and existing public utilities should be shown and identified.

4. **Comment:** Several flowering trees and shrubs at the northeast corner of the building appear to be planted within 4 feet of a restrictive barrier, such as a curb and/or sidewalk.

**Recommendation:** The minimum width of any planting area should be 8 feet, measured from the interior sides of the restrictive barrier and trees should be planted no closer than 4 feet from any restrictive barrier.

5. **Comment:** It is not clear how the Applicant proposes to landscape this site.

**Recommendation:** A landscape plan should be submitted that shows a variety of native and desirable tree species, of various sizes, planted throughout the site. Landscape trees that are well suited for this location include red maple, red oak, American holly, American beech, willow oak, eastern redcedar and many others.

Opportunities to receive additional tree canopy credits in exchange for the planting of trees in a manner that will provide specific environmental and ecological benefits, or for the use of species that are native to Fairfax County, or for the use of species that are resistant to diseases, pests, decay and the negative impacts imposed by harsh conditions should be considered. See PFM sections 12-0509.4B thru 12-0509.4B(6) for opportunities for additional 10-year tree canopy credits.

Please contact me at 703-324-1770 if you have any questions.

TLN/  
UFMID #: 147702

cc: RA File  
DPZ File



# County of Fairfax, Virginia

## MEMORANDUM

**DATE:** November 16, 2009

**TO:** Brenda Cho, Staff Coordinator  
Zoning Evaluation Division  
Department of Planning and Zoning

**FROM:** Beth Forbes, Stormwater Engineer *BF*  
Environmental and Site Review Division  
Department of Public Works and Environmental Services

**SUBJECT:** Special Exception Application #SE 2009-LE-022, BB&T, Special Exception Plat dated September 2, 2009, LDS Project #6366-ZONA-001-1, Tax Map #93-1-27-1B and 1C, Lee District

We have reviewed the subject application and offer the following stormwater management comments.

Chesapeake Bay Preservation Ordinance (CBPO)

There is no Resource Protection Area (RPA) on this site. Water quality controls are required for this redevelopment (PFM 6-0401.2B); a BMP facility is shown on the plat.

Floodplain

There are no regulated floodplains on the property.

Downstream Drainage Complaints

There are no recent downstream drainage complaints on file.

Stormwater Detention

Stormwater detention requirements will be met when adequate outfall is demonstrated at site plan.

Site Outfall

A description of the outfall to 100 times the site's area has not been provided (Paragraph 2.J(2)(c) of ZO 9-011). Instead calculations and a narrative description demonstrating adequate outfall which meet PFM requirements have been provided.

Please contact me at 703-324-1720 if you require additional information.

BF/

cc: Craig Carinci, Director, Stormwater Planning Division  
Jeremiah Stonefield, Chief, Stormwater & Geotechnical Section, ESRD, DPWES  
Zoning Application File

Department of Public Works and Environmental Services  
Land Development Services, Environmental and Site Review Division  
12055 Government Center Parkway, Suite 535  
Fairfax, Virginia 22035-5503  
Phone 703-324-1720 • TTY 711 • FAX 703-324-8359





## FAIRFAX COUNTY PARK AUTHORITY



## M E M O R A N D U M

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

**FROM:** Sandy Stallman, Manager,  
Park Planning Branch, PDD 

**DATE:** October 29, 2009

**SUBJECT:** SE 2009-LE-022, BB&T  
Tax Map Numbers: 93-1 (927)) 1B & 3C

The Park Authority staff has reviewed the above referenced plan. Based on that review, staff has determined that this application bears no adverse impact on land or resources of the Park Authority.

FCPA Reviewer: Andi Dorlester  
DPZ Coordinator: Brenda Cho

Copy: Cindy Walsh, Director, Resource Management Division  
Chron Binder  
File Copy



# County of Fairfax, Virginia

## MEMORANDUM

**DATE:** October 15, 2009

**TO:** Staff Coordinator  
Zoning Evaluation Division  
Department of Planning & Zoning

**FROM:** Lana Tran (Tel: 703 324-5008)  
Wastewater Planning & Monitoring Division  
Department of Public Works & Environmental Services

**SUBJECT:** Sanitary Sewer Analysis Report

**REFERENCE:** Application No. SE2009-LE-022  
Tax Map No. 093-1- /27/ /0001B, 0003C

The following information is submitted in response to your request for a sanitary sewer analysis for above referenced application:

- The application property is located in the Cameron Run (J-3) watershed. It would be sewerred into the Alexandria Sanitation Authority (ASA).
- Based upon current and committed flow, there is excess capacity in the (ASA) at this time. For purposes of this report, committed flow shall be deemed that for which fees have been paid, building permits have been issued, or priority reservations have been established by the Board of Supervisors. No commitment can be made, however, as to the availability of treatment capacity for the development of the subject property. Availability of treatment capacity will depend upon the current rate of construction and the timing for development of this site.
- An existing 8" inch line located in the street is adequate for the proposed use at this time.
- The following table indicates the condition of all related sewer facilities and the total effect of this application.

Sewer Network	Existing Use + Application		Existing Use + Application <u>Previous Rezoning</u>		Existing Use + Application <u>+ Comp Plan</u>	
	Adeq.	Inadeq.	Adeq.	Inadeq.	Adeq.	Inadeq.
Collector	<u>X</u>	___	<u>X</u>	___	<u>X</u>	___
Submain	<u>X</u>	___	<u>X</u>	___	<u>X</u>	___
Main/Trunk	<u>X</u>	___	<u>X</u>	___	<u>X</u>	___
Interceptor	___	___	___	___	___	___
Outfall	___	___	___	___	___	___

5. Other pertinent information or comments:

Department of Public Works and Environmental Services  
Wastewater Planning & Monitoring Division  
12000 Government Center Parkway, Suite 358  
Fairfax, VA 22035-0052  
Phone: 703-324-5030, Fax: 703-324-3946



## **Zoning Ordinance Requirements**

### General Special Exception Standards (Sect. 9-006)

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

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

### Standards for All Category 5 Uses (Sect. 9-503)

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

1. Except as qualified in the following Sections, all uses shall comply with the lot size and bulk regulations of the zoning district in which located.

2. All uses shall comply with the performance standards specified for the zoning district in which located, including the submission of a sports illumination plan or photometric plan as may be required by Part 9 of Article 14.

3. Before establishment, all uses, including modifications or alterations to existing uses, shall be subject to the provisions of Article 17, Site Plans.

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

1. In all districts where permitted by special exception:

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

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

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

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

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

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

A. There shall be no outdoor storage or display of goods offered for sale except for the outdoor storage or display of goods permitted at a service station or service station/mini-mart.

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)

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.

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

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.

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.

**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		