



APPLICATION ACCEPTED: March 24, 2009
DECISION DEFERRED FROM: February 24, 2010
BOARD OF ZONING APPEALS: April 28, 2010
TIME: 9:00 a.m.

County of Fairfax, Virginia

April 21, 2010

STAFF REPORT ADDENDUM

SPECIAL PERMIT APPLICATION NO. SP 2009-SU-018

NEW VISION COMMUNITY CHURCH, INC.

SULLY DISTRICT

BACKGROUND

At its February 24, 2010, meeting, the Board deferred decision on the above referenced application to April 28, 2010. The purpose for the deferral was to permit sufficient time for the Virginia Department of Transportation (VDOT) to review several waivers and exceptions requested by the applicant for the application site as a result of a Transportation Impact Analysis (TIA).

As you will recall, staff had recommended denial of the application, as outlined in the staff report dated September 22, 2009. The reasons for that recommendation revolved solely around unresolved VDOT issues, specifically, an exception request for the proposed median break relocation and waiver requests for turn lanes proposed into the site. On December 15, 2009, VDOT approved the exception request for the proposed median break relocation. A copy of the VDOT memorandum dated January 19, 2010, is included as Attachment 1. However, VDOT required additional time for a full review of waiver requests for both right turn and left turn lanes into the site. On March 29, 2010, VDOT found that the waiver request submitted by the applicant to reduce the lengths of the right turn lane and taper lane into the site were justified. A copy of the VDOT memorandum is included as Attachment 2. On April 8, 2010, VDOT found that the waiver request submitted to reduce the left turn lane and taper lane into the site were justified. A copy of the VDOT Design Waiver Request is included as Attachment 3.

O:\dhedr\Special Permits(2-24) SP 2009-SU-018 New Vision Community Church\ADDENDUM 4-21-10.doc

ANALYSIS

Since the February 24th meeting, the applicant's engineer has worked closely with VDOT staff to address their issues and concerns and has incorporated their comments in a revised special permit (SP) plat dated March 24, 2010, included as Attachment 4. The revised SP plat incorporates numerous changes and the addition of two (2) sheets showing transportation improvements to the site in response to VDOT comments. These changes are outlined in detail in a memorandum dated March 25, 2010, from Hish and Company, LLC, the applicant's engineer, and is included as Attachment 5.

CONCLUSION

Given that the recommendation for denial was based solely on the three (3) unresolved transportation issues as outlined above, which have now been satisfactorily addressed and resolved, staff feels comfortable concluding that the application now meets the requirements as set for under the Zoning Ordinance and recommends approval of SP 2009-SU-018, with adoption of the Revised Proposed Development Conditions dated April 21, 2010, included as Attachment 6.

ATTACHMENTS

1. Approval Memorandum from VDOT dated January 19, 2010
2. Approval Memorandum from VDOT dated March 29, 2010
3. Approval Memorandum from VDOT dated April 8, 2010
4. Revised Special Permit Plat dated March 24, 2010
5. Memorandum from Hish and Company, LLC, dated March 25, 2010
6. Revised Proposed Development Conditions dated April 21, 2010



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (3368)

DAVID S. EKERN, P.E.
L.V. 160888

January 19, 2010

Mr. Priyatham Konda
Wells and Associates, Inc.
11441 Robertson Drive, Suite 201
Manassas, Virginia 20109

Re: New Vision Community Church
Access Management Exception Request
Fairfax County No.: SP 2009-SU-018

Dear Mr. Konda:

We have completed our review of the enclosed access management exception package received on December 15, 2009. The access management exception for a crossover spacing between the proposed site entrance and existing intersections on Route 29 has been found justified.

If you have any questions, please call me at (703) 383-2059.

Sincerely,

A handwritten signature in black ink, appearing to read "Peter K. Gerner".

Peter K. Gerner, P.E.
Transportation Engineer

cc: Ms. Angela Rodeheaver

Recommendation on Exception Request: Approve <input type="checkbox"/> Deny <input type="checkbox"/>	Date:
Residency Administrator or District Adm. Designee:	
Remarks:	

Exception Request Action: Approved <input type="checkbox"/> Denied <input type="checkbox"/>	Date:
District Administrator or Designee:	
Remarks: <i>Approved based upon the request of the responsible reviewer and the recommendation of the related Land Development Section Manager.</i> <i>Montez Valdez, 1-14-2010</i>	

Email copy to: Paul.Grasewicz@VDOT.Virginia.Gov

Montez,
I concur with this request.
Paul J. Grasewicz 1-13-10



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Gregory Whirley
Acting COMMISSIONER

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

March 29, 2010

Ms. Robin Antonucci
Wells + Associates
1420 Spring Hill Road, Suite 600
McLean, VA 22102

Re: New Vision Community Church
SP 2009-SU-018
Design Waiver for Right Turn Lane Length Reduction (Route 29)

Dear Ms. Antonucci:

We have completed our review of the design waiver package received on March 24, 2010. The design waiver for the reduced lengths of the right turn lane and taper of 300 ft and 100 ft respectively has been found justified. If you have any questions, please contact me at (703) 383-2059.

Sincerely,

A handwritten signature in black ink, appearing to read "Peter K. Gerner".

Peter K. Gerner, P.E.
Transportation Engineer

Cc: Ms. Angela Rodeheaver

Attach all supporting documentation to this exhibit including crash history (past three years).

Approved by:



Date:

3/26/10

ACTING District Location and Design Engineer

Remarks:

CONSIDER EXTENDING THE RIGHT TURN LANE TO MEET (CONT'D)

CC: Appropriate Assistant State Location and Design Engineer
Project Manager
QMAC Section Manager

(CONT'D)

DECELERATION IF THE ENTIRE RUN OF FIBER OPTIC LOCATED IN THE VICINITY NEEDS TO BE RELOCATED DUE TO LACK OF "SLACK LINE". THIS IS TO BE COORDINATED WITH THE LAND DEVELOPMENT SECTION DURING THE PROGRESSION OF DESIGN & COORDINATION WITH UTILITY COMPANIES



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Gregory Whitley
Acting COMMISSIONER

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

April 8, 2010

Ms. Robin Antonucci
Wells + Associates
1420 Spring Hill Road, Suite 600
McLean, VA 22102

Re: New Vision Community Church
SP 2009-SU-018
Design Waiver for Left Turn Lane Length Reduction (Route 29)

Dear Ms. Antonucci:

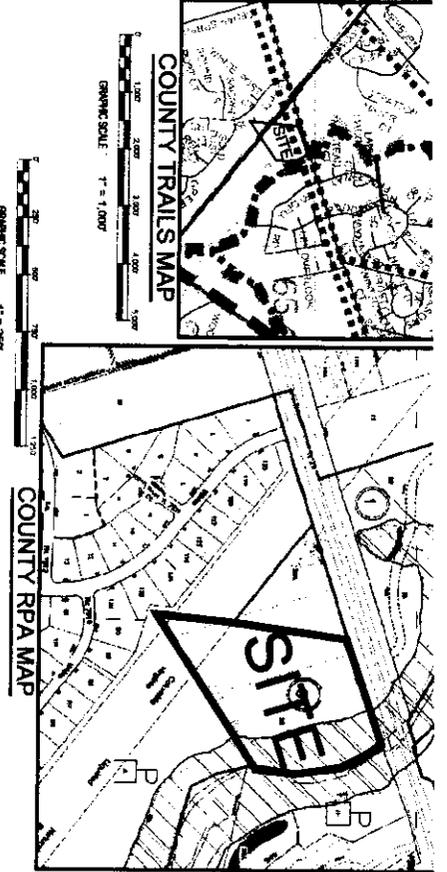
We have completed our review of the design waiver package received on March 24, 2010. The design waiver for the reduced lengths of the left turn lane and taper of 300 ft and 100 ft respectively has been found justified. If you have any questions, please contact me at (703) 383-2059.

Sincerely,

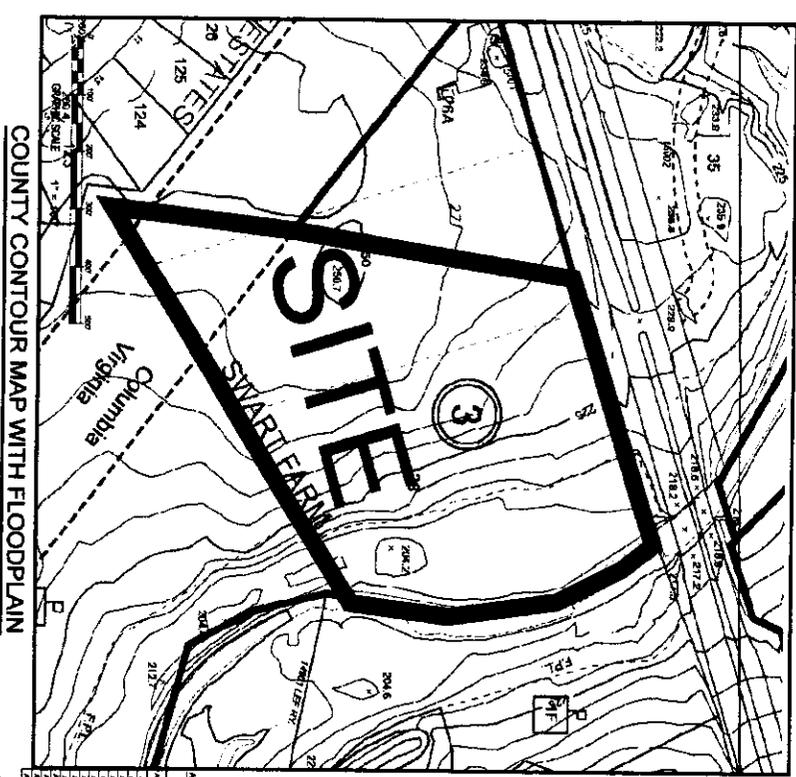
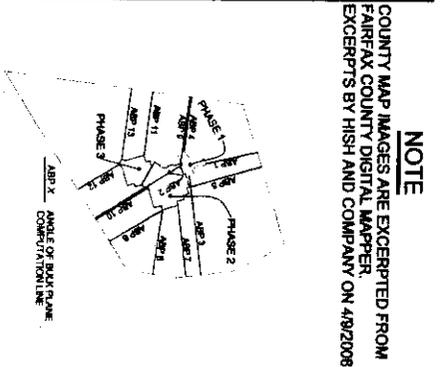
A handwritten signature in black ink, appearing to read "Peter K. Gerner".

Peter K. Gerner, P.E.
Transportation Engineer

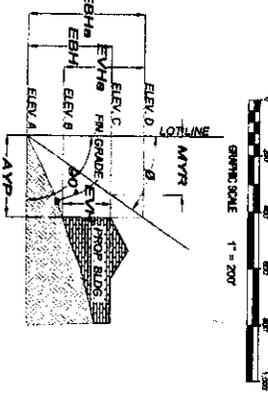
Cc: Ms. Angela Rodeheaver



NOTE
 COUNTY MAP IMAGES ARE EXCERPTED FROM
 FAIRFAX COUNTY DIGITAL MAPPER.
 EXCERPTS BY HISH AND COMPANY ON 4/9/2008.



**ANGLE OF BULK PLANE
 LINE LOCATION SCHEMATIC**



ANGLE OF BULK PLANE IN DEGREES
 BULK PLANE ANGLE IS THE ANGLE BETWEEN THE BULK PLANE AND THE COMPARISON LINE.
 BULK PLANE ANGLE IS CALCULATED AS FOLLOWS:
 1. DETERMINE THE ELEVATION OF THE BULK PLANE (ELEV. B).
 2. DETERMINE THE ELEVATION OF THE COMPARISON LINE (ELEV. A).
 3. DETERMINE THE HORIZONTAL DISTANCE BETWEEN THE BULK PLANE AND THE COMPARISON LINE (H).
 4. CALCULATE THE ANGLE OF BULK PLANE USING THE FOLLOWING FORMULA:
 $\text{ANGLE OF BULK PLANE} = \arctan\left(\frac{\text{ELEV. B} - \text{ELEV. A}}{\text{H}}\right)$

**ANGLE OF BULK PLANE DIAGRAM
 AND LEGEND**

NOT TO SCALE

TABLE 1. ZONING COMPLIANCE REQUIREMENT FOR GENERAL TRAILER RECREATIONAL STRUCTURE BULK PLANE

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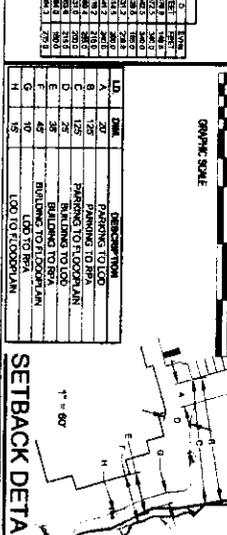
SITE INDIVIDUAL LOTS OF PLANS

TABLE 1. DEVELOPMENT

PHASE	AREA (SQ. FT.)	AREA (ACRES)	PERCENTAGE OF TOTAL AREA	COMMENTS
PHASE 1	10,000	0.23	2.3%	EXISTING BUILDING
PHASE 2	20,000	0.46	4.6%	EXISTING BUILDING
PHASE 3	30,000	0.69	6.9%	EXISTING BUILDING
PHASE 4	40,000	0.92	9.2%	EXISTING BUILDING
PHASE 5	50,000	1.15	11.5%	EXISTING BUILDING
PHASE 6	60,000	1.38	13.8%	EXISTING BUILDING
PHASE 7	70,000	1.61	16.1%	EXISTING BUILDING
PHASE 8	80,000	1.84	18.4%	EXISTING BUILDING
PHASE 9	90,000	2.07	20.7%	EXISTING BUILDING
PHASE 10	100,000	2.30	23.0%	EXISTING BUILDING
PHASE 11	110,000	2.53	25.3%	EXISTING BUILDING
PHASE 12	120,000	2.76	27.6%	EXISTING BUILDING
PHASE 13	130,000	2.99	29.9%	EXISTING BUILDING
PHASE 14	140,000	3.22	32.2%	EXISTING BUILDING
PHASE 15	150,000	3.45	34.5%	EXISTING BUILDING
PHASE 16	160,000	3.68	36.8%	EXISTING BUILDING
PHASE 17	170,000	3.91	39.1%	EXISTING BUILDING
PHASE 18	180,000	4.14	41.4%	EXISTING BUILDING
PHASE 19	190,000	4.37	43.7%	EXISTING BUILDING
PHASE 20	200,000	4.60	46.0%	EXISTING BUILDING
PHASE 21	210,000	4.83	48.3%	EXISTING BUILDING
PHASE 22	220,000	5.06	50.6%	EXISTING BUILDING
PHASE 23	230,000	5.29	52.9%	EXISTING BUILDING
PHASE 24	240,000	5.52	55.2%	EXISTING BUILDING
PHASE 25	250,000	5.75	57.5%	EXISTING BUILDING
PHASE 26	260,000	5.98	59.8%	EXISTING BUILDING
PHASE 27	270,000	6.21	62.1%	EXISTING BUILDING
PHASE 28	280,000	6.44	64.4%	EXISTING BUILDING
PHASE 29	290,000	6.67	66.7%	EXISTING BUILDING
PHASE 30	300,000	6.90	69.0%	EXISTING BUILDING
PHASE 31	310,000	7.13	71.3%	EXISTING BUILDING
PHASE 32	320,000	7.36	73.6%	EXISTING BUILDING
PHASE 33	330,000	7.59	75.9%	EXISTING BUILDING
PHASE 34	340,000	7.82	78.2%	EXISTING BUILDING
PHASE 35	350,000	8.05	80.5%	EXISTING BUILDING
PHASE 36	360,000	8.28	82.8%	EXISTING BUILDING
PHASE 37	370,000	8.51	85.1%	EXISTING BUILDING
PHASE 38	380,000	8.74	87.4%	EXISTING BUILDING
PHASE 39	390,000	8.97	89.7%	EXISTING BUILDING
PHASE 40	400,000	9.20	92.0%	EXISTING BUILDING
PHASE 41	410,000	9.43	94.3%	EXISTING BUILDING
PHASE 42	420,000	9.66	96.6%	EXISTING BUILDING
PHASE 43	430,000	9.89	98.9%	EXISTING BUILDING
PHASE 44	440,000	10.12	101.2%	EXISTING BUILDING
PHASE 45	450,000	10.35	103.5%	EXISTING BUILDING
PHASE 46	460,000	10.58	105.8%	EXISTING BUILDING
PHASE 47	470,000	10.81	108.1%	EXISTING BUILDING
PHASE 48	480,000	11.04	110.4%	EXISTING BUILDING
PHASE 49	490,000	11.27	112.7%	EXISTING BUILDING
PHASE 50	500,000	11.50	115.0%	EXISTING BUILDING

TABLE 2. OVERALL CALCULATIONS

DESCRIPTION	AREA (SQ. FT.)	AREA (ACRES)	PERCENTAGE OF TOTAL AREA
TOTAL GROSS AREA	4,000,000	91.83	100.0%
TOTAL NET AREA	3,500,000	79.92	88.0%
TOTAL DEVELOPMENT AREA	3,000,000	68.82	77.0%
TOTAL OPEN SPACE	1,000,000	23.01	25.0%
TOTAL PARKING AREA	500,000	11.50	12.5%
TOTAL TRAILER AREA	200,000	4.60	5.0%
TOTAL UTILITY AREA	100,000	2.30	2.5%
TOTAL BUFFER AREA	50,000	1.15	1.2%
TOTAL SETBACK AREA	25,000	0.58	0.6%
TOTAL EXISTING BUILDING AREA	1,000,000	23.01	25.0%
TOTAL EXISTING TRAILER AREA	500,000	11.50	12.5%
TOTAL EXISTING UTILITY AREA	250,000	5.75	6.2%
TOTAL EXISTING BUFFER AREA	125,000	2.88	3.1%
TOTAL EXISTING SETBACK AREA	62,500	1.44	1.5%
TOTAL EXISTING OPEN SPACE	312,500	7.23	7.8%
TOTAL EXISTING PARKING AREA	156,250	3.61	3.9%
TOTAL EXISTING TRAILER AREA	78,125	1.81	1.9%
TOTAL EXISTING UTILITY AREA	39,062	0.90	0.9%
TOTAL EXISTING BUFFER AREA	19,531	0.45	0.5%
TOTAL EXISTING SETBACK AREA	9,766	0.22	0.2%
TOTAL EXISTING OPEN SPACE	4,883	0.11	0.1%
TOTAL EXISTING PARKING AREA	2,441	0.06	0.06%
TOTAL EXISTING TRAILER AREA	1,221	0.03	0.03%
TOTAL EXISTING UTILITY AREA	610,500	14.01	15.5%
TOTAL EXISTING BUFFER AREA	305,250	7.00	7.7%
TOTAL EXISTING SETBACK AREA	152,625	3.50	3.8%
TOTAL EXISTING OPEN SPACE	76,312	1.75	1.9%
TOTAL EXISTING PARKING AREA	38,156	0.88	0.9%
TOTAL EXISTING TRAILER AREA	19,078	0.44	0.4%
TOTAL EXISTING UTILITY AREA	9,539	0.22	0.2%
TOTAL EXISTING BUFFER AREA	4,769	0.11	0.1%
TOTAL EXISTING SETBACK AREA	2,385	0.05	0.05%
TOTAL EXISTING OPEN SPACE	1,192	0.03	0.03%
TOTAL EXISTING PARKING AREA	596,250	13.62	14.8%
TOTAL EXISTING TRAILER AREA	298,125	6.81	7.4%
TOTAL EXISTING UTILITY AREA	149,062	3.40	3.7%
TOTAL EXISTING BUFFER AREA	74,531	1.70	1.8%
TOTAL EXISTING SETBACK AREA	37,266	0.85	0.9%
TOTAL EXISTING OPEN SPACE	18,633	0.42	0.4%
TOTAL EXISTING PARKING AREA	9,316	0.21	0.2%
TOTAL EXISTING TRAILER AREA	4,658	0.11	0.1%
TOTAL EXISTING UTILITY AREA	2,329	0.05	0.05%
TOTAL EXISTING BUFFER AREA	1,164	0.03	0.03%
TOTAL EXISTING SETBACK AREA	582,000	13.27	14.5%
TOTAL EXISTING OPEN SPACE	291,000	6.63	7.2%
TOTAL EXISTING PARKING AREA	145,500	3.31	3.6%
TOTAL EXISTING TRAILER AREA	72,750	1.66	1.8%
TOTAL EXISTING UTILITY AREA	36,375	0.83	0.9%
TOTAL EXISTING BUFFER AREA	18,187	0.41	0.4%
TOTAL EXISTING SETBACK AREA	9,094	0.21	0.2%
TOTAL EXISTING OPEN SPACE	4,547	0.10	0.1%
TOTAL EXISTING PARKING AREA	2,273	0.05	0.05%
TOTAL EXISTING TRAILER AREA	1,137	0.03	0.03%
TOTAL EXISTING UTILITY AREA	568,500	12.84	14.1%
TOTAL EXISTING BUFFER AREA	284,250	6.42	7.0%
TOTAL EXISTING SETBACK AREA	142,125	3.21	3.5%
TOTAL EXISTING OPEN SPACE	71,062	1.60	1.7%
TOTAL EXISTING PARKING AREA	35,531	0.80	0.8%
TOTAL EXISTING TRAILER AREA	17,766	0.40	0.4%
TOTAL EXISTING UTILITY AREA	8,883	0.20	0.2%
TOTAL EXISTING BUFFER AREA	4,441	0.10	0.1%
TOTAL EXISTING SETBACK AREA	2,220	0.05	0.05%
TOTAL EXISTING OPEN SPACE	1,110	0.02	0.02%

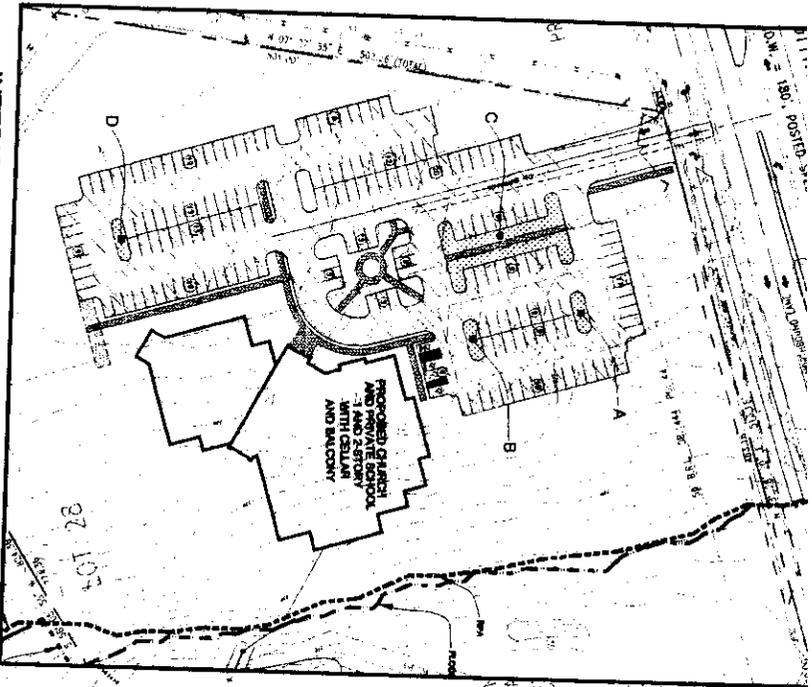


SPECIAL PERMIT PLAT
CO. MAPS AND SITE TABULATIONS
 NEW VISION COMMUNITY CHURCH
 14927 LEE HIGHWAY (ROUTE 29)
 TAX MAP # 64-2 (33) LOT 28
 SULLY DISTRICT, FAIRFAX COUNTY, VIRGINIA

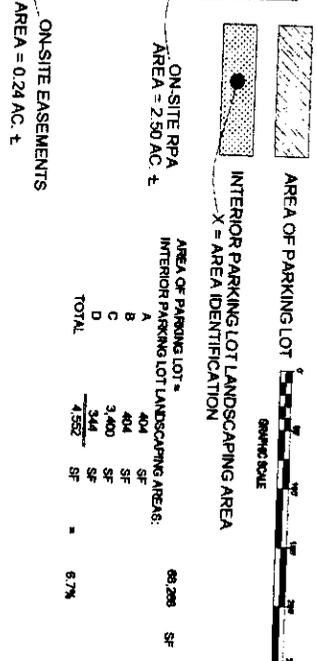
Hish and Company, LLC
 1531 North Avenue
 Suite 100
 Fairfax, VA 22030
 Phone: (703) 742-0100
 Fax: (703) 742-0104
 Cell: (703) 945-0482
 www.hishandco.com

Hish and Company
 CIVIL ENGINEERING PROFESSIONALS

SP 2008-0303
 SHEET 2 OF 8



INTERIOR PARKING LOT LANDSCAPING EXHIBIT
SCALE: 1" = 50'



ON-SITE RPA
AREA = 2.50 AC. ±

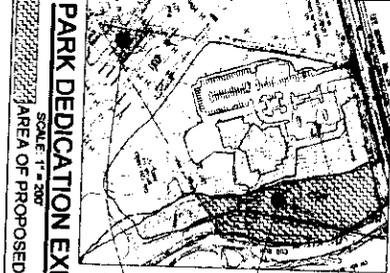
ON-SITE EASEMENTS
AREA = 0.24 AC. ±

AREA OF PARKING LOT

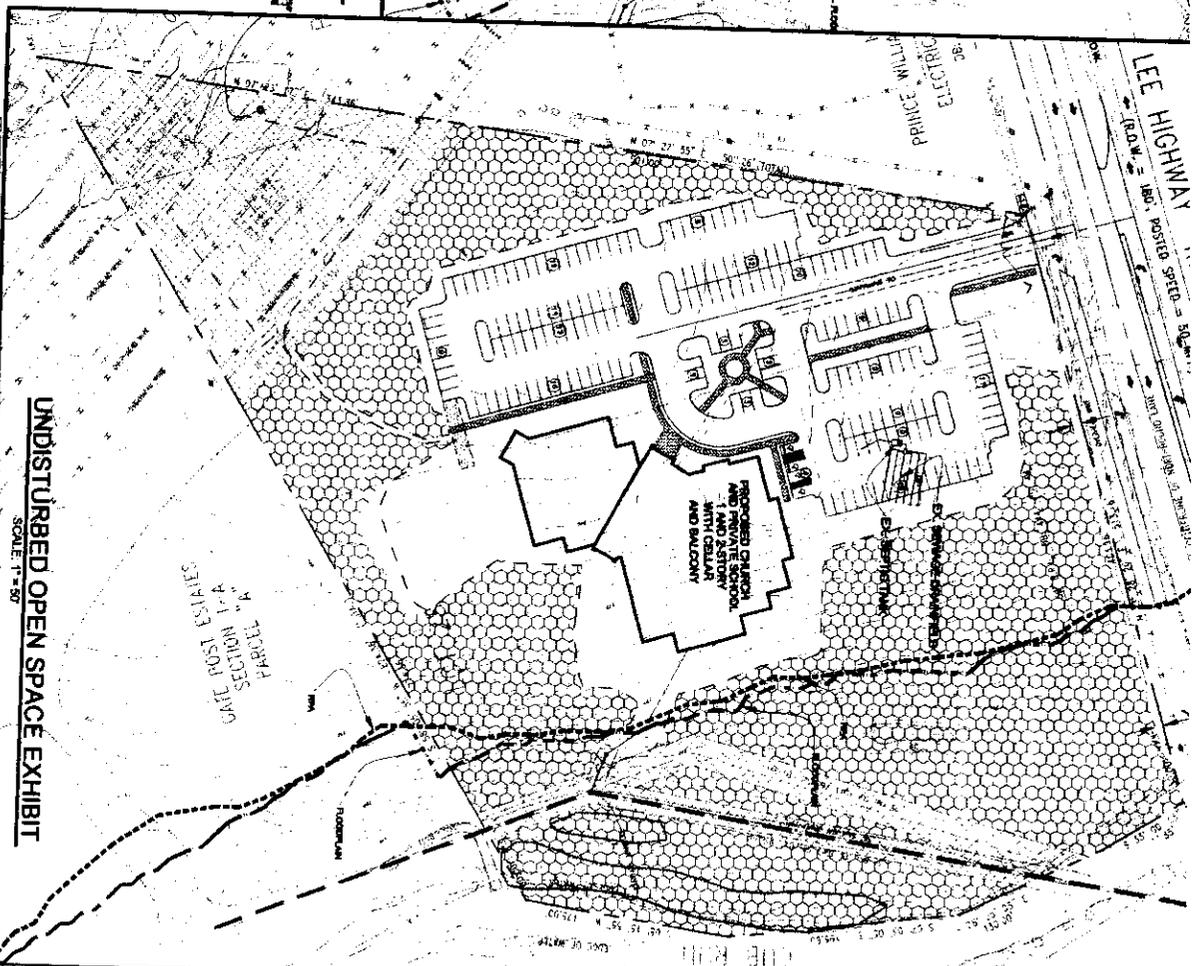
INTERIOR PARKING LOT LANDSCAPING AREA

X = AREA IDENTIFICATION

AREA OF PARKING LOT	INTERIOR PARKING LOT LANDSCAPING AREAS:	TOTAL
A	404 SF	68,288 SF
B	404 SF	
C	3,400 SF	
D	344 SF	
TOTAL	4,552 SF	6,736 SF



PARK DEDICATION EXHIBIT
SCALE: 1" = 200'
AREA OF PROPOSED DEDICATION



UNDISTURBED OPEN SPACE EXHIBIT
SCALE: 1" = 50'

MINIMUM UNDISTURBED OPEN SPACE = 183,747 SF = 50% OF UNENCUMBERED AREA

AREA ENCUMBERED BY EASEMENTS



<p>SP 2008.0303</p> <p>DATE: 3/24/10</p> <p>SCALE: 1" = 50'</p> <p>SHEET 6 OF 8</p>	<p>SPECIAL PERMIT PLAT OPEN SPACE & PARKING EXHIBITS NEW VISION COMMUNITY CHURCH 14927 LEE HIGHWAY (ROUTE 29) TAX MAP # 04-2 (3) LOT 28 SULLY DISTRICT, FAIRFAX COUNTY, VIRGINIA</p>	<p>Hish and Company, LLC 181 S. Wolfe Avenue Reston, Virginia 20190 Phone: (703) 749-8188 Fax: (703) 749-8184 Cell: (703) 945-8402 hish@hish.com</p>	<p>Hish and Company CIVIL ENGINEERING PROFESSIONALS</p>

MAR 26 2010

Hish and Company LLC
Civil Engineering Professionals

Zoning Evaluation Division

TO: Debbie Hedrick, Fairfax County

March 25, 2010

Re: Special Permit SP2008-0303, New Vision Community Church
Plat Revised thru March 24, 2010

Debbie,

Since it has been quite some time since we have talked and I have been pretty active with VDOT (Jonathan Stowe and Steve Bates of L&D) to get any comments and issues resolved relative to the turn lane waivers that are processing and since we are on a very tight schedule for this project, I thought that it would be helpful if I summarized the plat changes that have occurred since our last submittal to you. I took the plans dated January 30, 2009 and amended through September 6, 2009 (which are referenced in your staff report of September 22, 2009) and overlaid the new plat sheets on a light table in order to identify all changes to the published set. Accordingly, I am 99% positive (I've learned that very few things are 100%) that this narrative includes everything that has changed. I trust that this is useful and may save you some effort in your very busy schedule. Please let me know if you have any questions on this or if it would be helpful for me to meet with any reviewer and explain further what is described here or on the plat. After two years, it would be nice for all of us to get this done at the April meeting.

The differences between the September 6, 2009 plat and these March 24, 2010 plat sheets are summarized as follows:

General – Applies to all sheets

1. Changed the total number of sheets from 6 to 8, since I added the Supplemental Plans that were worked out with VDOT as Sheets 7 and 8.
2. Changed the Plan Date in two places from 9/2/09 to 3/24/10. I notice that on the full size prints this date doesn't show very well under my company name but it is clear on the half-size prints. It is also clear in the date box and with my signature/seal.
3. Revised the Tax Map # in the title block to only include Lot 28 (eliminating the previous reference to Part of Lots 26 & 27).
4. Provided a new signature and date on my professional seal.
5. Under "Plan Status" added three more lines to reflect changes made on 1/20/10 (VDOT Comments); 3/24/10 (VDOT Waivers); and 3/24/10 (Added Sheets 7 & 8).

Sheet 1 of 8 entitled "Ultimate Site Development" (Previously Sheet 1 of 6)

1. Added Sheets 7 and 8 (Supplemental Plans – VDOT Waivers) to the SHEET INDEX.
2. Modified the note regarding Route 29 Improvements to include reference to Sheets 7 and 8, as well as Sheet 5.
3. Added the field location of the existing septic tank and drainfield on the site, as well as leaders and labels for these. This was done on October 6, 2009 as requested.
4. Revised the Route 29 improvements and entrance layout (within the VDOT ROW only) to comply with the changes requested and agreed upon during the waiver review. Please see the notes on Sheets 7 and 8 of this memo for additional detail on what was modified on Route 29.

Sheet 2 of 8 entitled "Co. Maps and Site Tabulations" (Previously Sheet 2 of 6)

1. No changes were made to this sheet except as indicated above under the General heading since none of the VDOT agreements impacted the data shown here.

Sheet 3 of 8 entitled "Development Phasing Plans" (Previously Sheet 3 of 6)

1. Added the field location of the existing septic tank and drainfield on the site, as well as leaders and labels for these. This shows up on both Phase 1 and Phase 2 plans.
2. Revised the Route 29 improvements and entrance layout (within the VDOT ROW only) to comply with the changes requested and agreed upon during the waiver review. Please see the notes on Sheets 7 and 8 of this memo for additional detail on what was modified on Route 29. This shows up on both Phase 1 and Phase 2 plans.

Sheet 4 of 8 entitled "Storm Drainage Analysis" (Previously Sheet 4 of 6)

1. Revised the Route 29 improvements and entrance layout (within the VDOT ROW only) to comply with the changes requested and agreed upon during the waiver review. Please see the notes on Sheets 7 and 8 of this memo for additional detail on what was modified on Route 29. This shows up on the Post-Development plan only on this sheet.

Sheet 5 of 8 entitled "Route 29 Improvements" (Previously Sheet 5 of 6)

1. Revised the Route 29 improvements and entrance layout (within the VDOT ROW only) to comply with the changes requested and agreed upon during the waiver review. Please see the notes on Sheets 7 and 8 of this memo for additional

- detail on what was modified on Route 29. This shows up on the plan only on this sheet since nothing impacts the sight distance profiles previously completed.
2. Modified the section entitled "Improvements Proposed with This Plan – West of New Entrance" to reflect 39' dimension from the existing edge of median to the face of curb and deleted the previously shown 12'. This occurs since, in my discussions with VDOT, L&D required that I leave the existing traffic lanes as they are and not shift them as originally shown. We also agreed during our discussions that the logical design would be to provide the new turn lane for a distance of 400' at its full width of 14' (including 2' curb and gutter) and to delineate the taper by markings over the requested 100'. L&D feels and I concur that this will simplify the construction and provide a safer condition since the curb end is separated from through traffic by 14'. The 39' dimension permits this with a 13' wide lane against the median, a 12' wide through lane and the 14' wide lane with CG-7 gutter pan.
 3. On all three of the sections, I reduced the font size for the dimensions for appearance sake only and no dimension values were changed, except as noted in 2 above.

Sheet 6 of 8 entitled "Open Space & Parking Exhibits" (Previously Sheet 6 of 6)

1. Added the field location of the existing septic tank and drainfield on the site, as well as leaders and labels for these. This shows up on the Undisturbed Open Space Exhibit only. Also added the 10/6/09 date and note under Plan Status.
2. Added dimensions between the property line and the undisturbed area of 7' and 8' as previously discussed. This was also completed in October of 2009 but not submitted.
3. Revised the Route 29 improvements and entrance layout (within the VDOT ROW only) to comply with the changes requested and agreed upon during the waiver review. Please see the notes on Sheets 7 and 8 of this memo for additional detail on what was modified on Route 29. This shows up on all three of the exhibits on this sheet.

Sheet 7 of 8 entitled "Supplemental Plan 1 – VDOT Waivers" (New Sheet)

1. This sheet and Sheet 8 of 8 are exact duplicates of the plans provided to VDOT in support of our waiver requests with several minor formatting exceptions, as follows: (a) the Title Block was changed to comply with the SP Plat; (b) the sheet numbers were changed from 1 of 2 and 2 of 2 to 7 of 8 and 8 of 8, respectively; (c) on both sheets, the match line reference was changed from Sheet 1 to Sheet 7 and Sheet 2 to Sheet 8; and (d) on Sheet 7, the note reference for General Notes was changed from Sheet 2 to Sheet 8. All other items remain unchanged.
2. The proposed left turn lane was modified from the original conceptual layout to comply with VDOT and AASHTO standards. Specifically, an impact attenuator was added to the median and the median is now paved over much of its length. This permits markings and provides protection for eastbound traffic from potential loss of vehicle control and impact with the bridge abutments, as shown. Further,

I have added dimensions and confirmed lane widths with additional field surveys to meet the standards. For safety reasons, we have also shown nose ramping on both ends of the MS-1 median in accordance with the AASHTO standard shown on Sheet 7. Finally, the new alignment and conceptual layout permits the existing lanes in both directions to remain as they are while meeting width requirements for the new turn lanes.

3. In conjunction with the more detailed analysis performed in response to comments and questions from L&D, I found that some of the original graphics were slightly skewed and did not reflect true ultimate conditions. I have corrected these issues on these plans and it results in minor (1'±) changes to the trail and curb line. I have confirmed, however, that none of these changes affect the tabulations provided previously regarding dedication requirements, disturbed areas on site, open space or tree preservation calculations. I have adjusted the limits of disturbance (LOD) within the ROW to reflect the new alignment but, again, none of the site calculations are impacted.

Sheet 8 of 8 entitled "Supplemental Plan 2 – VDOT Waivers" (New Sheet)

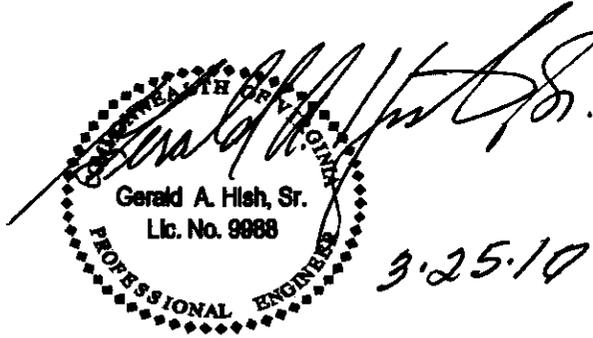
1. This sheet and Sheet 7 of 8 are exact duplicates of the plans provided to VDOT in support of our waiver requests with several minor formatting exceptions, as follows: (a) the Title Block was changed to comply with the SP Plat; (b) the sheet numbers were changed from 1 of 2 and 2 of 2 to 7 of 8 and 8 of 8, respectively; (c) on both sheets, the match line reference was changed from Sheet 1 to Sheet 7 and Sheet 2 to Sheet 8; and (d) on Sheet 8, Note 1 was modified to refer to Sheets 7 and 8, in lieu of 1 and 2. All other items remain unchanged.
2. The proposed right turn lane was modified from the original conceptual layout to comply with VDOT and AASHTO standards and discussions held with Jonathan Stowe of VDOT's L&D. Specifically, the 300' dimension was taken from the PC of the entrance curve and the entire 400' length is now shown as 14' wide with CG-7 curb and gutter. As noted earlier, this eliminates a potential hazard with a curb terminus adjacent to the through lanes.
3. The site entrance has been modified to eliminate the free flow right turn out of the property and require a safer stop condition. This has been done with pavement markings so that the ultimate (6-lane Route 29) is accommodated without curb removal. As shown on Sheet 8, the entrance islands have also been modified to meet L&D comments/concerns.

I trust that this narrative explains and clarifies the plat changes adequately. I am well aware of the tight deadlines that you are under regarding this project and greatly appreciate the assistance you and other County (and VDOT) reviewers have provided. Further, I am willing on very short notice to meet with anyone who may have additional questions about the plan changes or to expand on my several meetings and discussions with VDOT that have led to this layout. If there is any confusion in my written explanation, it is likely because I have not properly stated things and, often, a

SP 2008-0303, New Vision Community Church
March 25, 2010

face to face discussion will resolve this. I can be at the County offices within 30 minutes of a phone call on most days and will bring all available notes, meeting minutes, e-mails and markups, if needed. Please do not hesitate to contact me if it will assist you in your reviews.

I hereby certify that, to the best of my knowledge and belief, no other changes have been made to the plat than those set forth in this memo.



REVISED PROPOSED DEVELOPMENT CONDITIONS**SP 2009-SU-018****April 21, 2010**

If it is the intent of the Board of Zoning Appeals to approve SP 2009-SU-018 located on property described as Tax Map 64-2 ((3)) 28 to permit a church and private school of general education pursuant to Section 3-C03 of the Fairfax County Zoning Ordinance, staff recommends that the Board condition the approval by requiring conformance with the following development conditions. Changes to development conditions contained in the staff report dated September 22, 2009, have been underlined.

1. This approval is granted to the applicant only, New Vision Community Church, Inc., and is not transferable without further action of this Board and is for the location indicated on the application, 14927 Lee Highway, and is not transferable to other land.
2. The private school of general education use is transferable without further action of this Board to a tenant or licensee upon issuance of a Non-Residential Use Permit (Non-RUP), and is for the location indicated on the application, 14927 Lee Highway, and is not transferable to other land.
3. This special permit is granted only for the purposes, structures and/or uses indicated on the special permit plat prepared by Hish and Company, dated January 30, 2009, as revised through March 24, 2010, and approved with this application, as qualified by these development conditions.
4. A copy of this special permit and the Non-RUP SHALL BE POSTED in a conspicuous place on the property of the use and be made available to all departments of the County of Fairfax during the hours of operation of the permitted uses.
5. This special permit subject to the provisions of Article 17, Site Plans. Any plan submitted to the Department of Public Works and Environmental Services (DPWES) pursuant to this special permit, shall be in substantial conformance with these conditions. Minor modifications to the approved special permit may be permitted pursuant to Par. 4 of Sect. 8-004 of the Zoning Ordinance.
6. Upon issuance of a Non-RUP for Phase 1 construction, the maximum seating capacity shall be 100 worshippers, which shall include the addition of four (4) modular trailer buildings.
7. Upon issuance of a Non-RUP for Phase 2, the maximum seating capacity shall be 300 worshippers.

8. The four (4) temporary trailers depicted on the plat shall be approved for a time period not to exceed five (5) years from the date of the approval of this special permit or within 30 days of the issuance of a Non-RUP for Phase 2, whichever occurs first. Notwithstanding the special permit plat, the applicant may modify the trailer layout shown, as long as the total square footage does not increase beyond 6,000 square feet, the number of trailers does not increase beyond four (4) and they are located within the area shown to be cleared.
9. Upon issuance of a Non-RUP Phase 2, the maximum total daily enrollment for the private school of general education shall be 90 students.
10. The maximum hours of operation for the private school of general education shall be 7:00 a.m. to 4:30 p.m., Monday through Friday.
11. Employees and/or volunteers for the private school of general education shall not exceed twelve (12) employees.
12. Upon issuance of a Non-RUP for Phase 3, the maximum seating capacity shall be 500 worshippers.
13. An outdoor recreation area, a minimum of 10,700 square feet in size at Phase 2 and a minimum of 13,900 square feet in size at Phase 3, shall be provided as noted on the SP Plat. During Phase 2, no more than 24 students shall occupy the outdoor recreation area at any one time, and during Phase 3 no more than 32 students shall occupy the outdoor recreation area at any one time.
14. A minimum of 50% of the site shall be preserved as undisturbed open space as depicted on the SP Plat.
15. The design of the buildings shall be in conformance with the architectural renderings included as Attachment 1 of these conditions.
16. The building heights shall not exceed forty-five feet (45') in height.
17. All parking shall be on-site, as depicted on the special permit plat.
18. A tree preservation and restoration plan shall be submitted to Urban Forest Management (UFM) for review and approval at the time of site plan review. This plan shall designate the limits of clearing as delineated on the special permit plat and require that the area outside of the limits of clearing and grading be preserved and labeled as "perpetually undisturbed open space." The restoration plan shall be developed with the intention of revegetating and restoring the perpetually undisturbed open space to its natural habitat. No existing wooded areas may be disturbed to plant the restoration material. The applicant may maintain the undisturbed open space as needed to remove only undesirable vegetation such as brambles and vines with the intention of maintaining the evergreen tree cover until such time as natural succession takes over. There shall be no mowing of grass in the perpetually undisturbed open space.

19. The limits of clearing and grading shall be no greater than that shown on the special permit plat. The proposed tree save areas and open space shall remain undisturbed. These areas shall be protected by tree protection fencing in the form of four (4) foot high, 14-gauge welded wire, attached to six (6) foot steel posts driven eighteen (18) inches into the ground and placed no further than ten (10) feet apart. Prominent signs shall be placed on the fencing "TREE SAVE AREA – DO NOT DISTURB" to prevent construction from encroaching on these areas. The tree protection fencing shall be made clearly visible to all construction personnel, and shall be installed prior to any clearing and grading activities on the site. The installation of tree protection fencing shall be performed under the supervision of a certified arborist. Prior to the commencement of any clearing, gardening or demolition activities, the Applicant's certified arborist shall verify in writing that the tree protection fencing as been properly installed.
20. The applicant shall conform strictly to the limits of clearing and grading as shown on the SP Plat, subject to allowances for the installation of utilities and/or trails as determined necessary by the Director of DPWES, as described herein. If it is determined necessary to install utilities and/or trails in areas protected by the limits of clearing and grading as shown on the SP Plat, they shall be located in the least disruptive manner necessary as determined by the Urban Forest Management Division (UFMD), DPWES. A replanting plan shall be developed and implemented, subject to approval by UFMD, DPWES, for any areas protected by the limits of clearing and grading that must be disturbed for such trails or utilities.
21. The applicant shall meet the requirements of the Tree Conservation Ordinance pursuant to County Code, Chapter 122.
22. Transitional screening shall be modified along the north, east and a portion of the western lot lines, in favor of existing vegetation.
23. The barrier requirement shall be waived along the north, east and a portion of the western lot lines.
24. Parking lot landscaping shall be provided in accordance with Article 13 of the Zoning Ordinance.
25. Any proposed lighting shall be provided in accordance with the Performance Standards contained in Part 9 (Outdoor Lighting Standards) of Article 14 of the Zoning Ordinance. All parking lot lighting shall be low level bollard lighting not to exceed four (4) feet in height.
26. Adequate outfall shall be demonstrated in accordance with the Public Facilities Manual (PFM), as determined by DPWES, at the time of site plan review.

27. Stormwater Management (SWM) and Best Management Practices (BMP) shall be required in accordance with the PFM. If a modification of the PFM to permit the proposed stormwater management/best management practices as shown on the SP Plat is not granted by DPWES and SWM/BMP facilities in substantial conformance with the SP Plat cannot be provided, then a special permit amendment (SPA) shall be filed to provide water quantity and quality control measures in accordance with the PFM as determined by DPWES.
28. An RPA delineation will be required prior to site plan approval.
29. The applicant shall dedicate those areas identified on the special permit plat, on Sheet 6 of 6, as Park Dedication Exhibit, totaling approximately 2.74 acres of land, in fee simple, free and clear of all monetary or other encumbrances, to the Fairfax County Park Authority no later than 90 days after approval of a site plan or minor site plan for the property. Once dedicated, the applicant shall keep the dedicated properties free and clear of any and all construction related or other debris. To insure that encroachments do not occur, areas previously dedicated shall be inspected by Park Authority staff to verify that the dedicated areas are clear of debris or damage associated with the construction activity. Park Authority inspection and approval of this development condition shall be required prior to bond release at each phase of development.
30. The applicant shall dedicate funds in the amount of \$5,600 to the Park Authority in lieu of construction of a natural surface trail section across the Route 29 frontage of the area to be dedicated to the Fairfax County Park Authority. These funds shall be paid to the Fairfax County Park Authority as a condition of Phase 1 site plan approval for the site.
31. Prior to issuance of the first Non-RUP, the applicant shall construct all road improvements as proposed on the special permit plat, which include an east bound third through lane across the site's frontage and a right turn and left turn lane into the application site, as approved by Fairfax County Department of Transportation (FCDOT) and Virginia Department of Transportation (VDOT). The applicant shall also dedicate all right-of-way necessary to construct the road improvements.
32. The uses and structures approved by this special permit shall be served by public water and public sewer service.
33. After installation of any construction safety and/or siltation fencing and prior to any site clearing or disturbance activities, the applicant shall perform a wood turtle survey with the appropriately trained personnel from either the Fairfax County Park Authority or the Virginia Department of Game and Inland Fisheries to identify any wood turtles in the area to be disturbed and, if found, shall relocate said wood turtles to the Cub Run stream area.

These conditions incorporate and supersede all previous conditions. 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 responsible for obtaining the required Non-Residential Use Permit (Non-RUP) through established procedures, and this special permit shall not be valid until this has been accomplished.

Pursuant to Sect. 8-015 of the Zoning Ordinance, this special permit shall automatically expire, without notice, thirty (30) months after the date of approval unless construction has commenced and been diligently prosecuted. Establishment of Phase 1 shall establish the use as approved pursuant to this special permit. The Board of Zoning Appeals may grant additional time 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 permit. 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.