



County of Fairfax, Virginia

November 24, 2010

STAFF REPORT

SPECIAL EXCEPTION AMENDMENT APPLICATION SEA 81-L-057-2

LEE DISTRICT

APPLICANT:	McDonald's Corporation	CRD
ZONING:	C-8, HC, CRD	
PARCEL(S):	92-4 ((2)) 3 and 4	
ACREAGE:	1.57 acres	
FAR:	.07	
OPEN SPACE:	26.5%	
PLAN MAP:	Retail use up to .50 FAR	
SE CATEGORY:	Category 6, Approval of fast food restaurants in a Highway Corridor Overlay District	
PROPOSAL:	The applicant proposes to amend SE 81-L-057, previously approved for a fast food restaurant with drive-through, for a new fast food restaurant with drive-through.	

STAFF RECOMMENDATION:

Staff recommends approval of SEA 81-L-057-02, subject to the proposed development conditions contained in Appendix 1.

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

Brenda J Cho

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



Staff recommends that the Board of Supervisors direct the Director of DPWES to permit a deviation from the tree preservation target percentage in favor of the proposed landscaping shown on the SEA Plat.

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.

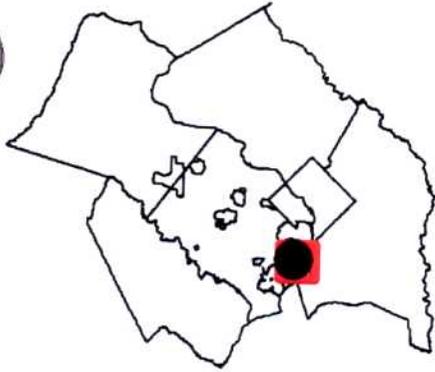
O:\bcho00\SEA\SEA 81_L_057_02 (McDonalds)\Report Documents\Draft_Cover.doc



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 Amendment

SEA 81-L-057-02



Applicant:

MCDONALD'S CORPORATION

Accepted:

04/09/2009

Proposed:

AMEND SE 81-M-057 PREVIOUSLY APPROVED
FOR FAST FOOD RESTAURANT WITH
DRIVE-THRU TO PERMIT CHANGE IN
DEVELOPMENT CONDITIONS AND SITE MODIFICATIONS

Area:

1.57 AC OF LAND; DISTRICT - LEE

Zoning Dist Sect: 09-0622 07-0607

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

Located:

7608 AND 7614 RICHMOND HIGHWAY

Zoning:

C- 8

Plan Area:

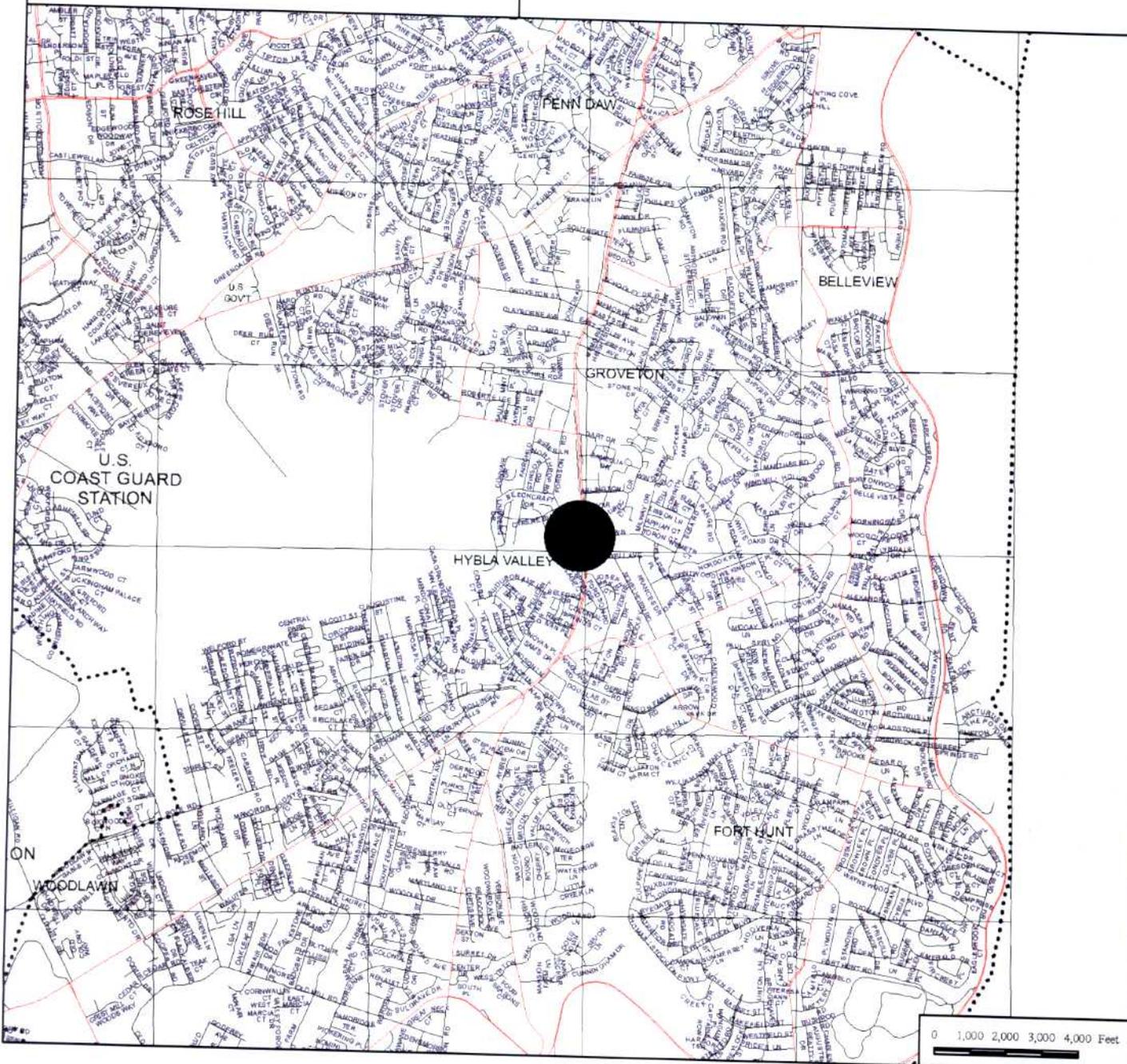
4,

Overlay Dist:

CRD HC

Map Ref Num:

092-4- /02/ /0003 /02/ /0004



Special Exception Amendment

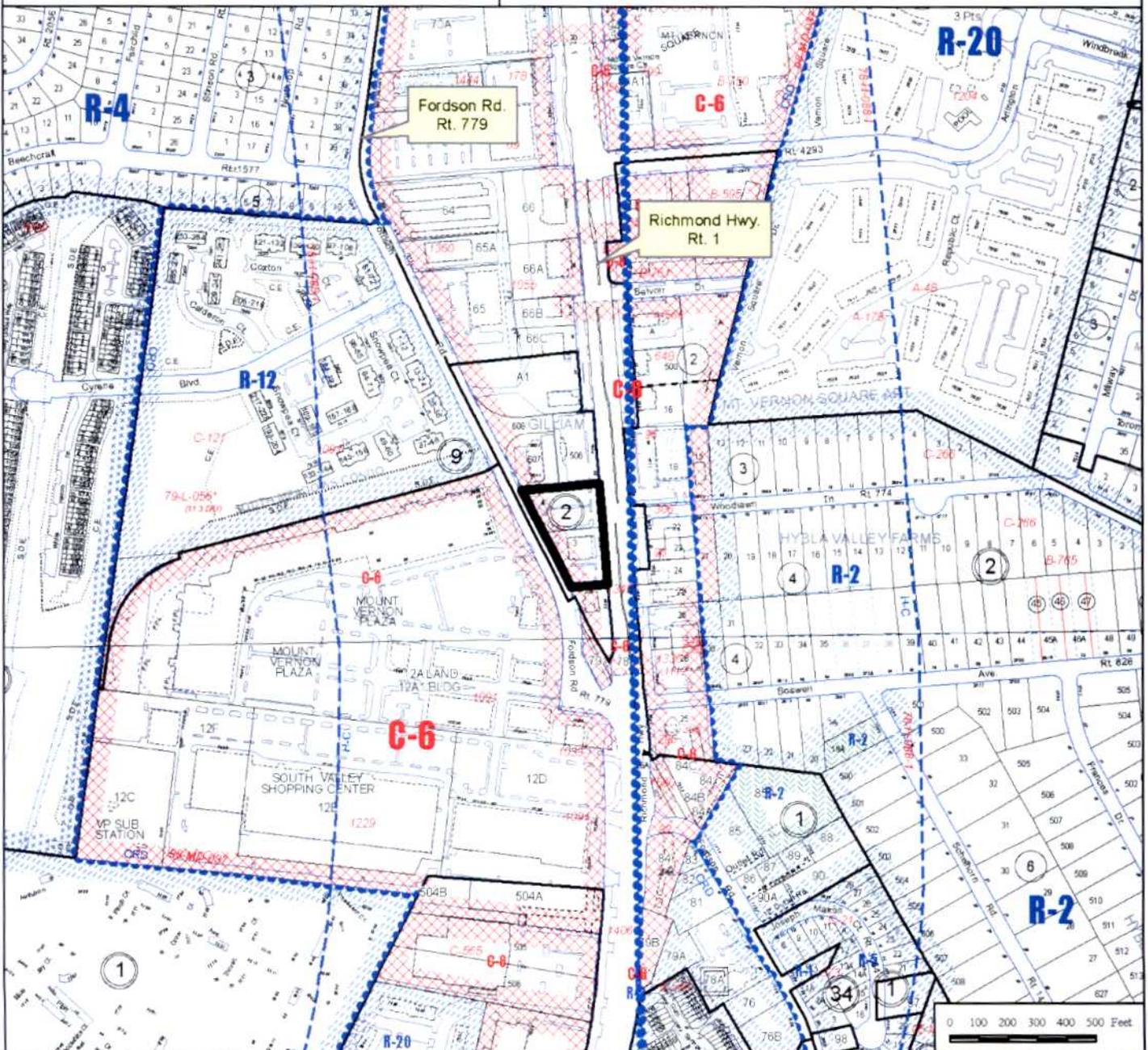
SEA 81-L-057-02



Applicant:
Accepted:
Proposed:

MCDONALD'S CORPORATION
04/09/2009
AMEND SE 81-M-057 PREVIOUSLY APPROVED
FOR FAST FOOD RESTAURANT WITH
DRIVE-THRU TO PERMIT CHANGE IN
DEVELOPMENT CONDITIONS AND SITE MODIFICATIONS

Area: 1.57 AC OF LAND; DISTRICT - LEE
Zoning Dist Sect: 09-0622 07-0607
Art 9 Group and Use: 6-19 6-07
Located: 7608 AND 7614 RICHMOND HIGHWAY
Zoning: C-8
Plan Area: 4,
Overlay Dist: CRD HC
Map Ref Num: 092-4 /02/ /0003 /02/ /0004



McDONALD'S SPECIAL EXCEPTION PLAT

7614 RICHMOND HIGHWAY
ALEXANDRIA, FAIRFAX COUNTY, VIRGINIA

TM #92-4 ((2)) 3 & 92-4 ((2)) 4

LEGEND

FOR ENTIRE PLAN SET
(NOT TO SCALE)

EXISTING

EXISTING NOTE

TYPICAL NOTE TEXT
OWNER PROPERTY LINE / BULK LINE
NEIGHBORING PROPERTY LINE / INTERIOR PARCEL LINE
EASEMENT LINE
SETBACK LINE

CONCRETE CURB & GUTTER

TYPICAL LIGHT

ADDRESS LIGHT

TYPICAL SIGN

PARKING CURB

CONCRETE LINE

SPOT ELEVATIONS

SEWER LABEL

STORM LABEL

SEWER SERVICE LATERAL

UNDERGROUND WATER LINE

UNDERGROUND ELECTRIC LINE

UNDERGROUND GAS LINE

UNDERGROUND FIBER

UNDERGROUND TELEPHONE LINE

UNDERGROUND CABLE LINE

STORM SEWER

SEWER SERVICE MAIN

HYDRANT

SEWER MANHOLE

STORM MANHOLE

WATER METER

WATER VALVE

GAS VALVE

GAS METER

TYPICAL END SECTION

HEADWALL OR ENDWALL

TRAP REST

CURB RAMP

CLEAR CUT

ELECTRIC MANHOLE

TELEPHONE MANHOLE

ELECTRIC BOX

ELECTRIC PULLBOX

WORKING WELL

TRIP PIT

SEWER CURB

SEWER

UTILITY POLE W/OUT

POLE LIGHT

TRAFFIC LIGHT

UTILITY POLE

PROPOSED

PROPOSED NOTE

CONCRETE CURB & GUTTER
SEWER SERVICE LATERAL
SEWER SERVICE MAIN
SEWER SERVICE MAIN (SPLIT)

TYPICAL LIGHT

ADDRESS LIGHT

TYPICAL SIGN

PARKING CURB

CONCRETE LINE

SPOT ELEVATIONS

SEWER LABEL

STORM LABEL

SEWER SERVICE LATERAL

UNDERGROUND WATER LINE

UNDERGROUND ELECTRIC LINE

UNDERGROUND GAS LINE

UNDERGROUND FIBER

UNDERGROUND TELEPHONE LINE

UNDERGROUND CABLE LINE

STORM SEWER

SEWER SERVICE MAIN

HYDRANT

SEWER MANHOLE

STORM MANHOLE

WATER METER

WATER VALVE

GAS VALVE

GAS METER

TYPICAL END SECTION

HEADWALL OR ENDWALL

TRAP REST

CURB RAMP

CLEAR CUT

ELECTRIC MANHOLE

TELEPHONE MANHOLE

ELECTRIC BOX

ELECTRIC PULLBOX

WORKING WELL

TRIP PIT

SEWER CURB

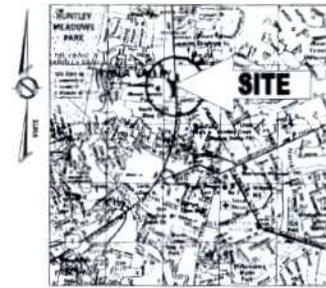
SEWER

UTILITY POLE W/OUT

POLE LIGHT

TRAFFIC LIGHT

UTILITY POLE



LOCATION MAP

CONTRAST WITH THE MAP PROVIDED
FOR THE SITE PLAN SUBMITTAL

SCALE: 1" = 100'

DATE: 10/22/10

BY: BOHLER ENGINEERING

PROJECT MANAGER: JOHN EIDBERGER

DATE: 10/22/10

BY: BOHLER ENGINEERING

PROJECT MANAGER: JOHN EIDBERGER

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DATE: 10/22/10

BY: BOHLER ENGINEERING

PROJECT MANAGER: JOHN EIDBERGER

DATE: 10/22/10

BY: BOHLER ENGINEERING

UTILITY CONTACT INFORMATION:

TELEPHONE

WEBCOR
2700 FURNACE PARK DR
ALEXANDRIA, VA 22304
CONTACT: BOB BROWN
(703) 384-8497

ELECTRIC

WEBCOR
2700 FURNACE PARK DR
ALEXANDRIA, VA 22304
CONTACT: BOB BROWN
(703) 384-8497

GAS

WEBCOR
2700 FURNACE PARK DR
ALEXANDRIA, VA 22304
CONTACT: BOB BROWN
(703) 384-8497

SEWER

FAIRFAX COUNTY SPMCS
2700 FURNACE PARK DR
ALEXANDRIA, VA 22304
CONTACT: BOB BROWN
(703) 384-8497

WATER

FAIRFAX COUNTY WATER AUTHORITY
2700 FURNACE PARK DR
ALEXANDRIA, VA 22304
CONTACT: BOB BROWN
(703) 384-8497

DRAINAGE & STORMWATER

FAIRFAX COUNTY SPMCS
2700 FURNACE PARK DR
ALEXANDRIA, VA 22304
CONTACT: BOB BROWN
(703) 384-8497

SHEET INDEX

1	COVER SHEET
2	EXISTING CONDITIONS PLAN/EXISTING VEGETATION MAP
3	SPECIAL EXCEPTION PLAN
4	LANDSCAPE PLAN
5	STORMWATER MANAGEMENT PLAN
6	2009 STANDARD BUILDING 4367-185 - WOOD/WOOD SHEET A2.0
7	2009 STANDARD BUILDING 4367-185 - WOOD/WOOD SHEET A2.1

WAIVERS/MODIFICATIONS ARE HEREBY REQUESTED
FOR EACH OF THE REQUIREMENTS LISTED BELOW

CODE	SECTION	REQUIREMENT	PROPOSED
COMPREHENSIVE PLAN (MAYBE)	A7-408	ASD SERVICE DRIVE ALONG RICHMOND HIGHWAY	EXISTING TO REMAIN
LANDSCAPE (MAYBE)	L2-007	A TREE PRESERVATION TARGET PERCENTAGE OF 6.2%	0%
SEWER (MAYBE)	A7-409	A MANHOLE PROVIDED THAT IS NOT ALONG RICHMOND HIGHWAY	NONE PROVIDED. IF PROVIDED IN SERVICE DRIVE.
SEWER (MAYBE)	A7-409	PER TRANSPORTATION PLAN, ALONG RICHMOND HIGHWAY, OFFSET OF LANDSCAPE STRIP, 5' TRAIL, IF LANDSCAPE STRIP ALONG RICHMOND HIGHWAY, OFFSET BY LANDSCAPE STRIP	OFFSET 5' TRAIL, LANDSCAPE STRIP

"HYBLA VALLEY"
L/C# 045-0001

PLAN SCALE: 1" = 20'

SHEET ADDRESS:

7614 RICHMOND HIGHWAY

CITY: ALEXANDRIA STATE: VA

COUNTY: FAIRFAX COUNTY

REGIONAL DWG. NO. 5075034

PLAN DESCRIPTION: COVER SHEET

DATE: 10/22/10

BY: BOHLER ENGINEERING

PROJECT MANAGER: JOHN EIDBERGER

DATE: 10/22/10

BY: BOHLER ENGINEERING

PREPARED BY:



22630 DAVIS DRIVE
SUITE 200
STERLING, VIRGINIA 20164
PH: (703) 709-9500
FX: (703) 709-9501
www.bohlerengineering.com

CONTACT: AARON BOBENSCHEIT, P.E.



DATE: 10/22/10



MISS UTILITY



MISS UTILITY

NO.	DATE	DESCRIPTION
1	10/22/10	ISSUED FOR COUNTY COMMENTS
2	10/22/10	ISSUED FOR COUNTY COMMENTS
3	10/22/10	ISSUED FOR COUNTY COMMENTS
4	10/22/10	ISSUED FOR COUNTY COMMENTS
5	10/22/10	ISSUED FOR COUNTY COMMENTS
6	10/22/10	ISSUED FOR COUNTY COMMENTS
7	10/22/10	ISSUED FOR COUNTY COMMENTS
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86	10/22/10	ISSUED FOR COUNTY COMMENTS
87	10/22/10	ISSUED FOR COUNTY COMMENTS
88	10/22/10	ISSUED FOR COUNTY COMMENTS

The Condition Analysis for McChesney's Hybla Valley (Fauquier County Parcel C0224-02-00)									
The Condition Analysis Prepared by: William Stegma, M.S. Certified Arborist MA-000716									
#	Species	Stem Count	Condition (%)	Relative Frequency (%)	Remarks	Notes	DBH (in)	Height (ft)	Code
1	White Pine	20	100%	75%	Healthy	Isolated - Mature	34	30	10
2	White Pine	10	100%	75%	Healthy	Isolated - Mature	34	30	10
3	White Pine	8	80%	75%	Healthy	Isolated - Mature	34	30	10
4	Atlantic Cedar	20	80%	30%	Healthy	Heavy Cluster - Young	20	20	20
5	Atlantic Cedar	20	80%	30%	Healthy	Heavy Cluster - Young	20	20	20
6	Atlantic Cedar	20	80%	30%	Healthy	Heavy Cluster - Young	20	20	20
7	Atlantic Cedar	20	80%	30%	Healthy	Heavy Cluster - Young	20	20	20
8	Atlantic Cedar	20	80%	30%	Healthy	Heavy Cluster - Young	20	20	20
9	Atlantic Cedar	20	80%	30%	Healthy	Heavy Cluster - Young	20	20	20
10	Atlantic Cedar	20	80%	30%	Healthy	Heavy Cluster - Young	20	20	20
11	Japanese Maple	4	70%	75%	Healthy	Isolated - Mature	4	4	4

EXISTING VEGETATION MAP (EVM)									
COVER TYPE SUMMARY TABLE									
PARTS OF REGA-02-004 & REGA-02-005									
AREA = 1.57 ACRES (68,542 SQ. FT.)									
EVM PREPARED BY MICHAEL GEORGIAS, BS, CERTIFIED ARBORIST MA-000716 ON 10/17/10									
AREA	COVER TYPE	PERCENT	SUBSEQUENT STAGE	ACRES	CONVERSION	COMMENTS			
1	DEVELOPED LAND	N/A	N/A	1.587 AC (68,416 SF)	N/A	SEE DESCRIPTION BELOW			
2	MAINTAINED LANDSCAPE	PLANTED ORNAMENTAL TREES AND SHRUBS	N/A	1.163 AC (50,742 SF)	FAIR	SEE DESCRIPTION BELOW			
				TOTAL ACRES:	1.57 AC				

DESCRIPTION

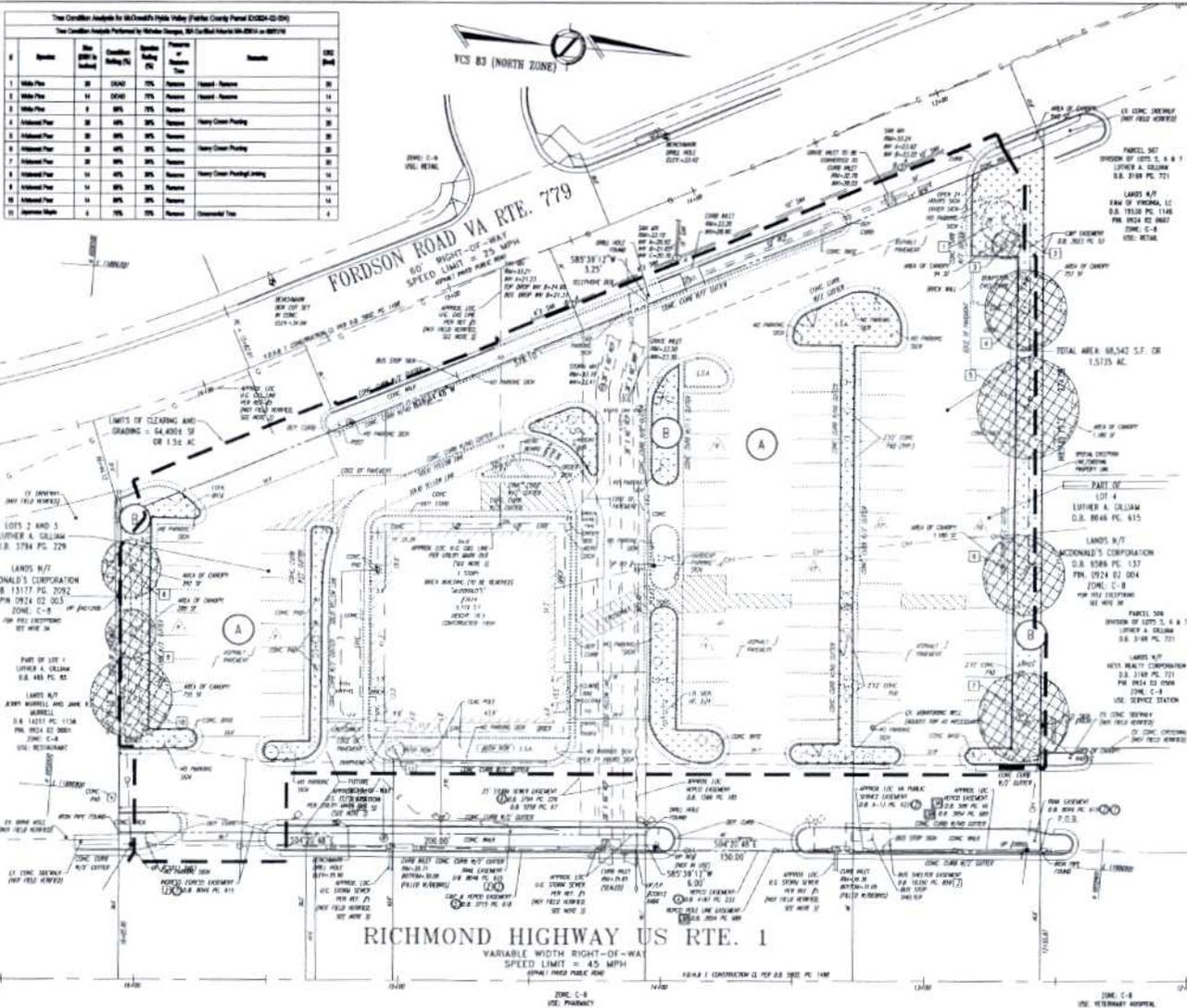
AREA 1: EXISTING DEVELOPED AREA WITH BUILDING AND ASSOCIATED PARKING LOT

AREA 2: EXISTING MAINTAINED LANDSCAPE AREAS INCLUDING PARKING LOT, DRIVE AND WALKER AREAS. THESE ARE CATEGORIZED TREES AND SHRUBS WITHIN THICK AREAS

SEE SHEET # FOR TREE CONDITION ANALYSIS

SURVEY NOTES:

1. PROPERTY IS SHOWN AS LOTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.



EXISTING VEGETATION MAP LEGEND:

- APPROXIMATE LIMITS OF CLEARING AND GRADING
- COVER TYPE BOUNDARY
- (A) COVER TYPE LABEL
- (X) AREA OF PREDEVELOPMENT TREE CLUMP

GRAPHIC SCALE

1" = 100'

1" = 4" x 8" x 6"

MISS UTILITY

BY 1-800-663-7091

MISS UTILITY

MISS UTILITY

MISS UTILITY

BOHLER ENGINEERING

10/22/10

DAVID H. BOHLER

REGISTERED PROFESSIONAL ENGINEER

STATE OF VIRGINIA

NO. 1000000000

EXPL. & CONSULTING ENGINEERS

SURVEYORS

PROJECT MANAGERS

ENVIRONMENTAL ENGINEERS

LANDSCAPE ARCHITECTS

OFFICES:

- CHARLOTTE, NC
- DENVER, CO
- HOUSTON, TX
- KANSAS CITY, MO
- MEMPHIS, TN
- MINNEAPOLIS, MN
- NEW YORK, NY
- PHILADELPHIA, PA
- PORTLAND, ME
- RICHMOND, VA
- SAN ANTONIO, TX
- SAN FRANCISCO, CA
- WASHINGTON, DC
- WICHITA, KS

"HYBLA VALLEY"

L/C# 045-0001

PLAN SCALE: 1" = 20'

7514 RICHMOND HIGHWAY

CITY: ALEXANDRIA

COUNTY: FAIRFAX COUNTY

REGIONAL ENG. NO: S075034

DATE PLO: 10/22/2010

STATUS: PRELIMINARY

DATE: 12/17/10

PLAN CHECKED: AG-SUB3

PLAN DESCRIPTION: EXISTING CONDITIONS PLAN/ EXISTING VEGETATION MAP

McDonald's

HYBLA VALLEY RESTAURANT

10/22/10

DAVID H. BOHLER

REGISTERED PROFESSIONAL ENGINEER

STATE OF VIRGINIA

NO. 1000000000

EXPL. & CONSULTING ENGINEERS

SURVEYORS

PROJECT MANAGERS

ENVIRONMENTAL ENGINEERS

LANDSCAPE ARCHITECTS

OFFICES:

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- PORTLAND, ME
- RICHMOND, VA
- SAN ANTONIO, TX
- SAN FRANCISCO, CA
- WASHINGTON, DC
- WICHITA, KS

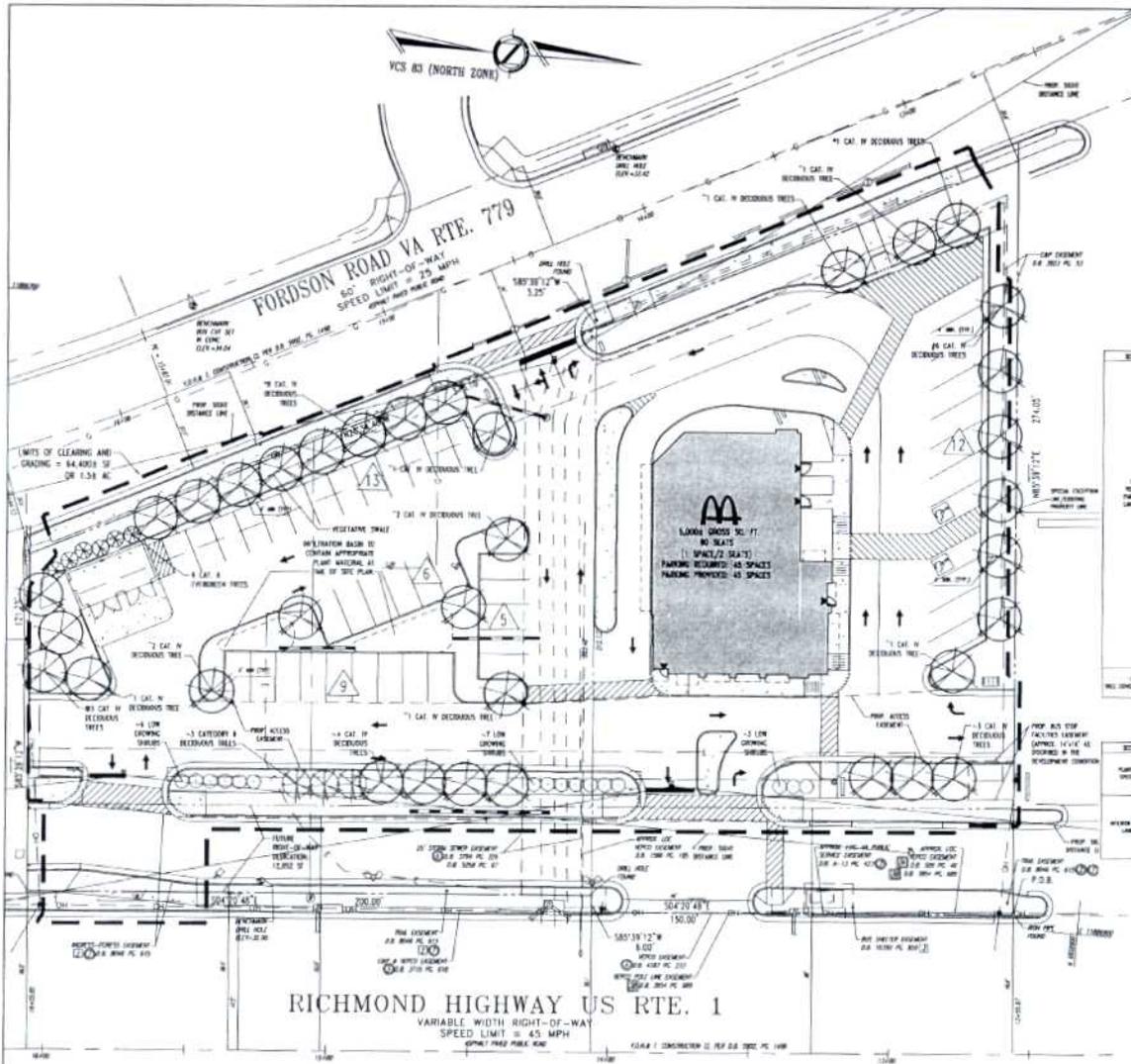


TABLE 12.12
10-YEAR TREE CANOPY CALCULATIONS

ITEM	DESCRIPTION	AMOUNT
1	EXISTING TREE CANOPY	0.00
2	NEW TREE CANOPY	1.00
3	TOTAL TREE CANOPY	1.00

TABLE 12.3
TREE PRESERVATION TARGET CALCULATIONS

ITEM	DESCRIPTION	TOTALS
1	TREE PRESERVATION TARGET AREA	500
2	TOTAL TREE CANOPY PROVIDED	1.00
3	PERCENTAGE OF TARGET MET	2.00%

COMPLIANCE CHART FOR THE
FAIRFAX COUNTY ZONING ORDINANCE

SECTION	REQUIREMENTS	CALCULATIONS/PROVIDED	COMPLIANT
12.01	EXISTING TREE CANOPY	0.00	NO
12.02	NEW TREE CANOPY	1.00	NO
12.03	TOTAL TREE CANOPY	1.00	NO

COMPLIANCE CHART FOR THE
PUBLIC FACILITIES MANUAL

SECTION	REQUIREMENTS	CALCULATIONS/PROVIDED	COMPLIANT
12.01	EXISTING TREE CANOPY	0.00	NO
12.02	NEW TREE CANOPY	1.00	NO
12.03	TOTAL TREE CANOPY	1.00	NO

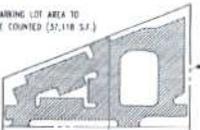
TABLE 12.13 INTERIOR PARKING LOT
TREE CANOPY CALCULATIONS

ITEM	DESCRIPTION	AMOUNT
1	EXISTING TREE CANOPY	0.00
2	NEW TREE CANOPY	1.00
3	TOTAL TREE CANOPY	1.00

REQUEST TO DEVIATE FROM
TARGET TREE PRESERVATION
VALUE

THE FOLLOWING STATEMENT IS PREPARED TO
SERVE AS A REQUEST TO DEVIATE FROM THE
TREE PRESERVATION TARGET VALUE PROVIDED IN
TABLE 12.3

THE DEVIATION FROM THE TARGET VALUE IS A
RESULT OF EXISTING TREES BEING PRESERVED
THAT DO NOT MEET THE CRITERIA TO RECEIVE
CANOPY CREDIT AS STATED IN TABLE 12.3 OF
THE PLAN. THE REQUESTED TREE CANOPY
CONFORMANCE WILL BE MET THROUGH PROPOSED
PLANTING DURING.



"HYBLA VALLEY"
L/C# 045-0001



LANDSCAPE SCHEDULE

SYMBOL	DESCRIPTION	QTY	SIZE	10-YR. TREE COVER	TREE COVER (SQ. FT.)
1	CATEGORY B DECIDUOUS TREE	30	2 1/2" - 3" CAL.	200	7,000
2	CATEGORY B DECIDUOUS TREE	3	8" - 12"	100	300
3	CATEGORY B EMERSON TREE	4	8" - 12"	100	600
4	LOW GROWING SHRUB	16	18" - 21" SPREAD		
TOTAL TREE COVER					7,900 S.F.

BOHLER ENGINEERING

OWNER & CONSULTING ENGINEERS: BOHLER ENGINEERING, INC. 10000 BOHLER DRIVE, SUITE 100, FALLS CHURCH, VA 22044

PROJECT MANAGER: DAVID S. USOM

LANDSCAPE ARCHITECTS: BOHLER ENGINEERING, INC. 10000 BOHLER DRIVE, SUITE 100, FALLS CHURCH, VA 22044

DATE: 10/22/10



PLAN SCALE: 1" = 20'

STREET ADDRESS: 7614 RICHMOND HIGHWAY

CITY: ALEXANDRIA STATE: VA

COUNTY: FAIRFAX COUNTY

REGIONAL DWG. NO: 5075034 PLAN DESCRIPTION: LANDSCAPE PLAN

DATE: 10/22/10

McDonald's

McDonald's is proud to partner with BOHLER ENGINEERING, INC. to provide the highest quality landscape design for our restaurants.

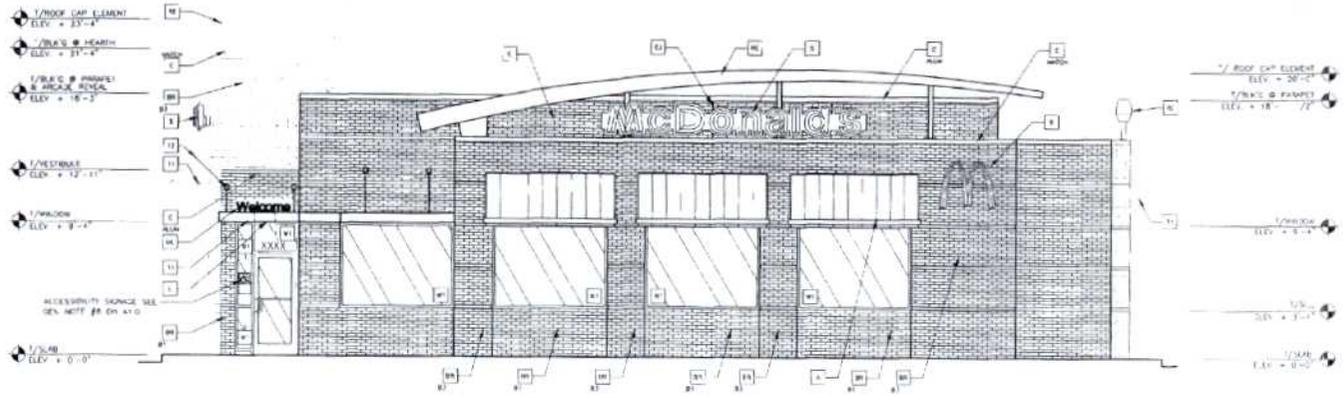
DATE: 10/22/10

PROJECT NO: 5075034

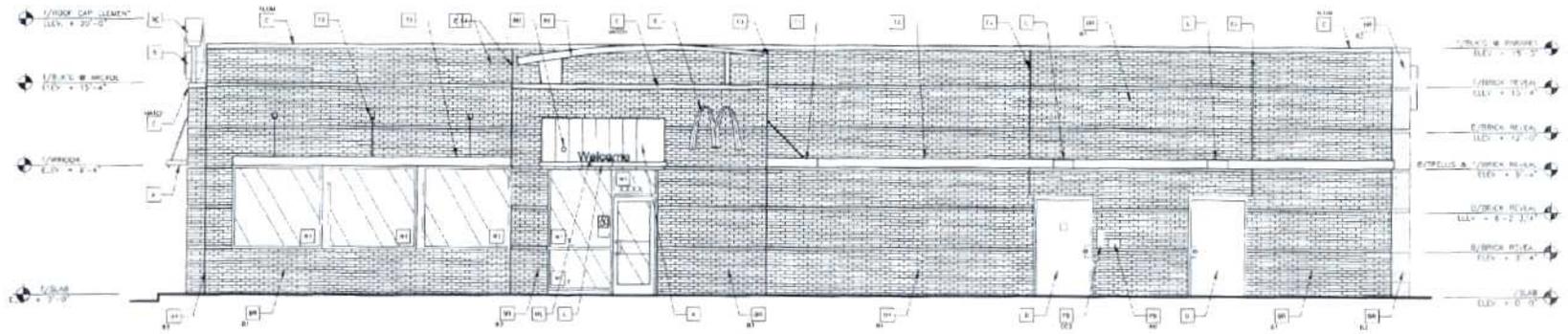
DATE: 10/22/10

BY: [Signature]

K:\PROJECTS\2007-2017\001-001-3 ALTIMORA, WA\A-C\DWG\26-19-2010 11.17



1 FRONT ELEVATION
1/4" = 1'-0"



2 NON-DRIVE-THRU ELEVATION
1/4" = 1'-0"

KEY NOTES:

- | | | | | | |
|---|---|--|---|--|--|
| <p>A METAL BRASS - COLOR TO BE ALTERNATING STRIPS TO MATCH WITH THE 1/2" AND 1/4"</p> <p>B FINISH</p> <p>C COLOR</p> <p>D = BURR RED VENEER BY BELUK BY LEAD</p> <p>E = MARBLE ISLAND BLEND A" BY BELUK BY COLO</p> <p>F = "UNBLEND" COLOR BY BELUK BY COLO</p> | <p>G METAL COPING - COLOR = ALUMINUM</p> <p>H METAL COPING - COLOR TO MATCH SURROUNDING MATERIAL</p> <p>I BRUSHED METAL 1008 - PAINT TO MATCH COLOR OF SURROUNDING METAL</p> | <p>J SEE SCHEDULE ITEM 0701 (SEE SCHEDULE)</p> <p>K COLOR = BROWN ROOF (2791-00) SHAW WALKER</p> <p>L EXPANDED COP. SEE METAL 7/24.1</p> <p>M 603 PAIL BOX (SEEN SCHEDULE ITEM #400)</p> <p>N OPTIONS: BRASS OR P.L. BOX (SEEN SCHEDULE ITEM #400) - CONTACT JSC WITH HCP PROJECT MANAGER</p> | <p>O LIGHT FIXTURE (SMALL SQUARE) - SEE ELECTRICAL</p> <p>P METAL LETTERING - BY OTHERS</p> <p>Q PAPE BOLLS - PAINTED YELLOW</p> <p>R (SMALL) COIN COLLECTOR</p> <p>S ARCHITECTURAL ROOF CAP ELEMENT</p> | <p>T ROOF DRAIN OVERFLOW PIPE PAINT TO MATCH SURROUNDING METAL</p> <p>U MCDONALD'S SIGNAGE BY OTHERS</p> <p>V ALUMINUM TRUSS</p> <p>W BRASS TE-TRUCK</p> <p>X 2" x 4" WALL FINISH - REFER TO DWG DETAIL 2 ON SHEET 05.1</p> | <p>Y EXTERIOR WINDOW HORIZONTAL - SEE HORIZONTAL NOTE ON SHEET 05.0</p> <p>Z = TYPED (GLASS)</p> <p>AA DRIVE-THRU WINDOW BY REACT ACCESS - CONTACT WITH OFFICE AND USE WITH HCP AREA CONSTRUCTION STANDARD. DIFFERENT INCLUDE: FINISH (SHOWN)</p> <p>AB SLACK DIRECTOR - R = RIGHT TO LEFT
L = LEFT TO RIGHT</p> |
|---|---|--|---|--|--|

FOR INFORMATIONAL PURPOSES ONLY

I CERTIFY THIS SHEET AS PART OF THE PLAN SET ONLY

	<p>McDonald's USA, LLC</p>		
PROJECT NO. 001-001-3 SHEET NO. 26-19-2010 11.17 DATE 11/17/10	PROJECT NAME 001-001-3 ALTIMORA, WA 001-001-3 ALTIMORA, WA 001-001-3 ALTIMORA, WA	DRAWN BY CHECKED BY DATE	PROJECT LOCATION 001-001-3 ALTIMORA, WA 001-001-3 ALTIMORA, WA 001-001-3 ALTIMORA, WA
<p>2009 STANDARD DITTING 2009 STANDARD DITTING 2009 STANDARD DITTING</p>			
<p>A2.0 ELEVATION</p>			
<p>SHEET 6 OF 7</p>			

**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, McDonald's Corporation, seeks approval to amend Special Exception SE 81-L-057 to construct a new 5,000 square foot fast food restaurant with a drive-through in a Commercial Revitalization District and Highway Corridor Overlay District. The existing fast food restaurant with drive-through, which measures 5,166 square feet, will be demolished. The hours of operation for the proposed restaurant's indoor service will be 5:00 a.m. to 12:00 a.m., Sunday through Thursday, and 5:00 a.m. to 1:00 a.m., Friday and Saturday. The drive-through window will be open 24 hours a day and 7 days a week. There will be an average of 11 employees on site at any given time.

Waivers and Modifications:

The applicant seeks the following waivers and modifications:

- Modification of Richmond Highway Corridor Area Streetscape Elements to that shown on the SEA Plat; and
- Deviation from the Tree Preservation Target percentage.

LOCATION AND CHARACTER

Site Description:

The subject site is located at 7608 and 7614 Richmond Highway near the intersection of Fordson Road and Richmond Highway in the Hybla Valley/Gum Springs Community Business Center of the Richmond Highway Corridor. The application property, which has frontages along Fordson Road and Richmond Highway, measures approximately 68,542 square feet and is zoned C-8. It is also located within the Highway Corridor Overlay District (HC) and Richmond Highway Commercial Revitalization District (CRD). The site is developed with an existing 5,166 square foot single-story (16 feet in height) fast food restaurant with a drive-through. The site has contained a McDonald's fast food restaurant since 1959. Over time, the building has been expanded (see the Site History section). There are 81 parking spaces on site. Mature trees line the northern and southern boundaries of the site, and there are landscape islands with grass within the parking area as well as along the northern and southern boundaries.

SURROUNDING AREA DESCRIPTION			
Direction	Use	Zoning	Plan
North	Commercial (Service station)	C-8	Office and/or retail up to .50 FAR
South	Commercial (Five Guys restaurant)	C-8	Office and/or retail up to .50 FAR
East	Commercial (Firestone and various businesses)	C-8	Office and/or retail up to .50 FAR
West	Commercial (Mt Vernon Center and South Valley Shopping Center)	C-6	Multi-use up to .70 FAR

BACKGROUND

Site History:

On September 10, 1979, the Board of Supervisors (BOS) approved Special Exception (SE) 042-L-079 to permit an expansion of the fast food restaurant, subject to eight (8) development conditions. However, this SE expired when construction did not begin within the permitted timeframe.

On October 19, 1981, the BOS approved SE 81-L-057 to permit the addition of a drive-through facility to the existing fast food restaurant, subject to nine (9) development conditions.

On March 28, 1988, the BOS approved SEA 81-L-057 to permit a 2,264 square foot addition to the existing 2,822 square foot fast food restaurant with drive-through, subject to 15 development conditions.

On October 23, 1989, the BOS approved an extensions of time for construction for six (6) months. The Board also approved a three month extension on June 4, 1990. A play area and freestanding order booth were permitted by interpretation in November 1993. However, the play area was not built due to its impact on an existing County storm drainage easement.

COMPREHENSIVE PLAN PROVISIONS

Plan Area: Area IV

Planning District: Mount Vernon Planning District

Planning Sector: Richmond Highway Corridor Area, Sub-Unit A-3

Plan Map: Retail use up to .50 FAR

On pages 46 - 48 of the Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District, as amended through September 28, 2010, in the Richmond Highway Corridor Area, the Plan states:

Hybla Valley/Gum Springs Community Business Center

Figure 10 indicates the geographic location of land use recommendations for this Community Business Center.

Combined, the Mount Vernon Plaza and the South Valley Shopping Center comprise the focal point of this Community Business Center. These two shopping centers provide over 550,000 square feet of retail space. These centers are set back from the highway and are characterized by great expanses of parking lot frontage and poorly designed circulation patterns.

North of these centers are areas of strip-commercial uses including auto dealerships, gas stations, convenience stores, home improvement establishments, fast food restaurants and auto repair businesses. Most of these establishments are located on relatively small parcels and oriented to the highway. Coordination of uses is minimal. Service drives have been built sporadically as development has occurred.

The Gum Springs Redevelopment Area is located at the southeast portion of this Community Business Center. This area was settled in the early 19th century by Free Blacks and has local historic significance. Several long-established homes and community organizations, including churches and a community assistance program, are based here. The Gum Springs Redevelopment Plan recommends a mixture of residential, office and commercial uses provided that substantial consolidation is achieved, adverse development impacts are mitigated and improvements to the infrastructure, streetscape, transportation and circulation systems are provided. The residential portion is planned for a mix of townhouses, apartments and single-family homes.

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

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

Sub-unit A-3

Sub-unit A-3 is located in the triangular area north of the intersection of Fordson Road and Richmond Highway and is planned for retail use up to .50 FAR. With substantial consolidation, this area is planned for retail and/or office uses with an intensity up to .70 FAR. Access should be provided from Richmond Highway and any access point near the intersection of Fordson Road should include proposals for improved circulation and access design at this intersection and to the adjacent shopping centers. Screening along Fordson Road and adjacent uses should be provided to this sub-unit.

ANALYSIS**Special Exception Amendment (SEA) Plat** (Copy at front of staff report)

Title of SEA Plat: McDonald's

Prepared By: Bohler Engineering

Original and Revision Dates: December 17, 2008, as amended through October 1, 2010

The SEA Plat consists of seven (7) sheets.

McDonald's, SEA Plat	
Sheet #	Contents
1	Cover Sheet
2	Existing Conditions Exhibit/Existing Vegetation Map
3	Special Exception Plat
4	Landscape Plan
5	Stormwater Management Plan
6	Proposed Building Facades
7	Proposed Building Facades

Site Layout: The subject property, which measures 68,542 square feet, is located near the intersection of Richmond Highway and Fordson Road. There are four (4) ingress/egress points from the service drive along Richmond Highway, and an egress only point for the drive-through. There are two (2) ingress/egress points along Fordson Road. A 25-foot wide storm sewer easement runs across the middle of the site from Fordson Road to Richmond Highway. The applicant proposes to demolish the existing structure and reconfigure the entire site to build a new fast food restaurant with drive-through. The new building will measure approximately 5,000 square feet and 24 feet in height and will be set in the northern portion of the site, approximately 46 feet from Richmond Highway. Forty-five (45) seats are proposed for the restaurant. The single-

story building is proposed with a continuous brick façade with metallic accents, such as metal awning and aluminum trellis.

There will be one (1) main drive-through aisle and two (2) ordering stations along the north side of the building. Cars will queue up in a single lane for the drive-in window, and the lane will split into two (2) ordering stations and then merge back into a single lane. The drive-through may also have separate windows for payment and order pick-up. Based on a determination by the Zoning Administration Division (see Appendix 5), the applicant fulfills the Zoning Ordinance requirement by proposing a minimum of 11 stacking spaces for the drive-in window, as well as a minimum of five (5) spaces for the ordering stations. Since there is a single lane for the two (2) ordering stations, separate queuing spaces for each ordering station are not required.

Forty-five (45) parking spaces will be provided on site, including two (2) handicap spaces. A loading space will be located in the northwest corner of the site, and the screened dumpsters will be set in the southwest corner. A new five (5) foot wide concrete sidewalk is proposed along Fordson Road, and an eight and a half (8.5) foot wide asphalt trail is proposed along Richmond Highway. A monument sign is proposed within the landscape strip along Richmond Highway near the main entrance. The existing bus shelter on the service drive's median will be expanded, and a bike rack is proposed near the interparcel access point to the north.

Right-of-Way Dedication: The applicant proposes to dedicate additional right-of-way to 88 feet from centerline along Richmond Highway. Currently, the site area measures 68,542 square feet, and after the proposed ROW is dedicated, the site area will measure 56,460 square feet.

Access: There are currently six (6) access points to the site and one (1) egress only point for the drive-through exit. Under this proposal, the six existing access points will be consolidated into three (3) new access points. There will be two (2) ingress/egress points to the service drive along Richmond Highway, including the main entrance to the drive-through. At the main entrance, the SE Plat shows a proposed mountable concrete island will separate incoming and outgoing traffic. Incoming traffic will be channelled eastward toward the drive-through or along a one-way bypass lane counter-clockwise around the building. The travel aisles in the rest of the site will permit two-way circulation. A new two-way access point will be located along Fordson Road, which will align with an existing access point across Fordson Road, reducing the number of curb cuts on Fordson Road from two to one. Interparcel access adjacent to Richmond Highway is proposed to the adjacent sites to the north and south of the site. A 23-foot wide access easement is proposed between the interparcel access points. This interparcel access would replace the service drive, which is anticipated to be removed with future planned improvements to Richmond Highway. Traffic signage, such as "Stop" and "Enter" signs, are proposed at the access points from Fordson Road and Richmond Highway.

A new five (5) foot wide concrete sidewalk is proposed along Fordson Road, and an eight and a half (8.5) foot wide asphalt trail is proposed along Richmond Highway (between three to four feet of this trail is within the application property). Pedestrian

crosswalks will be provided through the site. There will be a pedestrian crosswalk from the landscape island in the middle of the parking lot to the building, and another crosswalk is proposed from the handicap spaces to the building. Additionally, the applicant proposes to link pedestrian activity between Fordson Road and Richmond Highway with crosswalks as well as sidewalks within landscape strips.

Landscaping and Streetscape: The applicant proposes to remove all of the existing landscape areas on site and plant new deciduous and evergreen trees, as well as shrubs and groundcover, around the site. Along Richmond Highway, there will be an eight and a half (8.5) foot wide landscape strip along the drive aisle on site and an eight and a half (8.5) foot wide asphalt trail along the service drive. Ten (10) deciduous trees and 16 shrubs will be planted in the landscape strip along Richmond Highway. Along the northern and southern boundaries of the site, all of the existing mature trees will be removed, and new deciduous trees will be planted in the landscape strips, which measure between 10 to 25 feet in width, between the adjacent sites. New deciduous trees and shrubs are proposed in a ten (10) foot wide landscape strip along Fordson Road. Five (5) new deciduous trees are proposed for a landscape island within the parking lot, to fulfill the interior parking lot landscaping requirement.

Stormwater Management: The proposed redevelopment of the site will decrease the amount of impervious surface on the site, and as such, water quality and quantity controls may not be required. However, in order to provide additional SWM quality control, the applicant proposes an infiltration trench within a landscape island in the middle of the parking lot and a vegetated swale within the landscape strip along Fordson Road.

Land Use Analysis (Appendix 5)

The applicant's request to redevelop the existing site, which contains a fast food restaurant with drive-through, with a new fast food restaurant with drive-through is generally consistent with the land use recommendations of the Comprehensive Plan. The property is located within the Hybla Valley/Gum Springs Community Business Center in the Richmond Highway Corridor Area, and retail uses up to .50 FAR are recommended for this area. As an option with substantial consolidation, the area is planned for retail and/or office uses with an intensity up to .70 FAR. The proposed fast food restaurant will measure .07 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, for the Richmond Highway Corridor Area Streetscape Elements, the Plan recommends 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 other side of the trail. The applicant's original proposal did not include a sufficient sidewalk along Fordson Road and Richmond Highway nor the required landscaping. The applicant has since amended the Plat to propose an eight and a half (8.5) foot wide landscape strip and an eight and a half (8.5) foot wide asphalt trail along the Richmond Highway frontage. Approximately half of the proposed

asphalt trail along the Richmond Highway frontage. Approximately half of the proposed trail will be within the ROW along Richmond Highway. Though the recommended streetscape is not provided, the applicant is providing a sizable trail and landscape strip that will accommodate adequate pedestrian activity and landscaping along a small, irregular shaped site. A new five (5) foot wide concrete sidewalk as well as a ten (10) foot wide landscape strip with trees is now proposed along Fordson Road. However, trees cannot be planted along the full length of Fordson Road due to an existing utility easement along the northern portion of the road, which is continued from the northern boundary of the site. Within the constraints of the asymmetrical site, the applicant has provided sufficient landscaping, sidewalks and trails; therefore, 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 modifications.

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. While this property is located between two streets, in this instance, the Richmond Highway frontage would be considered the more prominent frontage. The existing fast food restaurant is currently sited along the service drive, and under the proposed layout, the proposed building will be sited further back from the service drive. However, no parking is proposed between the building and service drive; only an access drive will separate the building from Richmond Highway once that road is expanded in the future and the existing service drive is removed. The Comprehensive Plan additionally recommends that: (1) access should be provided from Richmond Highway; (2) access proposals near the intersection of Fordson Road should promote improved circulation and access design; and (3) screening along Fordson Road and adjacent uses should also be provided. The applicant proposes to consolidate six (6) existing access points to just three (3) access points on site, and to align the proposed access point along Fordson Road with the existing access point across Fordson Road. The applicant also proposes to plant new deciduous trees along Fordson Road, which currently does not have any trees, and the adjacent sites for improved screening. Staff believes that the proposed site design elements are generally in conformance with the Comprehensive Plan's Building/Site Design Elements.

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 overhead along the southern, eastern and northeastern boundaries of the site, and the applicant does not propose to place the utilities underground. Architecture of the proposed fast food restaurant with drive-through 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 5)**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 fast food restaurant with drive-through. The applicant has been strongly encouraged to seek U.S. Green Building Council Leadership in Energy and Environmental Design (LEED) certification for the proposed use.

Resolution:

The applicant submitted a list of sustainable and environmentally friendly design elements that will be incorporated into their proposed building, including, but not limited to, a highly reflective building roof, fluorescent light fixtures, and low VOC adhesives, paints and sealants. Staff has also proposed a development condition requiring these green building features to be incorporated into the design of the new building.

Transportation Analysis (Appendix 6)**Issue: Interparcel Access and Two-Way Access Easement**

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. Staff recommended a two-way interparcel access easement across the frontage of the site and interparcel access to the north and south of the property to Parcels 506 and 1, respectively.

Resolution:

The applicant proposes to build 26-foot wide, interparcel access points at the northern and southern boundaries of the access drive along Richmond Highway as part of the site's redevelopment. An access easement that varies in width between 23 feet to 26 feet wide will also be provided across the site along Richmond Highway at the time of site plan approval. Due to the proposed configuration of the site, however, only one-way access will be accommodated in front of the building along Richmond Highway where the mountable concrete island is proposed. At that point, only 12 feet of pavement from face-of-curb to face-of-curb would be available within the interparcel access easement. As such, any southbound traffic using the interparcel access point to the north must travel around the building on site. While two-way interparcel movement is still accommodated on site, the lack of a continuous two-way width across the site does not satisfy staff's recommendation for an access easement for

two-way traffic. Staff recommends that the median break should be striped and signed to permit additional width up to a minimum of 23.6 feet from face-of-curb to face-of-curb for the interparcel access easement, but the applicant would like to keep it as proposed due to concerns related to conflicts between traffic exiting the drive-through lane and traffic entering the site. A proposed development condition requires that the design and extent of the concrete island be subject to the review and approval of FCDOT at the time of site plan approval. Another proposed development condition requires that stop signs be installed at the end of the drive-through lane and the adjacent travel aisle.

Issue: Bus Shelters

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 any necessary easements for the relocation of the existing bus shelter along Richmond Highway be provided at the time of the road's expansion be provided. In addition, staff recommends a bus shelter pad and easement be provided along Fordson Road for the existing bus stop.

Resolution:

There is an existing bus stop without a shelter on the service drive's median along Richmond Highway. In lieu of providing a bus shelter pad and easement along Fordson Road, the applicant proposes to build a bus shelter at the existing bus stop in the service drive median along Richmond Highway, to be reviewed by the Fairfax County Department of Transportation (FCDOT) and Virginia Department of Transportation (VDOT). The bus stop along Richmond Highway is frequented by more users than the Fordson Road stop, and a bus shelter pad and easement along Fordson Road cannot be sufficiently accommodated without utility easement and screening conflicts. A utility easement runs along the northern half of the Fordson Road frontage, and screening along Fordson Road is recommended in the Comprehensive Plan.

To help connect the two (2) stops which service the site, a pedestrian path marked by crosswalks and sidewalks will be built by the applicant from Fordson Road directly to the existing bus stop in the service drive median along Richmond Highway. In addition, the applicant proposes to provide an easement for a bus stop in the landscape strip at the northeast corner of the site at the time Richmond Highway is improved as planned. Staff proposes development conditions for a bus shelter in the service drive median along Richmond Highway and a bus pad easement on the site, subject to FCDOT approval. Therefore, staff feels that these issues are resolved.

Issue: Trail Improvements Along Richmond Highway

According to the Fairfax Comprehensive Trails Plan Map, a major paved trail (eight foot wide asphalt or concrete trail) is recommended for the west side of Richmond Highway. The applicant proposes an eight and a half (8.5) wide asphalt trail along Richmond Highway; however, the applicant has requested a waiver of the major paved

trail requirement. Though the Countywide Trails Plan Map depicts both a major paved trail and on-road bike lane along the application site, 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 major paved trail is not necessary since the proposed 8.5-wide asphalt trail along Richmond Highway satisfies the Comprehensive Trails Plan Map recommendation.

Office of Community Revitalization & Reinvestment (OCRR) Analysis (Appendix 7)

Since the memo's publication on April 24, 2009, the applicant has made key changes to the proposed development to address most of the comments shared in the OCRR memo, as contained in Appendix 7. The applicant's request to amend the Richmond Highway Corridor Area Streetscape Elements is substituted by the proposal of an 8.5-foot wide asphalt trail and 8.5-foot wide landscape strip along Richmond Highway, as noted previously in the Land Use Analysis. Interparcel access is currently proposed with the adjacent properties, as well as an interparcel access easement through the site. Also, based on the analysis from Urban Forest Management (see below), the existing mature trees along the northern and southern boundaries of the site are highly susceptible to storm damage and, as such, should be removed and replaced. The applicant proposes to replace the existing trees with an increased amount of new deciduous trees. OCRR also noted that there was an excess of parking proposed for the site. Though the applicant has not taken advantage of the 20% by-right parking reduction available in the Richmond Highway CRD, the applicant is only providing the amount that is required by the Zoning Ordinance. In addition, the overall amount of impervious surface on the site will be reduced with the revised design addressed by this report. Elevations have also been provided for the proposed building, and the proposed single-story, brick-clad building will be an improvement for the site and surrounding commercial area. Additional details on signage and lighting have not been provided as requested so staff proposes development conditions that will limit the type of signage and level of lighting provided on site. Therefore, with the implementation of the staff-proposed development conditions, staff believes the identified issues have been addressed.

Urban Forest Management Division (UFMD) Analysis (Appendix 8)

UFMD staff identified issues related to: tree preservation along the northern and southern boundaries of the site; tree plantings within four (4) feet of a barrier; and the 10-year Tree Canopy requirement. As discussed earlier, the applicant proposes to remove and replace the trees along the northern and southern boundaries of the site, as recommended by UFMD. The applicant has also committed to providing the required 10-year Tree Canopy requirement through on-site tree plantings, as noted on the SEA Plat. However, due to the proposed redevelopment of the entire site, the applicant is not able to preserve any trees on site and requests a deviation of the Tree

Preservation Target percentage in favor of the proposed landscaping. Staff also proposes a development condition that all trees planted in landscape strips less than eight (8) feet in width should be planted in conformance with UFMD recommendations. With the implementation of staff-proposed development conditions, staff believes that the UFMD-identified issues are resolved.

Stormwater Management (SWM) Analysis (Appendix 9)

The proposed redevelopment of the site will decrease the amount of impervious surface on the site, and as such, no stormwater detention and BMP conditions are required. However, as noted earlier in this report, a vegetated swale and infiltration trench will be located on the site to provide additional stormwater management quality control. No other stormwater management issues were identified with this application.

Fairfax County Park Authority Analysis (Appendix 10)

Fairfax County Park Authority did not identify any issues with this application.

ZONING ORDINANCE PROVISIONS

Bulk Standards (C-8, HC, CRD)		
Standard	Required	Provided
Lot Area	40,000 square feet	68,542 square feet
Lot Width	200 feet	350 feet (Richmond Highway) and 378 feet (Fordson Road)
Max. Building Height	40 feet	Approximately 24 feet
Front Yards	45° angle of bulk plane, but not less than 40 feet	Approximately 46 feet for both Richmond Highway and Fordson Road
Side Yards	No requirement	65 feet (north) and 221 feet (south)
Maximum FAR	.50	.07
Open Space	15%	24.1%
Parking Spaces	1 space per 2 seats for table and/or counter seating = 45 spaces	45 spaces
Stacking Spaces	11 stacking spaces for the drive-in window with a minimum of 5 spaces for the ordering station	11 stacking spaces with 5 spaces for the ordering stations
Loading Spaces	1 space for the first 10,000 square feet of gross floor area, plus 1 space for each additional 25,000 square feet or major fraction thereof = 1 space	1 space

Waivers and Modifications

- Modification of Richmond Highway Corridor Area Streetscape Elements

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.

- Deviation of the Tree Preservation Target percentage in favor of the proposed landscaping shown on the SEA Plat

Since all of the existing vegetation will be removed for the redevelopment of the site, the applicant is unable to meet the required Tree Preservation Target for the development site. The applicant originally proposed to preserve the existing mature trees along the northern and southern boundaries of the site. However, due to the condition of these trees, UFMD staff recommended that the trees be removed and replaced. The applicant has therefore requested a deviation from the Tree Preservation Target. The applicant proposes to meet the 10-year Tree Canopy requirement with the plantings of the new deciduous trees around the periphery of the site and within the parking lot. Therefore, staff supports the requested deviation from the tree preservation target percentage in favor of the proposed landscaping shown on the SEA Plat.

Zoning Ordinance Requirements

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 for the C-8 District, Highway Corridor Overlay District and Commercial Revitalization District. The proposed redevelopment to replace an existing fast food restaurant with drive-through with a fast food restaurant with drive-through generally complies with the Comprehensive Plan as a continuation of an existing use. All of the applicable zoning district regulations for the site are also satisfied.

The redevelopment of the existing use will not affect the use or development of neighboring properties, as recommended by General Standard 3. The adjacent uses to the application site are both commercial uses, and the proposed replacement of the fast food restaurant with the same use will not adversely affect the use or development of neighboring properties. In addition, the proposed interparcel access and access easement on the subject site will promote improved accessibility between the sites when the service drive is closed in the future.

Landscaping and open space recommendations for General Standards 5 and 6 have been satisfied by the applicant. As discussed earlier in this report, the applicant has requested a modification of the Richmond Highway Corridor Area Streetscape

Elements to provide an eight and a half (8.5) foot wide landscape strip and an eight and a half (8.5) asphalt trail along Richmond Highway, which staff supports.

Adequate utility, drainage, and parking will be provided for the proposed fast food restaurant with drive-through, as required by General Standard 7. Though the amount of runoff and impervious surface will be reduced on the site, the applicant proposes to provide a vegetated swale and infiltration trench to provide additional stormwater management quality control. The applicant will provide 45 parking spaces on site, as required by the Zoning Ordinance.

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 as depicted on the SEA Plat to be along the Richmond Highway frontage of the site. No proposed height or detail of this sign has been provided. Staff proposes a maximum sign height of six feet.

Additional Standards for ...Fast Food Restaurants... (Sect. 9-505)

Generally, the proposed new fast food restaurant with drive-through will be architecturally compatible with surrounding commercial buildings and will not affect existing pedestrian or vehicular circulation. The proposed brick façade of the building will not be incongruous with the adjacent buildings along Richmond Highway and Fordson Road. Also, parking spaces will be provided around the new fast food restaurant, but not in front of the building. By reducing six (6) access points to three (3) consolidated access points, the new layout will also help improve traffic circulation from the existing site layout configuration, and traffic signage is proposed around the site to aid vehicular circulation. Pedestrian crosswalks will be striped, and a pedestrian path between Richmond Highway and Fordson Road will be facilitated by a network of sidewalks and crosswalks. At the time the service drive is closed, the applicant will provide interparcel access and an access easement to reduce the number of vehicle trips occurring on Richmond Highway. With adoption of the proposed development conditions, 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. The applicant proposes to provide expanded trail and sidewalk connections along the site's frontages as well as a series of pedestrian crosswalks on site. Additionally, the number of access points to the site will be consolidated, and on-site circulation will be improved with the redevelopment of the site. With adoption of the proposed development conditions, these standards will be fully met.

CONCLUSIONS AND RECOMMENDATIONS

Staff Conclusions

The applicant's request to replace an existing fast food restaurant with drive-through with a new fast food restaurant with drive-through 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 and recommends the approval of the requested modification of the Richmond Highway Corridor Area Streetscape Elements. However, staff believes that a continuous two-way width across the site should be provided for interparcel access.

Recommendation

Staff recommends approval of SEA 81-L-057-02, subject to the proposed development conditions contained in Appendix 1.

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

Staff recommends that the requested service drive waiver be approved subject to the proposed development conditions.

Staff recommends that the Board of Supervisors direct the Director of DPWES to permit a deviation from the tree preservation target percentage in favor of the proposed landscaping shown on the SEA Plat.

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 for SEA 81-L-057 and SE 81-L-057
5. Interpretation Request Response from Zoning Administration Division dated November 10, 2010
6. Land Use and Environmental Analyses
7. Transportation Analysis
8. Office of Community Revitalization and Reinvestment (OCRR) Analysis
9. Urban Forest Management (UFM) Analysis
10. Stormwater Management (SWM) Analysis
11. Fairfax County Park Authority Analysis
12. Applicable Zoning Ordinance Provisions
13. Glossary

PROPOSED DEVELOPMENT CONDITIONS

SEA 81-L-057-02

NOVEMBER 24, 2010

If it is the intent of the Board of Supervisors to approve SEA 81-L-057-02 located at 7608 and 7614 Richmond Highway [Tax Map 92-4 ((2)) 3 and 4] to amend SE 81-L-057, previously approved for a fast food restaurant with drive-through, to permit the demolition and reconstruction of the existing use and site modifications and modifications, waivers, increases and uses in a CRD, pursuant to Sect(s). 4-805, 7-607 and 9-622 of the Zoning Ordinance, then staff recommends that the Board condition the approval by requiring conformance with the following development conditions. These development conditions incorporate and supersede all previous development conditions.

1. This Special Exception Amendment is granted for and runs with the land indicated in this application and is not transferable to other land.
2. This Special Exception Amendment is granted only for the purpose(s), structure(s) and/or use(s) indicated on the Special Exception Amendment Plat approved with the application, as qualified by these development conditions.
3. This Special Exception Amendment is subject to the provisions of Article 17, Site Plans, 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 Amendment (SEA) Plat entitled "McDonald's," consisting of five (5) sheets, prepared by Bohler Engineering and dated December 17, 2008, as revised through October 1, 2010, and these conditions. Minor modifications to the approved special exception amendment may be permitted pursuant to Par. 4 of Sect. 9-004 of the Zoning Ordinance.
4. A copy of this Special Exception Amendment and the Non-Residential Use Permit SHALL BE POSTED in a conspicuous place on the property of the use and be made available to all departments of the County of Fairfax during hours of operation of the permitted use.
5. There shall be a maximum of one (1) drive-through (which may include two ordering boards and separate windows for payment and order pick-up) for the fast food restaurant as shown on the SEA Plat.
6. The maximum number of seats for the fast food restaurant shall not exceed 90 seats.
7. The fast food restaurant interior operations shall be limited to the hours of 5:00 a.m. to 12:00 a.m., Sunday through Thursday, and 5:00 a.m. to 1:00 a.m., Friday and Saturday. The drive-through window shall be allowed to operate 24 hours a day.

8. All four facades of the proposed fast food restaurant, including materials, shall be in substantial conformance with the architectural elevations depicted on the SEA Plat.
9. All signage shall be in conformance with Article 12 of the Zoning Ordinance. There shall be no roof displays including, but not limited to signs, balloons or pennants, and no pole-mounted signs (except for directional signs). There shall be no signs displaying flashing or intermittent lights, or lights of changing degrees of intensity of color or moving copy. This prohibition shall apply to the freestanding monument signs, building signage and any signs located in the windows of the building, internal or external, which are visible from Richmond Highway. The maximum height for the monument sign shall be six feet.
10. All exterior 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.
11. Landscaping and tree plantings shall be provided consistent with the Landscape Plan contained within the SEA Plat, as determined by Urban Forest Management Division (UFMD), DPWES.
12. The species of trees planted pursuant to this SEA shall be in conformance with the Tree Selection Criteria and Recommended Tree Species for Richmond Highway as contained in the Comprehensive Plan. All on-site landscaping along Richmond Highway and Fordson Road shall be maintained by the applicant.
13. Crosswalks shall be provided as shown on the SEA Plat. On-site signage shall be erected alerting motorists to watch for pedestrians, subject to Virginia Department of Transportation (VDOT) approval and shall include two stop signs at the crosswalk to the southeast corner of the building, one for the drive-through window and one for the travel aisle.
14. The trash dumpster shall be fully screened with a brick wall and a gate.
15. There shall be no outdoor storage and the display of goods offered for sale.
16. Unless waived or modified by DPWES, a vegetative swale and infiltration trench shall be provided in substantial conformance to that shown on the SEA Plat. Such facilities shall be constructed and maintained in accordance with the PFM standards, as determined by DWPEES.
17. Prior to the issuance of the Non-Residential Use Permit, verification shall be provided to the Department of Planning and Zoning (DPZ) that the following green building elements have been completed. These elements shall be verified either by letter from a LEED-AP or other equivalent green building certified professional who is also a licensed architect or engineer but not a McDonald's employee:

- The purchase of renewable energy credits to offset up to 35% of the fast food restaurant electrical demand;
 - The use of rooftop HVAC units with an 11 EER (Energy Efficiency Rating) for the 15 Ton Unit and a 13 SEER (Seasonal Energy Efficiency Rating) for the 4 Ton Unit;
 - The use of compact fluorescent light fixtures as the predominant fixture in the dining room;
 - The use of high efficiency fluorescent light fixtures in kitchen area;
 - The use of McDonald's Energy Management System in building to control all building lighting (interior, exterior, signage) and HVAC equipment;
 - The use of low volatile organic compound (VOC) adhesives, paints, and sealants, with the exception of fire caulking, mastic products used to seal the roof membrane and any glues used to weld PVC piping together. Specifically, architectural paints and coatings applied to interior walls and ceilings shall not exceed the VOC content limits established in Green Seal Standard GS-11, Paints, 1st Edition, May 20, 1993. Anti-corrosive and anti-rust paints applied to interior ferrous metal substrates shall not exceed the VOC content limit of 250 g/L established in Green Seal Standard GC-03, Anti-Corrosive Paints, 2nd Edition, January 7, 1997. Clear wood finishes, floor coatings, stains, primers, and shellacs applied to interior elements shall not exceed the VOC content limits established in South Coast Air Quality Management District (SCAM) Rule 1113, Architectural Coatings, rules in effect on January 1, 2004. Finally, adhesives, sealants, and sealant primers, with the exception of fire caulking, mastic products used to seal the roof membrane and glues used to weld PVC piping together, shall comply with South Coast Air Quality Management District (SCAQMD) Rule #1168.
 - The use of highly reflective (White Thermoplastic Polyolefin Membrane) building roof to include an initial solar reflectivity index (SRI) equal to or greater than 78.
 - The use of low flow water closets, urinals and lavatories;
 - The use of automatic faucets for restroom hand sinks (lavatories) and kitchen area hand sinks, as allowed by the Health Department; and
 - Develop and implement a construction and demolition waste program which provides for, at a minimum, construction waste management recycling for the existing building demolition, consisting of storefront windows, glass window lights in exterior doors, structural steel (columns, lintels, etc.), storefront glass window frames, hollow metal doors/frames, and steel supports from dining room seating/tables.
18. Prior to the issuance of any permits for building signs, verification shall be provided to DPZ that LED illumination shall be used within the signs. The use of LED illumination shall be verified either by letter from a LEED-AP or other equivalent green building certified professional who is also a licensed architect or engineer but not a McDonald's employee.

19. At the time of site plan approval, interparcel access shall be provided between Parcels 92-4 ((2)) 3 and 4 and the adjacent Parcels 1 and 506. A public ingress-egress access easement shall cross Parcels 3 and 4 from Parcels 1 and 506 and provide access, at least 23 feet in width as shown on the SEA Plat, subject to Fairfax County Department of Transportation (FCDOT)'s approval. The future ingress-egress access easement and interparcel access shall be recorded at the time of site plan approval. The size and configuration of the proposed concrete median shown on the SE Plat shall be subject to the review and approval of the Fairfax County Department of Transportation at the time of site plan approval.
20. Right-of-way up to 88 feet from the centerline along Richmond Highway, as shown on the SEA 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).
21. Prior to the issuance of the Non-RUP, a bus shelter in the median of the service drive along Richmond Highway shall be installed in the existing location shown on the SEA Plat, subject to the review and approval of FCDOT and VDOT. If approval and/or construction of the bus shelter is not completed before the issuance of the Non-RUP, cost of constructing the bus shelter shall be provided in escrow.
22. An easement for a bus pad measuring 14 feet by 16 feet shall be provided on-site along Richmond Highway in conjunction with the expansion of Richmond Highway and upon demand by Fairfax County.
23. Prior to the issuance of the Non-RUP, a bicycle rack shall be installed in the location shown on the SEA Plat. The location and type of bicycle rack shall be depicted on the first and all subsequent site plans, subject to the review and approval of the Fairfax County Department of Transportation.
24. The site shall be kept free from litter and debris by the applicant or successors.

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.

SPECIAL EXCEPTION AFFIDAVIT

DATE: September 21, 2009
 (enter date affidavit is notarized)

I, Inda E. Stagg, agent, do hereby state that I am an
 (enter name of applicant or authorized agent)

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

104290-6

in Application No.(s): SEA 81-L-057-02
 (enter County-assigned application number(s), e.g. SE 88-V-001)

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

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

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

NAME (enter first name, middle initial, and last name)	ADDRESS (enter number, street, city, state, and zip code)	RELATIONSHIP(S) (enter applicable relationships listed in BOLD above)
McDonald's Corporation Agents: John A. Eidberger Catherine A. Griffin Padraic G. Molloy	c/o McDonald's USA, LLC 6903 Rockledge Drive, Suite 1100 Bethesda, MD 20817	Applicant/Title Owner of Tax Map 92-4 ((2)) 3 & 4
Bohler VA, LLC f/k/a Bohler Engineering, P.C. Agents: Aaron M. Bodenschatz Noelle A. Trent David B. Logan	22630 Davis Drive, Suite 200 Sterling, Virginia 20164	Engineers/Agent

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

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

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

Special Exception Attachment to Par. 1(a)

DATE: September 21, 2009
(enter date affidavit is notarized)

1042906

for Application No. (s): SEA 81-L-057-02
(enter County-assigned application number (s))

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

NAME (enter first name, middle initial, and last name)	ADDRESS (enter number, street, city, state, and zip code)	RELATIONSHIP(S) (enter applicable relationships listed in BOLD above)
Walsh, Colucci, Lubeley, Emrich & Walsh, P.C. Agents: Martin D. Walsh Lynne J. Strobel Timothy S. Sampson M. Catharine Puskar Sara V. Mariska G. Evan Pritchard Elizabeth D. Baker Inda E. Stagg Kara M. Whisler Megan C. Shilling Elizabeth A. McKeeby	2200 Clarendon Boulevard 13th Floor Arlington, Virginia 22201	Attorneys/Planners/Agent
M.J. Wells & Associates, Inc. Agents: Robin L. Antonucci Priyatham Konda	1420 Spring Hill Road, Suite 600 McLean, Virginia 22102	Transportation Consultant/Agent

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

SPECIAL EXCEPTION AFFIDAVIT

DATE: September 21, 2009
(enter date affidavit is notarized)

104 2906

for Application No. (s): SEA 81-L-057-02
(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)
McDonald's Corporation
c/o McDonald's USA, LLC
6903 Rockledge Drive, Suite 1100
Bethesda, MD 20817

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.
[X] There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

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

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

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

Special Exception Attachment to Par. 1(b)

DATE: September 21, 2009
(enter date affidavit is notarized)

1042906

for Application No. (s): SEA 81-L-057-02
(enter County-assigned application number (s))

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

Bohler VA, LLC f/k/a Bohler Engineering, P.C.
22630 Davis Drive, Suite 200
Sterling, Virginia 20164

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)

Ludwig H. Bohler
Adam J. Volanth
Daniel M. Duke
Mark R. Joyce

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

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

DESCRIPTION OF CORPORATION: (check one statement)

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

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

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

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

Special Exception Attachment to Par. 1(b)

DATE: September 21, 2009
(enter date affidavit is notarized)

1042406

for Application No. (s): SEA 81-L-057-02
(enter County-assigned application number (s))

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

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

DESCRIPTION OF CORPORATION: (check one statement)

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

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

M.J. Wells & Associates, Inc. Employee
Stock Ownership Trust. All employees are
eligible plan participants; however, no one
employee owns more than 10% of any class
of stock.

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

DESCRIPTION OF CORPORATION: (check one statement)

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

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

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

SPECIAL EXCEPTION AFFIDAVIT

DATE: September 21, 2009
(enter date affidavit is notarized)

1042906

for Application No. (s): SEA 81-L-057-02
(enter County-assigned application number(s))

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

PARTNERSHIP INFORMATION

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

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

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

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

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

SPECIAL EXCEPTION AFFIDAVIT

DATE: September 21, 2009
(enter date affidavit is notarized)

1042906

for Application No. (s): SEA 81-L-057-02
(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:

[x] 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

104 2906

DATE: September 21, 2009
(enter date affidavit is notarized)

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

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

None

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

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

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

WITNESS the following signature:

(check one)

Applicant

Inda E. Stagg
 Applicant's Authorized Agent

Inda E. Stagg, agent

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

Subscribed and sworn to before me this 21 day of September 2009, in the State/Comm. of Virginia, County/City of Arlington.

Kimberly K. Follin
Notary Public

My commission expires: 11/30/2011





Inda E. Stagg
 Land Use Coordinator
 (703) 528-4700 Ext. 5423
istagg@arl.thelandlawyers.com

WALSH COLUCCI
 LUBELEY EMRICH
 & WALSH PC

January 27, 2010

Via Hand Delivery

Regina C. Coyle
 Director; Fairfax County Department of Planning & Zoning
 Zoning Evaluation Division
 12055 Government Center Parkway, Suite 801
 Fairfax, Virginia 22035

Re: Statement of Justification
 Fast Food Restaurant with Drive-Through (Category 6)
 McDonald's Corporation (the "Applicant")
 7614 Richmond Highway (TM 92-4 ((2)) 3 and 4)
 (the "Application Property")
 L/C #45-0001

Dear Ms. Coyle:

The McDonald's Corporation ("McDonald's") is the owner of the Application Property, and is also the Applicant. They are seeking to amend their current special exception approval in order to permit their existing 5,541 gross square foot fast food restaurant with drive through (established in 1959) to be demolished, and to permit a new, 5050 gross square foot fast food restaurant with drive through to be constructed on the Application Property and a waiver of trail requirements, pursuant to a Category 6 Special Exception.

Property Description

The Application Property is located west of Richmond Highway and east of Fordson Road, just north of their intersection, in the Lee Magisterial District. According to the Fairfax County Tax Assessor, the Application Property contains approximately 68,542 square feet (1.57 acres) of land area. It is zoned C-8, and is within the Highway Control Overlay District (HC) and the Commercial Revitalization District (CRD). According to documents obtained in the Fairfax County Street Files, McDonalds has occupied the Property since 1959. The Department of Tax Administration records indicate that the existing restaurant has a gross floor area of 5,541 square feet.

History

The existing McDonald's restaurant was constructed in 1959. This was the original McDonald's restaurant constructed in this region.

PHONE 703 528 4700 | FAX 703 525 3197 | WWW.THELANDLAWYERS.COM
 COURTHOUSE PLAZA | 2200 CLARENDON BLVD., THIRTEENTH FLOOR | ARLINGTON, VA 22201-3359

LOUDOUN OFFICE 703 737 3633 | PRINCE WILLIAM OFFICE 703 680 4664

On March 28, 1988, the Board of Supervisors approved special exception amendment application SEA 81-L-057, to permit an expansion to the existing McDonald's drive-through restaurant, with conditions.

In an interpretation dated November 22, 1993, an approximately 23 x 36 foot fenced outdoor play area on the north side of the building was allowed, along with a 6 x 6 foot order booth that replaced the order/menu window. Landscaping was modified at that time.

Comprehensive Plan

The Application Property is located within the Mount Vernon Planning District (Area IV); Richmond Highway Corridor Area; Hybla Valley/Gum Springs Community Business Center; Sub-Unit A-3. Specific text for this Sub-Unit states,

"Sub-unit A-3 is located in the triangular area north of the intersection of Fordson Road and Richmond Highway and is planned for retail use up to .50 FAR. With substantial consolidation, this area is planned for retail and/or office uses with an intensity up to .70 FAR. Access should be provided from Richmond Highway and any access point near the intersection of Fordson Road should include proposals for improved circulation and access design at this intersection and to the adjacent shopping centers. Screening along Fordson Road and adjacent uses should be provided to this sub-unit."

The proposed restaurant has an intensity of 0.07, which is well below the maximum recommended intensity. Screening is provided along Fordson Road and to Richmond Highway as well. Access is provided from Richmond Highway, as well as from Fordson Road, which improves circulation on the Application Property, and which provides good access design to the adjacent shopping centers.

Response to Par. 7 of Sect. 9-011

A. Type of operation(s).

A new fast food restaurant with drive through will replace the existing fast food restaurant with drive through.

B. Hours of operation.

Indoor Service: 5:00 a.m. until 12:00 a.m. (Sunday to Thursday); 5:00 a.m. until 1:00 a.m. (Friday and Saturday)

Window: 24 hours a day, 7 days a week

C. Estimated number of patrons/clients/patients/pupils/etc.

500 per day at the Counter and 800 per day at the drive through

D. Proposed number of employees/attendants/teachers/etc.

Estimated total employee count on payroll is 80-85, including management, full time employees, and part time employees. However, it is estimated that there will only be an average of 11 employees on-site at any one time.

E. Estimate of traffic impact of the proposed use, including the maximum expected trip generation and the distribution of such trips by mode and time of day.

Please see the January 14, 2010 letter from Wells + Associates to Mr. John Eidberger for this information.

F. Vicinity or general area to be served by the use.

Typically, fast food restaurants are frequented by customers who are already driving by the restaurant while on their way to another destination; however, it is anticipated that the general area to be served by the use is approximately three (3) miles.

G. Description of building facade and architecture of proposed new building or additions.

The proposed building will be constructed of brick veneer exterior walls (earth tone in color) with complimentary architectural colonnades (called "Building arcades") finished in EIFS. The colonnades "frame-in" and accentuate the building's exterior windows and customer entry doors. Building mounted and ground mounted lighting will be used to highlight the building architecture at night. These light fixtures are indirect lighting. Their aim is to highlight the building architecture.

H. A listing, if known, of all hazardous or toxic substances as set forth in Title 40, Code of Federal Regulations Parts 116.4, 302.4 and 355; all hazardous waste as set forth in Virginia Department of Environmental Quality Hazardous Waste Management Regulations; and/or petroleum products as defined in Title 40, Code of Federal Regulations Part 280; to be generated, utilized, stored, treated, and/or disposed of on site and the size and contents of any existing or proposed storage tanks or containers.

There are no known hazardous materials on the site. The proposed development shall not generate any hazardous materials.

I. A statement that the proposed use conforms to the provisions of all applicable ordinances, regulations, adopted standards and any applicable conditions, or, if any waiver, exception or variance is sought by the applicant from such ordinances, regulations, standards and conditions, such shall be specifically noted with the justification for any such modification.

The proposed use conforms to the provisions of all applicable ordinances, regulations, adopted standards and applicable conditions, with the exception of the following requested waivers:

Modification of the trail requirement in order to permit an existing five (5) foot wide sidewalk along the Richmond Highway service drive to remain.

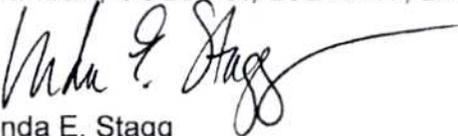
Summary

The new façade and realignment of the restaurant on the Application Property will be an exciting upgrade to the Application Property. The Applicant believes that this renovated site will be an asset to the community and welcomes the opportunity to continue operation in this location. The Applicant further believes that they meet the criteria for approval, and requests approval of their applications.

Please let me know if you have any additional questions about this request.

Very truly yours,

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


Inda E. Stagg
Land Use Coordinator

cc: John Eidberger; McDonald's USA, LLC
Aaron Bodenschatz; Bohler Engineering P.C.
Robin Antonucci; Wells + Associates, Inc.
Jeff McKay; Supervisor, Lee District
Rodney Lusk; Planning Commissioner, Lee District
M. Catharine Puskar; Walsh Colucci Lubeley Emrich and Walsh PC
Martin D. Walsh



COMMONWEALTH OF VIRGINIA
COUNTY OF FAIRFAX

4100 CHAIN BRIDGE ROAD
FAIRFAX, VIRGINIA 22030



April 13, 1988

Bernard Fagelson, Esquire
Fagelson, Schonberger, Payne and Arthur
Post Office Box 297
Alexandria, Virginia 22313

Re: Special Exception Amendment
Number SEA 81-L-057

Dear Mr. Fagelson:

At a regular meeting of the Board of Supervisors held on March 28, 1988, the Board approved Special Exception Amendment Number SEA 81-L-057, in the name of McDonald's Corporation, located at Tax Map 92-4 ((2)) 2, 3, 4 for an expansion to an existing fast-food restaurant with drive-thru facilities located in a Highway Corridor Overlay District pursuant to Sections 4-804 and 7-607 of the Fairfax County Zoning Ordinance, by requiring conformance with the following development conditions:

1. This Special Exception Amendment is granted for and runs with the land indicated in this application and is not transferable to other land.
2. This Special Exception Amendment is granted only for the purpose(s), structure(s) and/or use(s) indicated on the Special Exception Amendment Plat approved with the application, as qualified by these development conditions.
3. This Special Exception Amendment is subject to the provisions of Article 17, Site Plans. Any plan submitted pursuant to this Special Exception Amendment shall be in substantial conformance with the approved Special Exception Amendment Plat and these conditions.
4. The fast-food restaurant, including its drive-thru window facility, shall be limited to a maximum of sixteen employees per shift.
5. The fast-food restaurant shall be limited to a maximum of 150 seats, and the hours of operation shall not exceed 5:30 A.M. to 1:00 A.M. Sunday through Thursday, and 5:30 A.M. to 3:30 A.M. Friday and Saturday.

6. One off-street loading space shall be located within safe and convenient access to the restaurant building, and shall not impede internal circulation.
7. A concrete curb shall be constructed around the outer perimeter of the drive-thru window stacking spaces to eliminate traffic conflicts with the adjacent travel aisles.
8. A landscape plan, in substantial conformance with that prepared by the McDonald's Corporation and revised on January 20, 1988, shall be submitted to the County Arborist for review and approval prior to the time of Final Site Plan approval.
9. An interparcel connection to the adjacent parcel to the south with a public access easement shall be provided, and the southernmost access to Richmond Highway shall be closed, upon the redevelopment of the adjacent parcel.
10. Adequate right-of-way and all necessary ancillary easements shall be dedicated, and a service drive constructed by the applicant adjacent to Route 1, to the standards of the Virginia Department of Transportation (VDOT). If, given the restrictive lot size, the Board of Supervisors should waive the requirement for a service drive, a public access easement shall be provided over the proposed travel lane adjacent to Route 1.
11. The proposed trash enclosure shall be either relocated, or the conflicting parking spaces shall be relocated. The trash enclosure shall be screened by appropriate landscaping as determined by the County Arborist.
12. Right-of-way dedication of 35 feet from the centerline of Fordson Road and frontage improvements including curb, gutter and sidewalk consistent with previously approved developments shall be provided as required by the Department of Environmental Management (DEM). In addition, subject to the approval of VDOT, the applicant shall move the northernmost curb cut on Fordson Road to correspond with the travel aisle adjacent to the north property line.
13. An 8-foot concrete pedestrian trail shall be provided along the Richmond Highway frontage as per the recommendations of the Comprehensive Plan; this trail shall be constructed to the standards set forth in the Public Facilities Manual, to the satisfaction of the Department of Environmental Management.
15. Pedestrian walkways shall be provided between parking bays, within the central portion of the large parking lot north of the restaurant building, and additional landscaping and shade trees shall be provided in this area subject to the approval of the County Arborist, in order to decrease the visual impact of the parking lot.

April 13, 1988

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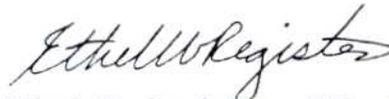
This approval, contingent on the above noted conditions, shall not relieve the applicant from compliance with the provisions of any applicable ordinances, regulations, or adopted standards. The applicant shall be himself responsible for obtaining the required Non-Residential Use Permit through established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

Under Section 9-015 of the Zoning Ordinance, this Special Exception Amendment shall automatically expire, without notice, eighteen (18) months after the approval date of the Special Exception Amendment 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 Amendment. A request for additional time shall be justified in writing, and must be filed with the Zoning Administrator prior to the expiration date.

The Board also waived the service drive policy requirement adjacent to Route 1.

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

Very truly yours,



Ethel W. Register, CMC, Agency Director
Office of the Clerk to the Board

EWR/ns

cc: Joseph T. Hix
Real Estate Division, Assessments
Gilbert R. Knowlton, Deputy
Zoning Administrator
Donald D. Smith
Permit, Plan Review Branch
Seldon H. Garnet, Chief
Inspection Services Division
Building Plan Review Branch
Barbara A. Byron, Director
Zoning Evaluation Division
Robert Moore, Transportation Planning Division,
Office of Transportation
Kathy Ichter, Transportation Road Bond Division,
Office of Transportation
Department of Environmental Management
A. V. Bailey, Resident Engineer
Virginia Department of Transportation



COMMONWEALTH OF VIRGINIA
COUNTY OF FAIRFAX

4100 CHAIN BRIDGE ROAD
FAIRFAX, VIRGINIA 22030

October 23, 1981



Mr. William H. Hansbarger
10523 Main Street
Fairfax, Virginia 22030

Re: Special Exception
Number 81-L-057
7614 Richmond Hwy

Dear Mr. Hansbarger:

At a regular meeting of the Board of Supervisors held on October 20, 1981, the Board approved Special Exception Number 81-L-057 in the name of McDonalds Corporation, located as Tax Map 92-4 ((2)) 2, 3 and 4 for use as an expansion of a fast food restaurant pursuant to Sections 9-601, 4-804 and 7-607 of the Fairfax County Zoning Ordinance, by requiring conformance with the following development conditions:

1. This Special Exception is granted for the location indicated in the application and is not transferable to other land.
2. This Special Exception is granted for the building and uses indicated on the plats submitted with the application only.
3. A copy of this Special Exception SHALL BE POSTED in a conspicuous place along with the Non-Residential Use Permit on the property of the use and be made available to all Departments of the County of Fairfax during hours of operation of the permitted use.
4. A site plan, prepared in accordance with the provisions of Articles 17, 13 and 11 will satisfy Ordinance requirements for parking, landscaping and screening unless modified by the Director of the Department of Environmental Management. The revised site plan will also show the closing of the northernmost curb cut on Route 1, the closing of the curb cuts directly opposite the proposed drive-thru window entrance and exit while leaving open the southernmost curb cut on Route 1; said southernmost curb cut will be clearly signed to indicate "exit only". The closed curb cuts shall be used to expand peripheral parking lot landscaping along Route 1.

5. The service drive connection along the frontage of the site to the north shall be constructed.
6. A circulation pattern from the pick-up window for north bound traffic exiting on Fordson Road shall be provided by rearranging traffic flow through the southern portion of the parking lot such that two way traffic be allowed.
7. A travel lane connection along the southeast side of the site shall be constructed at such time that the adjoining property to the south is redeveloped to a use other than a restaurant use and the applicant will participate in the construction of a joint entrance to be shared with the adjoining site to the south when that site redevelops.
8. The site's southern access point on Route 1 shall be redesigned such that the first one or two spaces along the southern property line of the site do not block the curb cut.
9. A physical barrier will be provided to separate the stacking area and the two way travel aisle at the rear of the restaurant building.

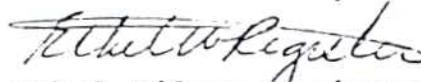
This approval, contingent on the above noted conditions, shall not relieve the applicant from compliance with the provisions of any applicable ordinances, regulations or adopted standards. The applicant shall be himself responsible for obtaining the required Non-Residential Use Permit through established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

Under provisions of Section 9-014 of the Zoning Ordinance, this Special Exception shall automatically expire without notice eighteen months after the effective date of the exception unless construction has commenced or an extension has been granted by the Board of Supervisors because of the occurrence of conditions unforeseen at the time of the granting of this Special Exception. Any request for extension should cite justification for the extension and be filed with the Zoning Administrator not less than thirty (30) days prior to the expiration date.

October 23, 1981

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

Very truly yours,



Ethel Wilcox Register
Clerk to the Board

EWR/mg

cc: Mr. Patteson
✓ Mr. Knowlton
Mr. Covington
Mr. Davis





County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

Via Regular Mail

November 10, 2010

Inda E. Stagg
Walsh Colucci Lubeley Emrich & Walsh, PC
2200 Clarendon Boulevard, Thirteenth Floor
Arlington, Virginia 22201-3359

RE: Interpretation Request re. Stacking Spaces for Fast Food Drive-in Window
7608 and 7614 Richmond Highway
Tax Map #92-4 ((2)) 3, 4
Zoning Districts: C-8, H-C, CRD

Dear Ms. Stagg:

This letter is in response to your letter dated October 22, 2010 to Eileen McLane regarding required stacking spaces for a drive-in window of a fast food restaurant. You did not specify the location of the property in your letter. However, based on conversations with you, the site is subject to pending Special Exception Amendment Application SEA 81-L-057-02, and is located at 7608 and 7614 Richmond Highway, which are identified as Tax Map #92-4 ((2)) 3, 4, and which are zoned C-8, Highway Commercial District, Highway Corridor Overlay District (H-C), and Richmond Highway Commercial Revitalization District (CRD).

Par. 9 of Sect. 11-104 of the Zoning Ordinance indicates the stacking spaces requirement for a fast food with drive-in window as follows: "...eleven (11) stacking spaces for the drive-in window, with a minimum of five (5) such spaces designated for the ordering station."

You state in your letter that the proposed drive-in window for this fast food restaurant will be configured such that there is a splitting of the queue for purposes of expediting the ordering process, but that the cars will return to one queue to pay and receive orders. You stated that the use of two ordering stations facilitates an increased efficiency in the ordering process. You included a diagram which shows the proposed layout of the drive-in window, ordering stations, and associated stacking spaces. You have provided a single queue to the ordering stations with the minimum requirement of 5 stacking spaces, which splits into two ordering stations, then returning after ordering into a single queue for the payment and food pickup. The total number of stacking spaces provided exceeds the minimum requirement of 11.

Department of Planning and Zoning

Zoning Administration Division

Ordinance Administration Branch

12055 Government Center Parkway, Suite 807

Fairfax, Virginia 22035-5505

Phone 703-324-1314 FAX 703-803-6372

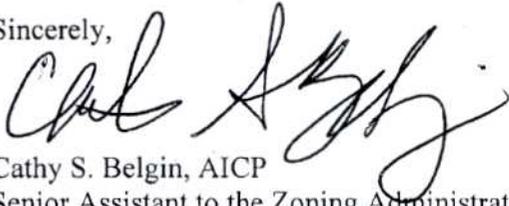
www.fairfaxcounty.gov/dpz/

Ms. Inda E. Stagg
November 10, 2010
Page 2

Based on the information and illustrations you have provided, it is staff's determination that the proposed layout of the drive through using two ordering stations and having a single queue for payment and food pickup would be considered one drive-in window for purposes of determining required stacking spaces.

I trust this correspondence adequately responds to your request. If you have any additional questions, please feel free to contact me at 703-324-1314.

Sincerely,



Cathy S. Belgin, AICP
Senior Assistant to the Zoning Administrator

CSB/

cc: Jeffrey C. McKay, Supervisor, Lee District
Eileen M. McLane, Zoning Administrator
Lorrie Kirst, Deputy Zoning Administrator for Ordinance Administration Branch
Diane Johnson-Quinn, Deputy Zoning Administrator for Zoning Permit Review Branch
Regina Coyle, Director, Zoning Evaluation Division
Brenda Cho, Staff Coordinator, Zoning Evaluation Division

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MEMORANDUM

DATE: February 11, 2010

TO: Regina Coyle, Director
Zoning Evaluation Division, DPZ

FROM: Pamela G. Nee, Chief *P#h*
Environment and Development Review Branch, DPZ

SUBJECT: Land Use Analysis and Environmental Assessment: SEA 81-L-057-02
McDonald's Corporation

The memorandum, prepared by Jennifer Bonnette, includes citations from the Comprehensive Plan that provide guidance for the evaluation of the subject Special Exception Amendment (SEA) application dated December 17, 2008 as revised through January 20, 2010. The extent to which the application conforms to the applicable guidance contained in the Comprehensive Plan is noted. Possible solutions to remedy identified issues are suggested.

DESCRIPTION OF THE APPLICATION

The applicant, McDonald's Corporation, proposes to amend the existing Special Exception to demolish an existing 5,116 square foot McDonald's restaurant with drive-through and replace with a 5,050 square foot, maximum 24 foot tall McDonald's restaurant with drive-through on an approximately 1.57 acre site located in the Hybla Valley/Gum Springs Community Business Center in the Richmond Highway Corridor. The building will be relocated from the southern portion to the northern portion of the site. The proposed floor area ratio (FAR) is 0.06. The property is planned for retail use up to .50 FAR. Access to the site is proposed from three locations: two from a service drive along Richmond Highway and one from Fordson Road. The applicant is providing 61 parking spaces, eight spaces above the required 53. 28.3 percent open space (after right-of-way dedicaton) is proposed.

LOCATION AND CHARACTER OF THE AREA

The subject property is located in the Richmond Highway Corridor Area's Hybla Valley/Gum Springs Community Business Center. The property is located on the west side of Richmond Highway just to the north of Richmond Highway's intersection with Fordson Road. The property fronts on both Richmond Highway and Fordson Road. The uses to the north and south of the property are planned for and developed as retail uses and zoned C-8. Across Richmond Highway to the east are uses planned for mixed use, and developed as retail and zoned C-8. Across Fordson Road to the west is the Mount Vernon Plaza shopping center planned for mixed use and zoned C-6.

COMPREHENSIVE PLAN CITATIONS:

Land Use

In the Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District, Richmond Highway Corridor Area, Hybla Valley/Gum Springs Community Business Center, Sub-unit A-3, as amended through August 3, 2009, on page 47, the Plan states:

“Sub-unit A-3

Sub-unit A-3 is located in the triangular area north of the intersection of Fordson Road and Richmond Highway and is planned for retail use up to .50 FAR. With substantial consolidation, this area is planned for retail and/or office uses with an intensity up to .70 FAR. Access should be provided from Richmond Highway and any access point near the intersection of Fordson Road should include proposals for improved circulation and access design at this intersection and to the adjacent shopping centers. Screening along Fordson Road and adjacent uses should be provided to this sub-unit.”

Environment

Fairfax County Comprehensive Plan, 2007 Edition, Policy Plan, Environment, as amended through February 25, 2008, pages 7 to 18, the Plan states:

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

Policy a. Maintain a best management practices (BMP) program for Fairfax County and ensure that new development and redevelopment complies with the County’s best management practice (BMP) requirements. . . .

Policy j. Regulate land use activities to protect surface and groundwater resources.

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. . . .

Objective 3: Protect the Potomac Estuary and the Chesapeake Bay from the avoidable impacts of land use activities in Fairfax County.

Policy a. Ensure that new development and redevelopment complies with the County's Chesapeake Bay Preservation Ordinance. . . .

Objective 10: Conserve and restore tree cover on developed and developing sites. Provide tree cover on sites where it is absent prior to development.

Policy a: Protect or restore the maximum amount of tree cover on developed and developing sites consistent with planned land use and good silvicultural practices.

Policy b: Require new tree plantings on developing sites which were not forested prior to development and on public rights of way. . . .

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[®]) program or other comparable programs with third party certification). Encourage commitments to the attainment of the ENERGY STAR[®] 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 b. Ensure that zoning proposals for nonresidential development and zoning proposals for multifamily residential development of four or more stories within the Tysons Corner Urban Center, Suburban Centers, Community Business Centers and Transit Station Areas as identified on the Concept Map for Future Development incorporate green building practices sufficient to attain certification through the LEED program or its equivalent, where applicable, where these zoning proposals seek at least one of the following:

- Development in accordance with Comprehensive Plan Options;
- Development involving a change in use from what would be allowed as a permitted use under existing zoning;
- Development at the Overlay Level; or
- Development at the high end of planned density/intensity ranges. For nonresidential development, consider the upper 40% of the range between by-right development potential and the maximum Plan intensity to constitute the high end of the range. . .

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: Retail and Other

LAND USE ANALYSIS

The subject property is planned for retail use up to .50 FAR. With substantial consolidation, the area is planned for retail and/or office uses with an intensity up to .70 FAR. Screening along Fordson Road and adjacent uses is recommended.

The applicant proposes to reconstruct an existing McDonald's with drive-through at a 0.06 FAR. The Comprehensive Plan strongly discourages freestanding uses with drive-through facilities. Since the McDonald's is an existing use, and in order to improve the proposal, the applicant was asked to reorient the building to face horizontally along Richmond Highway, provide streetscaping along both Richmond Highway and Fordson Road, enhance the internal landscaping, and limit access points. The applicant has reduced and narrowed the entrances to the site and improved landscaping on site. An existing easement prevents the building from being reoriented to face horizontally along Richmond Highway, which would have helped make this frontage more pedestrian-friendly. However, substantial improvements are still needed to the streetscaping proposed on both Richmond Highway and Fordson Road and internal pedestrian circulation should be improved.

Streetscaping The applicant is proposing to keep the existing concrete median in between the service drive and Richmond Highway unchanged and anticipates that this median will serve as a sidewalk to fulfill the Comprehensive Plan recommendations for trail improvements. Staff considers this proposal to be insufficient. The applicant is advised to establish a concrete sidewalk along the median located in between the service drive and the internal driveway. A sidewalk located here would have the ability to connect to potential sidewalks to the north and south of the property and provide sufficient refuge to pedestrians. The approximately 15 foot wide area is wide enough to accommodate a nine foot wide trail and six foot wide planting area with street trees evenly spaced.

The Comprehensive Plan recommends five foot wide sidewalks on streets intersecting Richmond Highway. Along Fordson Road, the applicant should install a five foot wide sidewalk along the entire frontage, and not just to fill in gaps where existing driveway entrances are located. The applicant's current proposal will result in alternating four and five foot wide sidewalk widths.

Additionally, the Comprehensive Plan recommends that all utility distribution lines should be placed underground. Overhead lines run above the southern, eastern and northeastern property boundaries.

Pedestrian Circulation There is considerable foot traffic across the subject property from east to west. As such it is recommended that the applicant clearly mark a pedestrian walkway leading from the northwest corner of the building to the Fordson Road sidewalk. Currently, a curb and loading area appear to obstruct this path. This improvement would establish a clearly marked walkway connecting the bus stop on Richmond Highway to the sidewalk along Fordson Road.

With this submission, the applicant has reconfigured the parking lot area located to the south of the building that contains the majority of the property's parking spaces in order to accommodate a bioretention area. The change has resulted in poor pedestrian access from the building entrance to this parking area. Restaurant patrons must cross the drive-through access drive and an internal drive way to reach this parking area without the benefit of a sidewalk or crosswalks. It is recommended that crosswalk striping be provided across the two driveways and that sidewalks should be installed across the two adjacent parking lot medians.

Signage The location for a proposed monument sign along the Richmond Highway frontage has been shown on the SEA Plat, but the applicant has not provided a graphic which shows the proposed dimensions. This information should be provided on the plat.

For the foregoing reasons, this application is not in harmony with the land use recommendations of the Comprehensive Plan.

ENVIRONMENTAL ANALYSIS

Green Building The applicant has been strongly encouraged to seek U.S. Green Building Council Leadership in Energy and Environmental Design (LEED) certification for the proposed restaurant. As a result of multiple discussions with staff, the applicant has agreed to many green building measures, including a commitment or verification either by letter by an LEED-Accredited Professional (AP) or equivalent green building-certified professional who is also a licensed architect or engineer but not a McDonald's employee, or the provision of additional documentation as requested during the site or building plan process for certain green building measures as identified by the applicant.

Vegetation The applicant has improved the site's landscaping with this application. Several trees along the northern boundary of the site that are shown to be preserved are located within the clearing and grading line. This line should be changed to accurately reflect the applicant's intentions.

COUNTYWIDE TRAILS PLAN

The Countywide Trails Plan Map shows that the subject property is located in an area with other specific guidance regarding streetscaping and trail requirements and defers to the Area Plan for details. The applicable streetscaping and trail recommendations for Richmond Highway are found in the Transportation Policy Plan section, "Roads in Revitalization Areas", which call for a 9 foot wide curb edge landscaping strip, a 9 foot wide trail, and an 8 foot wide interior landscaping strip and no on-road bicycle route. The proposed streetscaping includes a 15 foot wide landscape strip along the property's service drive frontage, an approximately 9 - 10 foot wide concrete median to serve as a sidewalk in between the service drive and Richmond Highway, and no on-road bicycle route.

PGN: JRB

Additional Comprehensive Plan language:

In the Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District, Richmond Highway Corridor Area, as amended through August 3, 2009, on pages 72 - 83, the Plan states:

Urban Design Recommendations

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

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

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

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

STREETSCAPE ELEMENTS

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

LANDSCAPE CORRIDOR

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

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

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

1. Off-site improvements:

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

2. On-site improvements:

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

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

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

1. Off-site improvements:

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

2. On-site improvements:

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

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

on the first level of a building.
CENTER HIGHWAY MEDIAN Along Richmond Highway, a 16'-20' raised median is planned as part of the highway improvements. This median should be planted with groups of flowering trees or large deciduous trees and underplanted with groundcovers and shrubs. Sight lines should not be obscured by plantings at initial installation or at maturity.
BICYCLE LANE Along the Richmond Highway streetscape, a bicycle lane should be accommodated in the wider outside roadway lanes in each direction. In addition, bicycles will be accommodated in a 10' multi-purpose trail on the west side of Richmond Highway.
STREET FURNITURE Provide some or all of these features in a coordinated style, where feasible and/or appropriate, both in streetscape and other areas: Trash receptacles Bollards Benches Planters Kiosks Water Fountains Tree Grates/Guards Bus Shelters Bicycle Racks
STREETLIGHTING Provide flat lens streetlight fixtures mounted on black painted poles with all wiring placed underground. In areas of significant pedestrian activity, uniform pedestrian-scale lampposts are more appropriate and can supplement the aforementioned overhead streetlights. All lighting fixtures should be well placed within the streetscape and have full cut-off lighting that is directed downward in an effort to reduce glare and provide uniform directed illumination.
UTILITIES Place all utility distribution lines underground.
LANDMARKS Provide distinctive major and minor features that contribute to a sense of place (i.e. clock towers, distinctive architecture, fountains, furnished open space, public art, arcades, plazas, etc.), where feasible and/or appropriate.
OPEN SPACE Preserve existing natural features or create attractive open space where people can gather and/or view in a pleasant environment.
GATEWAYS/ENTRY AREAS At locations identified in the Plan as gateways to the Corridor or Community Business Centers, provide distinctive features to identify entry into the Corridor and/or the individual Community Business Centers. Utilize special landscape and other treatments to identify and reinforce entry areas.
PAVEMENT TREATMENTS Provide surface treatments in pedestrian areas and on crosswalks that contrast with the roadway surface to enhance the appearance and clearly identify areas of pedestrian walkways.
ENVIRONMENTAL PRESERVATION Preserve sensitive environmental features and existing quality vegetation.

PARKING ELEMENTS

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

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

PARKING LOT DESIGN

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

Ensure adequate visual clearance at intersections.

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

Consolidate access points.

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

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

PARKING LOT LIGHTING

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

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

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

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

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

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

PARKING LOT LANDSCAPING

A. Interior Parking Lot Landscaping

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

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>a. Large Deciduous Trees
 red oak
 green ash
 willow oak
 London planetree
 zelkova

 red maple
 silver linden</p> | <p>b. Medium Deciduous Trees
 Sargent or kwanzan cherry
 goldenrain tree
 crabapples
 downy serviceberry
 kousa dogwood

 saucer/star magnolia
 hedge maple
 flowering plum
 hawthorn</p> | <p>c. Columnar Trees
 hedge maple
 red maple
 gingko (columnar varieties)
 English oak

 varieties)</p> |
| <p>d. Evergreen Trees
 eastern white pine
 eastern red cedar
 leyland cypress</p> | <p>e. Groundcover/Grass
 horizontal juniper species
 liriop
 fountain grasses
 red meidiland rose</p> | |

f. Shrub Hedges	
4'-6' at maturity	2'-3' at maturity
Manhattan euonymus	andorra juniper
dwarf burning bush	gold coast juniper
pfitzer juniper	William Penn barberry
densiformis yew	helleri holly
glossy abelia	bonica rosa
sea green juniper	
compact inkberry	

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

Replace unsightly elements, including signs, siding and artificial materials with more appropriate features and/or materials.

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.

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.

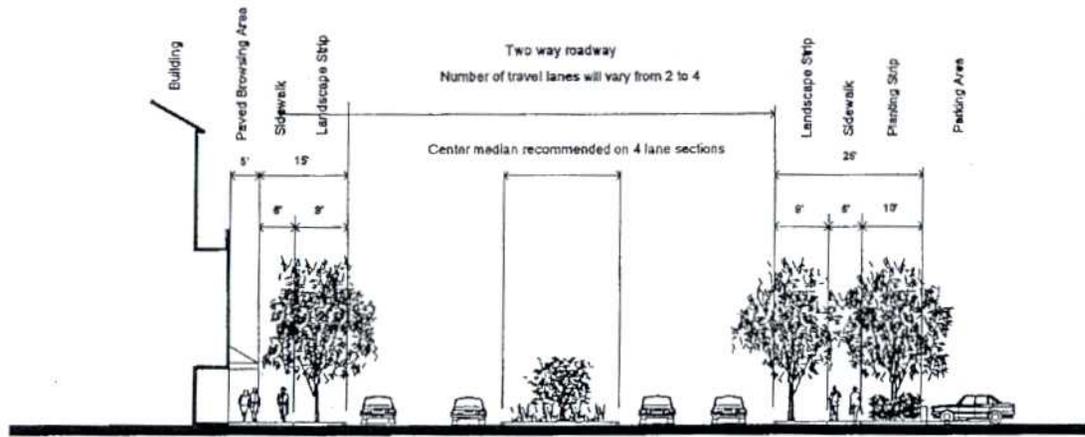
SCALE AND SITING OF NEW BUILDINGS Where feasible, incorporate architectural features at the street level that relate to human size and increase the pedestrian comfort level. Incorporate urban design elements, such as trees, benches, special pavement treatments, awnings, setbacks, tapered building heights, 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

UTILITIES	Place all on-site utility service lines underground.
FUNCTION/USE	Where appropriate and within large developments and core areas, use interior circulation patterns and public plazas to foster increased pedestrian and social activity.
DETAILING	Create interest through appropriate and coordinated architectural details of building facades.
COMPATIBLE ARCHITECTURAL DESIGN	Where feasible, provide architectural design that is visually coherent, respects the surrounding neighborhood style, scale and character.
COORDINATED DESIGN	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.
IMAGE IDENTIFICATION	Provide distinctive design and architectural details to provide a sense of identity to a particular site, building or location.
SIGNAGE ELEMENTS	
Well coordinated and designed signage provides a greater sense of orientation to users.	
DIMENSIONS AND DESIGN	Demonstrate a coordinated sign size, design, style, materials and height through a comprehensive sign plan.
NONCONFORMING SIGNAGE	Replace existing nonconforming signs.
SPECIAL AREAS IDENTIFICATION	Provide coordinated signage to identify CBCs and gateways as distinctive areas.
CLUTTER	Reduce sign clutter especially along the highway edge.
PLACEMENT	Install building or ground mounted, coordinated signage rather than pole mounted signage.
CONSOLIDATION	Consolidate signage for multiple uses within a single development with coordinated color, materials, lettering and design.
SIGN LIGHTING	Minimize sign lighting impacts on adjacent neighborhoods. Minimize glare impacts from sign lighting by placing lighting above and in front of signs and directing the light downward.
PUBLIC SIGNAGE	Consolidate public safety, directional, highway identification and other public signage to the extent possible. Place cross street name and block number signs on Richmond Highway traffic light masts. Visibility of public signage should be sized to be readable from vehicles moving at posted speeds on adjacent roadways.
ENTRY SIGNS	Provide well-designed commercial and residential development entry signs. Coordinate all landscaping in the vicinity of the sign to compliment, but not obscure, signage.
TEMPORARY SIGNS	Prohibit the use of temporary commercial advertising signs and movable signs with flashing lights along street edges. However, banners announcing district-wide events, but not individual businesses or products, shall be allowed on utility or light poles if securely affixed at the top and bottom so as to preclude any fluttering or rotation by the rotation of the atmosphere.

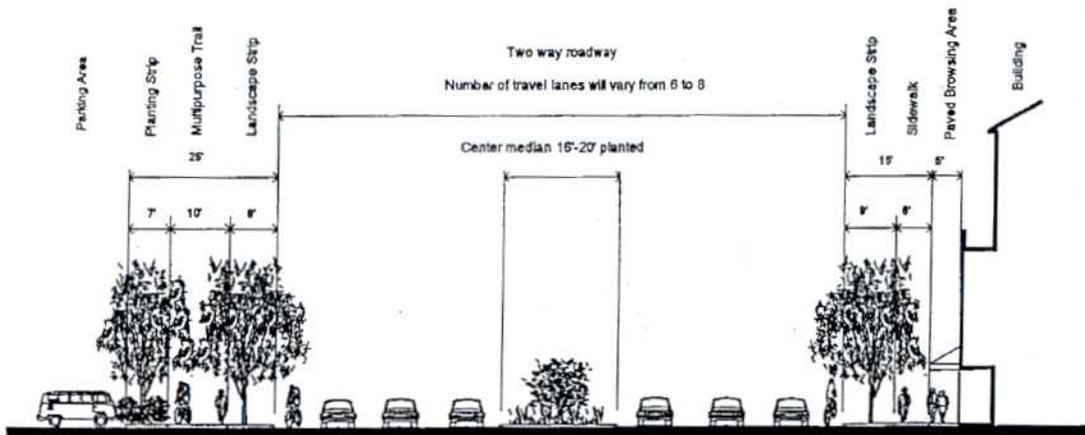
BUILDING NUMBER SIGNAGE Coordinate building numbers and address signage at each address for public safety and identification purposes. Visibility of building numbers should be sized to be readable from vehicles moving at posted speeds on adjacent roadways.



Streetscape - Kings Highway & Mt. Vernon Memorial Highway

Scale: 1" = 30'

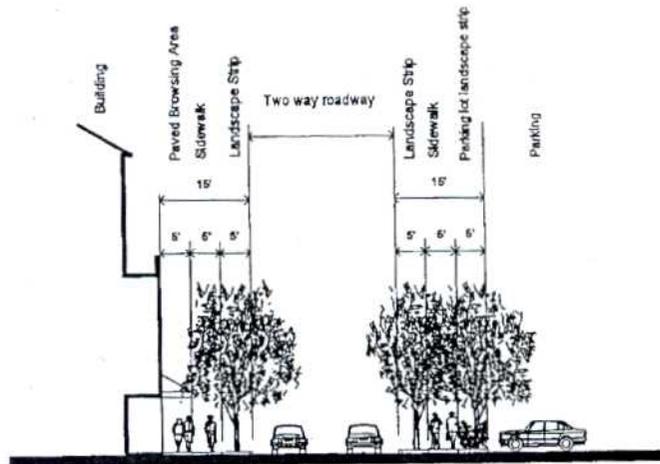
Note: Depending on the type of right of way abutment proposed (i.e. building front or parking area) either a paved browsing strip or a planting strip is recommended.



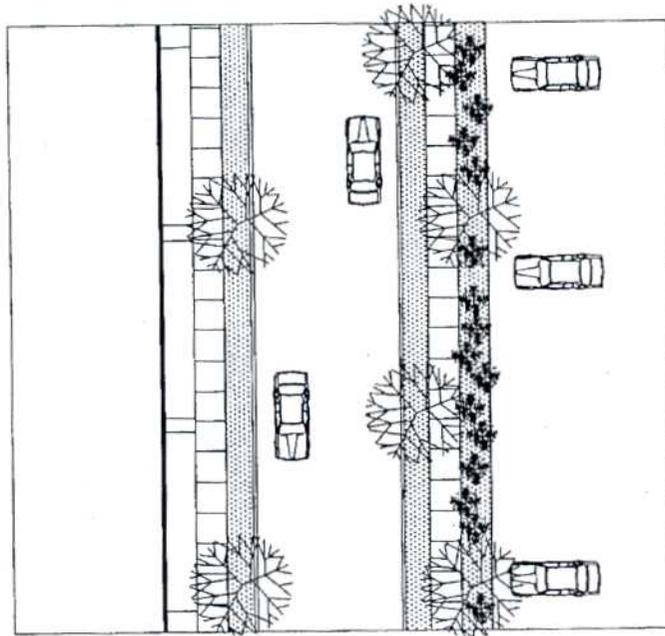
Streetscape - Richmond Highway

Scale: 1" = 30'

FIGURE 18



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



In the Fairfax County Comprehensive Plan, 2007 Edition, Policy Plan, Transportation – Appendix, as amended through March 9, 2009, on page 32, the Plan states:

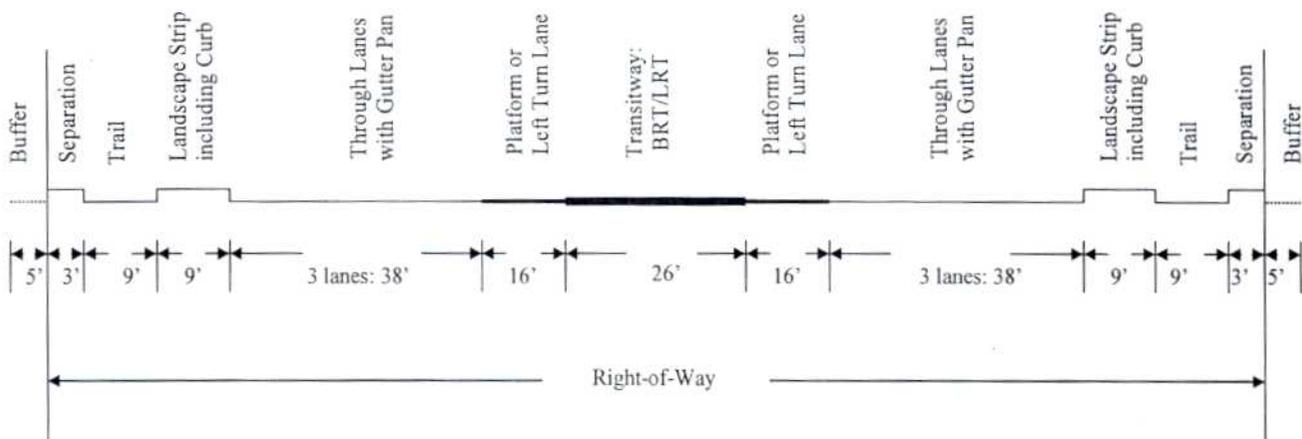
“Roads in Revitalization Areas

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)**





County of Fairfax, Virginia

MEMORANDUM

DATE: September 21, 2010

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

FROM: Angela Kadar Rodeheaver, Chief
Site Analysis Section
Department of Transportation

FILE: 3- 5 (SE 81-L-057)

SUBJECT: Transportation Impact

REFERENCE: SEA 81-L-057-02; McDonald's Corp.
Traffic Zone: 1474
Land Identification Map: 92-4 ((2)) 3, 4

Transmitted herewith are comments from the Department of Transportation with respect to the referenced application. These comments are based on the applicant's statement of justification of use dated April 14, 2009 and the revised plat dated August 25, 2010.

The applicant requests a special exception to raze the existing fast food restaurant with drive through and to permit a new fast food restaurant with drive through.

This department has reviewed the subject application and provides the following:

- The applicant should provide an interparcel stub to the south of the property.
- The interparcel access / travel aisle needs to be 26-ft. in width from face-of-curb to face-of-curb.
- A commitment should be provided for any easements necessary to relocate the existing bus shelter along Richmond Highway for a time when Richmond Highway is improved.
- The applicant should provide a bus shelter pad and easement on Fordson Road.
- The one-way travel aisle should be provided with additional signing such as "One-Way Only" and/or "Do Not Enter" to help ensure proper vehicular circulation.

AKR/AK C:SE81L057-02McDonald'sCorp
CC: Michelle Brickner, Director, Design Review, DPW & ES



COMMONWEALTH of VIRGINIA

DAVID S. EKERN, P.E.
COMMISSIONER

DEPARTMENT OF TRANSPORTATION

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

July 17, 2009

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

Re: SEA 81-L-057-02, McDonald's
Tax Map No.: 92-4 /02/ /0003 /02/ /0004

Dear Ms. Coyle,

This office has reviewed the special exception plat relative to special exception amendment application 81-L-057-02 and offers the following comment.

It appears the applicant has satisfactorily addressed the transportation issues.

For additional information please contact this office.

Sincerely,

A handwritten signature in cursive script that reads "Noreen H. Maloney".

Noreen H. Maloney
Transportation Engineer

cc: Ms. A. Rodeheaver



County of Fairfax, Virginia

MEMORANDUM

DATE: April 24, 2009

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

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

SUBJECT: McDonald's - Comments on SEA 81-L-057-02

The Office of Community Revitalization and Reinvestment (OCRR) has reviewed the above referenced Special Exception plat date stamped as "Received Department of Planning and Zoning, April 1, 2009".

From OCRR's perspective, there are several issues with this application. The applicant has not provided an adequate justification for its request to modify the streetscape standards in the Comprehensive Plan. The Plan calls for an 8 foot curb edge landscape strip and 10 foot wide asphalt trail. These improvements could be provided if the applicant eliminated the service drive along the western edge of its property along Richmond Highway. The applicant also should provide for inter-parcel access with adjoining properties, which will become more important if the service drive is eliminated. Another issue is the removal of mature trees (20 inch caliper) that are in good condition along the northern property boundary. The applicant is providing more parking than is required. Reducing the amount of parking could achieve a better overall site plan and provide less impervious surface. Finally, it is difficult to assess the quality of the architecture without a building elevation. In general, more detailed information needs to be provided about the signage and lighting for the site, especially the parking lot. The current use has an excess of lighting that detracts from the site and should be remedied in this application.

The applicant has not complied with the urban design guidelines in the Comprehensive Plan sufficiently to further revitalization efforts on Richmond Highway.





County of Fairfax, Virginia

MEMORANDUM

September 24, 2010

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

FROM: Craig Herwig, Urban Forester II 
Forest Conservation Branch, DPWES

SUBJECT: McDonalds (7608 - 7614 Richmond Highway), SEA 81-L-057-02

RE: Request for assistance dated September 13, 2010

This review is based upon the revised Special Exception Plat (SEA) 81-L-057-02. A site visit was conducted on February 1, 2010.

General Comment: Comments of the previously submitted Special Exception Plat were provided to DPZ in a memo by Todd Nelson dated January 28, 2010. Several comments contained in that memo are still valid for this latest Special Exception Plat. Additional comments are provided to address the proposed landscaping and tree cover requirements.

- 1. Comment:** There are several *Pyrus calleryana* trees located along the southern and northern property boundaries that appear to be proposed for preservation. These trees have poor branch attachment and are highly susceptible to storm damage. The *Pyrus calleryana* at the southern and northern portions of the site appear to be in poor to fair condition and should not be considered for preservation.

Recommendation: The *Pyrus calleryana* trees at the southern and northern portions of the site should be removed and replaced.

- 2. Comment:** Several proposed large deciduous trees are proposed to be planted within 4' of a restrictive barrier, such as a curb and/or sidewalk including trees located in the reconfigured parking islands and adjacent to the proposed trail at the southern portion of the site.

Recommendation: The minimum width of the landscape area next to the curb, and any planting area, should be 8', measured from the interior sides of the restrictive barrier and trees should be planted no closer than 4' from any restrictive barrier. The Applicant should provide alternative designs that provide the maximum possible

planting areas. A detail showing the alternative design should be provided on the landscape plan.

3. **Comment:** A deviation from the Tree Preservation Target has been requested on the Special Exception Plat that states one or more of the justifications listed in the Public Facilities Manual, Chapter 12-0507.3, along with a narrative that provides a site specific explanation of why the Tree Preservation Target cannot be met. The Urban Forest Management Division has reviewed the request and justification and does not object to the proposed deviation.

Recommendation: Language containing a directive from the Board of Supervisors to the Urban Forest Management Division, DPWES or Director of DPWES to permit a deviation from the Tree Preservation Target percentage should be provided on the condition that the 10-Year Tree Canopy requirement shall be met by means of on-site tree plantings.

Please feel free to contact me if you have any further questions or concerns.

CSH/
UFMID #: 145320

cc: RA File
DPZ File



County of Fairfax, Virginia

MEMORANDUM

DATE: September 20, 2010

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

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

SUBJECT: Special Exception Amendment Application #SEA 81-L-057-2, McDonald's
7614 Richmond Highway, Special Exception Plat dated August 25, 2010,
LDS Project #495-ZONAV-001-C-1, Tax Map #92-4-02-0003 & -0004, Lee
District

Zoning Evaluation Division
SEP 22 2010
RECEIVED
Department of Planning & Zoning

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. BMP facilities are depicted Sheets 4 and 5 of the plan set. Should a significant decrease in imperviousness be proposed, the Public Facilities Manual would not require BMP facilities (PFM 6-0401.2B). The site plan submission must consider the entire site -- including the area of the right-of-way dedication -- in calculating the reduction in impervious area.

Floodplain

There are no regulated floodplains on the property.

Downstream Drainage Complaints

There are downstream drainage complaints on file along Little Hunting Creek.

Stormwater Detention

The applicant proposes to meet detention requirements through LTI 21-88 since the site's imperviousness will be decreased. Adequate outfall meeting PFM requirements must be demonstrated in order to use LTI 21-88. The site plan submission must consider the entire site -- including the area of the right-of-way dedication -- in calculating the change in runoff rates.

Even though it's anticipated that water quality and water quantity controls will be unnecessary for this redevelopment, two facilities have been proposed for this site. The facilities are

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



labeled as infiltration trenches on Sheet 5 and as a bioretention area on Sheet 4. The soils on this site are likely to be non-native fill. The infiltration capabilities of the soil, and the likelihood of successful facilities, cannot be predicted without an infiltration test (LTI 07-04). An underdrain connecting the facilities to the storm drain system is depicted on both sheets. At site plan submission, the total amount of storage available will be evident when the invert elevation of the underdrain is known.

Site Outfall

An adequate outfall narrative has been provided.

Stormwater Planning Division Comments

The watershed plan for Little Hunting Creek was adopted in 2005. Two projects were identified which are downstream from these parcels. One project, Capital Improvement Project #LH9320, is for stream buffer improvements including increasing the width of the buffer vegetation at the top of the bank to help slow runoff and to line the bottom of the paved channel with grouted riprap. The other project, Capital Improvements Project #LH9235, would provide stream restoration including the removal or modification of culverts, channel reconfiguration, floodplain creation, riparian vegetation planting, and removal of invasive species.

Please contact me at 703-324-1720 if you have any questions or require additional information.

BF/

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



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 *SS*

DATE: May 5, 2009

SUBJECT: SEA 81-L-057-02, McDonald's Corporation
Tax Map Numbers: 92-4 ((2)) 3 & 4

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
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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.

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

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

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

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

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.

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

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

one (1) abandoned, wrecked or inoperable vehicle be stored outdoors for a period exceeding seventy-two (72) hours.

Provisions for Modifications/Waivers/Increases and Uses in a Commercial Revitalization District (9-622)

1. In a Commercial Revitalization District, the Board may approve, either in conjunction with the approval of a rezoning or as a special exception, the following:

A. A modification or waiver of the minimum lot size, minimum yard and/or minimum open space requirements of the underlying zoning district regulations,

B. An increase in the amount of office use permitted, increase in the maximum permitted building height or increase in the maximum permitted FAR in accordance with the underlying zoning district regulations,

C. A use allowed by special exception in the underlying zoning district regulations, to include other applicable Category 6 special exception uses,

D. A modification or waiver of the provisions of a Commercial Revitalization District, as provided for in that district, and/or

E. The establishment of a vehicle transportation service establishment in the C-6, C-7, C-8 or C-9 Districts.

2. Notwithstanding the provisions of Par. 2 of Sect. 011 above, the plat requirements set forth below shall apply. Upon receipt of a written request with justification, the Zoning Administrator may modify or waive a plat requirement, if it is determined that the requirement is clearly not necessary for the review of the application.

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		