



# County of Fairfax, Virginia

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

January 15, 2008

James L. McCormack  
Burgess & Niple  
4160 Pleasant Valley Road  
Chantilly, VA 20151

Re: Interpretation for RZ 2006-SP-011, Habitat for Humanity, Tax Map 56-2 ((3)) 2:  
Site Modifications

Dear Mr. McCormack:

This is in response to your letter of November 12, 2007, (attached) requesting an interpretation of the Generalized Development Plan (GDP) and proffers accepted by the Board of Supervisors in conjunction with the approval of RZ 2006-SP-011. As I understand it, the question is whether proposed site modifications, including adjustments to the width of the parking spaces, travel aisle, and the distance from the right-of-way line to the proposed building would be in substantial conformance with the GDP and proffers. This determination is based on the plan attached to your letter of November 12, 2007, entitled "Maple Ridge, Habitat of Northern Virginia" and prepared by Burgess & Niple which is dated June 2007.

On October 23, 2006, the Board of Supervisors approved RZ 2006-SP-011, to rezone the property to the R-20 District, to permit the construction of nine (9) multi-family dwelling units.

You are requesting to reduce the depth of the proposed parking spaces from 18 feet to 17 feet, by eliminating the 1 foot wide strip of asphalt that would be located outside of the wheel stops. You state in your letter that the additional foot would be accommodated by 6 inches of wheel stop and an additional 6 inches that the vehicle would be able to overhang by using the wheel stops, without the need for the additional pavement. You further state that this revision would accommodate additional needed space for the bio-retention facility. You are also requesting to reduce the width of the travel aisle between the rows of parking from 25 feet to 23 feet, which remains in compliance with applicable Fairfax County standards, to allow additional green space to be available for the bio-retention facility. Further, you are proposing to reduce the setback of the building from the new right-of-way line on Lee Highway from 87 feet to 86.5 feet. You state that this change results from architectural design elements on the building that increased the width of the outer walls. No substantial change to the design or location of the building is proposed. In addition to these requested changes, you have also illustrated the addition of a trash and recycling enclosure adjacent to the

Mr. James L. McCormack  
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western property line. A board-on-board fence encloses the structure and modified landscaping is provided.

It is my determination that the proposed site modifications, as shown on the interpretation plat, which include a 1 foot adjustment to the width of the parking spaces, a 2 foot adjustment to the width of the travel aisle, a reduction in the distance from the right-of-way line to the proposed building by 6 inches, and the trash/recycling enclosure with a board-on-board fence and landscaping would be in substantial conformance with the GDP and proffers for RZ 2006-SP-011, subject to DPWES approval of the parking space and travel aisle dimensions. This determination has been made in my capacity as the duly authorized agent of the Zoning Administrator.

If you have any questions regarding this interpretation, please feel free to contact Cathy Belgin at (703) 324-1290.

Sincerely,



Regina C. Coyle, Director  
Zoning Evaluation Division, DPZ

*RCC/O:\CBELG\PI RZ 2006-SP-011 HABITAT.DOC*

Attachments: A/S

cc: Pat Herrity, Supervisor, Springfield District  
Peter F. Murphy, Jr., Planning Commissioner, Springfield District  
Diane Johnson-Quinn, Deputy Zoning Administrator, Permit Review Branch, ZAD, DPZ  
Ken Williams, Plan Control, Land Development Services, DPWES  
Angela Rodeheaver, Section Chief for Site Analysis, DOT  
Craig Carinci, Director, Environmental and Facilities Inspection Division, DPWES  
Kevin J. Guinaw, Chief, Special Projects/Applications Management Branch, ZED, DPZ  
File: RZ 2006-SP-011, PI 0711 128, Imaging, Reading File

NOV 14 2007

Zoning Evaluation Division

**BURGESS & NIPLE**

Ms. Barbara Byron, Director  
Zoning Evaluation Division, DP&Z  
County of Fairfax  
12055 Government Center Parkway  
Fairfax, Virginia 22035

Re: Maple Ridge Site Plan  
Habitat For Humanity, Stevenson Street  
West, RZ 2006-SP-11  
Request for confirmation of substantial  
conformance with an approved GDP

November 12, 2007

Dear Ms. Byron

**Burgess & Niple, Inc.**  
4160 Pleasant Valley Road  
Chantilly, VA 20151  
703 631.9630  
Fax 703 631.6041

We are writing on behalf of our client, Habitat for Humanity of Northern Virginia, with respect to a property located at the intersection of Lee Highway and Stevenson Street [56-2 ((3)) 2)]. The property was the subject of a rezoning RZ 2006-SP-11, granted on October 23, 2006, and is the subject of a site plan that has been submitted to Fairfax County. In connection with that review, the staff of the Department of Public Works and Environmental Services (DPW&ES) has made note of some minor differences between the site layout proposed on the Site Plan and that shown on the approved Generalized Development Plan (GDP). In order to address their concerns, we are hereby requesting confirmation that the Site plan is in substantial conformance with the approved GDP and associated proffers. We are enclosing herewith a copy of the approved GDP and a copy of the proposed site plan.

The DPW&ES staff had specifically noted two elements of the Site Plan layout considered to be different than the GDP layout: 1) The dimensions of the parking spaces and the travel aisle in the parking lot, and 2) The distance between the right-of-way line of Lee Highway and the proposed building. With respect to the parking lot, the GDP had shown dimensions across the width of the parking lot as follows: On the south side a depth of 18 feet for the parking spaces, with no curb-and gutter proposed on that side of the lot; a 25-foot-wide travel lane through the middle of the lot; and a depth of 18-feet to a curb for the spaces on the north side of the lot, in front of the proposed building. As proposed on the GDP, there is to be a bio-retention facility located between the south side of the parking lot and the proposed new right-of-way of Lee Highway. While the proposed width of this facility has not changed from that shown on the GDP, with the final design of this facility, it was determined that the grassed area on either side of the facility had to be slightly wider than originally anticipated in order to accommodate slope between the edge of the pavement and the edge of the facility. It has also been necessary to seek to maximize the pervious, open space area on the site in order to minimize the storm water management requirements, thereby requiring a reduction in the amount of paved area. Additionally, VDOT had requested that the bio-retention facility be shifted slightly to the north in order to avoid any grading within the portion of the site being dedicated for public right-of-way purposes. In order to maximize the area available for the bio-retention facility and the pervious site area, the pavement area associated with the proposed parking spaces on the south side of the lot has been reduced by eliminating the 1-foot wide strip of asphalt that would occur on the outside of the wheel stops that delineate the ends of those spaces. This

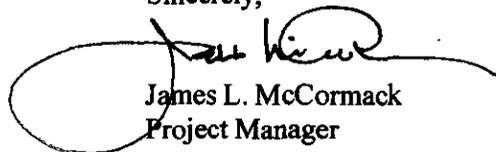
Ms. Barbara Byron, Director  
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area does not have to be paved, since the vehicle wheels cannot go beyond the wheel stops. The distance from the travel lane to the inner edge of the wheel stop will be 17 feet. The additional 1 foot of depth of the required 18-foot deep parking space will include the six-inch width of the wheel stop plus 6 inches of the grass area on the outer edge of the pavement. As a result of this change, the outer edge of the asphalt is 17.5 feet from the travel lane, as opposed to the 18 feet indicated on the GDP. However, the depth of the parking space is the same on both—18 feet. To further increase the green space available for the bio-retention facility, the width of the travel lane within the parking lot has been reduced from 25 feet to 23 feet, and this width remains in compliance with applicable Fairfax County standards. Finally, for the parking spaces on the north side of the lot, the depth of the paved area between the travel lane and the face-of-curb was reduced to 17 feet, with the additional 1 foot depth of the space incorporated into the overhang area beyond the curb. This overhang area will end across the 6-inch wide curb and 6 inches of the adjacent sidewalk area in front of the building. Since the width of the sidewalk will be 5 feet, there will still be a clear width of 4.5 feet outside of the overhang area. All of these design elements are in conformance with Fairfax County standards for parking spaces and travel lanes, which permit a minimum travel lane width of 23 feet and a parking space incorporating up to a 1.5 foot overhang beyond a curb or wheel stop (see enclosed excerpt). However, the resulting dimensions differ from those shown the GDP. As has been noted, these changes were made for engineering reasons associated with the design and functioning of the storm water management facility, and do have the positive impact of reducing the impervious site area and increasing the open space on the lot. In anticipation of such potential changes, the proffers included a provision reserving the applicant's right to make minor adjustments to the layout provided that any adjustments are in substantial conformance with the GDP. These changes to the pavement area dimensions do not have any impact on the overall layout or character of the proposed development that would result in nonconformance with the GDP, and all of the proposed dimensions remain in conformance with County criteria.

The site reviewer had also made note of the fact that the distance of 86.5 feet shown on the site plan between the building and the proposed new right-of-way line of Lee Highway differed from the 87 feet noted for this same dimension on the GDP. This change of 0.5 feet, representing one half of one percent of the distance noted on the GDP, is due to architectural design elements affecting the width of the building's outer walls and, hence, the distance from the right-of-way line to the face of the building. The resulting setback of 86.5 feet is far in excess of the minimum setback of 20 feet required for the R-20 District.

We are enclosing an exhibit plan showing the currently proposed site layout and including the dimensions cited above. This plan also shows the site landscaping being proposed on the current site plan. Also enclosed is a copy of the site layout sheet from the approved GDP. Should you require any additional information, please let me know.

Sincerely,



James L. McCormack  
Project Manager

