



APPLICATION ACCEPTED: October 7, 2010
PLANNING COMMISSION: April 20, 2011
BOARD OF SUPERVISORS: April 26, 2011 @ 3:30 pm

County of Fairfax, Virginia

April 13, 2011

STAFF REPORT

APPLICATION SE 2010-LE-025

LEE DISTRICT

CRD

APPLICANT: Costco Wholesale Corporation

ZONING: C-8, HC, CRD

PARCEL(S): 101-2 ((6)) A

ACREAGE: 11.88 acres

OPEN SPACE: 15%

FAR: 0.28

PLAN MAP: Retail and Other

SE CATEGORY: Category 5; Retail Sales Establishment-Large

PROPOSAL: To permit the development of a Retail Sales Establishment-Large at an FAR of 0.28

STAFF RECOMMENDATIONS:

Staff recommends approval of SE 2010-LE-025 subject to the proposed development conditions contained in Appendix 1 of the staff report.

Staff recommends approval of a waiver of the service drive requirement along Richmond Highway.

Staff recommends approval of a modification of the transitional screening, peripheral parking lot landscaping and barrier requirements along the western and eastern property lines in favor of that shown on the SE Plat.

Kelli Goddard-Sobers

Staff recommends approval of a modification of the transitional screening, peripheral parking lot landscaping and a waiver of the barrier requirements along the southern property line in favor of that shown on the SE Plat.

Staff recommends approval of a deviation from the tree preservation target requirement of Chapter 122 of the County Code and the Public Facilities Manual.

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

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

The approval of this special exception does not interfere with, abrogate or annul any easement, covenants, or other agreements between parties, as they may apply to the property subject to this application.

For information, contact the Zoning Evaluation Division, Department of Planning and Zoning, 12055 Government Center Parkway, Suite 801, Fairfax, Virginia 22035-5505, (703) 324-1290.

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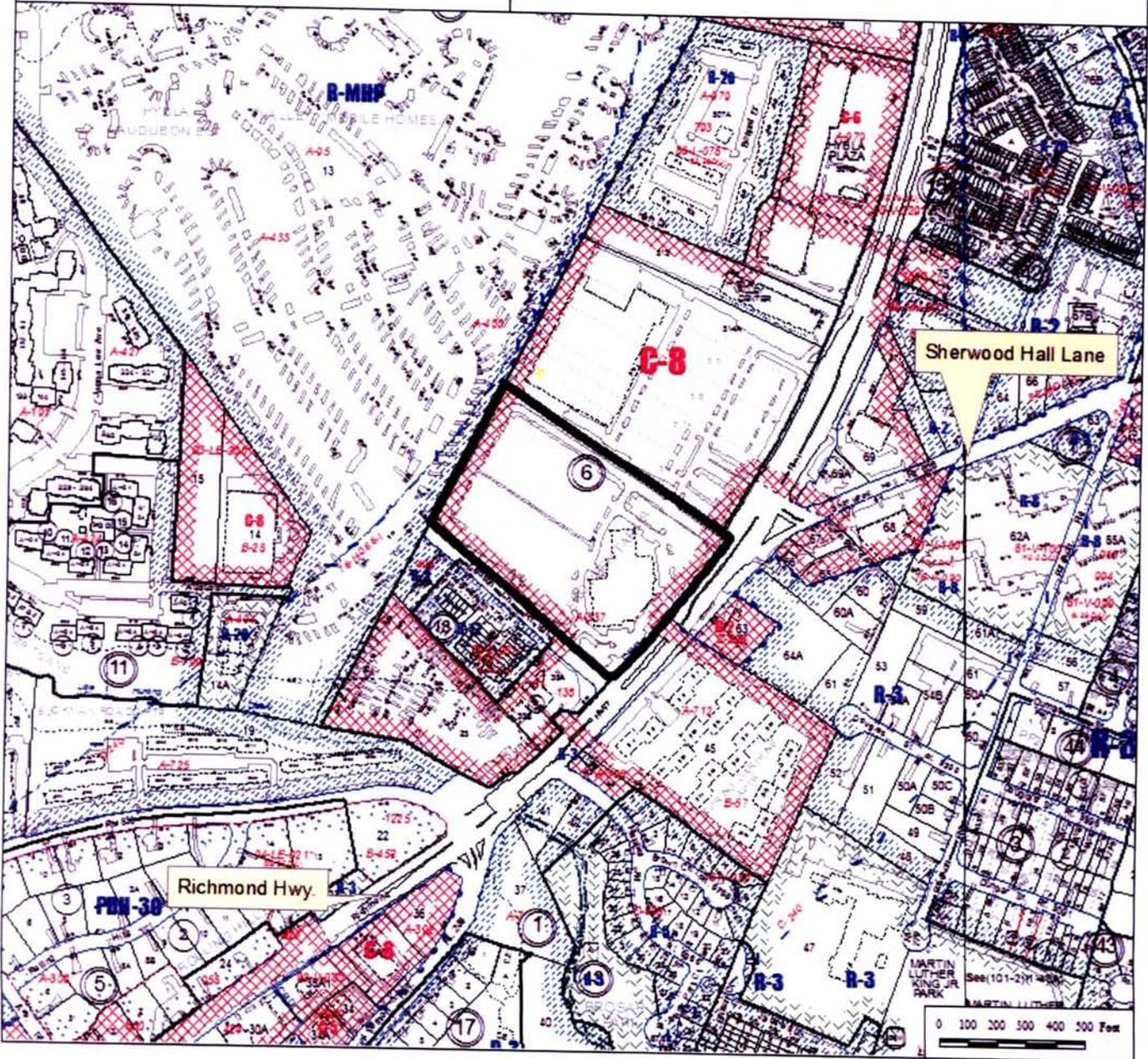
Americans with Disabilities Act (ADA): Reasonable accommodation is available upon 7 days advance notice. For additional information on ADA call (703) 324-1334 or TTY 711 (Virginia Relay Center).

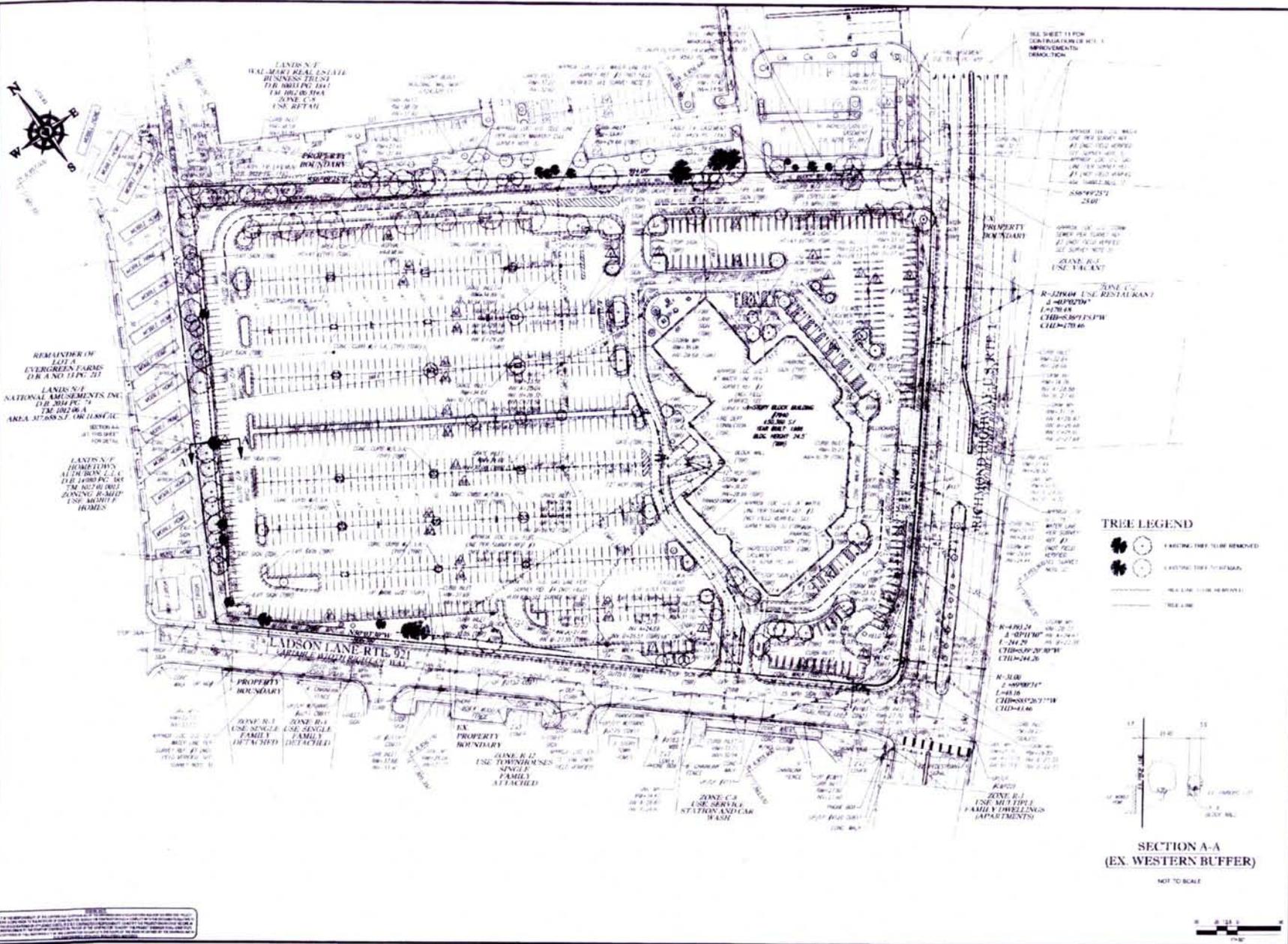
Special Exception

SE 2010-LE-025



Applicant: COSTCO WHOLESALE CORPORATION
Accepted: 10/07/2010
Proposed: RETAIL SALES ESTABLISHMENT - LARGE
Area: 11.88 AC OF LAND; DISTRICT - LEE
Zoning Dist Sect: 09-0533
Art 9 Group and Use: 5-43
Located: 7940 RICHMOND HIGHWAY
Zoning: C-8
Plan Area: 4,
Overlay Dist: HC CRD
Map Ref Num: 101-2-/06/ / A





SEE SHEET 11 FOR
EXISTING AND PROPOSED
IMPROVEMENTS
DEMOLITION

APPROX. 10% TO 15%
ONE PER SQUARE FOOT
#1 INC. 10% TO 15%
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ZONE R-1
USE: URBAN
R-1200' USE: RESTAURANT
L-2000' USE: OFFICE
L-1500' USE: OFFICE
CHD-800' USE: CHILDREN'S PLAY CENTER
CHD-1200' USE: CHILDREN'S PLAY CENTER

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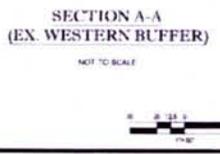
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BOHLER ENGINEERING
CONSULTANTS
1700 RICHMOND HIGHWAY, SUITE 200
STERLING, VIRGINIA 20164
TEL: 703.441.1111
WWW.BOHLERENGINEERING.COM

REVISIONS			
NO.	DATE	DESCRIPTION	BY
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SPECIAL EXCEPTION

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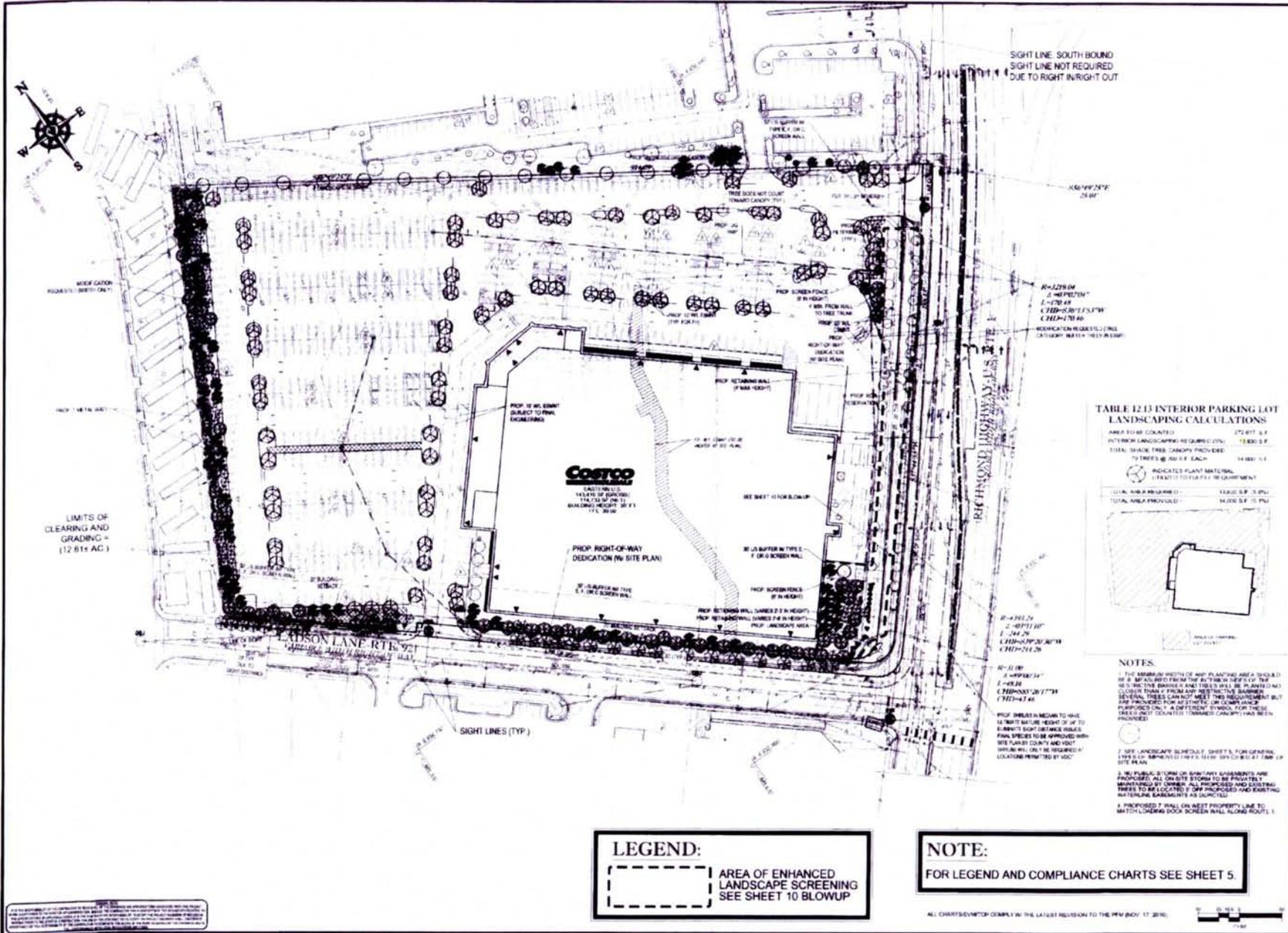
LAND AERIALS OF LEE COUNTY, VIRGINIA
7900 RICHMOND HIGHWAY
SUITE 100
LEE DISTRICT
FAIRFAX COUNTY, VIRGINIA

BOHLER ENGINEERING
1700 RICHMOND HIGHWAY, SUITE 200
STERLING, VIRGINIA 20164
TEL: 703.441.1111
WWW.BOHLERENGINEERING.COM

DAVID B. LOGAN
REGISTERED PROFESSIONAL ENGINEER
No. 11111
EXPIRES 12/31/12

EXISTING CONDITIONS PLAN

SHEET NUMBER: **2** OF 24



BOHLER ENGINEERING
 1000 COMMONWEALTH CENTER DRIVE, SUITE 200
 STERLING, VIRGINIA 20164
 PHONE: 703.796.8800
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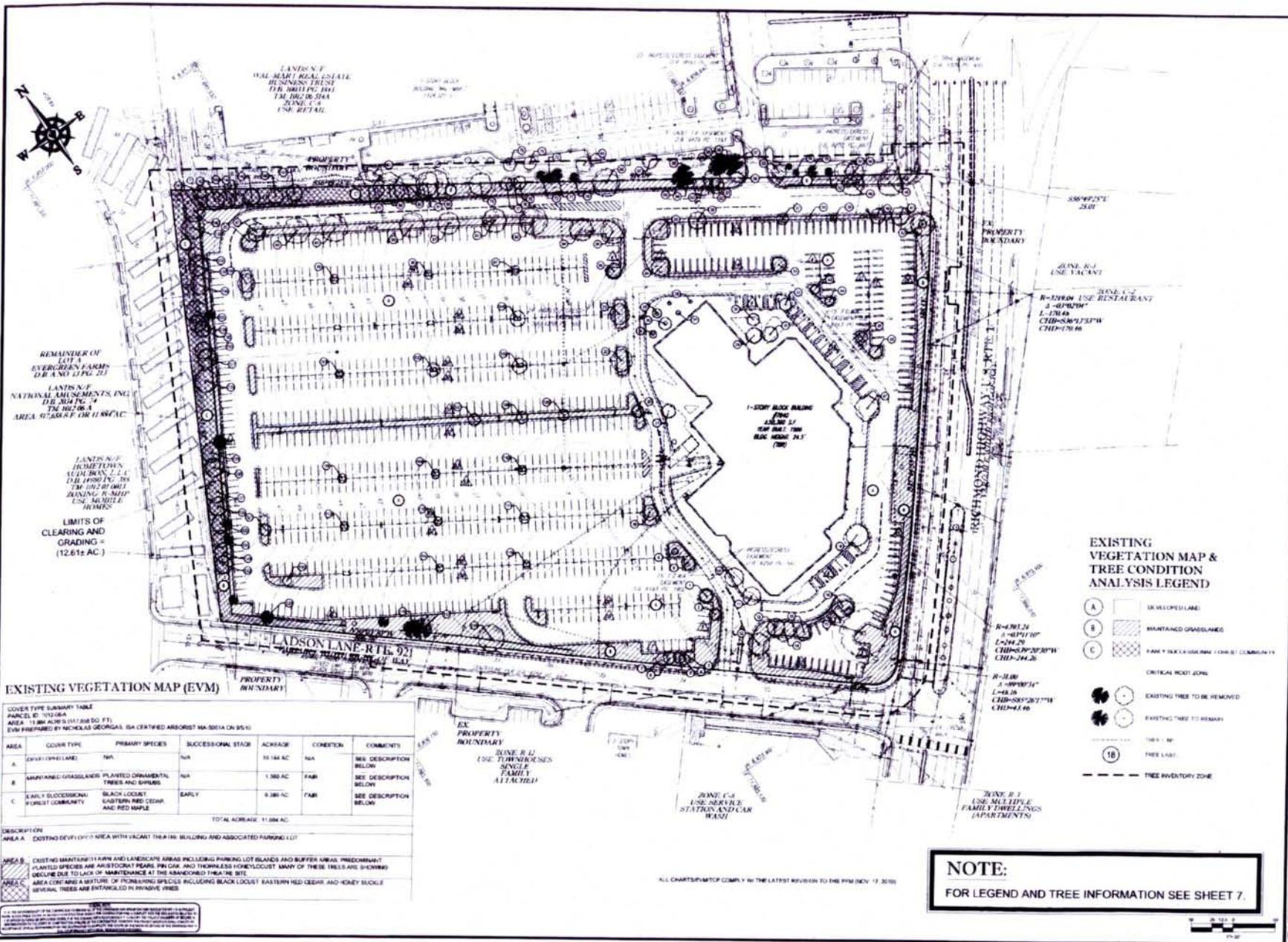
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SPECIAL EXCEPTION
 FOR
Costco
 LOCATION OF SITE: 12400 RICHMOND HIGHWAY (1.25 AC. ±), LEE DISTRICT, FAIRFAX COUNTY, VIRGINIA

BOHLER ENGINEERING
 1000 COMMONWEALTH CENTER DRIVE, SUITE 200
 STERLING, VIRGINIA 20164
 PHONE: 703.796.8800
 WWW.BOHLERENGINEERING.COM

LANDSCAPE PLAN
 SHEET NUMBER: 4 OF 26

THIS PLAN IS THE PROPERTY OF BOHLER ENGINEERING, INC. AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF BOHLER ENGINEERING, INC. ANY UNAUTHORIZED USE OF THIS PLAN IS PROHIBITED AND WILL BE PROSECUTED TO THE FULL EXTENT OF THE LAW.



EXISTING VEGETATION MAP (EVM)

COVER TYPE SUMMARY TABLE
 PARCEL ID: 015-08A
 AREA: 11.884 AC @ 0.011168 SQ. FT.
 EVM PREPARED BY: NICHOLAS GEORGAS, ISA CERTIFIED ARBORIST MA-0011A ON 05/10

AREA	COVER TYPE	PRIMARY SPECIES	SUCCESSORIAL STAGE	ACREAGE	CONDITION	COMMENTS
A	DEV'T (CONCRETE)	N/A	N/A	93.144 AC	N/A	SEE DESCRIPTION BELOW
B	MANY-TANED GRASSLANDS, PLANTED ORNAMENTAL TREES AND SHRUBS	N/A	N/A	1.360 AC	FAIR	SEE DESCRIPTION BELOW
C	EARLY SUCCESSIONAL FOREST COMMUNITY	BLACK LOCUST, EASTERN RED CEDAR, AND RED MAPLE	EARLY	9.380 AC	FAIR	SEE DESCRIPTION BELOW

TOTAL ACREAGE: 11.884 AC

DESCRIPTION:
 AREA A - EXISTING DEV'T (CONCRETE) AREA WITH VACANT TREES IN BUILDING AND ASSOCIATED PARKING LOT.
 AREA B - EXISTING MAINTAINED FARM AND LANDSCAPE AREAS INCLUDING PARKING LOT ISLANDS AND BUFFER AREAS. PREDOMINANT PLANTED SPECIES ARE AMSTOYK PEAR, PIN OAK, AND THORNLESS HONEYLOCUST. MANY OF THESE TREES ARE SHOWING DECLINE DUE TO LACK OF MAINTENANCE AT THE ABANDONED TRACT SITE.
 AREA C - AREA CONTAINS A MIXTURE OF PIONEERING SPECIES INCLUDING BLACK LOCUST, EASTERN RED CEDAR, AND HONEY LOCUST. SEVERAL TREES ARE ENTANGLED IN INVASIVE VINES.

EXISTING VEGETATION MAP & TREE CONDITION ANALYSIS LEGEND

- (A) DEVELOPED LAND
- (B) MAINTAINED GRASSLANDS
- (C) FARM YIELD/ISSUE/AREA 1 (CON'T) COMMUNITY
- CRITICAL ROOT ZONE
- EXISTING TREE TO BE REMOVED
- EXISTING TREE TO REMAIN
- TREE IN
- TREE LAST
- TREE INVENTORY ZONE

NOTE:
 FOR LEGEND AND TREE INFORMATION SEE SHEET 7.

BOHLER ENGINEERING
 2800 DAVID DRIVE, SUITE 204
 SPANGLING, VIRGINIA 22941
 Phone: (703) 596-8800
 Fax: (703) 596-8811
 www.BohlerEngineering.com

REVISIONS

REV.	DATE	DESCRIPTION	BY
1	05/10/10	REV. PER SCREENING	BOHLER
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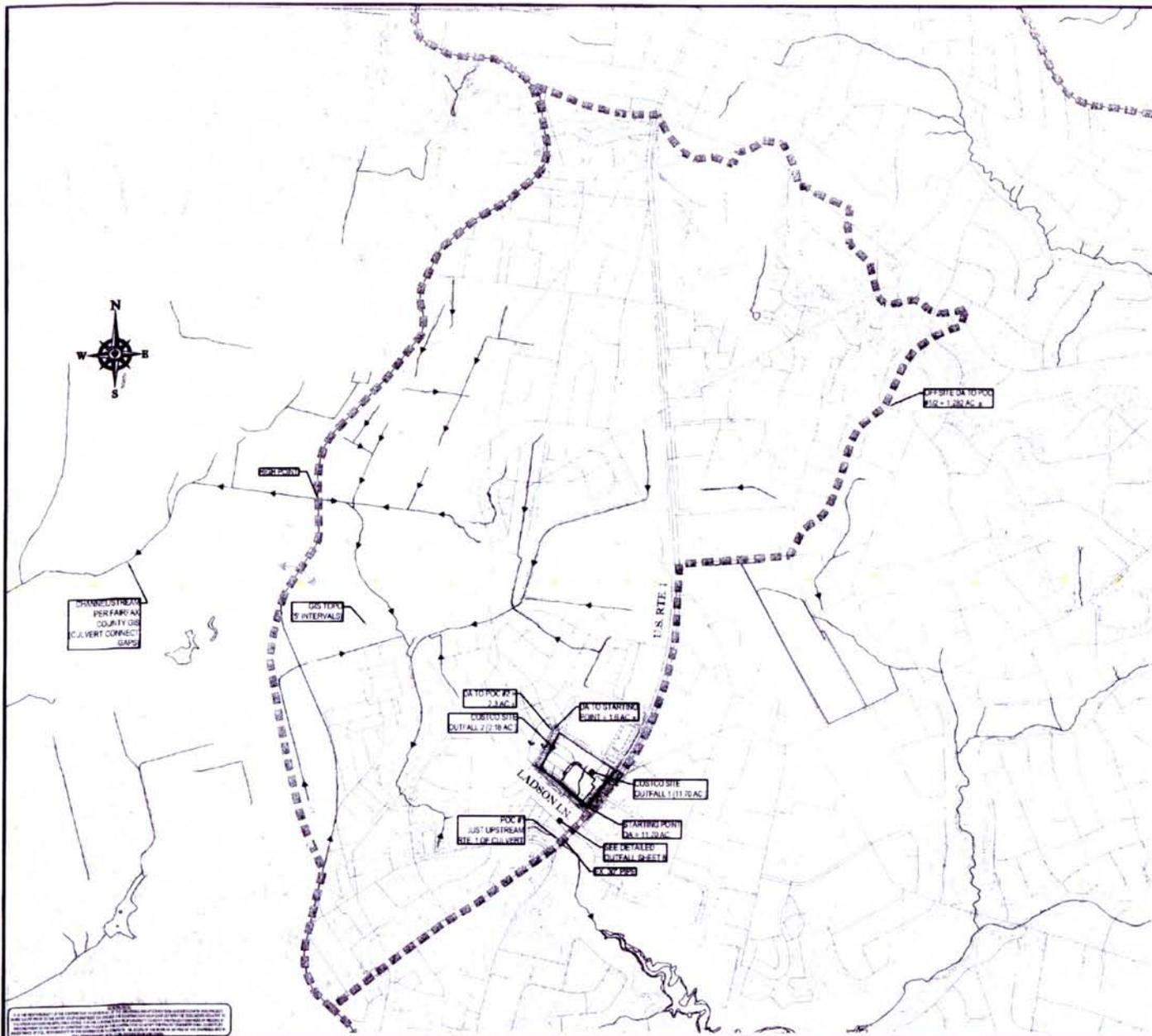
SPECIAL EXCEPTION

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 Phone: (703) 596-8800
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 www.BohlerEngineering.com

EXISTING VEGETATION MAP

6 OF 24



OUTFALL NARRATIVE

STORMWATER MANAGEMENT FACILITY IS LOCATED ON SITE 11. OUTFALL #1 IS LOCATED AT THE INTERSECTION OF U.S. ROUTE 1 AND LADSON LN. THE FACILITY IS LOCATED ON THE EAST CORNER OF THE SITE. ALL SITE WATER TO THE FACILITY IS COLLECTED BY THE STORMWATER MANAGEMENT FACILITY AT THE INTERSECTION OF LADSON LANE, ROUTE 1 AND ADJACENT NORTHWARD. AN EXISTING 36" DIAMETER STORMWATER PIPE PARALLELS ROUTE 1. THIS PIPE IS PAVED SURFACE THIS PIPE DOES NOT CARRY 100% OF THE SITE OUTFALL AT THE INTERSECTION OF PIPE CONTIGUES IN A SOUTHERLY DIRECTION UNTIL IT OUTFALLS INTO AN EXISTING 36" DIAMETER STORMWATER CULVERT. THE PIPE BETWEEN THE SITE AND OUTFALL TO THE EXISTING CULVERT WILL BE STUDIED AT SITE PLAN. THE OVERLAND DRAINAGE AREA AT THE CONFLUENCE POINT IS 100% OF THE SITE AREA AS SHOWN ON THIS SHEET. OUTFALL ANALYSIS IS DONE AT THIS POINT.

OUTFALL #2 IS OVER THE SITE TO AN EXISTING STORMWATER MANAGEMENT FACILITY. THE STARTING POINT IS AT THE PER FAIRFAX COUNTY USE DATA IS IN AC ON SITE. 22 AC OF SITE AREA IS THE STARTING POINT OF THE OUTFALL. THE OUTFALL APPROXIMATELY 1.8 AC OF OVERLAND DRAINAGE PER FAIRFAX COUNTY USE THIS IS THE STARTING POINT OF 100% OF THE DRAINAGE OF THIS SHEET. OUTFALL ANALYSIS IS DONE AT THIS POINT.

STORMWATER MANAGEMENT FACILITY IS PROVIDED ON-SITE TO OBTAIN POST DEVELOPMENT RUNOFF TO BELOW 20% OF PRE-DEVELOPMENT RUNOFF BASED ON THE REDUCED LEAKS, THE 2 YEAR AND 10 YEAR STORMS AND NOT OVERFLOWING THE EXISTING STORMWATER MANAGEMENT FACILITY. THE CAPACITY OF STORMWATER PIPES IN ADDITION OVER AND BELIEF WILL BE PROVIDED ON THE CULVERTS TO BE INSTALLED FOR THE 100-YEAR STORM. CULVERTS WILL BE ANALYZED AND BE PROVIDED TO OBTAIN OUTFALL CONDITIONS AT THE END OF PAV. SITE IS IN ANY CHANGE. A TRUCK DRAG OR LAUNDRY TO THE STORMWATER MANAGEMENT FACILITY OR OUTFALL ARE REQUIRED AS A RESULT OF FURTHER ANALYSIS. THE OUTFALL ANALYSIS WILL BE CONDUCTED WITH THE STORMWATER MANAGEMENT REVIEWER AT THE TIME OF SITE PLAN REVIEW. BASED ON THIS SHEET, PAV WILL MEET THE ADEQUATE OUTFALL.

THE EXISTING TOPOGRAPHY, UTILITIES AND TAX MAP INFORMATION SHOWN ON THIS SHEET IS FROM A COMBINATION OF PUBLICLY AVAILABLE SITE VISIT AND FAIRFAX COUNTY GIS DATA.

COSTCO AREA 1 (11.70 AC)
 100% COSTCO AREA (11.70 AC) IS 1.70
 COSTCO AREA (2.22 AC) IS 100% COSTCO AREA AT POC #1
 END ANALYSIS AT THIS LOCATION

BOHLER ENGINEERING

12820 DAVIS DRIVE, SUITE 200
 STERLING, VIRGINIA 20166
 PHONE: (703) 220-9900
 FAX: (703) 220-9901
 WWW.BOHLERENGINEERING.COM

PROJECT MANAGER: DAVID LUKIAN
 PROJECT ENGINEER: JEFFREY LUKIAN
 PROJECT SURVEYOR: JEFFREY LUKIAN
 PROJECT DESIGNER: JEFFREY LUKIAN
 PROJECT CHECKER: JEFFREY LUKIAN
 PROJECT APPROVER: JEFFREY LUKIAN

REVISIONS

REV	DATE	DESCRIPTION	BY
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NOT APPROVED FOR CONSTRUCTION

PROJECT NO: 11-000000
 DRAWING NO: 11-000000-01
 DATE: 10/20/11
 SCALE: AS SHOWN

SPECIAL EXCEPTION

FOR

Costco

LOCATION OF SITE:
 7840 ROCKBOND HIGHWAY
 (U.S. RTE 1)
 LEE DISTRICT
 FAIRFAX COUNTY, VIRGINIA

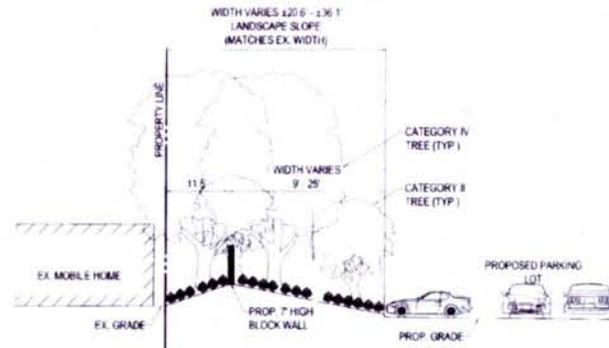
BOHLER ENGINEERING

12820 DAVIS DRIVE, SUITE 200
 STERLING, VIRGINIA 20166
 PHONE: (703) 220-9900
 FAX: (703) 220-9901
 WWW.BOHLERENGINEERING.COM



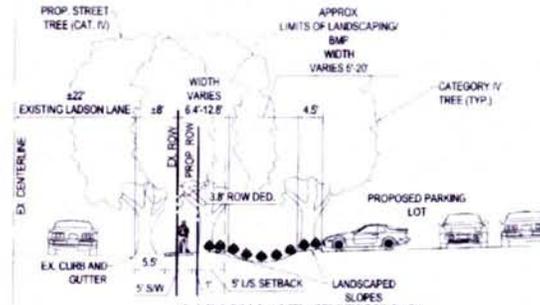
AD EQUITATE OUTFALL PLAN

SHEET NUMBER
9
 OF 24



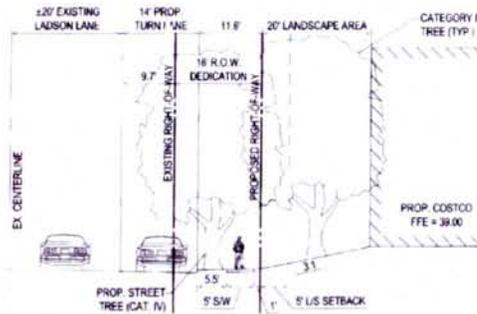
WESTERN PROPERTY LINE (SECTION A-A)

NOT TO SCALE
NOTE: TREES SHOWN AT FULL MATURITY



LADSON LANE (SECTION B-B)

NOT TO SCALE
NOTES: 1. TREES SHOWN AT FULL MATURITY
2. BMP WIDTH NOT LESS THAN 15'

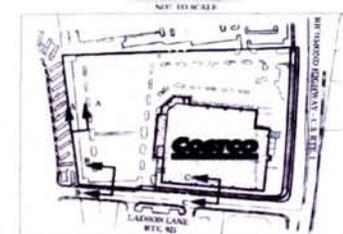


LADSON LANE (SECTION C-C)

NOT TO SCALE
NOTE: TREES SHOWN AT FULL MATURITY

PROPOSED GRADES ARE
CONCEPTUAL AND SUBJECT
TO CHANGE IN FINAL DESIGN

SECTION KEY



0 10 20 30
FT



BOHLER ENGINEERING
INCORPORATED
1700 BROADWAY
SUITE 200
STERLING, VIRGINIA 20154
TEL: 703-706-8000
FAX: 703-706-8001
WWW.BOHLERENGINEERING.COM

REV.	DATE	COMMENTS	BY
1	08/11/11	REV. PER REVIEW FOR ADDITION	BAK
2	08/11/11	REV. PER REVIEW FOR ADDITION	BAK
3	08/11/11	REV. PER REVIEW FOR ADDITION	BAK
4	08/11/11	REV. PER REVIEW FOR ADDITION	BAK
5	08/11/11	REV. PER REVIEW FOR ADDITION	BAK
6	08/11/11	REV. PER REVIEW FOR ADDITION	BAK
7	08/11/11	REV. PER REVIEW FOR ADDITION	BAK
8	08/11/11	REV. PER REVIEW FOR ADDITION	BAK
9	08/11/11	REV. PER REVIEW FOR ADDITION	BAK
10	08/11/11	REV. PER REVIEW FOR ADDITION	BAK



NOT APPROVED FOR CONSTRUCTION

PROJECT NO. 200801
ISSUED BY: [Signature]
DATE: 11/08/11
SCALE: 1/8" = 1'-0"

SPECIAL EXCEPTION

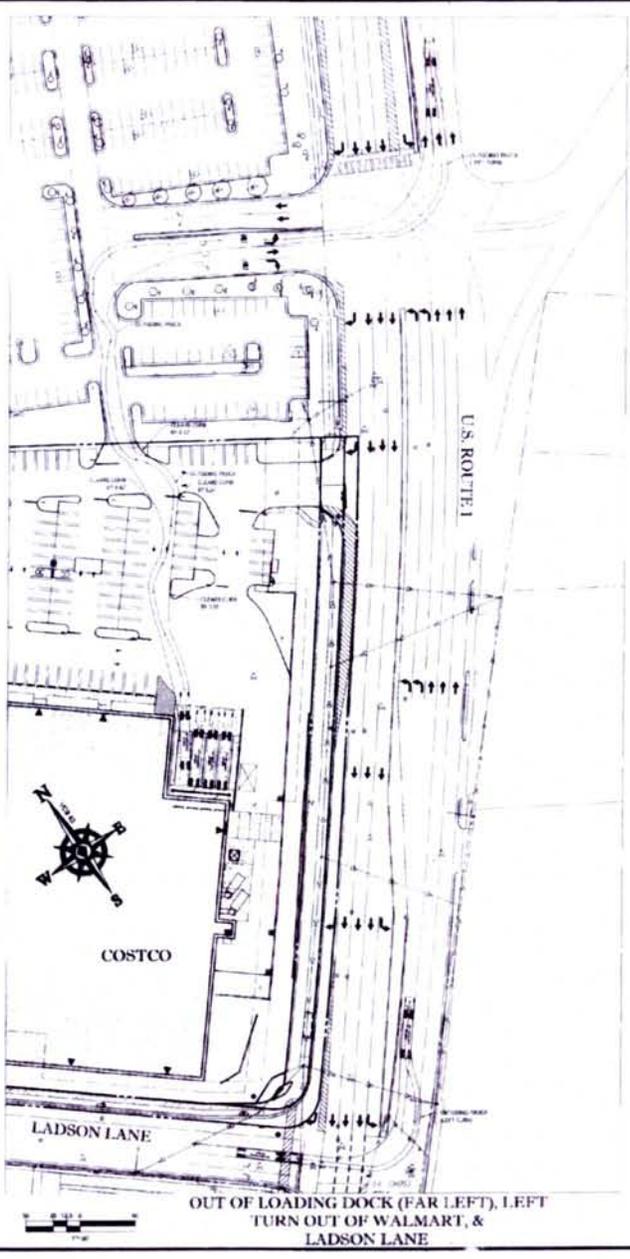
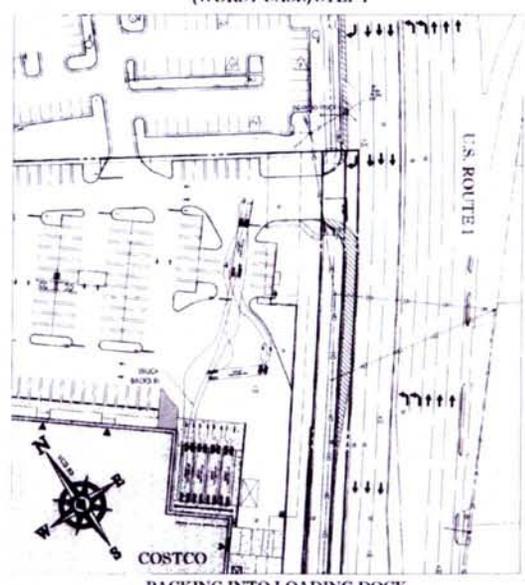
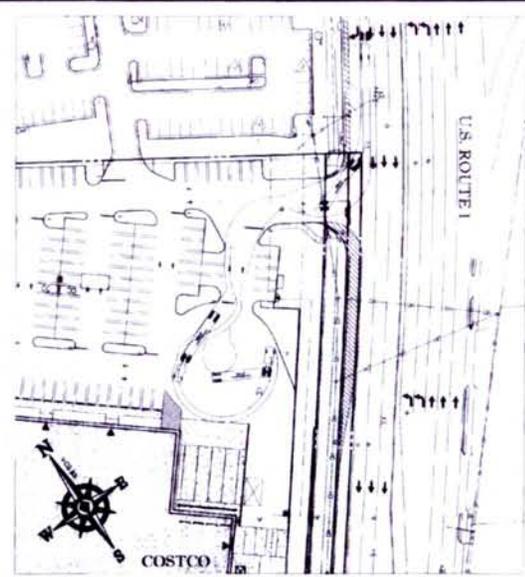
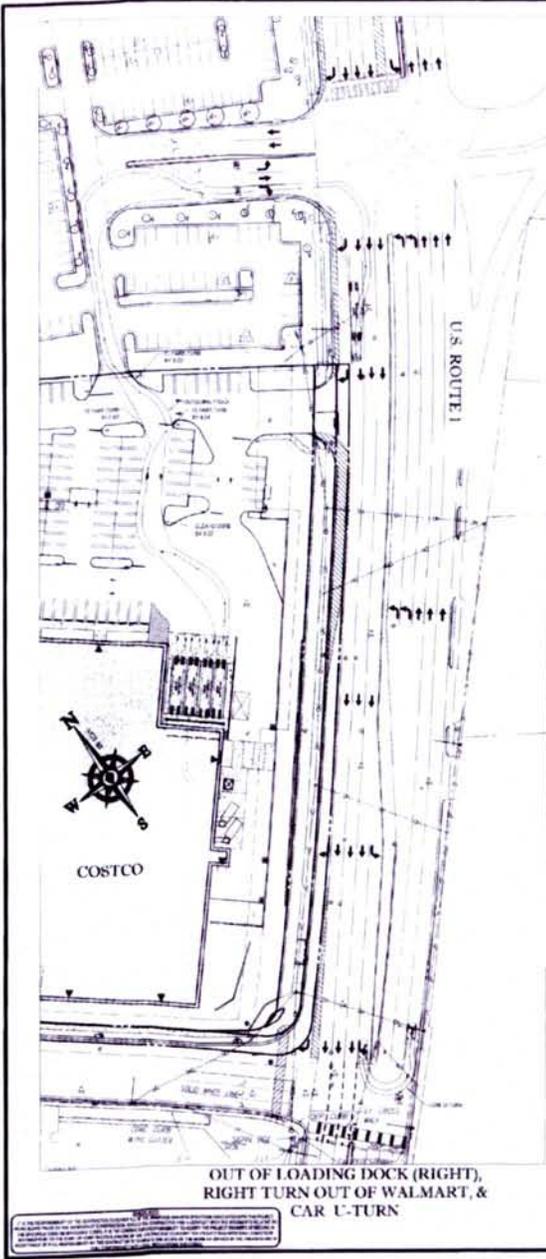


LOCATION: 148 RTE 7540 RICHMOND HIGHWAY (U.S. RTE. 1) LEE DISTRICT FARRIS COUNTY VIRGINIA

BOHLER ENGINEERING
2200 DAVIS DRIVE, SUITE 200
STERLING, VIRGINIA 20154
Tel: 703-706-8000
Fax: 703-706-8001
www.BohlerEngineering.com



SITE AND LADSON LANE SECTIONS





BOHLER ENGINEERING

CITY & COUNTY ENGINEERS
REGISTERED PROFESSIONAL ENGINEERS
ENVIRONMENTAL CONSULTANTS
LANDSCAPE ARCHITECTS

PROJECT MANAGER: [Name]
PROJECT ENGINEER: [Name]
PROJECT SUPERVISOR: [Name]
PROJECT ASSISTANT: [Name]

DATE: [Date]

REVISIONS

NO.	DATE	BY	CHKD.	DESCRIPTION
1	01/15/13	J. BOHLER	J. BOHLER	ISSUE FOR PERMITTING
2	01/15/13	J. BOHLER	J. BOHLER	ISSUE FOR PERMITTING
3	01/15/13	J. BOHLER	J. BOHLER	ISSUE FOR PERMITTING
4	01/15/13	J. BOHLER	J. BOHLER	ISSUE FOR PERMITTING
5	01/15/13	J. BOHLER	J. BOHLER	ISSUE FOR PERMITTING
6	01/15/13	J. BOHLER	J. BOHLER	ISSUE FOR PERMITTING
7	01/15/13	J. BOHLER	J. BOHLER	ISSUE FOR PERMITTING
8	01/15/13	J. BOHLER	J. BOHLER	ISSUE FOR PERMITTING
9	01/15/13	J. BOHLER	J. BOHLER	ISSUE FOR PERMITTING
10	01/15/13	J. BOHLER	J. BOHLER	ISSUE FOR PERMITTING

NOT APPROVED FOR CONSTRUCTION

SPECIAL EXCEPTION

Costco

LOCATION OF SITE:
2940 RICHMOND HIGHWAY
(U.S. RTE 1)
LEE DISTRICT
FAIRFAX COUNTY, VIRGINIA

BOHLER ENGINEERING

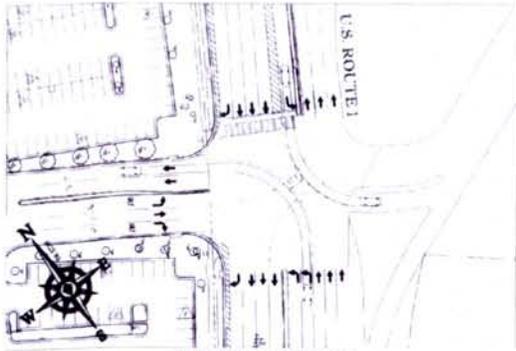
2220 DAVIS DRIVE, SUITE 200
STERLING, VIRGINIA 20166
Phone: (703) 596-8800
Fax: (703) 596-8801
www.BohlerEngineering.com



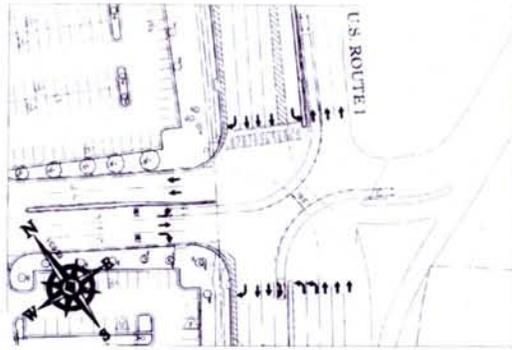
DAVID J. LOGAN
No. 64816
PROFESSIONAL ENGINEER

TRUCK TURN PLAN

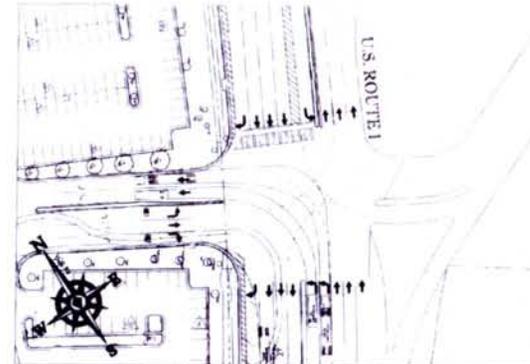
SHEET NUMBER:
13
OF 24



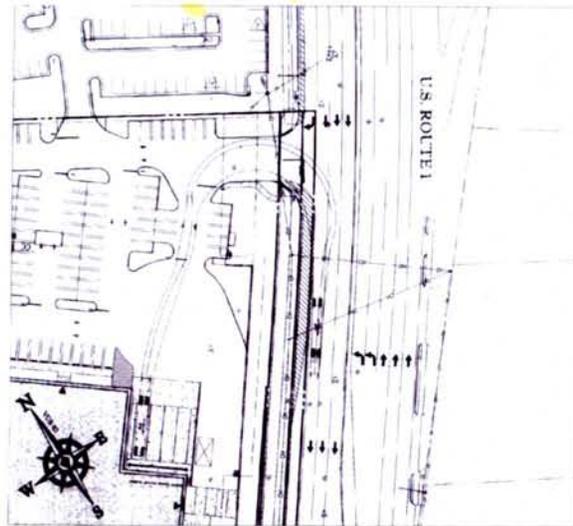
OPPOSING LEFT TURN
MOVEMENT NUMBER 1



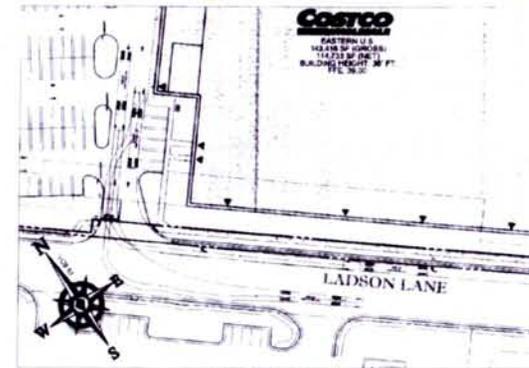
OPPOSING LEFT TURN
MOVEMENT NUMBER 2



SIMULTANEOUS LEFT TURN



RIGHT ONTO ROUTE 1 FROM
LOADING DOCK



LANDSON LANE TRUCK
MOVEMENT

BOHLER ENGINEERING

REVISIONS

NO.	DATE	COMMENT	BY
1	08/17/16	REV. PER DISCUSS. CONC. ALTERNATE FOR SHARPER CORNER	SM
2	08/17/16	REV. PER DISCUSS. CONC. ALTERNATE FOR SHARPER CORNER	SM
3	08/17/16	REV. PER DISCUSS. CONC. ALTERNATE FOR SHARPER CORNER	SM
4	08/17/16	REV. PER DISCUSS. CONC. ALTERNATE FOR SHARPER CORNER	SM
5	08/17/16	REV. PER DISCUSS. CONC. ALTERNATE FOR SHARPER CORNER	SM
6	08/17/16	REV. PER DISCUSS. CONC. ALTERNATE FOR SHARPER CORNER	SM
7	08/17/16	REV. PER DISCUSS. CONC. ALTERNATE FOR SHARPER CORNER	SM
8	08/17/16	REV. PER DISCUSS. CONC. ALTERNATE FOR SHARPER CORNER	SM
9	08/17/16	REV. PER DISCUSS. CONC. ALTERNATE FOR SHARPER CORNER	SM
10	08/17/16	REV. PER DISCUSS. CONC. ALTERNATE FOR SHARPER CORNER	SM

NOT APPROVED FOR CONSTRUCTION

SPECIAL EXCEPTION FOR

Costco

LOCAL TRUCK STOP
TRUCK PARKING HIGHWAY
(U.S. RTE. 1)
LEF DISTRICT
FAIRFAX COUNTY, VIRGINIA

BOHLER ENGINEERING

SEAN DAVIS DRIVE, SUITE 100
STERLING, VIRGINIA 20154
Phone: (703) 768-8888
Fax: (703) 768-8888
www.bohler-engineering.com

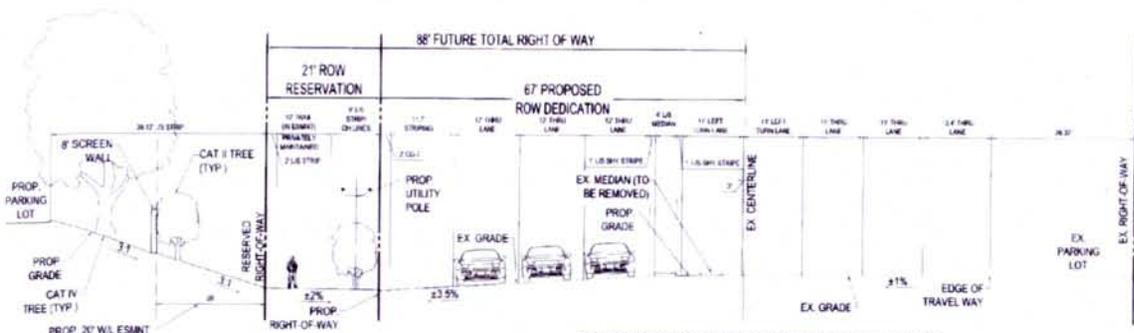
DAVID B. LEONAR
Lic. No. 048618
4/19/16
PROFESSIONAL ENGINEER

TRUCK TURN PLAN

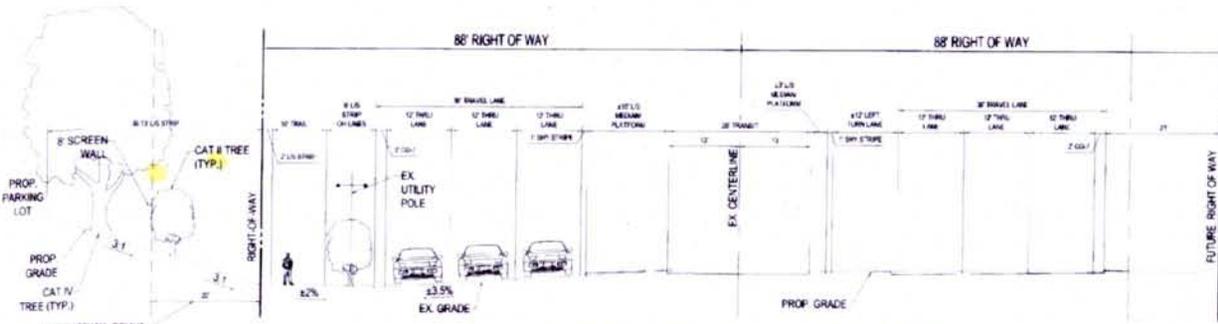
14
OF 24



ALL INFORMATION ON THIS DRAWING IS UNCLASSIFIED DATE 08/17/16 BY 60322 UCBAW/STP/STP



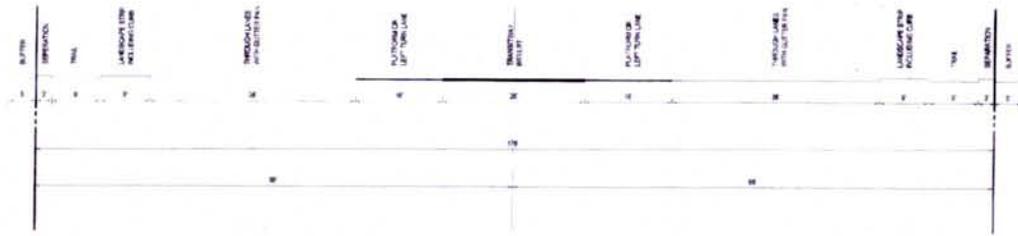
PROPOSED ROUTE 1 INTERIM SECTION C-C
1" = 10' HORIZONTAL, VERTICAL



ROUTE 1 ULTIMATE SECTION C-C WITH TRANSIT
1" = 10' HORIZONTAL, VERTICAL

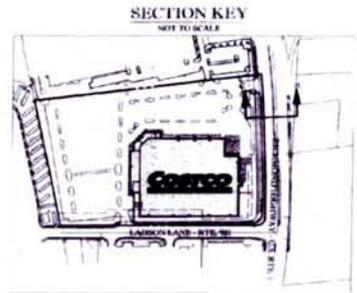
- NOTES:
1. SEE DRAWING FOR FULL MATURITY
 2. DUAL LEFT LANES WILL NOT BE NECESSARY WHEN THE ULTIMATE ROUTE 1 CORRIDOR IS CONSTRUCTED AND LONG THE BRIDGE, INCLUDING SOUTH OF THE SUBJECT PROPERTY. THE NORTH BOUNDING LEFT TURN LANE AT LANSKOPF LANE WILL BE INCREASED TO THE REQUIRED LENGTH WHICH WILL REDUCE THE NUMBER OF LEFT TURNS AT THE WALMART INTERSECTION.

- GENERAL NOTES:
1. ALL SECTION VIEWS FACING NORTH
 2. SEE SHEET 11 OF THE SPECIAL EXCEPTION PLAN FOR ROUTE 1 GEOMETRY



ROUTE 1 SECTION INCLUDING AT-GRADE TRANSITWAY IN CENTER
1" = 10' HORIZONTAL, VERTICAL

- NOTE:
1. SECTION TAKEN FROM FIGURE 2 OF THE POLICY PLAN FOUND ON PAGE 32 OF THE FAIRFAX COUNTY COMPLEMENTARY PLAN 2017 SECTION AMENDED THROUGH 2020/21



BOHLER ENGINEERING
 2229 DAVIS DRIVE, SUITE 200
 STERLING, VIRGINIA 20164
 Phone: 703.592.9900
 Fax: 703.592.9901
 www.bohler-engineering.com

REVISIONS

NO.	DATE	COMMENT	BY
1	08/17/21	REV. PER BOARD PERMISSIVE ACTION	SKS
2	07/29/21	REV. DRAFTING COMMENTS	SKS
3	07/29/21	REV. PER COMMENTS	SKS
4	08/17/21	REV. PER COUNTY COMMENTS	SKS
5	08/17/21	REV. PER COUNTY COMMENTS	SKS
6	08/17/21	REV. PER COUNTY COMMENTS	SKS
7	08/17/21	REV. PER COUNTY COMMENTS	SKS



NOT APPROVED FOR CONSTRUCTION

SPECIAL EXCEPTION

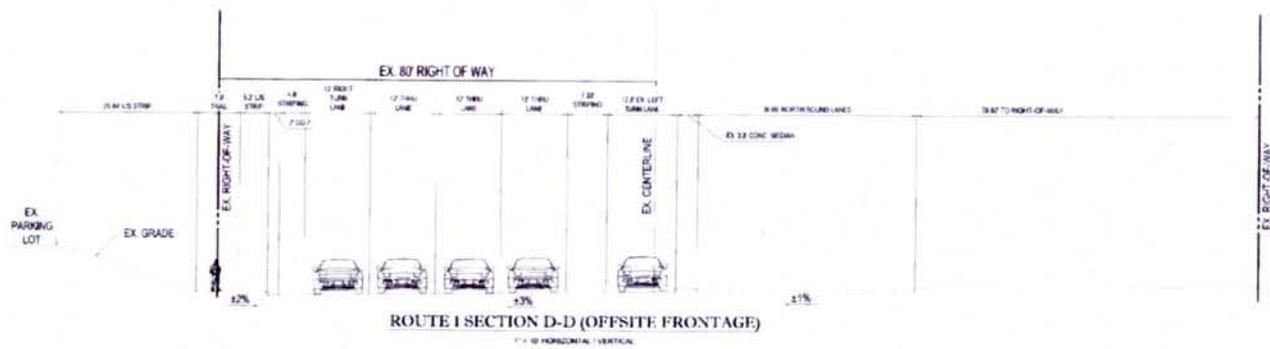
Costco

SECTION OF THE 7540 FOOT-MICROWED HIGHWAY (U.S. RTE. 1) LEE DISTRICT, FAIRFAX COUNTY, VIRGINIA

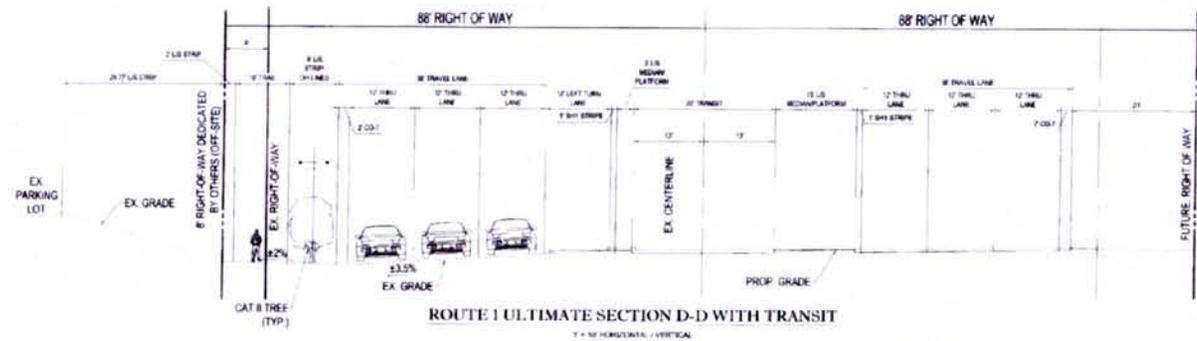
BOHLER ENGINEERING
 2229 DAVIS DRIVE, SUITE 200
 STERLING, VIRGINIA 20164
 Phone: 703.592.9900
 Fax: 703.592.9901
 www.bohler-engineering.com



ROUTE 1 SECTION COMPARISON C-C



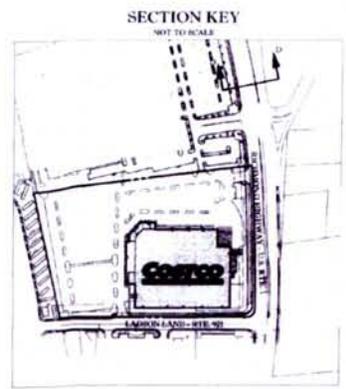
ROUTE 1 SECTION D-D (OFFSITE FRONTAGE)
1" = 40' HORIZONTAL, 1" VERTICAL



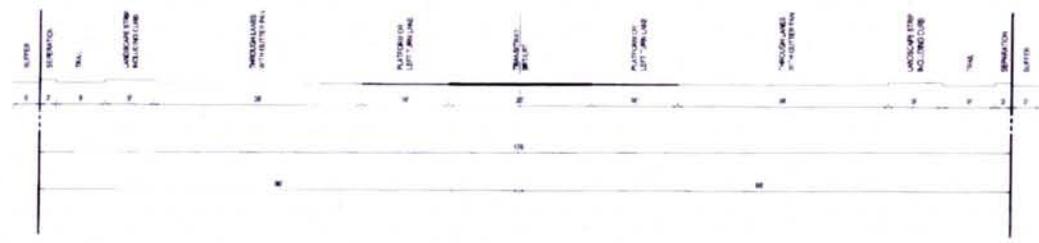
ROUTE 1 ULTIMATE SECTION D-D WITH TRANSIT
1" = 40' HORIZONTAL, 1" VERTICAL

GENERAL NOTES
1. ALL SECTION VIEWS FACED NORTH
2. SEE SHEET 11 OF THE SPECIAL EXCEPTION PLAN FOR ROUTE GEOMETRY

NOTES
1. TREES SHOWN AT FULL MATURITY



SECTION KEY
NOT TO SCALE



ROUTE 1 SECTION INCLUDING AT-GRADE TRANSITWAY IN CENTER
1" = 40' HORIZONTAL, 1" VERTICAL

NOTE
1. SECTION TAKEN FROM FIGURE 3 OF THE POLY PLAN FOUND ON PAGE 32 OF THE FAIRFAX COUNTY COMPREHENSIVE PLAN, 2007 EDITION (REVISED THROUGH 6/20/2010)



BOHLER ENGINEERING
CONSULTANTS LIMITED
10700 BURNING WOOD DRIVE
FAIRFAX, VA 22031
TEL: 703.441.1100
WWW.BOHLENGINEERING.COM

NO.	DATE	COMMENTS	BY	CHK
1	07/27/10	REV. PER SHEET 10 FOR REVISIONS	ASB	ASB
2	07/27/10	REV. PER SHEET 10 FOR REVISIONS	ASB	ASB
3	07/27/10	REV. PER SHEET 10 FOR REVISIONS	ASB	ASB
4	07/27/10	REV. PER SHEET 10 FOR REVISIONS	ASB	ASB
5	07/27/10	REV. PER SHEET 10 FOR REVISIONS	ASB	ASB
6	07/27/10	REV. PER SHEET 10 FOR REVISIONS	ASB	ASB
7	07/27/10	REV. PER SHEET 10 FOR REVISIONS	ASB	ASB
8	07/27/10	REV. PER SHEET 10 FOR REVISIONS	ASB	ASB
9	07/27/10	REV. PER SHEET 10 FOR REVISIONS	ASB	ASB



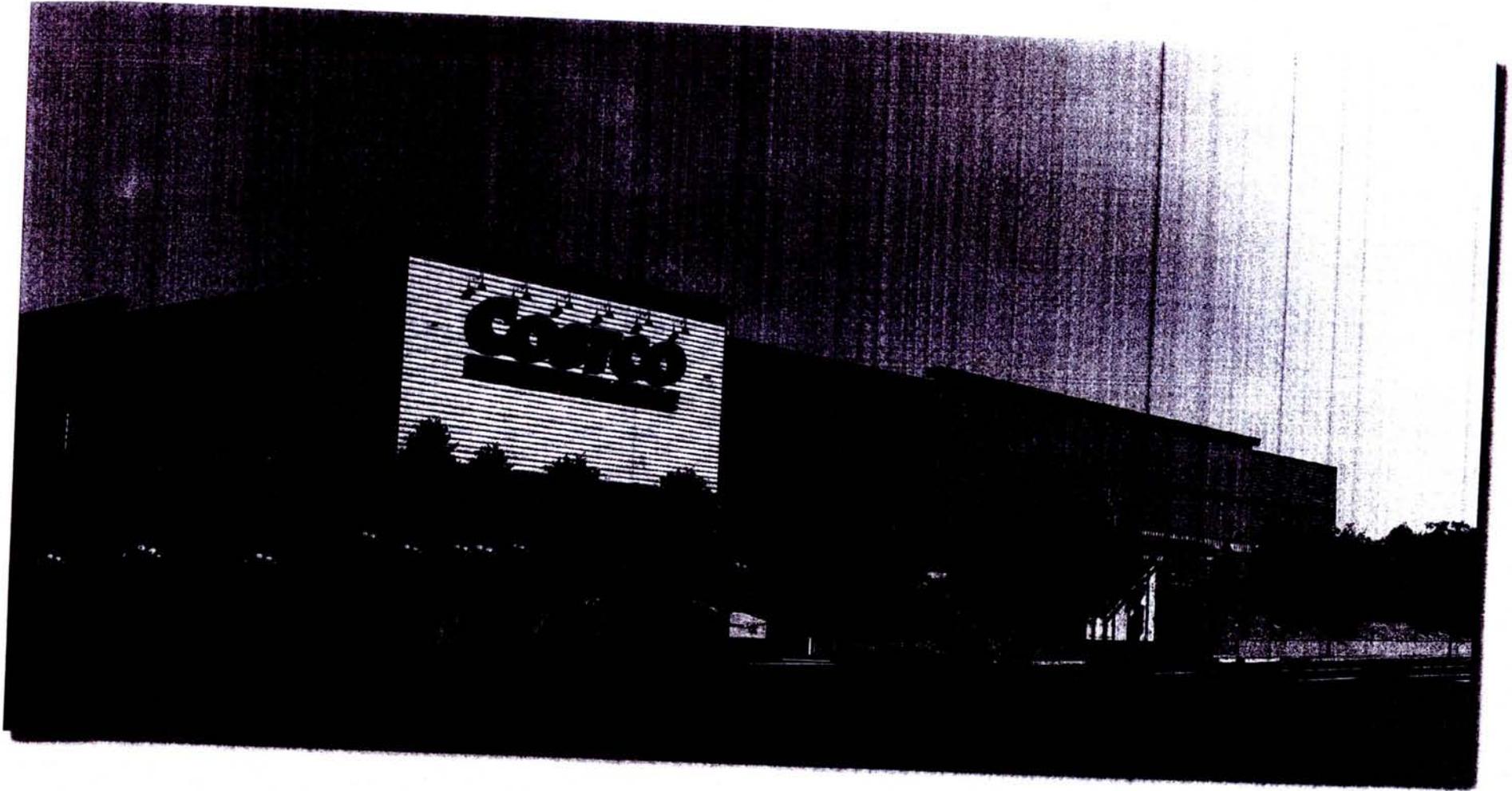
NOT APPROVED FOR CONSTRUCTION

SPECIAL EXCEPTION
FOR
Coastco
LOCATION OF SITE
7940 RICHMOND HIGHWAY
(U.S. RTE. 1)
LEE DISTRICT
FAIRFAX COUNTY, VIRGINIA

BOHLER ENGINEERING
2340 DAVEN DRIVE, SUITE 200
STERLING, VIRGINIA 20166
Phone: (703) 708-8800
Fax: (703) 708-8801
www.BohlerEngineering.com



SHEET TITLE
ROUTE 1 SECTION COMPARISON D-D
SHEET NUMBER
18 OF 24



MULVANNY G2

1484 WESTPARK DRIVE | SUITE 700
McLEAN, VA | 22102
1 703.564.8484 | 1 703.564.8400



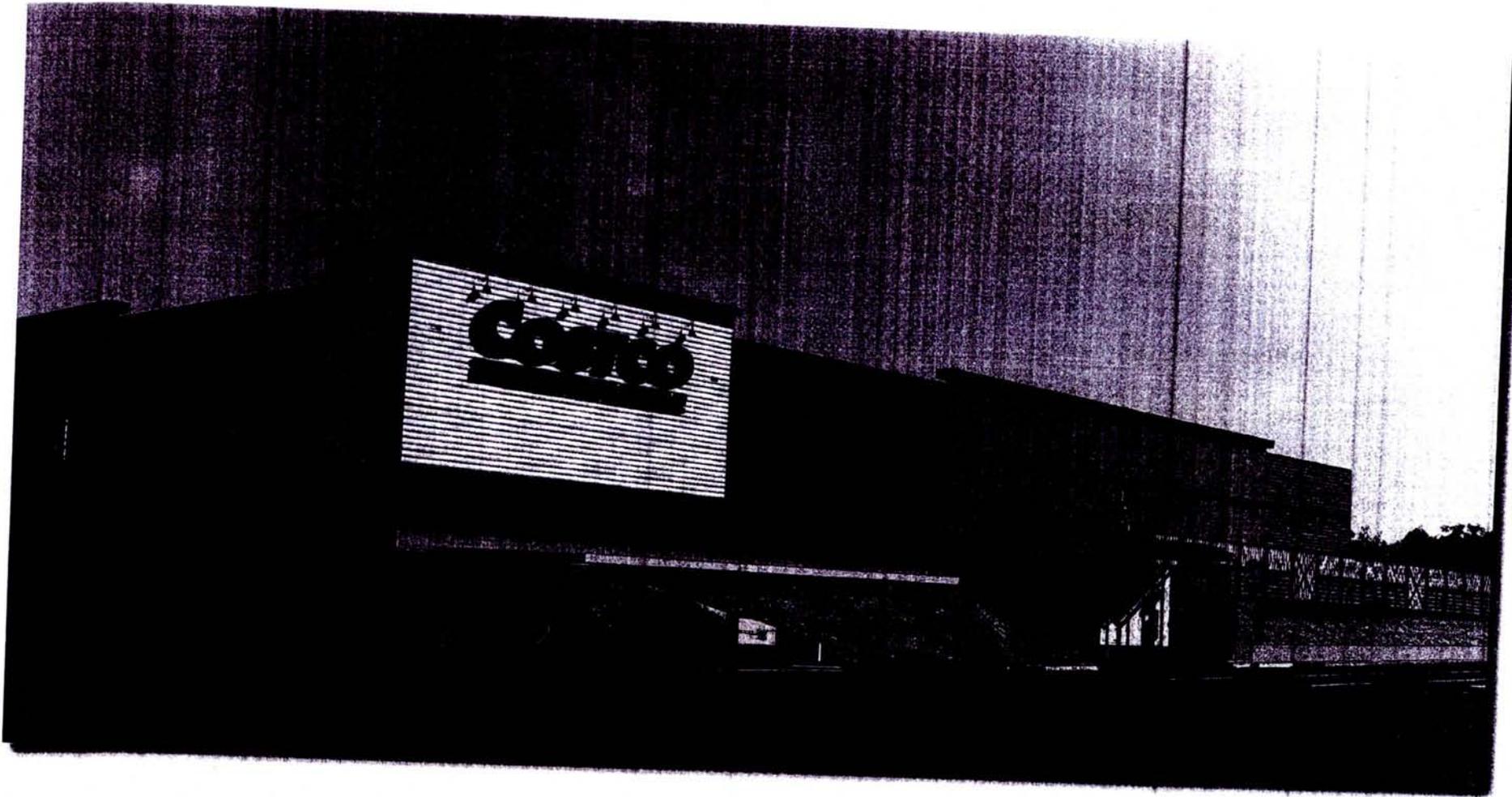
ALEXANDRIA, VA
09-0124-01

Perspective 1
With landscape

April 4, 2011

FOR INFORMATIONAL PURPOSES ONLY

19 of 24



MULVANNY G2

84 WESTPARK DRIVE | SUITE 700
MCLEAN, VA | 22102
1 703.564.8484 | 1 703.564.8400



ALEXANDRIA, VA
09-0124-01

Perspective 1
Without landscape

April 4, 2011

FOR INFORMATIONAL PURPOSES ONLY

20 of 24



MULVANNY G2

84 WESTPARK DRIVE | SUITE 700
McLEAN, VA | 22102

1 703.564.8484 | 1 703.564.8430



ALEXANDRIA, VA
09-0124-01

Perspective 2
With landscape

April 4, 2011

FOR INFORMATIONAL PURPOSES ONLY

21 of 24



MULVANNY G2

184 WESTPARK DRIVE | SUITE 700
MCLEAN, VA | 22102
1 703.564.6464 | 1 703.564.5400



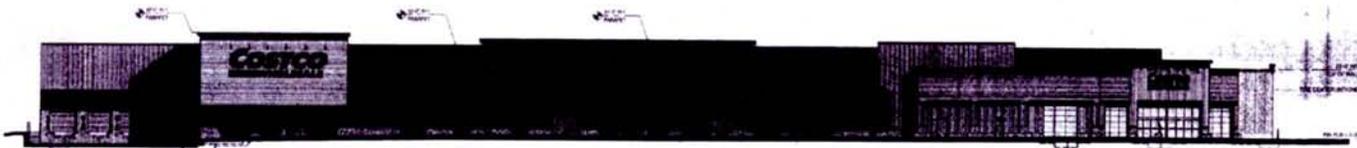
ALEXANDRIA, VA
09-0124-01

Perspective 2
Without landscape

April 4, 2011

FOR INFORMATIONAL PURPOSES ONLY

22 of 24



1 NORTH ELEVATION - WALMART PARKING
SCALE: 1/8" = 1'-0"



2 WEST ELEVATION - PARKING LOT
SCALE: 1/8" = 1'-0"

3 ELEVATION
SCALE: 1/8" = 1'-0" (SEE ELEVATION 1 FOR EXTERIOR FINISHES)

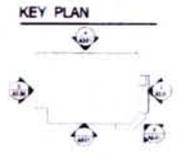


4 SOUTH ELEVATION - LADSON LANE
SCALE: 1/8" = 1'-0" (SEE ELEVATION 1 FOR EXTERIOR FINISHES)



5 EAST ELEVATION - RICHMOND HWY
SCALE: 1/8" = 1'-0" (SEE ELEVATION 1 FOR EXTERIOR FINISHES)

BUILDING ELEVATIONS ARE CONCEPTUAL IN NATURE AND ILLUSTRATIVE OF THE HIGH QUALITY OF THE DESIGN AND ARCHITECTURE OF THE PROPOSED BUILDING



09-0124-01
MARCH 8, 2011
BUILDING ELEVATIONS

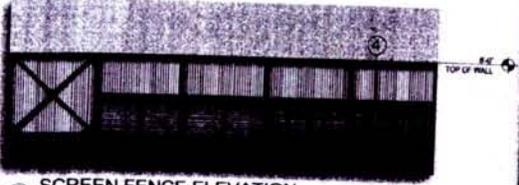
STUDY 1

COSTCO WHOLESALE
MOUNT VERNON (ALEXANDRIA), VIRGINIA

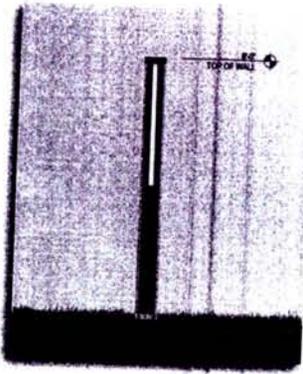
BUILDING ELEVATIONS
MARCH 8, 2011
FOR INFORMATIONAL PURPOSES ONLY



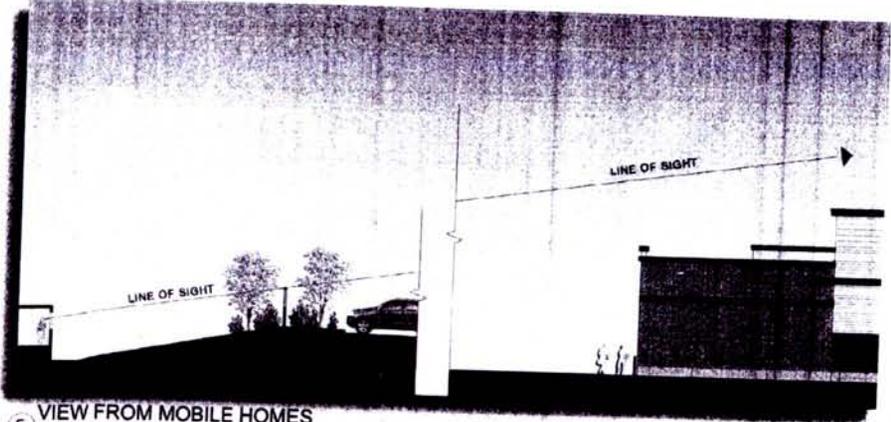
2 SCREEN FENCE SECTION



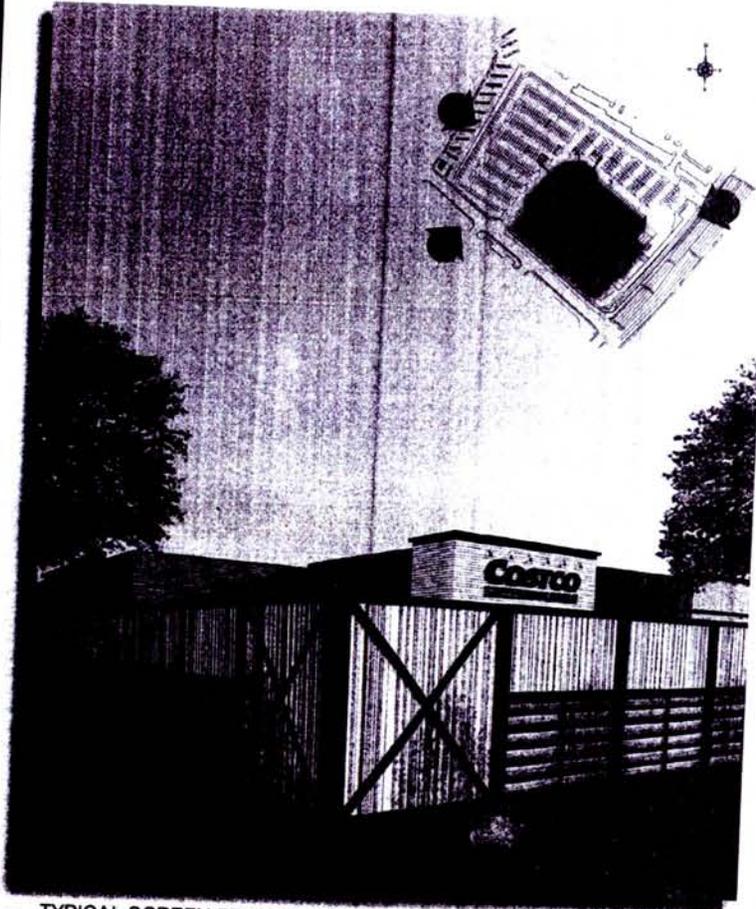
3 SCREEN FENCE ELEVATION



4 SCREEN FENCE SECTION



5 VIEW FROM MOBILE HOMES



1 TYPICAL SCREEN FENCE AT EAST AND NORTH-EAST PERSPECTIVE

MULVANNY G2

84 WESTPARK DRIVE | SUITE 700
MCLEAN, VA | 22102
1 703.564.8484 | 1 703.564.8400



ALEXANDRIA, VA
09-0124-01

Screen Fence
Exhibit

April 4, 2011

FOR INFORMATIONAL PURPOSES ONLY

24 of 24

**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, Costco Wholesale Corporation, requests approval of a Category 5 Special Exception to permit the development of a new 143,416 square foot (SF) large retail sales establishment at an FAR of 0.28. The proposed hours of operation are Monday through Friday from 11:00 am to 8:30 pm; Saturday from 9:30 am to 6:00 pm; and Sunday from 10:00 am to 6:00 pm. Approximately 250 employees are proposed. The proposed development conditions, the Applicant's Affidavit, and Statement of Justification are contained in Appendices 1, 2, and 3 respectively.

Waivers and Modifications:

- Waiver of the service drive requirement along Richmond Highway;
- Modification of the transitional screening, peripheral parking lot landscaping and barrier requirements along the eastern and western property lines in favor of that shown on the SE Plat;
- Modification of the transitional screening, peripheral parking lot landscaping and waiver of the barrier requirement along the southern property line in favor of the vegetation shown on the SE Plat;
- Modification of the Richmond Highway Corridor streetscape requirements along Richmond Highway to that shown on the SE Plat; and
- A deviation from the tree preservation target requirement of Chapter 122 of the County Code and the Public Facilities Manual.

LOCATION AND CHARACTER

Site Description:

The subject property totals 11.88 acres, is zoned C-8 and is located in the Richmond Highway Corridor Area's Hybla Valley/Gum Springs Community Business Center, in the northwest quadrant of the intersection of Richmond Highway and Ladson Lane. This site is currently developed with an abandoned movie theater of approximately 54,000 square feet and its associated surface parking lot. Existing vegetation is located around the perimeter of the existing parking areas and within the site. The existing vegetation is not worthy of

preservation as it is not in the best health due to lack of maintenance. Access is provided from Richmond Highway, Ladson Lane, and via an interparcel access point from the adjacent property to the north (Wal-Mart). The chart below provides the land use, zoning, and Comprehensive Plan recommendations for the surrounding properties.



SURROUNDING AREA DESCRIPTION			
Direction	Use	Zoning	Comprehensive Plan Map
North	Retail Sales Establishment - Large (Walmart)	C-8, HC, CRD	Retail & Other
South	Single-family attached (Avery Park)	R-12, HC	Residential; 5-8 du/ac
	Single-family detached (Evergreen Farms)	R-3, HC	
	Service Station and Car Wash (Mr. Kleen Car Wash Full Service and Body Beautiful Auto Detailing Center)	C-8, HC	

SURROUNDING AREA DESCRIPTION			
	Vacant land	R-3, HC	Residential; 3-4 du/ac
East	Place of Worship (Greater Morning Star Apostolic Church)	C-2, HC, CRD	Office
	Multiple-family dwelling (Spring Garden Apartments)	C-8, HC	Residential; 8-12 du/ac
West	Mobile homes (Audubon Estates)	R-MHP, HC	Residential; 8-12 du/ac

BACKGROUND

In 1986 a multiplex movie theatre was built on this site. On December 12, 1998, the Board of Supervisors approved RZ 1998-MD-037 to establish the boundaries of the Commercial Revitalization Districts (CRDs) within Fairfax County to promote redevelopment within these areas. The subject site is located within the Richmond Highway CRD.

COMPREHENSIVE PLAN PROVISIONS (Appendix 7)

Plan Area:	IV
Planning District:	Lee District
Planning Sector:	MV-2 Hybla Valley Community Planning Sector
Plan Map:	Retail and Other
Plan Text:	

Fairfax County Comprehensive Plan, 2007 Edition Area IV, Mount Vernon Planning District, Amended through 9-28-2010, Richmond Highway Corridor Area, Hybla Valley/Gum Springs Community Business Center, Land Unit D, Sub-unit D-4, Page 52 states:

Sub-unit D-4

This sub-unit contains a Wal-Mart store and Multiplex Theater and is planned for retail use up to .50 FAR. Stormwater runoff should be managed such that the contribution of stormwater runoff from the site to stream degradation downstream of the site will be reduced substantially. The application of Low Impact Development (LID) practices should be considered toward this end.

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

Title of SE Plat: Special Exception for Costco

Prepared By: Bohler Engineering

Original and Revision Dates: October 27, 2010 as revised through April 4, 2011

Description of SE Plat:

The SE Plat consists of 24 sheets. The chart below lists a description of each sheet.

SE PLAT: COSTCO SPECIAL EXCEPTION PLAT	
SHEET #	DESCRIPTION OF SHEET
1 of 24	Cover Sheet, Location Map, Sheet Index, Waivers and Modification Requests, Legend
2 of 24	Existing Conditions Plan
3 of 24	Special Exception Plat
4 of 24	Landscape Plan
5 of 24	Landscape Details
6 of 24	Existing Vegetation Map
7 of 24	Tree Conditions Analysis
8 of 24	Stormwater Management/BMP Plan
9 of 24	Adequate Outfall Plan
10 of 24	Detailed Route 1 Plan
11 of 24	Overall Route 1 Plan
12 of 24	Site and Ladson Lane Sections
13 of 24	Truck Turn Plan
14 of 24	Truck Turn Plan
15 -18 of 24	Route 1 Section Comparison
19 of 24	Perspective 1 with Landscape
20 of 24	Perspective 1 with no Landscape
21 of 24	Perspective 2 with Landscape
22 of 24	Perspective 2 with no Landscape
23 of 24	Building Elevations
24 of 24	Screen Fence Exhibit

The following features are depicted on the proposed GDP:

Site Layout

The applicant proposes to demolish the existing vacant 54,000 SF movie theatre building on-site and to build a new one-story 143,416 square foot (SF) building located close to the Ladson Lane intersection with Richmond Highway towards the front of the site. The applicant proposes to orient the building such that the primary

customer entrance faces north towards the existing Walmart large retail sales establishment, the loading area would be along the Richmond Highway facade, and the ancillary tire service center would be located along the western façade of the building. The loading dock along the Richmond Highway frontage is proposed to be screened by an eight-foot high wall, berming, and streetscaping. No tree preservation is proposed; however, the applicant proposes to provide landscaping along all property boundaries and interior parking lot landscaping in landscaped medians throughout the site. Stormwater quality control facilities proposed include two vegetated swales, an underground bioretention filter, and two filterras. An underground detention facility is proposed for stormwater detention. There are three existing access points to the site; no changes are proposed to the number of access points on the site.

Building and Architecture

The applicant has provided staff with renderings that depict building elevations incorporating design elements such as trellises, various building materials and various colors for the metal panels, which help to break up the building's façade. The elevations illustrate the use of several different building materials and colors proposed to be consistent on all four sides of the building. These elements will also be incorporated into the screen wall proposed along the Richmond Highway frontage.

Access

No new site access points are proposed. The site has three access points: one from Richmond Highway, the second from Ladson Lane and the third via an interparcel access point from the adjacent property to the north (Wal-Mart). The applicant proposes to shift the location of the Ladson Lane access point further west. Pedestrian access would be provided to the site from Richmond Highway and Ladson Lane via a 10-foot wide trail and a five-foot wide sidewalk respectively. Crosswalks would be provided from the handicap parking areas on-site.

Parking

The Zoning Ordinance requires a minimum of 687 parking spaces and five loading spaces to be provided on site. However, pursuant to Section A7-409 Paragraph 3A of the Zoning Ordinance, the applicant is permitted up to a 20% by-right parking reduction (137 spaces) in the Richmond Highway Commercial Revitalization District (CRD), reducing the requirement to 550 parking spaces. The applicant proposes to provide 575 parking spaces and five loading spaces on-site. 438 parking spaces shown are 10 feet in width by 20 feet in length, and the remaining 137 parking spaces are 10 feet in width by 18 feet in length. All of the parking spaces exceed the County's standard dimension of nine feet in width by 18 feet in length. The applicant requires these larger spaces at all of its locations to accommodate the larger vehicles typically used by patrons shopping for bulk merchandise.

Landscaping and Open Space

A minimum of 15% open space is required for the site; 15% open space would be provided. Sheets 4 and 5 of the SE Plat highlight the proposed landscaping for the site. In general, the applicant proposes to provide streetscaping along the Richmond Highway and Ladson Lane frontages; transitional screening and supplemental landscaping along the western and northern property boundaries; and interior parking lot landscaping in parking lot islands throughout the site.

Stormwater Management

Currently, there are no stormwater management or water quality controls on-site. The applicant intends to meet stormwater detention requirements by providing an underground detention facility to provide detention on-site, reducing the site's impervious surface, and demonstrating adequate outfall. Several stormwater quality control facilities are proposed including two vegetated swales, an underground bioretention filter, and two filtertraps.

ANALYSIS

Land Use Analysis (Appendix 5)

The subject property is located in the Hybla Valley/Gum Springs Community Business Center, Land Unit D, Sub-unit D-4 of the Richmond Highway Corridor Area that is planned for retail use up to 0.50 FAR. Consistent with this Comprehensive Plan recommendation, the proposed 143,416 square foot (SF) retail sales establishment would result in an FAR of 0.28. The overall FAR for Sub-unit D-4 comprised of the adjacent Walmart large retail sales establishment and the subject proposal would result in an FAR below 0.50.

Issue: Building and Site Design:

Initially, staff raised concerns regarding the proposed building's size, orientation, appearance, and site design and the need for the proposed development to be in conformance with the Comprehensive Plan's Richmond Highway Urban Design Guidelines, which promote an attractive and coordinated development along the Richmond Highway corridor. Staff recommended that the building footprint should be reduced by constructing a 2-story building to allow for more open space, landscaping, and screening, particularly along the western property line. Staff also recommended that the building should be re-oriented so that the proposed loading dock would no longer face Richmond Highway. If the applicant was unable to do such, the applicant should demonstrate that the loading area would be adequately screened through buffering and screening to ensure that the loading area would not be directly visible from Richmond Highway. Additionally, architectural design features should be visually coherent and incorporated at street level.

Resolution:

The applicant did not reduce the size of the building, however more screening was provided along the western property line. The applicant provided staff with renderings depicting the building elevation and an eight-foot screening wall with metal panels on the surface comparable to those which will be used for the proposed building's façade. The renderings also illustrate berming and street trees to screen the loading dock along the Richmond Highway street frontage. The applicant also proposes to incorporate trellises to break up the facade of the building. Staff finds the proposed materials and design to be in conformance with the Richmond Highway Urban Design Guidelines and is satisfied that the loading dock would be adequately screened from view along Richmond Highway.

**Issue: Open Space, Landscaping and Streetscaping**

Initially, staff requested that the applicant reduce the building footprint to provide more open space and landscaping on-site, and more buffering and screening to the adjacent residential uses to the west and south (Ladson Lane). Staff suggested that the parking lot be broken into smaller segments and additional landscaped parking islands should be provided.

Resolution:

The applicant has revised the SE Plat and now proposes to provide more landscaping along the western property line and streetscaping along Richmond Highway and Ladson Lane. Landscaping would also be provided along the northern property line and in parking lot islands throughout the site. The applicant

has provided cross-sections on Sheets 12 and 15 through 18 of the SE Plat which show the proposed streetscaping along Richmond Highway and Ladson Lane and the proposed landscaping along the western property line at the rear of the site. Staff finds that the proposed streetscaping is in conformance with the recommendations of the Comprehensive Plan.

Signage

The renderings of the proposed building depict one building-mounted sign on the eastern facade of the building facing Richmond Highway. Staff has found that the proposed building signage is compatible with the overall scale and height of the proposed building. A development condition has been included that acknowledges the applicant's commitment that there will be no building-mounted signage along the Ladson Lane frontage of the structure in order to reduce any potential visual impact on the adjacent residential community. All signage will require review and approval by the Zoning Enforcement Branch of the Department of Planning and Zoning (DPZ) to ensure conformance with Article 12 of the Zoning Ordinance and any applicable development conditions.

Environmental Analysis (Appendix 6)

Issue: Stormwater Management/Best Management Practices (SWM/BMP)

The stormwater management narrative on Sheet 8 of the SE Plat states that there are no existing water quantity controls on the subject site. There is site specific Comprehensive Plan language which states that the contribution of stormwater runoff from the site to stream degradation downstream shall be substantially reduced through consideration of Low Impact Development (LID) practices. There is also the Policy Plan guidance for the optimization of stormwater management and water quality controls and practices for redevelopment which are consistent with revitalization goals. In support of the site specific language and Policy Plan guidance, staff advised the applicant to provide stormwater detention on-site and to exceed the minimal requirement for water quality controls by 10%.

Resolution:

The applicant is now proposing to construct two underground detention facilities on site, to reduce the 10-year peak flow rate by 20 percent. Staff finds this to be a substantial reduction of stormwater runoff from the site. Therefore, this issue has been resolved.

The applicant has also increased the proposed phosphorous removal from 10% to 20%. Therefore, staff finds this issue has been resolved. The proposed stormwater quantity and quality controls are further discussed under the Stormwater Analysis section of this report.

Issue: Green Building Practices

The Policy Plan supports the application of energy conservation, water conservation, and other green building practices in the design and construction of new development and redevelopment. The Policy Plan recommends Leadership in Energy and Environmental Design (LEED) certification or an equivalent system when zoning proposals are located in a community business center and are seeking a change in use from what would be allowed under existing zoning. In the absence of an applicant proposed alternative green building system, staff recommended that the applicant commit to LEED certification under the most current version of New Construction or Core and Shell rating system and to post a green building escrow at \$286,832.

In support of attaining LEED certification, the applicant was encouraged to:

- retain a LEED AP to be part of the project's design and construction team
- include a list of specific credits within the most current version of a LEED
- rating system as part of the site plan and building plan submission
- retain a professional engineer or architect to provide certification statements both at the time of site plan and building plan reviews
- retain a LEED AP to prepare a green building user's manual

Resolution:

A development condition has been included that commits the applicant to the features noted above including certification. With the addition of the staff proposed development condition, this issue is resolved.

Countywide Trails Plan

The Countywide Trails Plan Map shows that the 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 requirements for Richmond Highway are found in the Transportation Section of the Policy Plan (Comprehensive Plan) entitled, "Roads in Revitalization Area." This section calls for a nine-foot wide curb edge landscaping strip, a nine-foot wide trail, and an eight-foot wide interior landscaping strip and no on-road bicycle route. The proposed streetscaping for this project includes a nine-foot wide curb edge landscape strip, a ten-foot wide trail, and a seven-foot wide interior landscaping strip, and no on-road bicycle route. A modification of the streetscape requirements is needed to allow what is shown on the SE Plat. Staff does not object to the requested modification as the one-foot taken from the proposed interior landscaping strip is being allocated

to the off-site trail to ensure it meets the County's standard width requirement of ten feet and for VDOT maintenance.

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

OCRR staff expressed the same concerns as those discussed under the Land Use Analysis section earlier in the report regarding inadequate buffering to the rear of the property along the western and southern property lines and the need to fully screen the loading area along Richmond Highway. OCRR staff also suggested that the applicant reduce the number of proposed parking spaces, provide architectural renderings which demonstrate that roof top mechanical equipment is not visible, and provide architectural interest along the Richmond Highway frontage.

The applicant increased the buffering along the western property line to include 15 large deciduous trees, 35 large evergreen trees, 40 medium size evergreen trees, and 161 medium size evergreen shrubs. The applicant is also proposing to provide the required amount of streetscaping along Ladson Lane. The applicant also reduced the number of proposed parking spaces from 588 to 575 spaces. Architectural renderings have been provided; however, the applicant has not yet provided a rendering which demonstrates that mechanical rooftop equipment is fully screened from view. Therefore, staff has proposed a development condition to address this concern.

Urban Forest Management Analysis (Appendix 8)

The Urban Forest Management Division (UFMD) of DPWES has reviewed the application and is satisfied that adequate justification has been provided for all the requested waivers of the barriers, and modifications of the transitional screening and peripheral parking lot landscaping requirements along the eastern, southern, and western property lines, and the deviation from the tree preservation target requirement.

Transportation Analysis (Appendix 9)

VDOT staff has reviewed and approved the applicant's Traffic Impact Assessment (TIA) for the proposed development. VDOT supports the applicant's proposal to provide dual left turn lanes on Richmond Highway at its intersection with Sherwood Hall Lane/Walmart Driveway to mitigate the additional traffic that would be generated by the proposed large retail sales establishment. However, there are several turn lane waivers and an Access Management Exception request that are still under review by VDOT. Staff has included a development condition which states that if the necessary VDOT waivers and exception are not approved, and an alternative cannot be provided that is in substantial conformance with the SE Plat, then the applicant will have to pursue a Special Exception Amendment (SEA).

VDOT staff has also noted that the proposed mitigation measures involve changing signal timings. As retiming of individual signals can have a system wide impact on the network, VDOT has requested that the applicant submit an analysis of the impact the retiming of individual traffic signals or a change in geometry the proposed use would have on other intersections in the traffic network. Staff has included a development condition which requires the applicant to submit the analysis and have it reviewed and approved prior to site plan approval. With the implementation of this development condition, staff is satisfied this issue is resolved.

The Department of Transportation (DOT) memo dated March 24, 2011 was based on an older version of the SEA Plat revised through March 9, 2011; the following outstanding recommendations were made:

- the provision of an agreement from Wal-Mart that the applicant can widen the two receiving lanes located at Wal-Mart's main entrance from Richmond Highway; and
- the provision of an auto turn evaluation for the proposed southbound U turn lane on Richmond Highway; and

Development conditions have been included which state that an agreement from the adjacent property owner, Walmart, for the entrance improvements, the provision of an auto turn evaluation to DOT, and the approval of the turn lane waivers and the Access Management Exception request by VDOT must be obtained prior to site plan approval.

Fairfax Water Analysis (Appendix 10)

The application property is served by Fairfax Water; adequate domestic and fire protection service is available at the site from existing 8-inch and 16-inch water mains located at the property. Depending on the final site and water main configurations, additional water main extensions might be necessary to satisfy fire flow requirements and accommodate water quality concerns. Additionally, Fairfax Water staff stated that a 24-foot wide easement would be required for a future transmission main along Richmond Highway outside the limits of the existing and proposed right-of-way.

The applicant negotiated with Fairfax Water to provide 20 feet instead of 24 feet for the water easement due to site constraints. However, Fairfax Water staff has stated that the area remaining between the proposed retaining wall within the easement and the proposed screening wall just outside the easement may create construction difficulties due to the large excavation equipment necessary to install the 24-inch wide diameter pipe. As a result, some of the trees planted within the easement may have to be removed to allow for the excavation equipment to

operate. A development condition has been included which states the applicant must replace any trees that may be removed at the time of excavation for the installation of the water pipe. With the inclusion of this development condition, this issue has been resolved.

Stormwater Management Analysis (Appendix 11)

Issue: Stormwater Detention and Site Outfall

As stated under the Environmental section earlier in the report, there are no existing water quantity controls on the subject site. Initially, the applicant proposed to meet stormwater detention requirements by reducing the existing impervious surface on-site and by demonstrating adequate outfall. In the outfall narrative provided, the applicant stated that the drainage area of Little Hunting Creek upstream of Richmond Highway is more than 100 times the site area and therefore meets the minimum extent of review at this stage, which requires the applicant to review 100 times the area of the site. However, DPWES staff concluded that the drainage area is very close to 100 times the site area. As it is so close to 100 times the area, staff advised the applicant to depict a location or provide a narrative that describes a detention facility should the outfall not be adequate during review of the site plan.

Resolution:

The applicant is now proposing to construct two underground detention facilities on site. One of the facilities is depicted on the SE Plat under the parking lot at the rear of the site and the other is depicted towards the front of the site between the proposed screening wall along the Richmond Highway frontage and the proposed building. The SWM narrative states that the underground detention facilities would reduce the 10-year peak flow rate by 20 percent. Staff finds that this would be a substantial reduction of stormwater runoff from the site. Therefore, this issue has been resolved.

Issue: Vegetation Planted over Storm Drain

DPWES staff also noted that some of the landscaping proposed along Ladson Lane in front of the building would be planted directly over a privately maintained storm drain proposed to serve the project. As a result, maintenance activities associated with the storm drain may disrupt this vegetation.

Resolution:

A development condition has been included which requires the applicant to replace any vegetation that may be removed to maintain the storm drain.

Issue: Water Quality Controls and Drainage Area

As stated earlier in the report, to address water quality control requirements for the site, the applicant proposed to provide 10% phosphorous removal which is the minimal requirement for the site. Staff advised the applicant to increase the proposed level of phosphorous removal from 10% to 20% to meet site specific Plan language and the Policy Plan guidance. Subsequently, the applicant increased the proposed phosphorous removal from 10% to 20%. However, DPWES staff noted that the proposed drainage area to the proposed filterra on-site exceeded the maximum allowed for a single filterra unit. As a result, the total phosphorous removal on site would be reduced to less than 20%.

Resolution:

The proposed water quality controls now include two vegetated swales, an underground bioretention filter, and two filterras. DPWES staff has determined that the drainage area proposed to the two filterra units is acceptable and would achieve a phosphorous removal rate of 20%. Therefore, staff finds this issue has been resolved.

Sanitary Sewer Analysis (Appendix 12)

The property is located in the Little Hunting Creek (K) Watershed and would be sewered into the Noman M. Cole Pollution Control Plant (NMCCP). The Wastewater Planning and Monitoring Division states that, based upon current and committed flow, there is excess capacity in the NMCCP at this time, and an existing 12-inch line on the property is adequate for the proposed use at the present time.

ZONING ORDINANCE PROVISIONS (Appendix 13)

As shown in the chart below, the proposal conforms to all of the minimum bulk regulations for the C-8 District.

Bulk Standards (C-8, RHCRD Zoning)		
Standard	Required	Provided (Costco)
Lot Size	40,000 square feet	11.88 Ac
Lot Width	200 feet	Approx. 630 feet
Building Height	40 feet	36 feet
Front Yard	20 feet per RHCRD	50 feet (E) Richmond Hwy 20 feet (S) Ladson Lane
Side Yard	N/A	180 feet
Rear Yard	20 feet	300 feet (W)

Bulk Standards (C-8, RHCRD Zoning)		
Standard	Required	Provided (Costco)
FAR	0.50	0.28
Open Space	15% of land area	15%
Parking Spaces Retail Sales Establishment –Large *1	550	575
Loading Spaces Retail Sales Establishment –Large *2	5	5
Transitional Screening and Barrier Requirements		
North (Walmart - C-8)	N/A	4ft. wide landscape strip
South (SFA, SFD, Gas Station - R-12, R-3, C-8)	TS 3 – 50 ft. (across from SFD and SFA dwellings)	5 ft. off-site landscape strip, 5 ft. wide on-site landscape strip (modification requested)
East (R-3, C-2, C-8)	TS 3 – 50 ft. (across from SFD dwellings) TS 2- 35 ft. (across from Multiple family dwellings)	9 ft. wide off-site landscaped strip, 7 ft. wide on-site landscaped strip (modification requested)
West (R-MHP)	TS 2 – 35 ft.	20 ft. -35 ft. with 7 ft. arch metal panel wall provided (modification requested)
Barrier		
North (Walmart - C-8)	N/A	None
South (SFA, SFD, Gas Station - R-12, R-3, C-8)	E, F, or G	None
East (R-3, C-2, C-8)	E, F, or G	8 ft. screening wall
West (R-MHP)	E, F, or G	7 ft. metal panel wall

*1 One (1) space per 200 square feet of net floor area for the first 1000 square feet, plus six (6) spaces per each additional 1000 square feet: $[114,733 - 1000 = 113,733 \text{ sq. ft.}/1000 = 113.7 = 113.7 \times 6 = 682. 682 \text{ plus } 5 \text{ spaces (for } 1^{\text{st}} \text{ 1,000 sq. ft.)} = 687] \times 80\% = 550 \text{ spaces}$

*2 One (1) space per 10,000 square feet plus 1 space for each additional 15,000 square feet = 11 spaces or maximum of 5 spaces

1. Transitional Screening 2 shall consist of an unbroken strip of open space a minimum of thirty-five (35) feet wide and planted with all of the following: (1) A mixture of large and medium evergreen trees that achieves a minimum ten (10) year tree canopy of seventy-five (75) percent or greater; (2) A mixture of trees consisting of at least seventy (70) percent evergreen trees, and consisting of no more than thirty-five (35) percent of any single species of evergreen or deciduous tree; and (3) A mixture of predominately medium evergreen shrubs at a rate of three (3) shrubs for every ten (10) linear feet for the length of the transition yard area. The shrubs shall generally be located away from the barrier and staggered along the outer boundary of the transition yard.

2. Barrier E shall consist of a 6 foot tall wall, brick or architectural block faced on the side facing the existing use and may be required to be so faced on both sides as determined by the Director. Barrier F shall consist of a 6 foot high solid wood or otherwise architecturally solid fence. Barrier G shall consist of a 6 foot tall chain link fence and may be required by the Director to have inserts in the fence fabric or to be coated.
3. The applicant is requesting a modification of the transitional screening and barrier requirement in favor of the proposed landscaping and wall shown on the SE Plat.

Waivers/Modifications:

Waiver of the service drive requirement along Richmond Highway

Staff does not object to the applicant's requests for a waiver of the requirement of Section 17-201(3) of the Fairfax County Zoning Ordinance for construction of a service drive, as the Comprehensive Plan does not require a service drive along Richmond Highway and interparcel access is already provided to the adjacent property to the north.

The Urban Forest Management Division (UFMD) of DPWES has reviewed the application and is satisfied that adequate justification has been provided for:

- the modification of the transitional screening, barrier, and peripheral parking lot landscaping requirement along the eastern property line in favor of the streetscape shown on the SE Plat;
- the modification of the transitional screening, peripheral parking lot landscaping, and waiver of the barrier requirement along the southern property line in favor of the vegetation shown on the SE Plat;
- the modification of the transitional screening, barrier, and peripheral parking lot landscaping requirements along the western property line in favor of the existing vegetation and seven-foot tall wall shown on the SE Plat; and
- the deviation from the tree preservation target requirement.

Modification of the transitional screening, barrier, and peripheral parking lot landscaping requirement along the eastern property line in favor of the vegetation and barrier shown on the SE Plat

The Comprehensive Plan streetscape requirement along Richmond Highway consists of a 9-foot wide off-site landscape strip including curb, a 9-foot wide off-site trail, a 3-foot wide off-site landscape strip, and a 5-foot wide on-site landscape strip. One large deciduous tree should be planted every 30 feet inside the landscape strip. The required streetscape supersedes the transitional screening, peripheral parking lot landscaping, and barrier requirement under Article 13. The applicant is also proposing to construct an 8-foot tall screening wall along the Richmond Highway frontage on top of a berm. The wall would be used to screen the loading dock area located along the Richmond Highway frontage. The materials to be used for the wall are similar to the materials proposed for the building. As a result, the wall blends in with the façade of the building. Therefore, staff supports the applicant's modification and waiver request.

Modification of the transitional screening, peripheral parking lot landscaping, and waiver of the barrier requirement along the southern property line in favor of the vegetation shown on the SE Plat

According to the Comprehensive Plan, there is a streetscape requirement for Ladson Lane which is comprised of a 5-foot wide curb edge landscape strip, a 5-foot wide off-site sidewalk, and a 5-foot wide on-site landscaped screening strip. The applicant proposes to provide the required streetscape, which according to Section A7-409 Paragraph C supersedes the transitional screening, peripheral parking lot landscaping, and barrier requirement under Article 13. Therefore, staff supports the applicant's modification and waiver request.

Modification of the transitional screening, barrier, and peripheral parking lot landscaping requirements to the west in favor of the existing vegetation and seven-foot tall wall shown on the SE Plat

The Zoning Ordinance requires Transitional Screening Type II (35 feet depth) and a Barrier Type E, F, or G for the proposed development of the Costco retail warehouse building located adjacent to the existing mobile homes to the west. The applicant is requesting a modification of the transitional screening, peripheral parking lot landscaping, and barrier requirements in favor of the landscaping, berm and seven-foot tall metal panel wall shown on the SE Plat. Staff supports the requested modifications as more landscaping will be provided than what currently exists along the western property line.

Modification of the Richmond Highway Corridor streetscape requirements along Richmond Highway to that shown on the SE Plat

The Comprehensive Plan guidance for the Richmond Highway Corridor contains specific guidance for urban design and streetscape design. As discussed earlier in the report, the applicant is requesting a modification of the streetscape guidelines in favor of that shown on the SE Plat. The Comprehensive Plan notes that "modifications in the application of the streetscape...will likely be necessary to respond to site conditions or roadway design considerations." As discussed in the earlier in the report, staff believes that the proposed landscaping is consistent with the streetscape recommendations for the Richmond Highway Corridor, subject to the proposed modifications related to the width required for the trail to be maintained by VDOT, and the need to provide smaller trees in the waterline easement. Therefore, staff has no objections to the approval of this modification request.

Deviation from the Tree Preservation Target Requirement of Chapter 122 of the County Code and the Public Facilities Manual

The applicant has requested a deviation from the tree preservation target requirement. The existing trees on site must be removed to accommodate the new site layout for the proposed large retail sales establishment. Staff believes that the applicant's proposal is an improvement as it will be providing more trees than

currently exist on site. Staff supports the requested deviation from the tree preservation target requirement.

OTHER ZONING ORDINANCE REQUIREMENTS:

Special Exception Requirements (See Appendix 13)

- General Special Exception Standards (9-006)
- Standards for all Category 5 uses (Sect. 9-503)
- Additional Standards for Retail Sales Establishments-Large (Sect 9-533)
- Highway Corridor Overlay Special Exception Uses (Sect. 7-607)
- Highway Corridor Overlay District (7-608)Special Exception Requirements

General Special Exception Standards (Sect. 9-006)

General Standard 1 states that the proposed use at the specified location shall be in harmony with the adopted Comprehensive Plan. As stated in the Land Use Analysis, staff believes the proposal is in harmony with the use and intensity recommendations for retail use up to 0.50 FAR in the site specific text in the Comprehensive Plan.

General Standard 2 states that the proposed use shall be in harmony with the general purpose and intent of the applicable zoning district regulations. The proposed development is in harmony with the general purpose and intent of the C-8 District, which is to provide locations on heavily traveled collector and arterial highways, for those commercial and service uses which: (a) are oriented to the automobile; or (b) are uses which may require large land areas and good access; and (c) do not depend upon adjoining uses for reasons of comparison shopping or pedestrian trade. Staff is satisfied this standard is met.

General Standard 3 requires that 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. As previously discussed, the proposed landscaping along the property boundaries adequately screens the large retail sales establishment use from adjacent residential properties. It is staff's opinion that the proposed development would not hinder future development of adjacent parcels. Therefore, this standard is satisfied.

General Standard 4 states that the proposed use shall be such that pedestrian and vehicular traffic associated with such use will not be hazardous or conflict with the existing and anticipated traffic in the neighborhood. Access is proposed to the site via three access points: a right- in right-out access point from Richmond Highway; a two-way access point from Ladson Lane; and an interparcel access point from the adjacent northern property to the north. Pedestrian access to the proposed development would be provided by a 10-foot wide trail and a five-foot wide sidewalk along Richmond Highway and Ladson Lane respectively.

As discussed under the Transportation Analysis section earlier in the report, VDOT staff has reviewed and approved the applicant's Traffic Impact Assessment (TIA) for the proposed development and also supports the applicant's proposal to provide dual left turn lanes on Richmond Highway at its intersection with Sherwood Hall Lane/Walmart Driveway. Development conditions have been included to address all outstanding items that were raised by DOT and VDOT staff. The development conditions require the review and/or approval of various documents prior to site plan approval. With the implementation of these development conditions, staff believes that vehicular traffic associated with the proposed use would not be hazardous or conflict with the existing and anticipated traffic in the neighborhood. Therefore this standard is satisfied.

General Standard 5 requires that landscaping and screening be provided in accordance with the provisions of Article 13. The proposed landscape plan is in conformance with Article 13 with respect to tree cover and peripheral and interior lot landscaping. Staff feels that this standard has been addressed.

General Standard 6 requires that open space be provided in an amount equivalent to that specified for the zoning district in which the proposed use is located. The Costco site is within the C-8 Zoning District, which requires 15% open space. The applicant proposes 15% open space. Therefore, this standard has been met.

General Standard 7 requires that adequate utility, drainage, parking, loading and other necessary facilities to serve the proposed use shall be provided. Parking and loading requirements are proposed to be in accordance with the provisions of Article 11 and the Richmond Highway Commercial Revitalization requirements. The applicant proposed to provide two underground detention facilities, to reduce the existing impervious surface and to provide adequate outfall. Staff finds this standard has been met.

General Standard 8 requires that signs 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. A development condition has been written which acknowledges the applicant's commitment that there will be no building-mounted signage along the Ladson Lane frontage of the structure in order to reduce any potential visual impact on the adjacent residential community. Therefore, staff finds this standard has been met.

Standards for all Category 5 uses (Sect. 9-503)

Standard 1 for Category 5 Uses states that all uses shall comply with the lot size and bulk regulations of the zoning district in which located. The subject site is within the C-8 Zoning District. The proposed use complies with all of the bulk regulations of this zoning district.

Standard 2 for Category 5 Uses states that all uses shall comply with the performance standards specified for the zoning district in which located. A development condition has been written to ensure that the proposed lighting is in conformance with Part 9 of Article 14 of the Zoning Ordinance. All other performance standards have been met.

Standard 3 for Category 5 Uses states that before establishment, all uses, including modifications or alterations to existing uses, shall be subject to the provisions of Article 17, Site Plans. With the implementation of the staff proposed development conditions, this standard is satisfied.

Additional Standards for Retail Sales Establishments-Large (Sect 9-533)

Par. 1 requires that the Board of Supervisors determine that the proposed development of the Costco retail warehouse be compatible with and not adversely impact the adjacent properties and the local area road system. While there are existing residential developments located on the western and southern sides of the site, the applicant proposes screening the Costco retail warehouse building from the residential uses. As previously discussed, staff acknowledges that the proposal would have an impact on the existing traffic conditions on Richmond Highway. VDOT has reviewed and approved the applicant's TIA. The applicant is providing dual left turn lanes into the Walmart entrance from Richmond Highway; widening Walmart's receiving lanes; and closing the existing median break on Richmond Highway. The turn lane waivers and Access Management Exception request are currently under review by VDOT. The applicant also has to provide staff with a written agreement from Walmart that allows the improvements of the two receiving lanes on Walmart's property. Staff has included development conditions which require approval of the turn lane waivers and exception, along with a copy of the agreement with Walmart, prior to site plan approval. With the implementation of these conditions, staff finds this standard has been met.

Par. 2 requires that parking is in conformance with Article 11 and be provided on site. As noted in the bulk standards chart presented earlier in this report, the provided parking exceeds the minimum requirements of Article 11, Parking and Loading by 25 parking spaces. Therefore, this standard has been met.

Par. 3 requires coordination of pedestrian and bicycle circulation on and off site. As described above in this report, pedestrian circulation is coordinated on and off site, and no bike route is required along the Richmond Highway corridor. Therefore, staff finds that this provision is satisfied.

Par. 4 requires safe and convenient access to the site. The SE Plat includes the provision of ample access points to the site. VDOT has approved the applicant's TIA, and staff has included development conditions to address all other outstanding transportation concerns. Therefore, staff finds this standard has been met.

Par. 5 requires that the site be designed to minimize noise impacting adjacent properties. Since the existing loading spaces are located away from the residential community, staff feels that this requirement would be satisfied.

Par. 6 states that the outdoor lighting must conform to the provisions of Part 9, Outdoor Lighting, of Article 14, Performance Standards. With the inclusion of the proposed development condition that all outdoor lighting must conform to the provisions of Part 9, Outdoor Lighting, Performance Standards Article 14, this standard has been met.

Par. 7 requires that the proposal be designed so as to protect the character of the surrounding neighborhood through architectural and site design. The applicant proposes to incorporate design elements on the façade to help break up the mass of the building. Four different types of architectural metal panels are proposed for the building facade to give better definition and to reduce the monotonous appearance of the structure. Staff finds this standard has been satisfied.

Par. 8 addresses outdoor seating areas and outdoor display and storage. No outdoor seating areas are shown on the SE plat. However, in the statement of justification the applicant implies that there could be outdoor seating areas and outdoor display and storage. According to the Zoning Ordinance Section 9-533, Paragraph 8A, the area and extent of all outdoor seating and outdoor areas for service, storage and display of goods shall be designated on the approved plat. Therefore, staff concludes that as no such area is shown on the SE Plat, the applicant is not proposing any outdoor seating areas and outdoor display and storage. The applicant has been advised to update their statement of justification to make it clear that no outdoor seating areas, display and storage are proposed. With the statement of justification so modified, staff finds this standard has been satisfied.

Par. 9 addresses signage. A building mounted sign is proposed on the eastern façade of the building which faces Richmond Highway. As stated earlier in the report, a development condition has been written to ensure that there will be no building-mounted signage along the Ladson Lane frontage of the structure to reduce any potential visual impact on the adjacent residential community. Therefore, staff finds this standard is satisfied.

Overlay District Requirements

Highway Corridor Overlay Special Exception Uses (Sect. 7-607)

This section states that all uses permitted by special exception in the underlying zoning district(s) are permitted with certain exceptions. The use proposed with this application is permitted by special exception; therefore, this standard has been satisfied.

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

Paragraph 1A requires that such a use be designed so that pedestrian and vehicular circulation is coordinated with that on adjacent properties. As discussed above, sidewalks are being provided along Richmond Highway and Ladson Lane and crosswalks are also being provided by the applicant for pedestrian circulation on-site. There is also an existing interparcel access point to the north of the site providing access from the adjacent Wal-Mart property. Therefore, staff believes this standard is satisfied.

CONCLUSIONS AND RECOMMENDATIONS

Staff Conclusions

The application seeks to permit the development of a new 143,416 square foot (SF) large retail sales establishment at an FAR of 0.28. The proposed development would be an improvement to the existing conditions of the site, namely a vacant movie theater. Staff has included development conditions to address the remaining transportation issues which require by DOT and VDOT staff at that time of site plan review. Therefore, staff believes that appropriate measures have been taken by the applicant to mitigate any negative impacts the proposed development may have on the adjacent property owners and the existing traffic network along the Richmond Highway corridor. In staff's opinion, the requested Special Exception for a large retail sales establishment is in harmony with the Comprehensive Plan and in conformance with all applicable Zoning Ordinance provisions.

Staff Recommendations

Staff recommends approval of SE 2010-LE-025 subject to the proposed development conditions contained in Appendix 1 of the staff report.

Staff recommends approval of a waiver of the service drive requirement along Richmond Highway.

Staff recommends approval of a modification of the transitional screening, peripheral parking lot landscaping and barrier requirements along the western and eastern property lines in favor of that shown on the SE Plat.

Staff recommends approval of a modification of the transitional screening, peripheral parking lot landscaping and a waiver of the barrier requirements along the southern property line in favor of that shown on the SE Plat.

Staff recommends approval of a deviation from the tree preservation target requirement of Chapter 122 of the County Code and the Public Facilities Manual.

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

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

The approval of this special exception does not interfere with, abrogate or annul any easement, covenants, or other agreements between parties, as they may apply to the property subject to this application.

APPENDICES

1. Proposed Development Conditions
2. Affidavit
3. Statement of Justification
4. Comprehensive Plan – Site Specific Language
5. Land Use Analysis
6. Environmental Analysis
7. Office of Community Revitalization and Reinvestment Analysis
8. Urban Forest Management Analysis
9. Transportation Analysis
10. Fairfax Water Analysis
11. Stormwater Analysis
12. Sanitary Sewer Analysis
13. Applicable Zoning Ordinance Provisions
14. Glossary of Terms

PROPOSED DEVELOPMENT CONDITIONS**SE 2010-LE-025**

April 13, 2011

If it is the intent of the Board of Supervisors to approve SE 2010-LE-025 located on 7940 Richmond Highway, Tax Map 101-2 ((6)) A to permit a Retail Sales Establishment-Large pursuant to Sect. 4-804 and Sect. 9-533 of the Fairfax County Zoning Ordinance, staff recommends that the Board condition the approval by requiring conformance with the following development conditions:

1. This Special Exception is granted for and runs with the land indicated in this application and is not transferable to other land.
2. A copy of the Non-Residential Use Permit (Non-RUP) SHALL BE POSTED in a conspicuous place on the property of the use and be made available to all departments of the County of Fairfax during the hours of operation of the permitted use.
3. This Special Exception 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.
4. This Special Exception is subject to the provisions of Article 17, Site Plans. Any plan submitted pursuant to the special exception amendment shall be in substantial conformance with the approved Special Exception (SE) Plat entitled "Special Exception for Costco", prepared by Bohler Engineering dated October 27, 2010 as revised through April 4, 2011, and these conditions. Minor modifications to the approved special exception may be permitted pursuant to Par. 4 of Sect. 9-004 of the Zoning Ordinance.
5. The final architectural design of the retail warehouse shall be in substantial conformance with the general type, quality, and proportion of materials depicted in the illustrative perspectives, elevations, and sections attached to these conditions. The Applicant shall incorporate design elements to break up the facades of the building, and the exterior design. Building materials and colors used shall be consistent on all four (4) sides of the building.
6. Building mounted signage shall not be permitted on the Ladson Lane frontage of the building.
7. A concrete bus shelter pad, any necessary concrete loading pad (between curb and sidewalk), and a pedestrian connection to the bus shelter pad from the proposed trail along the Richmond Highway site

frontage shall be provided by the applicant as deemed necessary by DPWES in consultation with FCDOT. These facilities shall be installed prior to issuance of a Non-RUP; provided, however, that the Zoning Administrator may administratively approve a later date for completion of the improvement upon demonstration by the Applicant that despite diligent efforts and due to factors beyond the Applicant's control, the required improvements have been delayed. Final locations shall be determined in consultation with FCDOT and VDOT at the time of site plan review.

8. Landscaping shall be consistent with that shown on the SE Plat as determined by UFMD, DPWES. All trees located in landscape strips less than eight feet in width shall be planted in accordance with the recommendations of UFMD. The species of trees planted pursuant to this SE shall be in conformance with the Tree Selection Criteria and Recommended Tree Species for Richmond Highway as contained in the Comprehensive Plan to the greatest extent possible as determined by the Department of Public Works and Environmental Services.
9. All landscaping shall be maintained in good condition and include regular maintenance. This maintenance includes, but is not limited to, removal of dead/diseased plantings and their prompt replacement to maintain the required landscaping of this Special Exception.
10. Any vegetation and/or portion of the retaining wall located in the water easement to be located along Richmond Highway that is removed to accommodate the installation of the water line in the easement, shall be replaced by the applicant within 30 days following completion of the installation as determined by UFM, DPWES. Any vegetation that is removed along Ladson Lane to facilitate maintenance of the private storm drain located on-site shall be replaced by the applicant.
11. Prior to approval of the site plan for the building, the applicant will execute a separate agreement and post, for that building, a "green building escrow," in the form of cash or a letter of credit from a financial institute acceptable to DPWES as defined in the Public Facilities Manual, in the amount of \$286,832. This escrow will be in addition to and separate from other bond requirements and will be released upon demonstration of attainment of certification, by the U.S. Green Building Council, under the most current version of the U.S. Green Building Council's (USGBC) Leadership in Energy and Environmental Design—New Construction (LEED®-NC) rating system or other LEED rating system determined, by the U.S. Green Building Council, to be applicable to the building. The provision to the Environment and Development Review Branch of DPZ of documentation from the U.S. Green Building Council that each building has attained LEED certification will be sufficient to satisfy this commitment. If the applicant fails to provide documentation to the Environment and Development Review Branch of

DPZ demonstrating attainment of LEED certification within one year of issuance of the non-RUP for the building, the escrow will be released to Fairfax County and will be posted to a fund within the county budget supporting implementation of county environmental initiatives.

In addition, prior to site plan approval, the applicant will designate the Chief of the Environment and Development Review Branch of the Department of Planning and Zoning as a team member in the USGBC's LEED Online system. This team member will have privileges to review the project status and monitor the progress of all documents submitted by the project team, but will not be assigned responsibility for any LEED credits and will not be provided with the authority to modify any documentation or paperwork.

If the applicant provides to the Environment and Development Review Branch of DPZ, within one year of issuance of the non-RUP for the building, documentation demonstrating that LEED certification for the building has not been attained but that the building has been determined by the U.S. Green Building Council to fall within three points of attainment of LEED certification, 50% of the escrow will be released to the applicant; the other 50% will be released to Fairfax County and will be posted to a fund within the county budget supporting implementation of county environmental initiatives.

If the applicant fails to provide, within one year of issuance of the non-RUP for the building, documentation to the Environment and Development Review Branch of DPZ demonstrating attainment of LEED certification or demonstrating that the building has fallen short of certification by three points or less, the entirety of the escrow for that building will be released to Fairfax County and will be posted to a fund within the county budget supporting implementation of county environmental initiatives.

If the Applicant provides documentation from the USGBC demonstrating, to the satisfaction of the Environment and Development Review Branch of DPZ, that USGBC completion of the review of the LEED certification application has been delayed through no fault of the Applicant, the Applicant's contractors or subcontractors, the proffered time frame may be extended as determined appropriate by the Zoning Administrator, and no release of escrowed funds shall be made to the Applicant or to the County during the extension.

12. All new and replacement outdoor lighting fixtures shall be in accordance with the Performance Standards contained in Part 9 (Outdoor Lighting Standards) of Article 14 of the Zoning Ordinance.
13. There shall be no outdoor storage and the display of goods offered for sale.

APPENDIX 1

14. No overnight parking or storage of tractor trailers or recreation vehicles shall be allowed on the application site.
15. Adequate sight distance at the Richmond Highway access point shall be demonstrated as determined by VDOT prior to the issuance of a Non-Rup. Any landscaping located near this access point shall be provided as approved by UFM in consultation with VDOT in order to avoid any interference with adequate sight distance. Any tree or shrub determined to impact the sight distance shall be replaced with an appropriate size or relocated elsewhere on the site with equal size and quality, as determined by UFM.
16. Two "inverted U style" bicycle racks (or the equivalent, as determined by FCDOT) shall be installed in a location and manner to be coordinated with and approved by FCDOT at the time of site plan review.
17. The stormwater management system and water quality controls shall be reviewed for adequacy by DPWES at the time of site plan review; if any inadequacies are identified, appropriate corrective measures shall be employed to the satisfaction of DPWES, prior to final site plan approval.
18. All rooftop mechanical equipment shall be screened from ground level view along the western property line, the Richmond Highway and Ladson Lane frontages of the site.
19. Right of way for public street purposes up to 67 feet from the centerline of Richmond Highway along the entire site frontage shall be dedicated and conveyed in fee simple without encumbrances to the Board of Supervisors as shown on the Special Exception Plat. An additional 21 feet of right of way beyond the aforementioned dedication area shall be reserved by the applicant for future dedication in fee simple without encumbrance to the Board of Supervisors upon written request by Fairfax County or VDOT.
20. A 10-foot wide trail shall be constructed as shown on the SE Plat within the 21 feet of reserved right of way and shall be maintained wholly by the Applicant.
21. A deceleration/right turn lane on Richmond Highway subject to Virginia Department of Transportation ("VDOT") approval shall be constructed by the Applicant from southbound Richmond Highway into the Property as shown on the Special Exception Plat. In addition, dual left turn lanes from Richmond Highway northbound into the adjacent WalMart property shall be constructed, subject to VDOT approval, as shown on the Special Exception Plat.

22. All required waivers, modifications and/or the Access Management Exception Requests shall be approved by VDOT prior to site plan approval. If the necessary approvals are not obtained, or alternatives acceptable to VDOT and in substantial conformance with this SE are not provided, then approval of a Special Exception Amendment (SEA) shall be required.
23. If the retiming of individual signals is required, an analysis of the impact the retiming of individual signals on other nearby intersections in the network must be documented and submitted to VDOT for review and approval prior to site plan approval. If signal timing changes are not implemented the applicant shall submit an alternative measure to VDOT prior to site plan approval.
24. The applicant shall demonstrate to FCDOT and DPWES authorization from the adjacent property owner to make intersection improvements at Walmart's entrance from Richmond Highway prior to site plan approval.
25. An auto turn evaluation for the proposed southbound U turn lane on Richmond Highway shall be provided to FCDOT and VDOT prior to site plan approval.

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, at a minimum, the use has been established or construction has commenced and been diligently prosecuted for the proposed building. 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.



MULVANNY G2

8484 WESTPARK DRIVE | SUITE 700
MCLEAN, VA | 22102
1 703 564 8484 | 1 703 564 8400

ALEXANDRIA, VA
09-0124-01

Perspective 2
With landscape

April 4, 2011



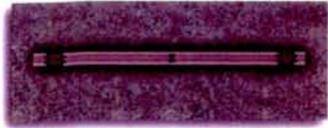
MULVANNY G2

8484 WESTPARK DRIVE | SUITE 700
MCLEAN, VA | 22102
T 703.564.8484 | F 703.564.8400

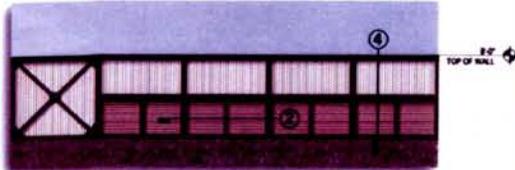
ALEXANDRIA, VA
09-0124-01

Perspective 2
Without landscape

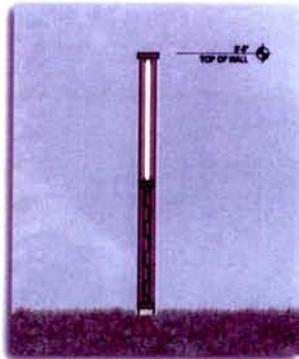
April 4, 2011



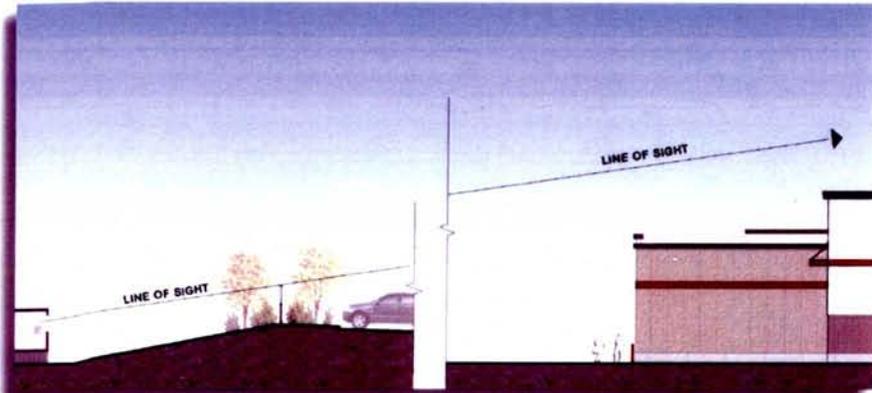
2 SCREEN FENCE SECTION



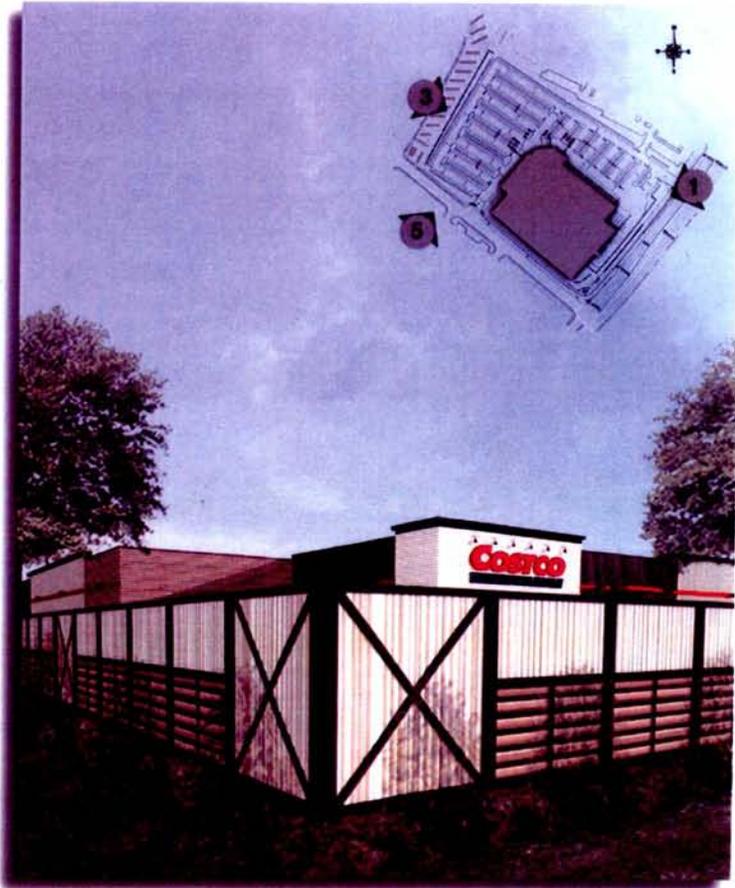
3 SCREEN FENCE ELEVATION



4 SCREEN FENCE SECTION



5 VIEW FROM MOBILE HOMES



1 TYPICAL SCREEN FENCE AT EAST AND NORTH-EAST PERSPECTIVE

MULVANNY G2

8484 WESTPARK DRIVE | SUITE 700
 McLEAN, VA | 22102
 1 703 564 8484 | 1 703 564 8400

ALEXANDRIA, VA
 09-0124-01

Screen Fence
 Exhibit

April 4, 2011



1 NORTH ELEVATION - WALMART PARKING
SCALE: 1/8" = 1'-0"



2 WEST ELEVATION - PARKING LOT
SCALE: 1/8" = 1'-0"

3 ELEVATION
SCALE: 1/8" = 1'-0" SEE ELEVATION 1 AND 2 FOR ADDITIONAL NOTES

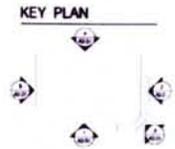


4 SOUTH ELEVATION - LADSON LANE
SCALE: 1/8" = 1'-0" SEE ELEVATION 1 AND 2 FOR ADDITIONAL NOTES



5 EAST ELEVATION - RICHMOND HWY
SCALE: 1/8" = 1'-0" SEE ELEVATION 1 AND 2 FOR ADDITIONAL NOTES

BUILDING ELEVATIONS ARE CONCEPTUAL IN NATURE AND ILLUSTRATIVE OF THE HIGH QUALITY OF THE DESIGN AND ARCHITECTURE OF THE PROPOSED BUILDING



ARCHITECTURAL FIRM: 1 SUITE 700
MOUNTAIN VIEW, VA 22080
703.941.8800 / 703.941.8801

www.mulvanny.com

09-0124-01
MARCH 8, 2011
BUILDING
ELEVATIONS

STUDY 1

COSTCO WHOLESAL

MOUNT VERNON (ALEXANDRIA), VIRGINIA

BUILDING ELEVATIONS

MARCH 8, 2011



MULVANNY G2

8484 WESTPARK DRIVE | SUITE 700
McLEAN, VA | 22102
1 703.564.8484 | 1 703.564.8400

ALEXANDRIA, VA
09-0124-01

Perspective 1
With landscape

April 4, 2011



MULVANNY G2

6484 WESTPARK DRIVE | SUITE 700
MCLEAN, VA | 22102
1 703 564 8484 | 1 703 564 8400

ALEXANDRIA, VA
09-0124-01

Perspective 1
Without landscape

April 4, 2011

SPECIAL EXCEPTION AFFIDAVIT

DATE: MAR 21 2011
 (enter date affidavit is notarized)

I, David R. Gill, 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 110056c

in Application No.(s): SE 2010-LE-025
 (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)
Costco Wholesale Corporation Agent: Jeffrey R. Rutter Jeffrey Z. Ishida Margaret C. McCulla	999 Lake Drive Issaquah, WA 98027	Applicant/Contract Purchaser of Tax Map No. 101-2 ((6)) A
National Amusements, Inc. Agent: Patricia P. Reeser	P.O. Box 9126 Dedham, MA 02027-9126	Title Owner of Tax Map No. 101-2 ((6)) A
Bohler VA, LLC Agent: David B. Logan	22630 Davis Drive, Suite 200 Sterling, VA 20164	Engineer/Agent
M.J. Wells & Associates, Inc. Agent: Robin L. Antonucci Kevin R. Fellin	1420 Spring Hill Road, Suite 600 McLean, VA 22102	Traffic Consultant/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: MAR 21 2011
(enter date affidavit is notarized)

110056c

for Application No. (s): SE 2010-LE-025
(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)
McGuireWoods LLP Agents: Scott E. Adams Carson Lee Fifer, Jr. David R. Gill Jonathan P. Rak Gregory A. Riegler Mark M. Viani Kenneth W. Wire Sheri L. Akin Lisa M. Chiblow Lori R. Greenlief	1750 Tysons Boulevard, Suite 1800 McLean, VA 22102	Attorney/Agent Attorney/Agent Attorney/Agent Attorney/Agent Attorney/Agent Attorney/Agent Attorney/Agent Planner/Agent Planner/Agent Planner/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: MAR 21 2011
(enter date affidavit is notarized)

110056c

for Application No. (s): SE 2010-LE-025
(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)

Costco Wholesale Corporation
999 Lake Drive
Issaquah, WA 98027

DESCRIPTION OF CORPORATION: (check one statement)

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

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

Publicly traded on the New York Stock Exchange

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

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

Special Exception Attachment to Par. 1(b)

DATE: MAR 21 2011
(enter date affidavit is notarized)

110056c

for Application No. (s): SE 2010-LE-025
(enter County-assigned application number (s))

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

National Amusements, Inc.
P.O. Box 9126
Dedham, MA 02027-9126

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)

The Sumner M. Redstone National Amusements Trust f/b/o Sumner M. Redstone	The Shari Ellin Redstone Trust f/b/o Shari E. Redstone
---	--

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

Bohler VA, LLC
22630 Davis Drive, Suite 200
Sterling, VA 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
Mark R. Joyce
Daniel M. Duke

(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: MAR 21 2011
(enter date affidavit is notarized)

110056c

for Application No. (s): SE 2010-LE-025
(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, VA 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 (ESOT). 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: MAR 21 2011
(enter date affidavit is notarized)

110056c

for Application No. (s): SE 2010-LE-025
(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)
McGuireWoods LLP
1750 Tysons Boulevard, Suite 1800
McLean, VA 22102

(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)

Equity Partners of McGuireWoods LLP

- | | | |
|-------------------------|-----------------------|-----------------------|
| Adams, John D. | Becket, Thomas L. | Brown, Thomas C., Jr. |
| Alphonso, Gordon R. | Beil, Marshall H. | Buchan, Jonathan E. |
| Anderson, Arthur E., II | Belcher, Dennis I. | Busch, Stephen D. |
| Anderson, Mark E. | Bell, Craig D. | Cabaniss, Thomas E. |
| Andre-Dumont, Hubert | Beresford, Richard A. | Cacheris, Kimberly Q. |
| Bagley, Terrence M. | Bilik, R. E. | Cairns, Scott S. |
| Barger, Brian D. | Blank, Jonathan T. | Capwell, Jeffrey R. |
| Barnum, John W. | Boland, J. W. | Cason, Alan C. |
| Barr, John S. | Brenner, Irving M. | Chaffin, Rebecca S. |
| Becker, Scott L. | Brooks, Edwin E. | Cobb, John H. |

(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 Attachment to Par. 1(c)

DATE: MAR 21 2011
(enter date affidavit is notarized)

110056c

for Application No. (s): SE 2010-LE-025
(enter County-assigned application number (s))

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

McGuireWoods LLP
1750 Tysons Boulevard, Suite 1800
McLean, VA 22102

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

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

Cogbill, John V., III
Covington, Peter J.
Cramer, Robert W.
Cromwell, Richard J.
Culbertson, Craig R.
Cullen, Richard (nmi)
de Cannart d'Hamale, Emmanuel
De Ridder, Patrick A.
Dickerman, Dorothea W.
DiMattia, Michael J.
Dooley, Kathleen H.
Dorman, Keith A.
Downing, Scott P.
Edwards, Elizabeth F.
Ensing, Donald A.
Ey, Douglas W., Jr.
Farrell, Thomas M.
Feller, Howard (nmi)
Fennebresque, John C.
Foley, Douglas M.
Fox, Charles D., IV
France, Bonnie M.
Franklin, Ronald G.
Freedlander, Mark E.
Freeman, Jeremy D.
Fuhr, Joy C.
Gambill, Michael A.

Gibson, Donald J., Jr.
Glassman, Margaret M.
Glickson, Scott L.
Gold, Stephen (nmi)
Goldstein, Philip (nmi)
Grant, Richard S.
Greenberg, Richard T.
Grieb, John T.
Harmon, Jonathan P.
Harmon, T. C.
Hartsell, David L.
Hayden, Patrick L.
Hayes, Dion W.
Heberton, George H.
Horne, Patrick T.
Hosmer, Patricia F.
Hutson, Benne C.
Isaf, Fred T.
Jackson, J. B.
Jarashow, Richard L.
Jordan, Hilary P.
Kanazawa, Sidney K.
Kannensohn, Kimberly J.
Katsantonis, Joanne (nmi)
Keenan, Mark L.
Kennedy, Wade M.
Kilpatrick, Gregory R.

King, Donald E.
King, Sally D.
Kittrell, Steven D.
Kobayashi, Naho (nmi)
Kratz, Timothy H.
Krueger, Kurt J.
Kutrow, Bradley R.
La Fratta, Mark J.
Lias-Booker, Ava E.
Lieberman, Richard E.
Little, Nancy R.
Long, William M.
Manning, Amy B.
Marianes, William B.
Marks, Robert G.
Marshall, Gary S.
Marshall, Harrison L., Jr.
Marsico, Leonard J.
Martin, Cecil E., III
Martin, George K.
Martinez, Peter W.
Mason, Richard J.
Mathews, Eugene E., III
Mayberry, William C.
McCallum, Steven C.
McDonald, John G.
McElligott, James P.

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

Special Exception Attachment to Par. 1(c)

DATE: MAR 21 2011
(enter date affidavit is notarized)

1100 Soc

for Application No. (s): SE 2010-LE-025
(enter County-assigned application number (s))

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

McGuireWoods LLP
1750 Tysons Boulevard, Suite 1800
McLean, VA 22102

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

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

McFarland, Robert W.
McIntyre, Charles W.
McLean, J. D.
McRill, Emery B.
Muckenfuss, Robert A.
Muir, Arthur B.
Murphy, Sean F.
Natarajan, Rajsekhar (nmi)
Neale, James F.
Nesbit, Christopher S.
Nickens, Jacks C.
O'Grady, Clive R.
O'Grady, John B.
O'Hare, James P.
Oakey, David N.
Oostdyk, Scott C.
Padgett, John D.
Pankey, David H.
Parker, Brian K.
Phears, H. W.
Plotkin, Robert S.
Potts, William F., Jr.
Pryor, Robert H.
Pusateri, David P.
Rak, Jonathan P.
Rakison, Robert B.

Reid, Joseph K., III
Richardson, David L.
Riegle, Gregory A.
Riley, James B., Jr.
Riopelle, Brian C.
Roberts, Manley W.
Robinson, Stephen W.
Rogers, Marvin L.
Rohman, Thomas P.
Rosen, Gregg M.
Rust, Dana L.
Satterwhite, Rodney A.
Scheurer, P. C.
Schewel, Michael J.
Schill, Gilbert E., Jr.
Schmidt, Gordon W.
Sellers, Jane W.
Shelley, Patrick M.
Simmons, L. D., II
Simmons, Robert W.
Skinner, Halcyon E.
Slone, Daniel K.
Spahn, Thomas E.
Spitz, Joel H.
Stallings, Thomas J.
Steen, Bruce M.

Stein, Marta A.
Stone, Jacquelyn E.
Swan, David I.
Tackley, Michael O.
Tarry, Samuel L., Jr.
Thornhill, James A.
Van der Mersch, Xavier G.
Vaughn, Scott P.
Vick, Howard C., Jr.
Viola, Richard W.
Wade, H. L., Jr.
Walker, John T., IV
Walsh, James H.
Watts, Stephen H., II
Werlin, Leslie M.
Westwood, Scott E.
Whelpley, David B., Jr.
White, H. R., III
White, Walter H., Jr.
Wilburn, John D.
Williams, Steven R.
Wilson, James M.
Wren, Elizabeth G.
Young, Kevin J.
Younger, W. C.

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

Special Exception Attachment to Par. 1(c)

DATE: MAR 21 2011
(enter date affidavit is notarized)

110056c

for Application No. (s): SE 2010-LE-025
(enter County-assigned application number (s))

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

McGuireWoods LLP
1750 Tysons Boulevard, Suite 1800
McLean, VA 22102

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

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

(Former Equity Partner List)

Johnston, Barbara C.
Wilson, Ernest G.

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

SPECIAL EXCEPTION AFFIDAVIT

DATE: MAR 21 2011
(enter date affidavit is notarized)

110056c

for Application No. (s): SE 2010-LE-025
(enter County-assigned application number(s))

1(d). One of the following boxes **must** be checked:

In addition to the names listed in Paragraphs 1(a), 1(b), and 1(c) above, the following is a listing of any and all other individuals who own in the aggregate (directly and as a shareholder, partner, and beneficiary of a trust) 10% or more of the **APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE*** of the land:

Other than the names listed in Paragraphs 1(a), 1(b), and 1(c) above, no individual owns in the aggregate (directly and as a shareholder, partner, and beneficiary of a trust) 10% or more of the **APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE*** of the land.

2. That no member of the Fairfax County Board of Supervisors, Planning Commission, or any member of his or her immediate household owns or has any financial interest in the subject land either individually, by ownership of stock in a corporation owning such land, or through an interest in a partnership owning such land.

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

NONE

(check if applicable) There are more interests to be listed and Par. 2 is continued on a "Special Exception Attachment to Par. 2" form.

Application No.(s): SE 2010-LE-025
(county-assigned application number(s), to be entered by County Staff)

SPECIAL EXCEPTION AFFIDAVIT

DATE: MAR 21 2011
(enter date affidavit is notarized)

110056c

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.)

Carson Lee Fifer, Jr. of McGuireWoods LLP donated in excess of \$100 to Sharon Bulova.
Jonathan P. Rak of McGuireWoods LLP donated in excess of \$100 to Sharon Bulova.
Gregory A. Riegle of McGuireWoods LLP donated in excess of \$100 to Sharon Bulova.
Stephen W. Robinson of McGuireWoods LLP donated in excess of \$100 to John Cook.

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

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

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

WITNESS the following signature:

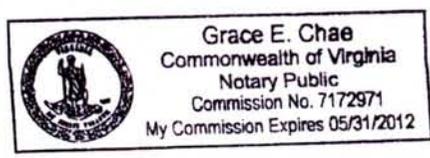
(check one) [] Applicant [x] Applicant's Authorized Agent

David R. Gill, Esquire
(type or print first name, middle initial, last name, and & title of signee)

Subscribed and sworn to before me this 21st day of March 2011, in the State/Comm. of Virginia, County/City of Fairfax

Grace E. Chae
Notary Public

My commission expires: 5/31/2012



STATEMENT OF JUSTIFICATION
FOR
SPECIAL EXCEPTION

Costco Wholesale Corporation – New Warehouse
7940 Richmond Highway, Tax Map 101-2-((6)) Parcel A

August 20, 2010

Introduction

Pursuant to Sections 9-505, and 9-533 of the Fairfax County Zoning Ordinance, dated August 14, 1978, as amended (the “Ordinance”), Costco Wholesale Corporation (“Costco”), hereby requests approval of a Special Exception and to permit development of a new 143,376 sq. ft. retail establishment at 7940 Richmond Highway in Alexandria, Virginia. The property is further identified as Tax Map Reference Number 101-2-((6))-A, and is currently developed with an abandoned movie theater of approximately 54,000 square feet and the associated parking lot (the “Property”). The Property is located in the Lee Magisterial District and is zoned C-8, Highway Commercial District, Richmond Highway Commercial Revitalization District (RHCRD) and the Highway Corridor Overlay District (HCOD).

Since the site is unproffered, it could be developed with up 258,825 sq. ft. by right without any further review. In fact, the current owner had interest from several potential developers who were looking to redevelop with a typical “strip” retail format. Instead with this application, the property will be subject to public review process and as a result create a better outcome for the community and the County.

Background

As way of background, Costco is an international chain of membership warehouses. They are the 3rd largest retailer in the US and the 24th largest company in the US. Costco has 560 warehouses in 9 countries and employs over 140,000 employees worldwide. Because of this demonstrated track-record of success, Costco is very deliberate in choosing its locations. That deliberate process has ensured that Costco only locates in premium locales and has never voluntarily closed a warehouse location, even with the recent economic downturn.

Thus, utilizing that national expertise Costco is proposing to build a store along Richmond Highway to service the underserved high-income and well-educated residents and local small business community. In fact, over 70% of the businesses in this part of Fairfax County already have a Costco membership. Further, there over 20,000 Costco members reside in this community already that currently leave to go to the Pentagon City or Newington locations (the two closest warehouses). Costco recognizes the prime opportunity to re-invest in the community and create a new successful store location.

Economic Advantages of a Costco

As mentioned above, Costco supports small business and will be a financial boon for the local community. Costco provides many services to local merchants at wholesale costs, allowing them to better compete. Further, the estimated store sales will likely be several hundred million annually, create significant sales tax revenues. The store itself will be a \$25 million investment in the community, significantly increasing the real estate tax base. The store will create more than 250 new jobs at wages that are the top of the retail scale. Further, more than 90% of these employees will be eligible for benefits. All these benefits are tremendous upgrade over the existing and abandoned movie theater.

Existing Conditions

The existing conditions of the site include a large abandoned movie. Nearly 100% of the site is currently paved with deteriorating asphalt. The surrounding land uses include a trailer park to the rear, and a traditional big box Wal-Mart to the north and strip commercial and townhouses to the south. Reinvestment and redevelopment of the site will improve this section of Richmond Highway from its current blighted condition and is consistent with its designation as part of the Richmond Highway Revitalization District. Taking advantage of this opportunity is critical since, as mentioned above, there is significant by-right development potential on this site and this application represents an opportunity to design a project that better implements the visions of the Comprehensive Plan.

Propose Site Layout

The site is being designed to be consistent with the Comprehensive Plan guidance specific to redeveloping properties within the Richmond Highway Corridor. The building is pulled forward towards Richmond Highway for create more urban and more pedestrian street edge. Further, landscaping and potentially berming will be extensively utilized to create a more attractive façade along Richmond Highway. This landscaping will be complimented by architectural features that will lessen the massing of the building such as variations in façade materials and color. Streetscape landscaping will soften the hardscape on the site. Further no monument or other freestanding signs are proposed.

Once the building was pulled up to Richmond Highway, the proposed site layout also responded to the surrounding context. By orienting the building entrance to the rear of the site, it creates an activity center and “eyes on the street” that will deter crime and eliminate the potential dead area at the rear of the site that currently exists. The building is also oriented to minimize its impact to the surrounding established residential community by locating its entrance and loading facility as far from these communities as possible. Even the parking lot has been design with “over-sized” 10’ wide parking stalls to provide members more convenient parking than traditional 9’ or 8.5’ wide spaces.

Green Building Design

Fundamentally, Costco's business model is based on creating efficiency and increasing waste reduction in order to keep its costs as low as possible so those savings can be passed on to its members. This effort naturally translates into green building as sustainable design as Costco is constantly innovating to reduce its waste streams and increase efficiency. For example, Costco introduced a square 1-gallon milk container, which is much more efficient than the traditional 1-gallon containers found in most grocers. This square shape allowed more milk to be packed on to fewer pallets, with a net result of removing several thousand additional tractor-trailer trips from the highway because fewer shipments were needed to deliver milk to the warehouses.

The design of this site will incorporate that sustainable focus. The buildings' sustainable features will include:

- Utilize local and regional labor and materials.
- Energy management systems: skylights, HVAC.
- 100% recycled steel material; walls and roof.
- 100% of floor: Non-VOC (volatile organic compound) concrete.
- Heat-reclaim system heats warehouse water.
- 40% water savings beyond current standards with high efficiency restroom fixtures.
- Native landscaping and drip irrigation reduce potable water consumption.

Comprehensive Plan

The subject property is located within the Richmond Highway Corridor area – Sub-Unit D-4. “This sub-unit contains a Wal-Mart store and Multiplex Theater and is planned for retail use up to a 0.5 FAR.” As discussed herein, this application is intended to implement the Comprehensive Plan vision and has been deliberately crafted to reflect the careful balancing of issues that the Comprehensive Plan represents. Obviously, additional details will be provided as the application continues to evolve to ensure this vision is maintained.

Special Exception Criteria

SECTION 9-011 OF THE FAIRFAX COUNTY ZONING ORDINANCE:

The following information is provided pursuant to Section 9-011 of the Fairfax County Zoning Ordinance:

- A. Type of operation: Warehouse shopping club
- B. Hours of operation: Warehouse: M – F: 11:00 am to 8:30 pm
Saturday: 9:30 am to 6:00 pm
Sunday: 10:00 am to 6:00 pm
- C. Estimated number of patrons: Based on Costco’s experience with similar stores, an average of 3,000 transactions per day.
- D. Proposed number of employees: Approximately 250.
- E. Estimate of traffic impact: Please refer to the 527 Traffic Impact Analysis.
- F. Vicinity or general area to be served by the use: Mt. Vernon/Richmond Highway Corridor and the surrounding vicinity.
- G. Architectural compatibility: The design will be compatible with the existing development as well as the design guidelines set forth in the Comprehensive Plan.
- H. Hazardous and toxic substances: There are no current or proposed hazardous or toxic substances proposed with the building expansion, and the site will fully comply with all state and federal environmental regulations.
- I. Statement of conformance: To the best of the Applicant’s knowledge, the proposed use conforms to the provisions of all applicable ordinances, regulations, adopted standards, and any applicable conditions.

SECTION 9-533 OF THE FAIRFAX COUNTY ZONING ORDINANCE:

1. **The Board shall determine that a retail sales establishment-large will be compatible with and not adversely impact adjacent properties and the local area road system. The Board may impose such conditions and restrictions which it may deem necessary to ensure compatibility and to mitigate adverse impacts, which may include, but not be limited to the following: a) Hours of operation and other operational restrictions; b) site development or design standards; and c) transitional screening and landscaping requirements.**

RESPONSE: The proposed Costco will be designed to be compatible with the existing uses and conform to the design guidelines outlined in the Comprehensive Plan which guide future development along the Richmond Highway Corridor. The parking has been strategically designed to be pulled back away from the Richmond Highway and the building moved forward toward the road to conform to these design guidelines.

2. **The Board shall determine that parking as required by Article 11 is provided and is designed in such a manner as to minimize impacts on adjacent properties through the use of methods which may include, but are not limited to, structured parking, location and distribution of parking, and landscaping techniques. All required parking shall be provided on-site.**

RESPONSE: The parking and landscaping has been strategically designed as to mitigate impact on adjacent properties.

3. **Such use shall be designed so that pedestrian and bicycle circulation is coordinated on-site and on adjacent properties for the purpose of maximizing ease of inter-parcel and intra-parcel movement.**

RESPONSE: An inter-parcel easement connection will be provided to the adjacent Walmart that exists directly to the north of the subject property. Pedestrian access improvements will be made along the property frontage as well as adequate walkway provisions for pedestrians throughout the site.

4. **Such use shall be designed to provide safe and convenient access, to minimize any potential conflicts between service and delivery vehicles, passenger vehicles and pedestrian traffic.**

RESPONSE: Customer and service vehicle access have been strategically incorporated into the layout of the site access.

5. **Such use shall be designed in such a manner as to minimize noise from impacting adjacent properties.**

RESPONSE: Costco has taken steps to minimize noise contributors that would emanate from the site by locating the loading docks away from the existing residences.

6. **Outdoor lighting associated with such uses shall be designed to minimize the impacts of glare, light trespass and overlighting and to promote a safe and secure environment for pedestrian and vehicular traffic; such lighting shall be subject to the provisions of Part 9 of Article 14.**

RESPONSE: Any proposed lighting will be designed to minimize impact on adjacent properties and will meet the provisions for lighting standards outlined in the Zoning Ordinance. Lighting will be directed downward and will not produce glare onto adjacent properties.

7. **The structures shall be designed to protect the character of the neighborhood in which located through the use of architectural design and site design methods. The layout and architecture shall be designed in such a manner that reduces monotonous effects and impacts caused by building bulk through the use of techniques that may include, but are not limited to, variations in roof lines, variations in building setbacks, landscaping and by enhanced architectural treatments to all sides of a building. In cases where there is a significant contrast in topography between the subject property and adjacent properties, appropriate mitigation methods, such as screening, shall be considered in order to mitigate potential noise and/or visual impacts. All rooftop mechanical structures shall be screened or fully enclosed within a structure so they are not visible from the ground level of adjacent properties.**

RESPONSE: The Applicant is proposing several design methods to break up the mass of the existing building. Architectural building panels, and a mix of building color and textures can be strategically incorporated along the building facades, to break up the building mass.

8. **All business, service, storage, and display of goods shall be conducted within a completely enclosed building , and all refuse shall be contained in completely enclosed facilities, with the exception of outdoor seating, service, storage and display that is clearly subordinate to the retail sales use and which may be allowed subject to the following conditions:**
 - A. **The area and extent of all outdoor seating and outdoor areas for the service, storage and display of goods shall be designated on the approved plat. The Board may condition the location, size and extent of any such areas or associated structures. No such storage, display or sales area shall be located in any required minimum yard.**
 - B. **All outdoor service, storage and display, with the exception of outdoor seating and up to 250 square feet of display area, shall be fully screened using structures and materials and design elements that are compatible with those used in the principal structure. Screening methods shall include solid fences, walls, berms, evergreen hedges or a fence, wall, berm and/or landscaping combination.**

RESPONSE: The Applicant is not proposing any outdoor storage or display areas with this application.

9. **All signs shall be in a scale and harmony with the development and shall be located and sized as to ensure convenience to the visitor, user or occupant while not adding to street clutter or detracting from the character of the surrounding properties.**

RESPONSE: All new signage will meet County Ordinance regulations and will be at a scale compatible with the shopping center and convenient for shopping center patrons.

Conclusion

With approval of the requested Special Exception, the proposal will conform to the provisions of all applicable ordinances, regulations, standards, and conditions. Furthermore, the proposed use conforms to the spirit of the Zoning Ordinance and the recommendations of the Comprehensive Plan. Therefore, for the reasons set forth herein, the Applicant respectfully requests the approval of this Special Exception application.

Respectfully submitted,

McGUIREWOODS LLP



David R. Gill
Agent for Applicant

V11252011.3

Stormwater runoff should be managed such that the contribution of stormwater runoff from the site to stream degradation downstream of the site will be reduced substantially. The application of Low Impact Development (LID) practices should be considered toward this end.

Sub-unit D-3

This sub-unit contains the Murraygate Apartments and is planned for residential use at 16-20 dwelling units per acre.

Sub-unit D-4

This sub-unit contains a Wal-Mart store and Multiplex Theater and is planned for retail use up to .50 FAR. Stormwater runoff should be managed such that the contribution of stormwater runoff from the site to stream degradation downstream of the site will be reduced substantially. The application of Low Impact Development (LID) practices should be considered toward this end.

Land Unit E

This land unit contains the Village at Gum Springs townhouse community, developed at 12-16 dwelling units per acre, and the Gum Springs Center, a neighborhood serving retail center. Existing and proposed land uses within the Gum Springs Conservation Area should develop in accordance with the Gum Springs Neighborhood Improvement Program and Conservation Plan adopted by the Board of Supervisors on April 30, 1979 and amended on April 16, 1990. Redevelopment of the 32-acre area bounded by Richmond Highway, Fordson Road and Sherwood Hall Lane and the Belle Haven Lodge property should be in accordance with the Gum Springs Redevelopment Plan adopted by the Board of Supervisors on April 16, 1990. The heritage resources within the historic community of Gum Springs should be protected in all development proposals.

The Gum Springs Redevelopment Plan Area is planned for residential development at 5-8 dwelling units per acre and for office and commercial uses along the Richmond Highway frontage. Residential development at 16-20 dwelling units per acre and a reconfiguration of the strip commercial areas into areas of office and/or retail uses may be appropriate if the following land use and transportation conditions are met:

- Substantial consolidation of the land area, to include frontage along Richmond Highway, is achieved and a coordinated redevelopment as a well-integrated, high-quality, planned development of residential and community-serving office and/or retail commercial uses is provided;
- Residential development should consist of a mix of townhouses, apartments and single-family detached units. Landscape treatments should be used along Richmond Highway to buffer residential units from noise and visual impacts. Single-family detached houses should be located along the Fordson Road frontage and should be compatible with and provide a transition to the single-family detached neighborhood to the east. These houses should be effectively protected from any adverse impacts generated by adjacent higher intensity residential or commercial development through a combination of architectural and landscaping treatments;
- At a minimum, 12.5% of the total number of units proposed should meet the standards for affordable housing as determined by the Department of Housing and Community Development;



County of Fairfax, Virginia

MEMORANDUM

DATE: January 7, 2011

TO: Barbara Berlin, Director
Zoning Evaluation Division, DPZ

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

SUBJECT: Land Use Analysis: SE-2010-LE-025, Costco Warehouse

The memorandum, prepared by Laxmi Nagaraj, includes citations from the Comprehensive Plan that provide guidance for the evaluation of the subject Special Exception Application (SE) application dated October 27, 2010 as revised through November 10, 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, Costco Warehouse, is requesting Special Exception approval to construct a new, one story (maximum building height of 36 feet), 143,376 square foot Costco warehouse (retail establishment) at .29 floor area ratio (FAR). One access point is provided along Richmond Highway and one access point is provided along Ladson Lane. Interparcel access to the adjacent property to the north developed with a Walmart is provided. 587 parking spaces are proposed (550 parking spaces are required with a 20% parking reduction). 15% open space is proposed for the site; 15% open space is the minimum requirement.

LOCATION AND CHARACTER OF THE AREA

The subject property is located at 7940 Richmond Highway in the Lee Magisterial District in the Richmond Highway Corridor Area's Hybla Valley/Gum Springs Business Center. The site is currently developed with an abandoned movie theatre. The uses surrounding the property include commercial and residential uses on land zoned C-8, C-2, R-12, R-MHP and R-3.

COMPREHENSIVE PLAN CITATIONS:

Land Use

In the Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District as amended through September 28, 2010, Richmond Highway Corridor Area, Hybla Valley/Gum Springs Community Business Center, Land Unit D, Sub-unit D-4, page 52, the Plan states:

“Sub-unit D-4

This sub-unit contains a Wal-Mart store and Multiplex Theater and is planned for retail use up to .50 FAR. Stormwater runoff should be managed such that the contribution of stormwater runoff from the site to stream degradation downstream of the site will be reduced substantially. The application of Low Impact Development (LID) practices should be considered toward this end.”

In the Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District as amended through September 28, 2010, Richmond Highway Corridor Area, Hybla Valley/Gum Springs Community Business Center , “Planning Objectives for the Richmond Highway Corridor,” pages 26-27, the Plan states:

The following objectives are intended to guide general land use decisions for the portion of the Richmond Highway Corridor within the Mount Vernon Planning District:

Land Use

....

- Reduce adverse impacts, such as noise, glare and incompatible building forms, on adjacent residential communities by establishing effective transitions, buffering and screening, and by designing buildings of appropriate scale and height. Within designated Community Business Centers, mid-rise buildings are generally appropriate as long as there is no other site-specific Plan language regarding height limits. In the core areas of the Community Business Centers, high-rise buildings may be appropriate in order to create an urban environment. Building heights should taper down to adjacent residential neighborhoods and special care should be given to screening and buffering these neighborhoods. . . .
- Encourage better access and functional amenities through improvements to and integration of the pedestrian, bicycle and vehicular traffic systems by visually enhancing intersections, reducing curb cuts and providing better signage and access to commercial facilities and adjacent, non-commercial uses. Provide for a safe, harmonious, barrier-free network of appropriately-sized pedestrian connections between existing and new uses and leading to bus/transit stops and covered waiting areas. This pedestrian network should provide traffic-sheltered, well-identified and pleasant-to-use access to shopping, employment, and transit opportunities for residents living in close proximity to Richmond Highway as well as for adjacent communities.
- Encourage aesthetic and design excellence in all public and private improvements and developments. Detailed guidance regarding aesthetic and design excellence is found in the urban design recommendations located at the end of this Plan. In addition, the provision of landscaping/open space which exceeds by more than 5% of that required in the Zoning Ordinance shall be considered highly desirable.

- Encourage revitalization and redevelopment of the Richmond Highway Corridor to create more attractive, commercially-viable, and functionally-efficient business centers and community focal points. . . .
- Encourage development approaches that serve to reduce imperviousness and achieve better control over stormwater runoff in the Richmond Highway Corridor. Encourage the application of low impact development practices of stormwater management (e.g., bioretention facilities; vegetated swales) toward this end. Consideration should be given to reducing the impervious footprints of redevelopment sites and to integrating LID practices within landscaping strategies. . . .

The following objectives are the policy framework for the urban design recommendations. Together, the objectives and recommendations support the creation of a unifying and consistent identity for Richmond Highway. In order to achieve these objectives, adherence to the urban design recommendations is strongly encouraged in all public infrastructure and private development activity that occurs along Richmond Highway.

The urban design objectives are intended to:

- **Establish Visual Continuity** - Provide a uniform right-of-way and a consistent or compatible highway edge treatment to create a unified, attractive visual appearance along the corridor. Place utilities underground in conjunction with all public and private development projects being carried out in the Richmond Highway Area. Place emphasis on signage, including block numbers and cross streets, landscaping, intersection and service drive definition.
- **Provide User Orientation** - Provide a sense of orientation through the use of landmarks, public facilities, open space and design centers. Improve street and transportation identification to orient shoppers and visitors within the corridor.
- **Establish a Clear Corridor Image** - Develop two well-defined vehicular entry point "gateways" to the corridor at the Occoquan River and the Capital Beltway to establish a strong overall image and help define the corridor.
- **Improve Access and Functional Amenities** - Provide visual improvements to pedestrian and vehicular traffic systems to enhance intersections and safety, reduce curb cuts, and provide better signage including block numbering and cross streets and access to commercial facilities and adjacent, non-commercial uses.
- **Reduce Impact on Adjacent Residential Communities** - Mitigate adverse impacts of commercial activity such as noise, glare and incompatible building forms on adjacent residential and non-commercial uses by effective buffering and screening and by designing buildings of appropriate scale and height.

LAND USE ANALYSIS

Use and Intensity: The subject property is located in Sub-Unit D4 of the Hybla Valley/Gum Springs Community Business Center. The applicant proposes to construct a one-story 143,376 square foot Costco retail establishment at a 0.29 FAR with a maximum building height of 36 feet. The proposed use and intensity are in general conformance with the Comprehensive Plan's basic land use recommendations for Sub-unit D4 of the Hybla Valley/Gum Springs Community Business Center that calls for retail use up to .50 FAR. However, the proposed development raises issues regarding building and site design, open space, landscaping, streetscape, and buffering and screening. The Comprehensive Plan's Richmond Highway Urban Design guidelines, which are intended to foster attractive and coordinated new development and redevelopment, apply to the proposed development.

Building and Site Design: The proposed retail store is oriented so that the loading area is located along Richmond Highway and the entrance of the store is situated in the interior of the site facing the Walmart Store to the north. To create a more attractive and pedestrian friendly environment along Richmond Highway, the building should be re-oriented such that the loading area is facing the Walmart Store (in the location of the currently proposed entrance area). If the loading area remains situated along Richmond Highway, the applicant should demonstrate through architectural elevations and through buffering and screening treatments that the loading area would not have an adverse visual impact on Richmond Highway. The architectural design should be visually coherent and incorporate architectural design features at street level.

Open Space and Landscaping: The proposed layout of a one story building with a large footprint with over 300 hundred surface parking spaces would be enhanced through a redesign resulting in a two-story building and some structured parking. A smaller building footprint would provide opportunities for additional open space, landscaping, and buffering and screening. The Comprehensive Plan recognizes the provision of landscaping/open space which exceeds by more than 5% of that required in the Zoning Ordinance is highly desirable. The development, as currently proposed, only provides the minimum 15% open space required under the Zoning Ordinance. To break up the visual sea of parking, the applicant should divide the parking lot into smaller segments and provide additional parking islands. Landscaped parking medians could incorporate low impact development measures to supplement stormwater management controls onsite. To be compatible with surrounding land uses, the applicant should provide adequate buffering and screening along the subject property's boundaries adjacent to residential uses. The buffering to the rear of the property immediately adjacent to mobile homes should be augmented. The proposed 12-foot wide landscaped buffer is a reduction in width from the existing buffer in this location. Buffering and screening should also be enhanced along Ladson Lane.

Streetscape: The applicant has proposed to improve existing landscaping and streetscaping, by increasing the number of trees along the property's boundaries. The applicant should provide typical streetscape cross sections to demonstrate conformance with the urban design recommendations for the landscape corridors along Richmond Highway and Ladson Lane. Canopied trees should be regularly spaced every 25 to 30 feet along these frontages. Site lines should be included on the development plan to demonstrate that proposed tree locations will not

be impacted by transportation improvements. In addition, information regarding streetlighting and undergrounding of wiring should be provided.

Signage: The location, size and design of the proposed building mounted signs are compatible with the overall scale and height of the proposed buildings.

Pedestrian Circulation: Existing crosswalks across Richmond Highway and Ladson Lane and existing and proposed sidewalks provide pedestrian access to the site. Crosswalks leading to the parking area from the proposed retail store at various locations should provide safe and efficient pedestrian circulation within the site.

COUNTYWIDE TRAILS PLAN

The Countywide Trails Plan Map shows that the subject property is located in an area with other specific guidance regarding streetscaping and trail requirements and defers to the Area Plan for details. The applicable streetscaping and trail recommendations for Richmond Highway are found in the Transportation Policy Plan section, "Roads in Revitalization Areas," which call for a 9 foot wide curb edge landscaping strip, a 9 foot wide trail, and an 8 foot wide interior landscaping strip. The proposed streetscaping includes a 9 foot wide curb edge landscaping strip, a 10 foot wide asphalt trail, and an 10 foot wide landscape strip.

Additional Comprehensive Plan language:

In the Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District as amended through September 28, 2010, Richmond Highway Corridor Area, Urban Design Recommendations, on pages 77 - 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

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

PARKING LOT LIGHTING

1. Locate or screen parking lot lighting, with respect to spatial design and fixture height, to minimize impacts on adjacent neighborhoods.
2. When replacing or installing new lighting, eliminate direct glare through the use of fully-shielded luminaires that direct the light downward.
3. Lighting fixtures should be positioned, with respect to spatial design and fixture height, to give adequate uniformity of the illuminated area.
4. Place lighting for signs and/or buildings above and in front of the object to be illuminated and keep the light restricted to that area.
5. All lights should be directed downward and shielded to create less glare impact to drivers, pedestrians, neighbors and other users.
6. Placement of light fixtures should not conflict with landscape treatments, especially trees.

PARKING LOT LANDSCAPING

A. Interior Parking Lot Landscaping

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

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

B. Peripheral Parking Lot Landscaping

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

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

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

C. Structured Parking

The visual impacts of structured parking should be reduced by:

1. Rooftop Landscaping. On the top level, landscape areas should be provided, and planted with shade trees and shrubs. These should be provided at a minimum at the end of each row of parking.
2. Landscaped Setbacks. The perimeter of the parking structure should be landscaped at ground level.
3. Multilevel Plantings. The use of planting boxes and trellises should be considered on the exterior parapet of parking structures.
4. All of the above landscaping applications will need to have special detailed designs developed to ensure proper drainage within the landscaped areas.

D. Parking Lot Entry Landscaping

Provide distinctive landscape treatments at parking lot entry points.

LANDSCAPE ELEMENTS

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

PLANTINGS WITHIN THE LANDSCAPE CORRIDOR

Tree Planting Patterns within Landscape Strips Along Richmond Highway

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

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

Parking Lot Planting Strips

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

Landscape Corridor Trees

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

TREE SELECTION CRITERIA

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

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

RECOMMENDED TREE SPECIES

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

- | | | |
|---------------------------------|----------------------------------|----------------------------------|
| a. Large Deciduous Trees | b. Medium Deciduous Trees | c. Columnar Trees |
| red oak | Sargent or kwanzan cherry | hedge maple |
| green ash | goldenrain tree | red maple |
| willow oak | crabapples | gingko (columnar varieties) |
| London planetree | downy serviceberry | English oak (columnar varieties) |
| zelkova | kousa dogwood | |
| red maple | saucer/star magnolia | |
| silver linden | hedge maple | |
| | flowering plum | |
| | hawthorn | |

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

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

BUILDING/SITE DESIGN ELEMENTS

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

EXISTING BUILDING IMPROVEMENTS

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.



County of Fairfax, Virginia

MEMORANDUM

DATE: December 21, 2010

TO: Barbara Berlin, Director
Zoning Evaluation Division, DPZ

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

SUBJECT: Environmental Assessment: SE 2010-LE-025
Costco

This memorandum, prepared by Mary Ann Welton, includes citations from the Comprehensive Plan that list and explain environmental policies for this property. Plan citations are followed by a discussion of concerns including a description of potential impacts that may result from the proposed development based on the revised Special Exception Plan (SE) dated November 10, 2010 and associated letter dated November 18, 2010. Possible solutions to remedy identified issues are suggested. Other solutions may be acceptable, provided that they achieve the desired degree of mitigation and are in harmony with Plan policies.

COMPREHENSIVE PLAN CITATIONS:

Fairfax County Comprehensive Plan, 2007 Edition, Policy Plan, Environment, as amended through July 27, 2010, on pages 7-9, 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. . . .
- Policy n. Optimize stormwater management and water quality controls and practices for redevelopment consistent with revitalization goals. . . .”

Fairfax County Comprehensive Plan, 2007 Edition, Policy Plan, Environment, as amended through July 27, 2010, on page 10, the Plan states:

“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. . . .”

Fairfax County Comprehensive Plan, 2007 Edition, Policy Plan, Environment, as amended through July 27, 2010, on page 18, the Plan states:

“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.”

Fairfax County Comprehensive Plan, 2007 Edition, Policy Plan, Environment, as amended through July 27, 2010, on pages 19-21, the Plan states:

“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."

Land Use

Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District, as amended through September 28, 2010, Richmond Highway Corridor Area, Hybla Valley/ Gum Springs Community Business Center, Land Unit D, Sub-unit D-4 page 52, the Plan states:

"Sub-unit D-4

This sub-unit contains a Wal-Mart store and Multiplex Theater and is planned for retail use up to .50 FAR. Stormwater runoff should be managed such that the contribution of stormwater runoff from the site to stream degradation downstream of the site will be reduced substantially. The application of Low Impact Development (LID) practices should be considered toward this end."

ENVIRONMENTAL ANALYSIS

This section characterizes the environmental concerns raised by an evaluation of this site and the proposed land use. Solutions are suggested to remedy the concerns that have been identified by staff. There may be other acceptable solutions.

Background: The 11.88 acre subject property situated roughly on northwest corner of the intersection of Ladson Lane and Richmond Highway. The property is currently developed as a multiplex movie theatre (to be demolished) surrounded by a surface parking lot located in the Little Hunting Creek Watershed. A perennial tributary of Little Hunting Creek traverses in a southeast to northwest direction approximately one block south of the subject property.

Stormwater Management/Best Management Practices (SWM/BMP): The subject property is a mostly impervious site. The stormwater narrative on sheet 8 of the development plan indicates that no stormwater facilities currently serve the subject property, and because the application is a redevelopment proposal under the County's Chesapeake Bay Preservation Ordinance (CBPO) that the minimum 10% phosphorous removal requirement will be met for this development. Three vegetated swales are shown on the plan to meet the water quality control requirement. Two swales are proposed on the southwestern edge of the property boundary and a third infiltration swale has been added as a median in the western portion of the parking lot. The narrative also indicates that stormwater runoff from the site will drain to the existing storm drainage system associated with Richmond Highway, and no stormwater detention facilities are proposed for runoff from this 11.88 acre expanse of impervious surface. In support of site-specific Plan guidance that recommends stormwater runoff be managed such that the contribution of stormwater runoff from the site to stream degradation downstream of the site be reduced substantially (through consideration of Low Impact Development practices) and Policy Plan guidance that recommends optimization of stormwater management and water quality controls and practices for redevelopment consistent with revitalization goals, the applicant is strongly encouraged to exceed the minimum requirement for water quality and water quantity controls.

Tree Preservation/Restoration: The subject property is currently barren of vegetation except for the trees within the landscape medians of the parking lot. The applicant is encouraged to work with the Urban Forestry Management Branch to preserve and possibly transplant some of the existing highest quality trees for this development. In addition, the applicant should explore opportunities to offer more tree restoration to enhance the site. Sheet 4 of the plan shows a significant amount of landscaping along the Richmond Highway and Ladson Road frontages; however, much of the proposed landscaping on Richmond Highway is located within an area to be dedicated for future right-of-way. The applicant is encouraged to provide sufficient landscaping outside the future right-of-way.

Green Buildings: The Policy Plan incorporates guidance in support of the application of energy conservation, water conservation and other green building practices in the design and construction of new development and redevelopment projects. The Policy Plan further recommends the attainment of Leadership in Energy and Environmental Design (LEED) certification through the U.S. Green Building Council (USGBC) or an equivalent green building program with third party certification for developments meeting certain criteria. For example, the Policy Plan recommends LEED certification or an equivalent when zoning proposals are located in a community business center and are seeking a change in use from what would be allowed under existing zoning. In accordance with this Plan recommendation,

many commitments have been received by the County for LEED certification of buildings through zoning actions involving a change in use through special exception approvals.

In a letter dated, November 18, 2010, the agent for the applicant states, "the County's green building policy for LEED certification does not appear to apply for the site." However, staff finds that the Plan policy for green building certification does, in fact, apply to this site because the proposed Costco store is located in the Hybla Valley/Gum Springs Community Business Center and seeks a change in use from what would be allowed as a permitted use under existing zoning. Specifically, the site cannot be developed with the proposed 143,416 square foot Costco store under its existing zoning without the approval of the requested special exception pursuant to Zoning Ordinance's Section 9-533 Additional Standards for Retail Sales Establishments-Large. Under this section the Zoning Ordinance states, "In the C-6, C-7, C-8, C-9, PDC and PRC Districts, the Board may approve a special exception to allow a retail sales establishment containing 80,000 square feet or more of gross floor area which is not otherwise permitted by right."

The November 18, 2010 letter from the agent for the applicant states, "we feel confident that we can achieve enough points on the scorecard to meet LEED certification." However, to date, the applicant has not agreed to attain LEED certification through USGBC for the proposed Costco store. Without a commitment to LEED certification, the proposal is not in conformance with the Comprehensive Plan's green building policy. To be in conformance with the Comprehensive Plan and to be consistent with other green building commitments, the applicant should commit to LEED certification under the most current version of New Construction or Core and Shell rating system and post a green building escrow at \$286,800 (which is based on \$2.00 per square feet, the standard rate for large buildings, x 143,416 gross square feet of building). This issue remains unresolved. In support of the attainment of LEED certification for the Costco store, the applicant is encouraged to:

- Retain a LEED AP who is a professional engineer or architect licensed to practice in the Commonwealth of Virginia and will be a part of the project's design and construction team;
- Include a list of specific credits within the most current version of a LEED rating system as part of the site plan and building plan submission; and
- Retain a professional engineer or architect licensed to practice in the Commonwealth of Virginia who will provide certification statements both at the time of site plan and building plan reviews confirming that the items on the list will meet at least the minimum number of points necessary to attain LEED certification of the project.

In order to ensure the long term viability of the green building measures, the applicant is encouraged to retain a LEED AP who will prepare a green buildings user's manual, and that manual should include the following minimum criteria:

- Provide a narrative description of each green building component, including a description of the environmental benefits of that component and including

information regarding the importance of maintenance and operation in retaining the attributes of a green building;

- Provide, where applicable, product manufacturer's manuals or other instructions regarding operations and maintenance needs for each green building component, including operational practices that can enhance energy and water conservation;
- Provide, as applicable, either or both of the following: (1) a maintenance staff notification process for improperly functioning equipment; or (2) a list of local service providers that offer regularly scheduled service and maintenance contracts to assure proper performance of green building-related equipment and the structure, to include, where applicable, the HVAC system, water heating equipment, water conservation features, sealants, and caulks; and
- Provide contact information that the building owner can use to obtain further guidance on each green building component.

COUNTYWIDE TRAILS MAP:

The Countywide Trails Plan depicts a major paved trail which is defined as asphalt or concrete, 8 feet or more in width along Richmond Highway adjacent to the subject property. The development plan depicts a proposed 10-foot wide asphalt trail along the property's Richmond Highway frontage.

PGN: MAW



County of Fairfax, Virginia

MEMORANDUM

DATE: December 20, 2010

TO: Barbara C. Berlin, Director, Zoning Evaluation Division
Department of Planning & Zoning

FROM: *Barbara A. Bryon*
Barbara A. Bryon, Director
Office of Revitalization and Reinvestment (OCRR)

SUBJECT: SE 2010-LE-025 (Costco)

The Office of Community Revitalization and Reinvestment (OCRR) has reviewed the above referenced Special Exception Plat dated November 17, 2010.

The special exception application will allow for the redevelopment of a prominent site in the Hybla Valley area of Richmond Highway that is currently occupied by a vacant multiplex cinema. This building has been vacant for several years and creates an impression of disinvestment and economic decline in the immediate vicinity. The proposed redevelopment could enhance the appearance and economic viability of this area.

OCRR has some concerns, however, with the proposed redevelopment. There is inadequate buffering of adjacent residential development, particularly to the rear of the property. The proposed development will significantly reduce the current landscape buffer to the rear of the property (west property line) and does not provide adequate buffering of the residential development to the south of the subject site along Ladson Lane. The applicant should reduce the number of parking spaces (currently 32 extra spaces are provided) and/or reduce the larger than required size of some or all of the parking spaces (10'x20' vs. the required 9'x18') in order to provide sufficient buffering to neighboring residential properties.

Additionally, the applicant should demonstrate that the loading area is fully screened from view of pedestrians and motorists travelling along Richmond Highway; provide architectural details demonstrate that the roof top mechanical equipment is not visible; and, consider making the development as urban as possible through architectural techniques such as the use of display windows along the Richmond Highway frontage.

cc: Kelly Goddard-Sobbers
OCRR file



Office of Community Revitalization and Reinvestment
12055 Government Center Parkway, Suite 1048
Fairfax, VA 22035
703-324-9300, TTY 711
www.fcrrvit.org

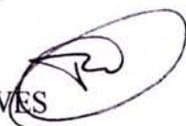


County of Fairfax, Virginia

MEMORANDUM

March 2, 2011

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

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

SUBJECT: Costco; SE 2010-LE-025

RE: Request for assistance dated February 16, 2011

This review is based upon the Special Exception Plat (SE) 2010-LE-025 stamped "Received, Department of Planning and Zoning, February 16, 2011". A site visit was conducted on November 1, 2010, as part of a review of the SE stamped "Received, Department of Planning and Zoning, August 23, 2010".

General Comment: Comments on the previously submitted SE were provided to DPZ in my memos dated November 4, 2010, and December 3, 2010. An additional comment and recommendation is provided to address the request to deviate from the tree preservation target.

- 1. Comment:** A deviation from the tree preservation target has been requested on the SE that states one or more of the justifications listed in Chapter 122-2-3(b) of the County Code, along with a narrative that provides a site specific explanation of why the tree preservation target can not be met. The Urban Forest Management Division has reviewed the request and justification and does not object to the proposed deviation.

Recommendation: Development condition 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.

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

TLN/
UFMID #: 155461

cc: RA File
DPZ File

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



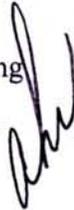


County of Fairfax, Virginia

MEMORANDUM

DATE: March 24, 2011

TO: Barbara Berlin, Director
Zoning Evaluation Division
Department of Planning and Zoning

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

FILE: 3-5 (SE 2010-LE-025)

SUBJECT: Transportation Impact

REFERENCE: SE 2010-LE-025
Costco – Route 1.
Traffic Zone: 1472
Land Identification Map: 101-2 ((6)) A

Transmitted herewith are the comments from the Department of Transportation with respect to the referenced application. These comments are based on plats made available to this office dated August 12, 2010, and revised through March 9, 2011. The applicant wishes to remove an abandoned movie theater of approximately 54,000 square feet and construct a new 143,416 gross square foot retail membership warehouse. Access is proposed from Ladson Lane, a right-in/right-out from Route 1, and an interparcel from the WalMart to the north of the site. Hours of operation for Costco are: Monday – Friday, 11:00 a.m. to 8:30 p.m.; Saturday, 9:30 a.m. to 6:00 p.m.; and Sunday, 10:00 a.m. to 6:00 p.m. The proposed number of employees is 250. The new use is expected to add 456 new p.m. peak hour trips, 737 new peak hour trips on Saturday, and 4,496 new daily (24-hour) trips on weekdays and 5,782 new daily trip on Saturday to Route 1.

- The single northbound left turn lane on Route 1 at Ladson Lane will be inadequate and the queue will exceed the available turn lane storage. Even with signal improvements, the queue will continue to exceed available turn lane storage and may extend into the northbound through lanes of Route 1.
- The applicant asserts that if the left turn lane at Ladson Lane is full, drivers will go north to the proposed dual left turns at the WalMart/Sherwood Hall intersection. However, dual left turns here would require a widening of the two receiving lanes to a total of 30 feet for at least 15 feet. This is off-site on the WalMart property and it is not known at this time if WalMart will agree to this improvement. To date, no signed agreement between this applicant and WalMart has been provided to the County.

- The access to the applicant's site through WalMart property is via a narrow 20-foot wide interparcel access and the applicant has provided the deed book number to this legal access. A second interparcel from the WalMart parking lot would be desirable.
- Pedestrian access should be provided into the site at the right-in/right-out entrance on Route 1 and the plat shows a non-ADA accessible sidewalk from the south only.
- Show the truck turning movements between the loading docks and Route 1 for arriving and departing trucks. Although this is shown on Sheet 11, it is not very legible and the applicant has agreed to provide a more clear drawing.
- Add a crosswalk on Ladson Lane.
- Closing the median break for southbound left turns into the apartment complex on the east side of Route 1 will require u-turns at the Ladson Lane intersection and an auto-turn evaluation should be provided. Also, the applicant should notify the apartment complex at such time as the application is approved that the median break will be closed and access will be by means of a u-turn at Ladson Lane.
- Provide a pad for a bus shelter. This is shown, however, the sidewalk/trail goes behind the pad and there should also be a connection to the front of the shelter and to the curb.
- Provide the additional right-of-way dedication along the Route 1 frontage as shown on the development plat at time of site plan approval or upon demand. Sidewalks/trails should be located within right-of-way for VDOT maintenance.
- Sight distance should be shown for all entrances, including the interparcel from WalMart.
- The parking on the north side between the right in/right out entrance and the interparcel from WalMart should be moved elsewhere or removed altogether as it creates too many conflict points within a short distance and may interfere with sight distance for vehicles entering from the interparcel.
- On-site circulation would be better served if the tire bays were not on the west side of the building adjacent to the traffic entering from Ladson Lane; however moving this function would mean losing too many parking spaces.
- The applicant needs to provide the interim proposed and ultimate grading and cross sections for all the cross sections (AA, BB, CC) along the Route 1 frontage and correct the x-sections to conform to the Route 1 x-sections in the Comprehensive Plan which have 16' allotted for platforms or turn lanes in addition to 26' for transit.
- The applicant has submitted the 2nd submission of the 527 traffic study to VDOT and the Exception Request from Access Management for the existing right in/right out. These are still under review (The TIA comments are due April 11, 2011). VDOT has advised that Turn Lane Waivers will also be needed for the NB dual lefts at the WalMart entrance and NB single left at Ladson Lane. These waiver requests have been filed but need to be approved prior to this application moving forward.

TRIP GENERATION TABLE

SE 2010-LE-025

Land Use Code		Weekday PM PH			Weekday Ave Daily			Saturday PH Adjacent St			Saturday PH Generator			Saturday Daily		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total			
445 Multiplex Movie Theater	Previous Existing Use-3000 Seats	86	154	240				194	76	270	468	432	900			
814 Specialty Retail	Existing Zoning-Retail C-8, 0.5 FAR	158	202	360	2943	2943	5886	-	-	-				2791	2791	5582
820 Shopping Center	Existing Zoning Retail C-8, 0.5 FAR	243	252	495	2851	2851	5702	-	-	-	337	312	649	3318	3318	6636
857 Discount Club	Proposed Use 143,416GSF	304	304	608	2997	2997	5994	-	-	-	491	491	982	3854	3854	7708

The above table represents trips in/out without any discount for pass-by trips.
 Trip generation based upon the Institute of Transportation Engineers' Trip Generation, 8th Edition.



FAIRFAX COUNTY WATER AUTHORITY
8560 Arlington Boulevard, Fairfax, Virginia 22031
www.fairfaxwater.org

PLANNING & ENGINEERING
DIVISION
Jamie Bain Hedges, P.E.
Director
(703) 289-6325
Fax (703) 289-6382

March 17, 2011

Ms. Kelli-Mae Goddard Sobers
Staff Coordinator
Fairfax County Department of Planning and Zoning
12055 Government Center Parkway, Suite 801
Fairfax, Virginia 22035-5505

Re: SE-2010-LE-025 (Amendment)
Tax Map: 101-2
Costco - 7940 Richmond Hwy.

Dear Ms. Goddard-Sobers:

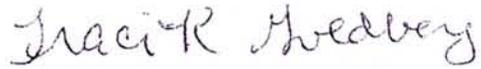
As requested, please consider this letter as an amendment to our original response letter to Ms. Regina Coyle dated December 6, 2010, which still remains in effect. As stated in our prior correspondence and conversations, Fairfax Water's long range plan is to upgrade the existing transmission system along the Route 1 (Richmond Highway) corridor to better serve projected growth, and to coordinate the future pipeline alignment as much as possible with proposed development projects to minimize traffic disruptions and save construction costs. The latest version of the Costco Special Exception site plan received in our office dated February 16, 2011, shows the 20-foot wide water main easement along the Route 1 property frontage as we requested. However, based on the information provided, Fairfax Water has the following concerns regarding the proposed easement:

1. Since Fairfax Water has conceded to a smaller easement to accommodate the tight site constraints and screening requirements, from 24-feet wide to 20-feet wide, the clearance between the proposed retaining wall within the easement and proposed screen wall just outside the easement may create construction difficulties due to the larger excavation equipment necessary to install large diameter pipe. The retaining wall and/or the screen wall may be in conflict during the water main installation.
2. The trees proposed to be planted within the easement may have to be removed during installation of the water main.

3. The proposed 3:1 ground slope along the majority of the easement will make trenching for the water main difficult and may jeopardize the structural integrity of the screen wall and retaining wall.
4. The terms and conditions of our current transmission main easement agreement are very strict and prohibit permanent structures, fencing and trees to be placed within the easement.

If you have any questions regarding this information please contact Dave Guerra at (703) 289-6343.

Sincerely,



Traci K. Goldberg, P.E.
Manager, Planning Department

cc: David Logan, Bohler Engineering
Lisa Chiblow, Gill, McGuire Woods LLP



County of Fairfax, Virginia

MEMORANDUM

DATE: March 18, 2011

TO: Kelli Goddard-Sobers, Staff Coordinator
Zoning Evaluation Division
Department of Planning and Zoning

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

SUBJECT: Special Exception Application #SE 2010-LE-025, Costco, Special Exception Plat dated March 9, 2011, LDS Project #25259-ZONA-001-4, Tax Map #101-2-06A, Lee District

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

Chesapeake Bay Preservation Ordinance (CBPO)

There is no Resource Protection Area (RPA) on this site.

Water quality controls are required for this redevelopment (PFM 6-0401.2B). A vegetated swale, a bioretention filter, an underground manufactured BMP, and a Filterra are located on the plat.

The drainage area to the Filterra unit exceeds the maximum allowed for a single Filterra unit designed under either LTI 09-04 or PFM 6-1309. A smaller drainage area to the Filterra will lower the ultimate phosphorus removal rate. If the maximum area to the Filterra is used, the phosphorus removal rate is likely to be 20%. The minimum requirements would be exceeded by 100%, not 108% as stated in the narrative.

Cross-section B-B on Sheet 12 shows the vegetated swale to be a range of 5 to 20 feet wide. To meet the design criteria of PFM 6-1308 in the site plan submission, the minimum width of the swale is likely to be greater than 5 feet.

Floodplain

There are no regulated floodplains on the property.

Downstream Drainage Complaints

There are no downstream drainage complaints on file.

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



Kelli Goddard-Sobers, Staff Coordinator
Special Exception Application #SE 2010-LE-025, Costco
March 18, 2011
Page 2 of 2

Stormwater Detention & Collection

Stormwater detention is required, if not waived (PFM 6-0301.3). The proposed bioretention filter might provide some detention, however, the applicant intends to meet the detention requirements by reducing the impervious surfaces and demonstrating adequate outfall.

Landscaping along Ladson Lane near the building has been depicted directly over a privately maintained storm drain proposed to serve the project. Maintenance activities associated with the storm drain may disrupt this vegetation.

Site Outfall

An outfall narrative has been provided. The applicant feels that the drainage area of Little Hunting Creek upstream of U.S. Route 1 is more than 100 times the site area and will meet the minimum extent of review at this point (PFM 6-0203.2). The delineation of this drainage area is based on 5-foot contours. Since the drainage area is very near 100 times the site area, it is suggested that the applicant depict a location or provide a narrative describing a detention facility should the outfall prove to be inadequate during the site plan review.

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

BF/

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



County of Fairfax, Virginia

MEMORANDUM

DATE: November 16, 2010

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

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

SUBJECT: Sanitary Sewer Analysis Report

REFERENCE: Application No. SE2010-LE-025
Tax Map No. 101-2-/06/ /A

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

1. The application property is located in the Little Hunting Creek (K) watershed. It would be sewered into the Noman M. Cole Pollution Control Plant (NMCPCP).
2. Based upon current and committed flow, there is excess capacity in the NMCPCP. For purposes of this report, committed flow shall be deemed that for which fees have been paid, building permits have been issued, or priority reservations have been established by the Board of Supervisors. No commitment can be made, however, as to the availability of treatment capacity for the development of the subject property. Availability of treatment capacity will depend upon the current rate of construction and the timing for development of this site.
3. An existing 12" inch line located in the street is adequate for the proposed use at this time.
4. The following table indicates the condition of all related sewer facilities and the total effect of this application.

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

5. Other pertinent information or comments:



7-607 Special Exception Uses

1. All uses permitted by special exception in the underlying zoning district(s) except as qualified by Sect. 601 above.
2. Except as permitted by right pursuant to Sections 4-502, 4-602, 4-702, 4-802, 4-902 and 10-202, drive-in financial institutions, fast food restaurants, quick-service food stores, service stations and service station/mini-marts subject to the provisions of Part 6 of Article 9 and Sect. 608 below.

7-608 Use Limitations

All uses shall be subject to the use limitations set forth in the underlying zoning district(s), and, in addition, drive-in financial institutions, fast food restaurants, quick-service food stores, service stations and service station/mini-marts shall be subject to the following use limitations:

1. In any Highway Corridor Overlay District:
 - A. Such a use shall be designed so that pedestrian and vehicular circulation is coordinated with that on adjacent properties.
 - B. Such a use shall have access designed so as not to impede traffic on a public street intended to carry through traffic. To such end, access via the following means may be given favorable consideration:
 - (1) Access to the site is provided by a public street other than one intended to carry through traffic, and/or
 - (2) Access to the site is provided via the internal circulation of a shopping center, which center contains at least six (6) other commercial uses, or an office complex having a limited number of well-designed access points to the public street system and no additional direct access is provided to the site from a public street intended to carry through traffic over and above those entrances which may exist to provide access to the shopping center, and/or
 - (3) Access to the site is provided by a functional service drive, which provides controlled access to the site.
 - C. There shall be no outdoor storage or display of goods offered for sale except for the outdoor storage or display of goods permitted at a service station or service station/mini-mart.
2. Where the underlying district is C-2, C-3 or C-4, in addition to Par. 1 above:
 - A. Service stations shall not include any uses such as vehicle or tool rental.

- B. Service stations shall not be used for the performance of major repairs, and shall not include the outdoor storage of more than two (2) abandoned, wrecked or inoperable vehicles on the site for more than seventy-two (72) hours, subject to the limitation that there shall be no dismantling, wrecking or sale of said vehicles or parts thereof. In addition, in no event shall any one (1) abandoned, wrecked or inoperable vehicle be stored outdoors for a period exceeding seventy-two (72) hours.
3. Where the underlying district is C-5 or C-6, in addition to Par. 1 above:
- A. Service stations and service station/mini-marts shall not be used for the performance of major repairs, and shall not include the outdoor storage of more than two (2) abandoned, wrecked or inoperable vehicles on the site for more than seventy-two (72) hours, subject to the limitation that there shall be no dismantling, wrecking or sale of said vehicles or parts thereof. In addition, in no event shall any one (1) abandoned, wrecked or inoperable vehicle be stored outdoors for a period exceeding seventy-two (72) hours.
4. Where the underlying district is C-7, C-8, C-9, I-3 or I-4, in addition to Par. 1 above:
- A. Service stations and service station/mini-marts shall not be used for the performance of major repairs, and shall not include the outdoor storage of more than four (4) abandoned, wrecked or inoperable vehicles on the site for more than seventy-two (72) hours subject to the limitation that there shall be no dismantling, wrecking or sale of said vehicles or parts thereof. In addition, in no event shall any one (1) abandoned, wrecked or inoperable vehicle be stored outdoors for a period exceeding seventy-two (72) hours.
5. Where the underlying district is I-5 or I-6, in addition to Par. 1 above: A. Service stations and service station/mini-marts shall not be used for the performance of major repairs.

9-006 General Standards

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

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

9-503 Standards for all Category 5 Uses

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.

9-533 Additional Standards for Retail Sales Establishments-Large

In the C-6, C-7, C-8, C-9, PDC and PRC Districts, the Board may approve a special exception to allow a retail sales establishment containing 80,000 square feet or more of gross floor area which is not otherwise permitted by right subject to the following standards:

1. The Board shall determine that a retail sales establishment-large will be compatible with and not adversely impact adjacent properties and the local area road system. The Board may impose such conditions and restrictions which it may deem necessary to ensure compatibility and to mitigate adverse impacts, which may include, but not be limited to the following:
 - A. Hours of operation and other operational restrictions;
 - B. Site development or design standards; and
 - C. Transitional screening and landscaping requirements.
2. The Board shall determine that parking as required by Article 11 is provided and is designed in such a manner as to minimize impacts on adjacent properties through the use of methods which may include, but are not limited to, structured parking, location and distribution of parking, and landscaping techniques. All required parking shall be provided on-site.
3. Such use shall be designed so that pedestrian and bicycle circulation is coordinated on-site and on adjacent properties for the purpose of maximizing ease of inter-parcel and intra-parcel movement.

4. Such use shall be designed to provide safe and convenient access, to minimize any potential conflicts between service and delivery vehicles, passenger vehicles and pedestrian traffic.
5. Such use shall be designed in such a manner as to minimize noise from impacting adjacent properties.
6. Outdoor lighting associated with such uses shall be designed to minimize the impacts of glare, light trespass and overlighting and to promote a safe and secure environment for pedestrian and vehicular traffic; such lighting shall be subject to the provisions of Part 9 of Article 14.
7. The structures shall be designed to protect the character of the neighborhood in which located through the use of architectural design and site design methods. The layout and architecture shall be designed in such a manner that reduces monotonous effects and impacts caused by building bulk through the use of techniques that may include, but are not limited to, variations in roof lines, variations in building setbacks, landscaping and by enhanced architectural treatments to all sides of a building. In cases where there is a significant contrast in topography between the subject property and adjacent properties, appropriate mitigation methods, such as screening, shall be considered in order to mitigate potential noise and/or visual impacts. All rooftop mechanical structures shall be screened or fully enclosed within a structure so they are not visible from the ground level of adjacent properties.
8. All business, service, storage, and display of goods shall be conducted within a completely enclosed building, and all refuse shall be contained in completely enclosed facilities, with the exception of outdoor seating, service, storage and display that is clearly subordinate to the retail sales use and which may be allowed subject to the following conditions:
 - A. The area and extent of all outdoor seating areas and outdoor areas for the service, storage and display of goods shall be designated on the approved plat. The Board may condition the location, size and extent of any such areas or associated structures. No such storage, display or sales area shall be located in any required minimum yard.
 - B. All outdoor service, storage and display, with the exception of outdoor seating, and up to 250 square feet of display area, shall be fully screened using structures and materials and design elements that are compatible with those used in the principal structure. Screening methods shall include solid fences, walls, berms, evergreen hedges or a fence, wall, berm and/or landscaping combination.

9. All signs shall be in scale and harmony with the development and shall be located and sized as to ensure convenience to the visitor, user or occupant while not adding to street clutter or detracting from the character of the surrounding properties.

10. Notwithstanding Par. 8 above, in the PTC District outdoor activities shall be limited to outdoor seating.

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.