



APPLICATION ACCEPTED: October 19, 2010
PLANNING COMMISSION: June 2, 2011
BOARD OF SUPERVISORS: not yet scheduled

County of Fairfax, Virginia

May 19, 2010

STAFF REPORT

APPLICATION SE 2010-MA-028
(concurrent with 2232-M11-2)

MASON DISTRICT

APPLICANT: Washington Metropolitan Area Transit Authority (WMATA)

PRESENT ZONING: I-2 (5.03 ac), I-6 (2.55 ac), R-2 (1.22 ac), R-3 (0.65 ac) and H-C

PARCEL(S): 80-2 ((1)) 32

ACREAGE: Entire Site (9.45 ac)

FAR/DENSITY: 0.0

PLAN MAP: Industrial

SE CATEGORY Category 4: Regional Non-Rail Transit Facility

PROPOSAL: The applicant has filed for review by the Planning Commission to determine whether a proposed regional non-rail transit facility satisfies the criteria of location, character, and extent pursuant to Sect. 15.2 2232 of the Code of Virginia and requests approval of SE 2010-MA-028, to permit a regional non-rail transit facility, that includes vehicular parking and rail inventory storage on existing parking lot.

William O'Donnell

STAFF RECOMMENDATIONS:

Staff recommends that the Planning Commission find that the facility proposed under 2232-M11-2, does satisfy the criteria of location, character, and extent as specified in Sect. 15.2-2232 of the Code of Virginia and is substantially in accord with the provisions of the Comprehensive Plan.

Staff recommends approval of SE 2010-MA-028 subject to the development conditions consistent with those found in Appendix 1 of this report.

Staff recommends approval of the modification of the interior and peripheral parking lot landscaping requirements to that shown on the SE Plat.

It should be noted that it is not the intent of staff to recommend that the Board, in adopting any conditions, 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 rezoning 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.

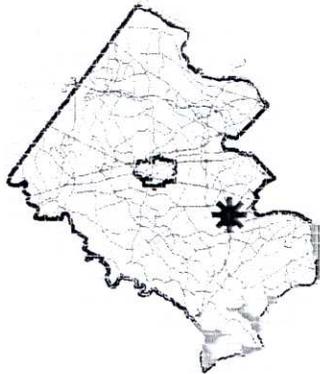
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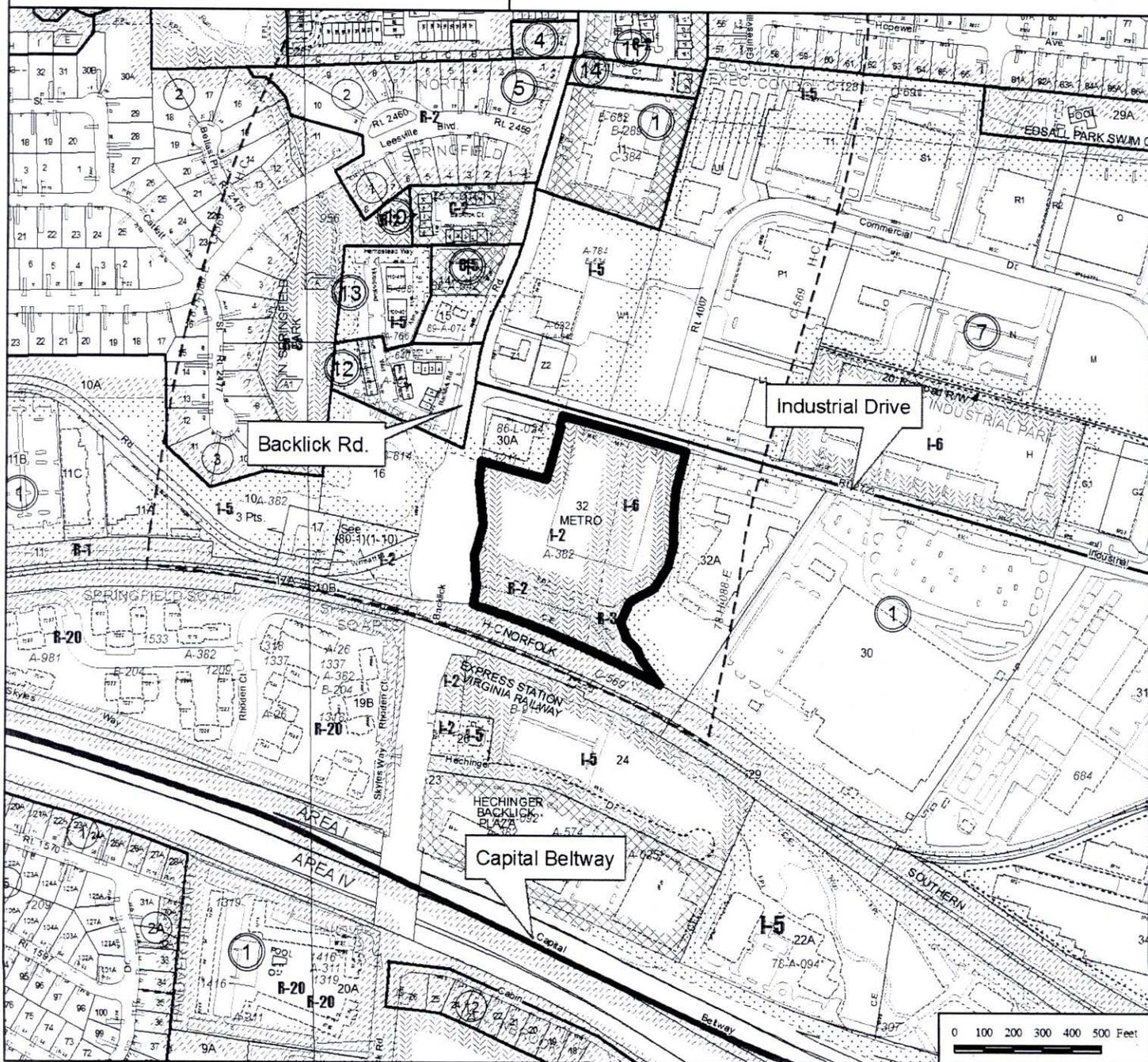
Americans with Disabilities Act (ADA): Reasonable accommodation is available upon 7 days advance notice. For additional information on ADA call (703) 324-1334 or TTY 711 (Virginia Relay Center).

Special Exception

SE 2010-MA-028



Applicant: WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)
Accepted: 10/19/2010
Proposed: REGIONAL NON-RAIL TRANSIT FACILITIES
Area: 9.45 AC OF LAND; DISTRICT - MASON
Zoning Dist Sect: 05-0604 03-0304 03-0204
Art 9 Group and Use: 4-05 4-3 4-4
Located: 6851- 6853 INDUSTRIAL ROAD
Zoning: I- 2, I-6, R-2, R-3
Plan Area: 1
Overlay Dist: HC
Map Ref Num: 080-2- /01/ /0032 /01/ /0032
/01/ /0032 /01/ /0032



**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, Washington Metropolitan Area Transit Authority (WMATA), seeks approval of a Category 4 Special Exception to permit a regional non-rail transit facility in the I-2, I-6, R-2, R-3 and HC Districts, which includes vehicular parking and rail inventory storage on an existing parking lot. The property would be used by WMATA's Office of Metro Access Service (MACS) for parking up to 70 service vans during non-service hours and WMATA's Office of Track and Service System Maintenance (TSSM) for storing rail inventory and light track assemblage. The 2232 application has been filed in order to determine if the general location, character, and extent of the proposed facility are substantially in accord with the adopted Comprehensive Plan, as required by Va. Code Sec. 15.2-2232, as amended.

The proposed development on the site includes:

- Two 360 square foot, 8 foot tall office trailers located on the northern portion of the site with an overall FAR of 0.0017.
- Closure of the existing western access point from Industrial Road
- Frontage improvements along Industrial Road, which include commercial construction upgrades to the eastern access point from Industrial Road, a 5 foot wide sidewalk and Right-of-Way (ROW) dedication for the future South County East-West Trail.
- Additional landscaping along the north, northwest and northeast perimeters of the parking area.

The proposed use would operate primarily between the hours of 5:00 A.M and 6:00 P.M. Monday through Friday.

Copies of the proposed development conditions, applicant's affidavit, and applicant's statement of justification are contained in Appendices 1-3 of this report.

Waivers and Modifications:

Modification of the interior parking lot landscaping requirements to that shown on the SE Plat.

LOCATION AND CHARACTER

Site Description:

The 9.45 acre subject property is an existing parking lot with approximately three acres of pavement located at 6851-6853 Industrial Road on Tax Map 80-2 ((1)) 32 in the Beltway South Industrial Area. To the north is a private parking lot, to the south is the Franconia/Springfield VRE station, to the west is an auto body collision repair establishment and to the east is a beverage distribution facility and the Washington Gas offices and maintenance storage facility. There are two existing access points from Industrial Road. The surrounding area descriptions include:

SURROUNDING AREA DESCRIPTION			
Direction	Use	Zoning	Plan
North	Industrial Use	I-5	Industrial
South	Public Use – Franconia/Springfield VRE Station	I-2, I-5	Industrial
East	Industrial Flex	I-6	Industrial
West	Industrial Flex	I-5	Industrial

BACKGROUND

- No previous rezoning applications. The site was bought by WMATA in 1971 for the purpose of constructing a Metrorail station as part of the Blue Line. However, the Blue Line alignment was changed and the site has been used as a parking lot.

COMPREHENSIVE PLAN PROVISIONS

Plan Location: Area I, Annandale Planning District, Beltway South Industrial Area, Land Unit C

Plan Map: Industrial

Plan Text:

Fairfax County Comprehensive Plan, Area I, 2007 Edition; Annandale Planning District, as amended through July 27, 2010, Beltway South Industrial Area, Land Unit I, on page 79, the Plan states:

“Land Unit C

Land Unit C generally is referred to as the Shirley Industrial Park and it is planned for industrial, office and public facilities uses as shown on the Plan map. The primary uses within this land unit are warehouses, distribution and processing plants. Future development and/or redevelopment of the industrially planned tracts should maintain this overall industrial orientation. Industrial uses are planned for development intensities up to .50 FAR. The existing buffer zone dedicated for public park along the northern boundary of this land unit (providing buffering for the Edsall Park residential community) should be maintained. This linear open space buffer should be completed and should be considered for a network of pedestrian and bike trails to provide recreation and permit inter-community movement.....”

ANALYSIS

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

Title of SE Plat: WMATA Industrial Road Site Metro Access and TSSM Storage Yard Special Exception Plat

Prepared By: WMATA Department of Operations Services and Engineering Support Services

Original and Revision Dates: Sealed on February 22, 2011 (Sheet 1 dated September 2010 as revised through February 2011; Sheets 2 and 3 dated March 2011 as revised through April 2011; and Sheet 4 dated February 2011 as revised through April 2011)

Plat Description:

The SE Plat consists of 4 sheets.

SE Plat: WMATA Industrial Road Site Metro Access and TSSM Storage Yard Special Exception Plat	
Sheet #	Description
Sheet 1	Special Exception Plat, Vicinity Map, General Notes, Bulk Plane Angles, Site Data, Stormwater Drainage Computations and Legend
Sheet 2	Special Exception Plat, Existing and Proposed Conditions, Site Distance Profile
Sheet 3	Special Exception Plat, Project Plan Details
Sheet 4	Special Exception Plat, Landscaping Plan, Drainage Plan

The following features are depicted on the SE Plat:

Site Layout

The applicant, Washington Metropolitan Area Transit Authority (WMATA), seeks approval of a Special Exception to permit a regional non-rail transit facility in the I-2, I-6, R-2, R-3 and HC Districts, which would include vehicular parking and rail inventory storage on an existing parking lot. The site is 9.45 acres and is split zoned to the R-2 and R-3 Districts (primarily located on the southern portion of the site) and I-2 and I-6 Districts (located primarily on the northern portion). The existing parking lot is located on the northern portion of the site and encompasses approximately three acres of the total 9.45 acres. Note 9 on Sheet 1 of the SE Plat indicates that the existing pavement would be repaired, but no change in the impervious area is proposed. WMATA's Office of Metro Access Service (MACS) would use the eastern portion of the parking lot (zoned to I-6 district) for parking up to 70 service vans during non-service hours and WMATA's Office of Track and Service System Maintenance (TSSM) would use the western portion of the parking lot (zoned to the I-2 District) for storing of rail inventory and light track assemblage. Two small office trailers are proposed to be located near the entrance to the property from Industrial Road: one serving WMATA's Office of Metro Access Service (MACS) and the other serving WMATA's Office of Track and Service System Maintenance (TSSM). The overall FAR would be 0.0017.

Vehicular Access

Vehicular Access is provided from Industrial Road. The applicant proposes to remove the existing western access point and improve the eastern access point. No new roads are proposed.

Pedestrian Access and Right-of-Way

Pedestrian access within the site would be provided from a proposed 5 foot wide sidewalk along Industrial Road as shown on Sheet 5 of the SE Plat. The Countywide Trails Plan identifies a major regional trail (South County East-West Trail) along Industrial Road, a stream valley trail located along Backlick Run through the property, connecting with the VRE station south of the rail tracks and a major paved trail with an on-road bike lane along Backlick Road. In Note 4 on Sheet 4 of the SE Plat, the applicant agrees to reserve and dedicate upon request 10 feet of right-of-way along the property's Industrial Road frontage for the South County East-West Trail and 10 feet of right-of-way for the stream valley trail as shown on the SE Plat. WMATA does not own any frontage along Backlick Road to dedicate for the major paved trail with an on-road bike lane along Backlick Road.

Open Space & Landscaping

Three acres of the site are currently developed with a parking lot. The remaining six acres (approximately 60%) contains mature trees and would not be disturbed. The Zoning Ordinance requires a minimum of 20% percent open space for the portion of the site zoned I-2 and 10% for the I-6 zone. A conceptual landscape plan is provided on Sheet 4 of the SE Plat and shows that no disturbance beyond the three acre parking lot is proposed.

Stormwater Management/ Water Quality

No new stormwater management (SWM) facilities are proposed. Note 9 on Sheet 1 of the SE Plat indicates that the impervious area on the site would remain unchanged from the existing condition. Since the proposed land disturbance is less than 2,500 square feet, per the Chesapeake Bay Preservation Ordinance CBPO 118-5-3(b), no water quality and quantity controls are required.

Land Use/2232 Analysis (Appendix 4)

Section 15.2-2232 of the Code of Virginia, as amended, charges the Planning Commission with determining whether the general location or approximate location, character, and extent of the proposed facility are substantially in accord with the adopted Comprehensive Plan.

Location

WMATA states that the proposed site meets its site selection criteria for Metro Access vehicular parking and TSSM storage yard, in conformance with Plan guidelines regarding locational standards in siting facilities. The applicant states that the proposed vehicular parking and storage yard is strategically located in that it is easily accessible from a major highway, which in turn facilitates operational economies, which conforms with Plan guidance to site facilities appropriate to the area they are intended to serve. WMATA's objective for the proposed use of the property is to centralize its currently dispersed track-part inventory for more effective inventory control, thereby producing a more cost-effective disbursement of capital assets. Additionally, the proposed site would reduce travel times for employees, fuel costs, and vehicular wear and tear and deliver enhanced customer service by providing more efficient scheduling and dispatching capabilities.

The proposed location is an existing paved lot, fronting Industrial Road, east of Backlick Road, which conforms to Plan guidance for providing facilities with access to primary arterial roadways. This property is located within the Shirley Industrial Park, and is identified for industrial and private open space on the Comprehensive Plan Map. The proposed location is serviced by public water and sewer, which conforms to Plan guidelines to locate facilities on sites with public water and sewer. The proposed location also conforms with Plan guidance to avoid areas of environmental sensitivity, since no further expansion of the existing paved lot is needed.

Character

Mature tree cover on the site offers potential screening opportunities. Nearly two-thirds of the 9.45 acre property will remain wooded on three sides and includes a Conservation Easement. Additional landscaping fronting Industrial Road is being proposed by the application. Staff believes that the proposed facility's visual impacts on adjacent industrial properties will be minimized to the extent practical. No site clearing will be necessary as the applicant proposes to contain parking and the storage yard within the existing developed area. The character of the proposed facility will be compatible with the surrounding industrial park, which is predominantly planned for industrial use with limited portions for public park and private open space.

Extent

The proposed Metro facility and storage yard will be located on three acres of existing pavement that will be surrounded by a dense screen of mature trees on three sides, and an existing six-foot high chain linked fence to the north fronting Industrial Road. Two office trailers are proposed as the only physical structures to be located on site. Staff believes that the visual impact of the facility is mitigated by the proposed preservation of the existing trees, as discussed above. The proposed facility conforms with Zoning Ordinance requirements for these facilities.

Conclusion

Staff concludes that the subject proposal, as amended, allow WMATA to develop and operate vehicular parking for Metro Access and a TSSM storage yard at 6851-6853 Industrial Road, satisfies the criteria of location, character, and extent as specified in Va. Code Sec. 15.2-2232, as amended.

Urban Forestry Analysis (Appendix 5)

Urban Forest Management reviewed the application and indicated that all previously submitted comments have been adequately addressed. Staff recommends a tree preservation development condition to ensure effective tree preservation along the western and southern property lines using the most up-to-date information regarding design, engineering and site conditions. No other issues were identified.

Stormwater Analysis (DPWES) (Appendix 6)

The Department of Public Works and Environmental Services (DPWES) reviewed the application and indicated that the applicant needs to record floodplain easements located on the southern portion of the site prior to minor site plan approval. In addition, the floodplain and conservation easements boundaries need to be amended during minor site plan review to remove overlap. No other issues were identified.

Transportation Analysis (Appendix 7)

The Fairfax County Department of Transportation (FCDOT) reviewed the proposal and raised the following concerns for this application:

- 1) Frontage Improvements: Staff requested the applicant to provide frontage improvements (which include curb, gutter, sidewalks and entrance improvements) at 26 feet from the centerline along the Industrial Road frontage. The applicant agreed to provide the frontage improvements. The SE Plat shows a commercial grade (CG-12) entrance from Industrial Road, as well as curbs, gutters and a 5 foot wide sidewalk along the entire Industrial Road frontage.

- 2) Trail Requirements: As previously discussed, the Countywide Trails Plan identifies a major regional trail (South County East-West Trail) along Industrial Road; a stream valley trail located along Backlick Run through the property, connecting with the VRE station south of the rail tracks; and a major paved trail with an on-road bike lane along Backlick Road. In Note 4 on Sheet 4 of the SE Plat, the applicant agreed to reserve and dedicate upon request 10 feet of right-of-way along the property’s Industrial Road frontage for the South County East-West Trail and 10 feet of right-of-way for the stream valley trail as shown on the SE Plat. Development conditions have been written to ensure that the right-of-way is dedicated when the County requests it. WMATA owns no frontage along Backlick Road to dedicate for the major paved trail with an on-road bike lane.

The applicant has formally requested modifications to the construction of these trails in favor of the right-of-way dedications shown on the SE Plat; these requests are still under review. A recommendation from staff and the Trails Committee will be forwarded to the PC/Board when available.

No other transportation concerns were raised for this application.

ZONING ORDINANCE PROVISIONS (Appendix 8)

Bulk Standards				
Standard	Required I-2	Required I-6	Proposed I-2	Proposed I-6
Lot Size	4 ac.	20,000 sq. ft.	5.03 ac	2.55 ac
Lot Width	100 ft	100 ft	>100 ft	>100 ft
Building Height	50 ft	75 ft	12 ft	12 ft
Front Yard	Not less than 50 ft	Not less than 40 ft	78 ft Industrial Rd	78 ft Industrial Rd
Side Yard	50 degree angle of bulk plane	No requirement	225 ft office trailer 54 ft parking lot	No requirement
Rear Yard	50 degree angle of bulk plane	No requirement		No requirement

Bulk Standards				
Standard	Required I-2	Required I-6	Proposed I-2	Proposed I-6
Open Space	20%	15%	>20% (60% entire site)	>20% (60% entire site)
Floor Area Ratio (FAR)	0.25	0.50	0.0017	0.00017
Transitional Screening & Barrier: None required				

As shown in the chart above, the proposal conforms to all of the minimum bulk regulations for the I-2 and I-6 Districts. In addition, the southwest and southeast portions of the subject property are zoned R-2 and R-3 and include 1.22 acres and 0.65 acres respectively. No improvements are proposed in these residential zones. The existing vegetation will remain and a conservation easement will be re-recorded.

Waivers and Modifications:

Waiver of the major paved trail requirement along Industrial Road; the major paved trail with an on-road bike lane requirement along Backlick Road; and the stream valley trail requirement located along Backlick Run through the property

The applicant has requested a waiver of the Comprehensive Plan Trails requirement for providing a major paved trail requirement along Industrial Road, a major paved trail with an on-road bike lane requirement along Backlick Road and a stream valley trail requirement located along Backlick Run through the property. In Note 4 on Sheet 4 of the SE Plat, the applicant agreed to reserve and dedicate upon request 10 feet of right-of-way along the property’s Industrial Road frontage for the South County East-West Trail and 10 feet of right-of-way for the stream valley trail as shown on the SE Plat. Development conditions have been written to ensure that the right-of-way is dedicated when the County requests it and to ensure that the land dedicated for the stream valley trail is field located by the Fairfax County Park Authority. With regard to the major paved trail with an on-road bike lane requirement along Backlick Road, the applicant indicated that they do not own any frontage along Backlick Road to dedicate for the major paved trail with an on-road bike lane, and also noted that the eastern side of Backlick Road contains steep slopes that would be challenging to construct a trail without future road improvements.

Fairfax County Department of Transportation staff is currently reviewing the waiver requests in favor of the right of way dedications proposed. A recommendation from staff and the trail committee will be forwarded to the PC/Board when available. This issue will be further addressed during site plan review.

Modification of the interior parking lot landscaping requirements to that shown on the SE Plat.

The Zoning Ordinance requires interior and peripheral parking lot landscaping for any parking lot of 20 or more spaces. In conjunction with the approval of a special exception, the Board may approve a modification. The applicant requests a modification of the requirements in favor of existing and proposed vegetation on the SE Plat. Approximately six acres of mature trees on the site will remain undisturbed and an additional 19 trees will be planted along the north, west and east sides of the parking lot. Staff does not object to the modification requests.

Other Zoning Ordinance Requirements:

Special Exception Requirements (Appendix 8)

General Special Exception Standards (Sect. 9-006)

Par. 1 requires that the proposed use be in harmony with the Comprehensive Plan. The subject property is located within the Shirley Industrial Park, and is recommended for industrial and private open space on the Comprehensive Plan Map. The subject property is serviced by public water and sewer and conforms to Plan guidelines to locate facilities on sites with public water and sewer. Since the applicant proposes a regional non-rail transit facility, which includes vehicular parking and rail inventory storage entirely on an existing parking lot, the proposal also conforms with Plan guidance to avoid areas of environmental sensitivity because no additional impervious area is proposed.

Par. 2 requires that the proposed use be in harmony with the purpose and intent of the zoning district. As shown in the Bulk Standards for I-2, I-6, R-2 and R-3 Districts Chart and with the imposition of the proposed development conditions, the application satisfies all applicable Zoning Ordinance provisions; therefore, this standard has been met.

Par. 3 requires that the proposed use be harmonious with and not adversely affect the use or development of neighboring properties in accordance with applicable zoning district regulations and the adopted Comprehensive Plan. It further states that 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. There are no screening requirements associated with the application, as all abutting properties are zoned or developed with industrial and commercial uses. No new construction is proposed other than frontage improvements along Industrial Road, parking lot pavement improvements and two small office trailers in the center of the property. The adjacent properties to the north, south and west are zoned I-5 and the properties to the east are zoned I-6. Staff believes the proposed application will not hinder or discourage the appropriate development and use of adjacent or nearby land and/or buildings or impair the value thereof. Therefore, this standard has been met.

Par. 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. Vehicular improvements include the removal of the western access point from Industrial Road and the improvement of the eastern access point to meet commercial standards. Pedestrian improvements include a 5 foot wide sidewalk along Industrial Road. The applicant also agreed to dedicate upon request the right of way needed to construct trails on Industrial Road and along Backlick Run. Staff finds that this standard has been satisfied.

Par. 5 states that in addition to the standards which may be set forth in this Article for a particular category or use, the Board may require landscaping and screening in accordance with the provisions of Article 13. There are no screening requirements associated with the application, as the abutting properties are zoned industrial and are currently developed with commercial and industrial uses. The applicant has provided landscaping around the perimeter of the site. Therefore, this standard has been met.

Par. 6 states that open space should be provided in an amount equivalent to that specified for the zoning district in which the proposed use is located. The open space requirements for the I-2 and I-6 zones are 20 and 15 percent, respectively; approximately 60 percent of the site will be undisturbed open space. Therefore, this standard has been met.

Par. 7 states that adequate utility, drainage, parking, loading and other necessary facilities to serve the proposed use shall be provided. As discussed previously, the applicant indicated that the impervious area on the site would remain unchanged from the existing condition. Since the proposed land disturbance is less than 2,500 square feet per Chesapeake Bay Preservation Ordinance CBPO 118-5-3(b), then no water quality and quantity controls are required. In addition, since the applicant proposes to repair an existing parking lot primarily for storage (parking for 70 WMATA service vans and storage for rail inventory and light track assemblage), no additional parking or loading is required. Therefore, this standard has been met.

Par. 8 states that 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. A development condition has been written to ensure that the applicant will comply with Article 12 of the Zoning Ordinance. Through the imposition of the development conditions, this standard would be met.

Category 4 Standards (Sect 9-404)

Par. 1 states that except for electrically-powered regional rail transit facilities, as further qualified in Sect. 405 below, all buildings and structures shall comply with the bulk regulations of the zoning district in which located. As previously discussed, the proposal meets the bulk regulations for the I-2, I-6, R-2 and R-3 Districts.

Par. 2 states that any rooftop surface or touchdown pad which will be utilized as an elevated helistop shall be designed and erected in a manner sufficient to withstand the anticipated additional stress. Not applicable. No helistops are proposed.

Par. 3 states that except in the I-6 District, all maintenance, repair and mechanical work, except that of an emergency nature, shall be performed in enclosed buildings. Not applicable. No maintenance, repair or mechanical work is proposed.

Par. 4 states that all facilities shall be located and designed to not seriously affect adjacent residential areas, particularly with respect to noise levels. The subject property is surrounded by industrial uses, and is not anticipated to generate significant noise impacts.

Par. 5-7 concern aircraft, and are not applicable.

Par. 8 states that regional non-rail transit facilities and electrically-powered regional rail transit facilities operated by WMATA shall be established in conformance with the provisions of the agreement between WMATA and the County. The applicant (WMATA) seeks approval of a Category 4 Special Exception to permit a regional non-rail transit facility in the I-2, I-6, R-2, R-3 and HC Districts, which includes vehicular parking and rail inventory storage on an existing parking lot. Approval of the special exception request would constitute an agreement with the County. With imposition of the proposed development conditions, staff finds this standard to be satisfied.

Overlay District Requirements

Highway Corridor Overlay District

The application is located in the Highway Corridor Overlay District. The Highway Corridor Overlay District imposes additional requirements on certain uses within the overlay district. These requirements do not apply to the application request for a regional non-rail transit facility on an existing parking lot.

Summary of Zoning Ordinance Provisions

All applicable standards have been satisfied with the proposed development conditions.

CONCLUSIONS AND RECOMMENDATIONS

Staff Conclusions

With the proposed development conditions, staff finds that the proposed regional non-rail transit facility on an existing parking lot is in harmony with the Comprehensive Plan and in conformance with the applicable Zoning Ordinance provisions.

Recommendation

Staff recommends that the Planning Commission find that the facility proposed under 2232-M11-2 does satisfy the criteria of location, character, and extent as specified in Sect. 15.2-2232 of the Code of Virginia and is substantially in accord with the provisions of the Comprehensive Plan.

Staff recommends approval of SE 2010-MA-028 subject to the development conditions consistent with those found in Appendix 1 of this report.

Staff recommends approval of the modification of the interior and peripheral parking lot landscaping requirements to that shown on the SE Plat.

It should be noted that it is not the intent of staff to recommend that the Board, in adopting any conditions, 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 rezoning 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. Land Use/ 2232 Analysis
5. Urban Forest Management Analysis
6. Stormwater Analysis (DPWES)
7. Transportation Analysis
8. Applicable Zoning Ordinance Provisions
9. Glossary of Terms

PROPOSED DEVELOPMENT CONDITIONS

SE 2010-MA-028

May 19, 2011

If it is the intent of the Board of Supervisors to approve SE 2010-MA-028 located at Tax Map 80-2 ((1)) 32 to permit a regional non-rail transit facility, that includes vehicular parking and rail inventory storage on existing parking lot in the I-2, I-6, R-2, R-3 and H-C Districts pursuant to Sect. 3-204, 3-304, 5-204 and 5-604 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. This Special Exception is granted only for the purpose(s), structure(s) and/or use(s) indicated on the special exception plat approved with the application, as qualified by these development conditions.
3. This Special Exception is subject to the provisions of Article 17, Site Plans, as may be determined by the Director, Department of Public Works and Environmental Services (DPWES). Any plan submitted pursuant to this special exception shall be in substantial conformance with the approved Special Exception Plat entitled "WMATA Industrial Road Site Metro Access and TSSM Storage Yard Special Exception Plat," prepared by WMATA Department of Operations Services and Engineering Support Services and sealed on February 22, 2011 (Sheet 1 dated September 2010 as revised through February 2011, Sheets 2 and 3 dated March 2011 as revised through April 2011, and Sheet 4 dated February 2011 as revised through April 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.
4. Landscaping shall be provided as shown on Sheet 4 of the SE Plat. The ash trees identified in Note 10 on Sheet 4 of the SE Plat shall be replaced with different species that may include tulip poplars, sycamore, or white, red or pin oaks subject to the review and approval by Urban Forest Management (UFM).
5. Right-of-way shown on the SE Plat along Industrial Road for the East West Trail shall be dedicated to the Board of Supervisors, in fee simple, upon request by DPWES, FCDOT or VDOT. Frontage improvements shall be constructed per the SE plat, to VDOT standards, unless waived.
6. Right-of-way shown on the SE Plat along Backlick Run for the stream valley trail shall be dedicated to the Board of Supervisors, in fee simple, upon request by DPWES or FCDOT the final location of the trail shall be approved by, and shall be field located with the Fairfax County Park Authority.
7. Signage shall meet the requirements of Article 12 of the Zoning Ordinance.

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 responsible for obtaining the required Non-Residential Use Permit through established procedures, and this Special Exception shall not be valid until this has been accomplished.

Pursuant to Section 9-015 of the Zoning Ordinance, this Special Exception shall automatically expire, without notice, thirty (30) months after the date of approval unless the use has been established or construction has commenced and been diligently prosecuted. The Board of Supervisors may grant additional time to establish the use of to commence construction if a written request for additional time is filed with the Zoning Administrator prior to the date of expiration of the special exception. The request must specify the amount of additional time requested, the basis for the amount of time requested and an explanation of why additional time is required.

SPECIAL EXCEPTION AFFIDAVIT

DATE: April 1, 2010
 (enter date affidavit is notarized)

I, Anabela Talaia, 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 110147

in Application No.(s): SE 2010-MA-028
 (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)
Washington Metropolitan Area Transit Authority (WMATA)	600 5th Street, NW, Washington, DC 20001	Applicant/Title Owner
Mark K. Meister	600 5th Street, NW, Washington, DC 20001	Agent
Anabela Talaia	600 5th Street, NW, Washington, DC 20001	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 AFFIDAVIT

DATE: April 1, 2010
(enter date affidavit is notarized)

110147

for Application No. (s): SE 2010-MA-028
(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)
Washington Metropolitan Area Transit Authority
600 5th Street, NW
Washington, DC 20001

DESCRIPTION OF CORPORATION: (check one statement)

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

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

The Washington Metropolitan Area Transit Authority, created effective February 20, 1967, is an interstate compact agency and, by the terms of its enabling legislation, is an agency and instrumentality of the District of Columbia, Maryland, and Virginia, and shall be governed by its Board of Directors.

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

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

SPECIAL EXCEPTION AFFIDAVIT

DATE: April 1, 2010
(enter date affidavit is notarized)

110147

for Application No. (s): SE 2010-MA-028
(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)

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

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

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

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

SPECIAL EXCEPTION AFFIDAVIT

DATE: April 1, 2010
(enter date affidavit is notarized)

110/47

for Application No. (s): SE 2010-MA-028
(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-MA-028
(county-assigned application number(s), to be entered by County Staff)

SPECIAL EXCEPTION AFFIDAVIT

DATE: April 1, 2010
(enter date affidavit is notarized)

110147

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.)

Supervisor Catherine Hudgins is a Principal Director of the Washington Metropolitan Area Transit Authority
Supervisor Jeffrey McKay is an Alternate Director of the Washington Metropolitan Area Transit Authority

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

Anabela Talaia, Principal Realty Specialist
(type or print first name, middle initial, last name, and & title of signee)

Subscribed and sworn to before me this 1st day of April, 2010, in the State/Comm. of _____, County/City of The District of Columbia

Cynthia G. Jackle
Notary Public

My commission expires: February 28, 2014

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
6851-6853 INDUSTRIAL ROAD PROPERTY

AMENDED STATEMENT OF JUSTIFICATION

April 4, 2011

I. INTRODUCTION

Pursuant to Sections 9-401 and 15.2-2232 of the Fairfax County Zoning Ordinance, the Washington Metropolitan Area Transit Authority (the "Applicant" or "WMATA") hereby requests Special Exception and 15.2-2232 Determination to permit vehicular parking and rail inventory storage. The property is identified as Tax Map Reference Number 80-2((1))-32 (the "Property"). The Property is located in the Mason District and is zoned I-2 Industrial Research District and I-6 Heavy Industrial District.

II. BACKGROUND

The Property was purchased by WMATA in 1971 for the proposed Backlick Road station as part of the construction of the Blue Line. Subsequent to the purchase, the alignment of the Blue Line was changed and the Property has never been an operational component of WMATA's real estate assets.

III. DESCRIPTION OF PROPOSAL

The Property is proposed to be used by WMATA's Office of MetroAccess Service (MACS) for parking MACS service vans during non-service hours and employee vehicles during service hours. It is also proposed to be used by WMATA's Office of Track and Structures Maintenance (TRST), formerly Track and Structures System Maintenance (TSSM), for storage of rail track-part inventory and light track-part assemblage.

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: The Property is proposed to be used by WMATA's Office of MetroAccess Service (MACS) for parking MACS service vans during non-service hours and employee vehicles during service hours. It is also proposed to be used by WMATA's Office of Track and Structures Maintenance (TRST) for storage of rail track-part inventory and light track-part assemblage.
- B. Hours of operation: Staggered to match operational scheduling, the majority of which occurs between the hours of 5:00 A.M. and 6:00 P.M.

RECEIVED
Department of Planning & Zoning

APR 04 2011

Zoning Evaluation Division

C. Estimated number of patrons: None

D. Proposed number of employees: Up to four employees at any one time will work on-site out of office trailers that are proposed for the site. Up to 70 additional employees will drive onto the property in their personal vehicles to receive route assignments, leave for their routes in MACS service vans, and return to drop off the the vans and pick up their personal vehicles.

E. Estimate of traffic impact:

The area proposed for track-part inventory storage will not generate any significant traffic. WMATA employees and contractors will enter and exit the Property on an as-needed basis, estimated to be up to twice per day during weeks of scheduled heavy track repair and maintenance during the year.

The area to be used for MACS vehicular parking will generate traffic with movements largely occurring during a two hour period in the morning and similarly in the afternoon. Vehicles will be leaving the property spaced at approximately one to two minutes; there will be no long queues of vehicles impeding traffic. As the MACS vehicles exit, they will be replaced by employee vehicles. During the average weekday, there will be a maximum of 140 trips generated into and out of the Property in the morning (70 MACS and up to 70 employee) and a similar amount in the afternoon. The movement will occur primarily between 4:00 A.M. and 6:00 A.M. in the morning and after 6:00 P.M. in the afternoon. Due to the spread of time involved, and the fact that half of the fleet will be going toward Backlick Road and the other half headed toward Edsall Road, there will be little impact on traffic. The number of trips generated during weekends is approximately half that of weekdays (35 MACS vehicles and up to 35 employee vehicles). The proposed use does not meet the threshold for a 527 TIA review according to 24 VAC 30-155-40 as confirmed by the Fairfax County Department of Transportation (FCDOT). A copy of the email from FCDOT to WMATA stating that a TIA will not be required is attached to this Amended Statement of Justification.

F. Vicinity or general area to be served by the use: WMATA regional service area.

G. Architectural components: There are no buildings currently on-site and none are proposed. A maximum of two office trailers may be installed.

H. Hazardous and toxic substances: No hazardous material will be generated, utilized, stored, treated, and/or disposed of onsite with the exception of fuel and automotive oil in the vehicles. To the best of WMATA's knowledge, there are no tanks or containers on-site. There are no storage tanks or containers proposed for use at the Property.

- i. Statement of conformance: To the best of Applicant's knowledge, the propose use conforms to the provisions of all applicable ordinances, regulations, adopted standards, and any applicable conditions.

SECTION 9-006 OF THE FAIRFAX COUNTY ZONING ORDINANCE:

The following information is provided pursuant to Section 9-006 of the Fairfax County Zoning Ordinance:

- 1. The proposed use at the specified location shall be in harmony with the adopted comprehensive plan.**

The proposed use at this location is in harmony with the adopted Comprehensive Plan. The Plan shows the Property as planned for industrial use in the Annandale Planning District.

The Countywide Trails Plan identifies a major regional trail, the South County East-West Trail along Industrial Road, the Stream Valley Trail located along Backlick Run through the Property connecting with the Virginia Railway Express (VRE) station south of the railroad tracks, and a major paved trail with an on-road bike lane along Backlick Road. The County is requesting that WMATA dedicate the necessary land for the rights-of-way for the three trails.

WMATA does not own any frontage along Backlick Road.

WMATA hereby requests a deferment of the County requirement for dedicated land for the Stream Valley Trail until the width, length, and alignment of the trail is clearly defined. WMATA has identified the trail on the SE Plat, will reserve the area for the future Stream Valley Trail, and will dedicate the required land when the Fairfax County Department of Transportation (FCDOT) so requests it.

WMATA agrees to dedicate the right-of-way to accommodate the 5-ft.-wide sidewalk and any necessary right-of-way for the South County East-West Trail along Industrial Road. WMATA hereby requests a deferment of the County requirement to dedicate land for the right-of-way for the South County East-West Trail until the Fairfax County Department of Transportation (FCDOT) so requests it. WMATA has identified the trail on the SE Plat and will reserve the area in conjunction with its planned improvements to the frontage along Industrial Road.

WMATA will improve the frontage along Industrial Road by providing curb, gutter, and sidewalk in conformance with County specifications. WMATA will install a standard CG-11 entrance gate at the entrance to the Property and will provide for adequate sight distance needs.

- 2. The proposed use shall be in harmony with the general purpose and intent of the applicable zoning district regulations.**

The proposed use is in harmony with the general purpose and intent of the applicable zoning district regulations. The proposed use is a permitted use within the I-2/I-6 Zoning Districts with a Section 15.2-2232 determination and a special exception approval.

- 3. The proposed use shall be such that it will be harmonious with and will not adversely affect the use or development of the 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.**

The proposed use is in harmony with the neighboring properties and will not hinder or discourage the appropriate development and use of adjacent or nearby properties. To the west is an auto body collision repair establishment, Jerry's Collision Repair Center. To the east is a beverage distribution facility, Guiffre Distributing Company, and the Washington Gas offices and maintenance inventory storage facility. To the south is the Franconia/Springfield station of the Fredericksburg Line of the Virginia Railway Express (VRE). To the north across Industrial Road from the Property is a private parking lot and Fairfax County facilities. The property consists of 9.4 acres of land, of which approximately 3.1 acres is a paved lot which is visible from Industrial Road. WMATA will install screening slats on the existing north chain-link fence. The balance of the Property is wooded on three sides and includes a Conservation Easement, a Resource Preservation Area, and a stream.

- 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.**

There is no pedestrian traffic associated with the proposed use. Vehicular traffic will not be hazardous or conflict with the existing and anticipated traffic in the neighborhood. The area to be used for MACS vehicular parking will generate traffic with movements largely occurring during a two-hour period in the morning and similarly in the afternoon. Vehicles will be leaving the property spaced at approximately one to two minutes; there will be no long queues of vehicles impeding traffic. As the MACS vehicles exit, they will be replaced by employee vehicles. During the average weekday, there will be a maximum of 140 trips generated into and out of the Property in the morning (70 MACS and up to 70 employees) and a similar amount in the afternoon. The movement will occur primarily between 4:00 A.M. and 6:00 A.M. in the morning

and after 6:00 P.M. in the afternoon. Due to the spread of time involved, and the fact that half of the fleet will be going toward Backlick Road and the other half toward Edsall Road, there will be little impact on traffic. The number of trips generated during weekends is approximately half that of weekdays (35 MACS vehicles and up to 35 employee vehicles).

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.**

WMATA hereby requests a modification to the provisions of Article 13, Section 13-202 Interior Parking Lot Landscaping and Section 13-203 Peripheral Parking Lot Landscaping in favor of the proposed landscaping shown on the SE Plat. The proposed modification will not have any deleterious effect on the existing developed adjacent properties. The parking lot, which is 3.1 acres, is surrounded on three sides by 6.3 acres of vegetation. The Property has an interior landscaped area on its north boundary along Industrial Road within the fenced parking lot, with two maple trees and two pin oak trees, and sufficient planting area to accommodate tree growth in accordance with the Fairfax County Public Facilities Manual (PFM). The tree cover to the east of the lot is predominantly poplar, ash, sycamore, and locust. WMATA will plant an additional four 2.5-inch-diameter caliper red maples along the east side. The west side is predominantly ash and WMATA will plant an additional seven, 2.5-inch-diameter caliper ash along that side.

The Property line does not abut the right-of-way of a street on three sides. The parking lot is screened on the west side from Jerry's Collision Repair Center by a tree canopy. It is screened on the east side from Guiffre Distributing Company by a tree canopy. It is screened on the south side from the Virginia Railway Express station by a tree canopy. On the north side, along the Industrial Road right-of-way, WMATA will improve the landscaping/streetscape and provide screening by removing the existing two Bradford pears and replacing them with eight, 2.5-inch-diameter caliper red maples along the landscaping strip in conjunction with the construction of a sidewalk.

WMATA is in compliance with Chapter 122 of the County Code, the Tree Conservation Ordinance, and the Public Facilities Manual (PFM). The property consists of 9.4 acres of land of which 3.1 acres is an existing paved parking lot. WMATA will not enlarge the parking lot, thereby leaving over 67% of the property as tree canopy.

6. **Open space shall be provided in an amount equivalent to that specified for the zoning district in which the proposed use is located.**

In accordance with the I-2/I-6 Zoning Districts, there will be 20%/10% open space provided on the Property.

- 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.**

The Property will be in compliance with Article 11. There will be no on-street parking.

- 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.**

Minimal signage is proposed and it will comply with the provisions of Article 12. WMATA will install standard signage indicating no trespassing.

SECTION 9-403 OF THE FAIRFAX COUNTY ZONING ORDINANCE:

Section 9-403 states that in addition to the submission requirements set forth in Section 9-011 above, all applications for a Category 4 use shall be accompanied by the following items:

- 1. All such uses proposed by a public authority shall include a certified copy of the law, ordinance, resolution or other official act adopted by a governmental entity proposing the use, authorizing the establishment of the proposed use at the proposed location.**

WMATA is not constructing a new transit facility for public use. It is requesting approval to use an existing paved lot for WMATA use. No Board of Directors action is required for this proposed use.

- 2. All applications shall include evidence that the proposed facility will meet the standards and requirements imposed by such agencies as the Federal Aviation Administration and all other federal, State or local statutes, ordinances, rules or regulations applicable thereto.**

WMATA is not constructing a new transit facility for public use. It is requesting approval to use an existing paved lot for WMATA use. No Board of Directors action is required for this proposed use. To the best of our knowledge, there are no federal, state, or local statutes that apply to the proposed use not otherwise addressed in this Amended Statement of Justification as they relate to Fairfax County and the Commonwealth of Virginia.

- 3. A statement shall be provided detailing all noise abatement procedures, methods and devices that will be employed in the operation of the facility, and sufficient analysis shall be presented to indicate what adjoining lands will be affected by the anticipated noise.**

The proposed uses will not generate any noise not inconsistent with the surrounding uses.

- 4. In the case of airports, a map shall be presented showing the landing and take-off corridors as projected, such map to cover an area within at least a 5000 foot radius of the boundaries of the proposed facility.**

Not applicable.

SECTION 9-404 OF THE FAIRFAX COUNTY ZONING ORDINANCE:

Section 9-404 states that in addition to the general standards set forth in Section 9-006 above, all Category 4 special exception uses shall satisfy the following standards:

- 1. Except for electrically-powered regional rail transit facilities, as further qualified in Sect. 405 below, all buildings and structures shall comply with the bulk regulations of the zoning district in which located.**

WMATA will install up to two office trailers on the property. WMATA will comply with the bulk regulations of the zoning districts in which located.

- 2. Any rooftop surface or touchdown pad which will be utilized as an elevated helistop shall be designed and erected in a manner sufficient to withstand the anticipated additional stress.**

Not applicable.

- 3. Except in the I-6 District, all maintenance, repair and mechanical work, except that of an emergency nature, shall be performed in enclosed buildings.**

No maintenance, repair or mechanical work will be performed on the property.

- 4. All facilities shall be so located and so designed that the operation thereof will not seriously affect adjacent residential areas, particularly with respect to noise levels.**

No transportation facilities will be constructed on the property. The proposed uses will not generate any noise not inconsistent with the surrounding uses.

- 5. Except for elevated helistops, no area used by aircraft under its own power shall be located within a distance of 200 feet from any lot line. Elevated helistops shall be located in accordance with the bulk regulations of the zoning district in which located.**

Not applicable.

6. **All areas used by aircraft under its own power shall be provided with an all-weather, dustless surface.**

Not applicable.

7. **Except for elevated helistops, all areas used by aircraft under its own power shall be surrounded by a chain link fence, not less than six (6) feet in height, with suitable gates to effectively control access to such areas. Access to the landing area of an elevated helistop shall be through limited access points.**

Not applicable.

8. **Before establishment, all uses, including modifications or alterations to existing uses, except regional non-rail transit facilities and electrically-powered regional rail transit facilities operated by WMATA, shall be subject to the provisions of Article 17, Site Plans. Regional non-rail transit facilities and electrically-powered regional rail transit facilities operated by WMATA shall be established in conformance with the provisions of the agreement between WMATA and the County.**

The Master Agreement between WMATA and Fairfax County does not pertain to this proposed use of WMATA-owned property.

IV. CONCLUSION

The Application for a Special Exception and a Section 15.2-2232 determination for the above-referenced Property proposes to fulfill a need that WMATA has, both economically and operationally, to maximize its existing real estate assets. The Property is strategically located in that it is easily accessible from a major highway which in turn facilitates operational economies. WMATA's objective for the proposed use of the Property is to:

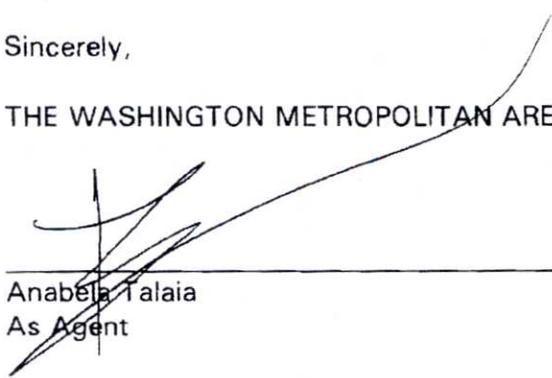
- A. Centralize its currently dispersed track-part inventory for more effective inventory control thereby producing a more cost-effective disbursement of capital assets.
- B. Reduce travel time for employees, fuel costs, and vehicular wear and tear and deliver enhanced customer service by more efficiently scheduling and dispatching capabilities.

With approval of the Special Exception and a Section 15.2-2232 determination, 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 these applications.

Amended Statement of Justification
Page 9

Sincerely,

THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY



Anabela Talaia
As Agent

Talaia, Anabela

From: Dearing, Michelle D. [Michelle.Dearing@fairfaxcounty.gov]
Sent: Monday, March 22, 2010 11:23 AM
To: Talaia, Anabela
Cc: Rodeheaver, Angela K.; Coello, Martha E.
Subject: MAC Vehicles Industrial Rd / 527 Determination

Ms. Talaia,

We have reviewed your request for a Chapter 527 determination for the Special Exception WMATA/MACS vehicle parking at Industrial Rd (tax map 80-2((1))32) and sent the results to Virginia Ruffner at the Zoning Evaluation Department.

Unfortunately, the 8th Edition ITE Trip Generation does not list this specific use so we based our determination on two things:

- The information you provided which stated that there would only be 70 MAC vehicles and 70 employees at this site (no other vehicles/maintenance to be performed off site) and,
- A relatively similar use in the 8th Edition ITE Trip Generation – *Truck Terminals*

With 70 MAC vehicles and 70 employees, we calculated a total of 280 daily weekday trips (70 MAC vehicles out/70 MAC vehicles in) & (70 employees in/70 employees out) and 140 peak hour trips in the AM Peak Hour (4 am – 6 am). We also calculated trips using the Truck Terminal use which indicated approximately 979 weekday daily trips.

Based on these calculations and reviewing the Truck Terminal use, it is not expected that your proposed use will generate sufficient trips to meet 527 thresholds and a **TIA will not be required**. You may use this email notification for your informational package submittal.

If you need anything else, you may reach me at the contact information below.

Michelle Dearing

Planning Tech II

Fairfax County Department of Transportation

Michelle.Dearing@fairfaxcounty.gov

(703) 877-5711

From: Talaia, Anabela [mailto:ATalaia@wmata.com]
Sent: Friday, March 19, 2010 1:14 PM
To: Dearing, Michelle D.
Subject: RE: 527 Determination

No other vehicles. Maintenance and repair will be performed off-site.

Anabela Talaia
Office of Station Area Planning
and Asset Management (SAAM)
WMATA
600 5th Street, NW
Washington, DC 20001
W = 202-962-1588
C = 202-236-5149

From: Dearing, Michelle D. [mailto:Michelle.Dearing@fairfaxcounty.gov]
Sent: Friday, March 19, 2010 11:40 AM
To: Talaia, Anabela
Subject: 527 Determination

Good morning Ms. Talaia

Angela Rodeheaver asked me to review a 527 determination for the MACS vehicle parking at Industrial Rd. Will there be any other vehicles besides the 70 employees and 70 MAC parked vehicles that might access this site such as maintenance vehicles? Would there be back up MAC vehicles parked there in case one the 70 needs maintenance?

Michelle Dearing

Planning Tech II

Fairfax County Department of Transportation

Michelle.Dearing@fairfaxcounty.gov

(703) 877-5711



County of Fairfax, Virginia

MEMORANDUM

DATE March 17, 2011

TO: Barbara C. Berlin, Director
Zoning Evaluation Division, DPZ

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

SUBJECT: Section 15.2-2232 Review
Application 2232-M11-2: (concurrent with SE 2010-MA-028)
Applicant: Washington Metropolitan Transit Authority
Subject Property: Tax Map 80-2 ((1)) 32

In accordance with the Standard Operating Procedures approved by the Board of Supervisors on July 25, 1994, which provide guidance to Department of Planning and Zoning ("DPZ") staff regarding the review of public facility projects pursuant to Va. Code Sec. 15.2-2232, the Environment and Development Review Branch of the Planning Division offers the following comments on the proposed vehicular parking for Metro Access, and storage yard for Track and Structures System Maintenance.

APPLICANT PROPOSAL

PROJECT SUMMARY DESCRIPTION

The applicant, Washington Metropolitan Area Transit Authority (WMATA), proposes to develop and operate vehicular parking for Metro Access and TSSM storage yard at the Shirley Industrial Park, as described in the Application SE 2010-MA-028 (received September 10, 2010; revised through February 11, 2011). WMATA states that the proposed facility will be used by its Office of MetroAccess Service (MACS) for parking MACS service vans during non-service hours and employee vehicles during service hours. It will also be used by WMATA's Office of Track and Structures System Maintenance for storage of rail track-part inventory and light track-part assemblage. The proposed facility is summarized below (see application and drawings in attachment to SE 2010-MA-028 staff report):

Location: 6851-6853 Industrial Road; located south of Industrial Road, east of Backlick Road, and north of the railroad tracks.

Site: 9.45 acres between the railroad to south and intermittent stream to east; mature deciduous tree cover; 3 acres of existing pavement; Backlick Run traverses through the southern half of the property; approximately 3.44 acres of the property is located within a

Department of Planning and Zoning
Planning Division
12055 Government Center Parkway, Suite 730
Fairfax, Virginia 22035-5509
Phone 703-324-1380
Fax 703-324-3056
www.fairfaxcounty.gov/dpz/



Resource Protection Area (RPA) and Environmental Quality Corridor (EQC). A conservation easement is located between the railroad and Backlick Run.

Facility: two office trailers are proposed near the entrance to the property from Industrial Road. The existing pavement will be repaired. Existing six-foot high chain linked fence along Industrial Road will remain.

Screening: property contains mature trees that surround the portion of the site to be occupied by the proposed use with exception to the north fronting Industrial Road. The site will not be disturbed beyond existing paved area.

Access: gated entrance on access easement on Industrial Road.

Operations: staggered to match operation scheduling, the majority of which occurs between the hours of 5:00 AM and 6:00 PM.

Service Area: the WMATA regional service area.

STAFF PLANNING ANALYSIS

Subject property is included in the Beltway South Industrial Area / Annandale Planning District of Area I of the Comprehensive Plan, and is zoned I-2, I-6, R-2 and R-3. The Comprehensive Plan map shows that the subject property is planned for industrial and private open space while the area immediately to the north and east are planned for industrial; the area immediately to the west across Backlick Road is planned for office, public parks, and industrial; and the area immediately to the south is planned for public facilities, governmental and institutional uses. An assessment of the proposal for substantial conformance with the Comprehensive Plan ("the Plan") has been guided by the following Plan citations:

AREA PLAN:

Fairfax County Comprehensive Plan, Area I, 2007 Edition; Annandale Planning District, as amended through July 27, 2010; Beltway South Industrial Area, Land Unit Recommendations, page 79:

"Land Unit C

Land Unit C generally is referred to as the Shirley Industrial Park and it is planned for industrial, office and public facilities uses as shown on the Plan map. The primary uses within this land unit are warehouses, distribution and processing plants. Future development and/or redevelopment of the industrially planned tracts should maintain this overall industrial orientation. Industrial uses are planned for development intensities up to .50 FAR. The existing buffer zone dedicated for public park along the northern boundary of this land unit (providing for the Edsall Park residential community) should be maintained. This linear open space buffer should be completed and should be considered for a network of pedestrian and bike trails to provide recreation and permit inter-community movement. . . ."

POLICY PLAN:

Fairfax County Comprehensive Plan, Policy Plan, 2007 Edition; Public Facilities, **COUNTYWIDE OBJECTIVES AND POLICIES**, as amended through January 10, 2005, pages 2-4:

“Objective 1: Locate new facilities to provide convenient service to the greatest number of people or service consumers and users.

- Policy a. Site facilities appropriately to the area they are intended to serve.
- Policy b. Reduce service area-overlap between like facilities, unless overlap is necessary to correct service deficiencies.
- Policy c. Site facilities in accordance with locational standards that maintain accepted levels of service while reducing duplication or underutilization.
- Policy d. Ensure that minimum populations or service thresholds are projected to be met before facility construction is undertaken. . . .

Objective 3: Balance the provision of public facilities with growth and development.

- Policy a. Construct new facilities in size and quantity which is consistent with projected population needs. . . .

Objective 4: Mitigate the impact of public facilities on adjacent planned and existing land uses.

- Policy a. Locate public facilities in areas of compatible land use, if service efficiency and cost effectiveness can be achieved. Siting facilities in areas of different land uses is acceptable and at times required, to provide centrally located public facilities which are critical to the public interest as long as the integrity of the Comprehensive Plan is not impinged. . . .

Objective 5: Acquire sites which are appropriate for the facility’s specific purpose. Apply acceptable criteria when evaluating public facility sites.

- Policy a. Consider accessibility in siting facilities. In general, public facilities should have access to primary arterial roadways...
- Policy b. Avoid areas of environmental sensitivity except where site acquisition is in support of open space. . . .

- Policy e. Locate, as possible, facilities on sites with public water and sewer.
- Policy f. Locate facilities on sites preferably having mature vegetation, capable of providing a natural buffer. . . .”

STAFF ANALYSIS: See attachments to SE 2010-MA-028 staff report for detailed comments.

Department of Planning & Zoning

Planning Division

- There are no outstanding land use, or environmental concerns with this application at this time.

Department of Public Works & Environmental Services

Environmental & Site Review Division

- No RPA exception or RPA redelineation will be required.
- It appears from the submitted SE plat that the existing conservation easement overlaps with the floodplain. Floodplain easement and conservation easements shall not overlap. Hence the part or the whole of the existing conservation may need vacation.
- Stormwater detention will not be required if there is no increase in post development runoff. A stormwater management narrative should be provided.
- An outfall narrative has not been provided.

CONFORMANCE WITH THE COMPREHENSIVE PLAN

Va. Code Sec. 15.2-2232, as amended, requires the Planning Commission to determine whether the general location or approximate location, character, and extent of the proposed facility, as amended, are substantially in accord with the adopted Comprehensive Plan:

Location

WMATA states that the proposed site meets its site selection criteria for Metro Access vehicular parking and TSSM storage yard, in conformance with Plan guidelines regarding locational standards in siting facilities. The applicant states that the proposed vehicular parking and storage yard is strategically located in that it is easily accessible from a major highway which in turn facilitates operational economies, which conforms with Plan guidance to site facilities appropriate to the area they are intended to serve, WMATA’s objective for the proposed use of the property is to centralize its currently dispersed track-part inventory for more effective inventory control thereby producing a more cost-effective disbursement of capital assets. Additionally, the proposed site would reduce travel times for employees, fuel costs, and vehicular wear and tear and deliver enhanced customer service by more efficiently scheduling and dispatching capabilities.

The proposed location is within an existing paved lot for WMATA use fronting Industrial Road, east of Backlick Road, which conforms to Plan guidance for providing facilities with access to primary arterial roadways. This property is located within the Shirley Industrial Park, and is identified for industrial and private open space on the Comprehensive Plan

Barbara Berlin

2232-M11-2 (concurrent with SE 2010-MA-028)

Page 5

Map. The proposed location is serviced by public water and sewer, which conforms to Plan guidelines to locate facilities on sites with public water and sewer. The proposed location also conforms with Plan guidance to avoid areas of environmental sensitivity, since the applicants states that no further expansion of the existing paved lot is needed.

Character

Mature tree cover on the site offers potential screening opportunities. Nearly two-thirds of the 9.45 acres property will remain wooded on three sides and includes a Conservation Easement. Additional landscaping fronting Industrial Road is being proposed by the application. Staff believes that the proposed facility's visual impacts on adjacent industrial properties will be minimized to the extent practical. No site clearing will be necessary as the applicant proposes to contain parking and the storage yard within the existing developed area. The character of the proposed facility will be compatible with the surrounding industrial park, which is predominantly planned for industrial use with limited portions for public park and private open space.

Extent

The proposed Metro facility and storage yard will be located on three acres of existing pavement that will be surrounded by a dense screen of mature trees on three sides, and an existing six-foot high chain linked fence to the north fronting Industrial Road. Two office trailers are proposed as the only physical structures to be located on site. Staff believes that the visual impact of the facility is mitigated by the proposed preservation of the existing trees, as discussed above. The proposed facility conforms with Zoning Ordinance requirements for these facilities.

CONCLUSION AND RECOMMENDATIONS

Staff concludes that the subject proposal, as amended, by WMATA, to develop and operate vehicular parking for Metro Access and TSSM storage yard at 6851-6853 Industrial Road, satisfies the criteria of location, character, and extent as specified in Va. Code Sec. 15.2-2232, as amended.

Staff therefore recommends that the Planning Commission find the subject Application **2232-M11-2**, as amended, substantially in accord with provisions of the adopted Comprehensive Plan.

PGN/BSS



County of Fairfax, Virginia

MEMORANDUM

April 12, 2011

TO: Mr. William J. O'Donnell Jr. AICP, Planner II
Department of Planning and Zoning, ZED

FROM: Ineke Dickman, Urban Forester II
Forest Conservation Branch, DPWES

SUBJECT: WMATA Industrial Road Site Metro Access and TSSM Storage Yard, SE
2010-MA-028, 4268-ZONA-001-1

The following comments are based on a review of the above referenced SE Plat and Amended Statement of Justification, stamped as received by the Department of Planning and Zoning, Zoning Evaluation Division, April 4, 2011.

1. **Comment:** Applicant requests a modification of the interior and peripheral parking lot landscaping requirements in favor of the proposed landscaping shown on the SE Plat with this application.

Recommendation: A motion requesting a modification of interior and peripheral parking lot landscaping in favor of the proposed planting of an additional 19 trees as shown on the SE plat should be submitted.

2. **Comment:** Nineteen trees are proposed to be planted, including replacement of two existing Bradford pears with two 2.5' caliper maples. Seven (7) 2.5 inch caliper ash trees are proposed to be planted along the west side of the parking lot. Due to the presence of Emerald Ash Borers in Fairfax County, Urban Forest Management Division does not allow planting of any new ash trees within the County.

Recommendation: Applicant should substitute the ash trees with a different species such as tulip poplars, sycamore, or white, red or pin oaks. This can be addressed with a development condition.

Please let me know if you have any questions.

AID/
UFMID #: 155761





County of Fairfax, Virginia

MEMORANDUM

DATE: February 28, 2011

TO: Billy O'Donnel, Staff Coordinator
Zoning Evaluation Division
Department of Planning and Zoning

FROM: *DK* Durga Kharel, Site Review Engineer
Environmental and Site Review Division
Department of Public Works and Environmental Services

SUBJECT: Special Exception Application #SE 2010-MA-028, WMATA, Special Exception Plat dated September 1, 2010, LDS Project #4268-ZONA-001-2, Tax Map #080-2-01-0032, Mason District

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

Chesapeake Bay Preservation Ordinance (CBPO)

There is Resource Protection Area (RPA) on this site. The SE plat proposes to repair and maintain an existing parking lot outside the RPA. Hence no RPA exception or RPA redelineation will be required.

Water quality controls are not required because the proposed land disturbance is less than 2500 square feet per CBPO 118-5-3(b).

Floodplain

There are regulated floodplains on the property. Floodplain easements should be recorded prior to site plan or minor site plan approval. It appears from the submitted SE plat that the existing conservation easement overlaps with the floodplain. Floodplain easement and conservation easements shall not overlap. Hence the part or the whole of the existing conservation may need vacation before the construction plan approval.

Downstream Drainage Complaints

There are no downstream drainage complaints on file.



Billy O'Donnel, Staff Coordinator
Special Exception Application #SE 2010-MA-028, WMATA
February 28, 2011
Page 2 of 2

Stormwater Detention

Stormwater detention will not be required because there is no increase in post development runoff. A SWM narrative is provided.

Site Outfall

An outfall narrative has been provided.

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: March 15, 2011

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

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

FILE: 3-5 (SE 2010-MA-028)

SUBJECT: Transportation Impact

REFERENCE: SE 2010-MA-028; Washington Metropolitan Area Transit (WMATA)
Traffic Zone: 1400
Land Identification Map: 80-2 ((01)) 32

Transmitted herewith are comments from the Department of Transportation with respect to the referenced application. These comments are based on the revised plat dated February 22, 2011.

The applicant requests a special exception to permit a non-rail transit facility that includes vehicular parking and rail inventory on an existing lot.

This department has reviewed the subject application and offers the following comments.

- The applicant should provide frontage improvements that match area improvements. That is, provide frontage improvements at 26-ft. from centerline along the site on Industrial Drive.
- Included in the frontage improvements should be a 5-ft. wide sidewalk.
- Per the Comprehensive Plan, an on-road bike lane on Backlick Road and a 10-ft. wide trail along Backlick Road are planned. The applicant should dedicate necessary right-of-way for the above and provide these improvements. If the applicant is not to provide the above, a waiver is required to be sent to FCDOT.

AKR/AK C:SE2010MA028WMATA
CC: Michelle Brickner, Director, Design Review, DPW & ES

Fairfax County Department of Transportation
4050 Legato Road, Suite 400 Fairfax, Virginia,
22033-2895
phone: (703) 877-5600 TTY: (703) 877-5602
Fax: (703) 877 5723
www.fairfaxcounty.gov/fcdot



9-404 Standards for all Category 4 Uses

In addition to the general standards set forth in Sect. 006 above, all Category 4 special exception uses shall satisfy the following standards:

1. Except for electrically-powered regional rail transit facilities, as further qualified in Sect. 405 below, all buildings and structures shall comply with the bulk regulations of the zoning district in which located.
2. Any rooftop surface or touchdown pad which will be utilized as an elevated helistop shall be designed and erected in a manner sufficient to withstand the anticipated additional stress.
3. Except in the I-6 District, all maintenance, repair and mechanical work, except that of an emergency nature, shall be performed in enclosed buildings.
4. All facilities shall be so located and so designed that the operation thereof will not seriously affect adjacent residential areas, particularly with respect to noise levels.
5. Except for elevated helistops, no area used by aircraft under its own power shall be located within a distance of 200 feet from any lot line. Elevated helistops shall be located in accordance with the bulk regulations of the zoning district in which located.
6. All areas used by aircraft under its own power shall be provided with an all-weather, dustless surface.
7. Except for elevated helistops, all areas used by aircraft under its own power shall be surrounded by a chain link fence, not less than six (6) feet in height, with suitable gates to effectively control access to such areas. Access to the landing area of an elevated helistop shall be through limited access points.
8. Before establishment, all uses, including modifications or alterations to existing uses, except regional non-rail transit facilities and electrically-powered regional rail transit facilities operated by WMATA, shall be subject to the provisions of Article 17, Site Plans. Regional non-rail transit facilities and electrically-powered regional rail transit facilities operated by WMATA shall be established in conformance with the provisions of the agreement between WMATA and the County.

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.

GLOSSARY

This Glossary is provided to assist the public in understanding the staff evaluation and analysis of development proposals. It should not be construed as representing legal definitions. Refer to the Fairfax County Zoning Ordinance, Comprehensive Plan or Public Facilities Manual for additional information.

ABANDONMENT: Refers to road or street abandonment, an action taken by the Board of Supervisors, usually through the public hearing process, to abolish the public's right-of-passage over a road or road right-of way. Upon abandonment, the right-of-way automatically reverts to the underlying fee owners. If the fee to the owner is unknown, Virginia law presumes that fee to the roadbed rests with the adjacent property owners if there is no evidence to the contrary.

ACCESSORY DWELLING UNIT (OR APARTMENT): A secondary dwelling unit established in conjunction with and clearly subordinate to a single family detached dwelling unit. An accessory dwelling unit may be allowed if a special permit is granted by the Board of Zoning Appeals (BZA). Refer to Sect. 8-918 of the Zoning Ordinance.

AFFORDABLE DWELLING UNIT (ADU) DEVELOPMENT: Residential development to assist in the provision of affordable housing for persons of low and moderate income in accordance with the affordable dwelling unit program and in accordance with Zoning Ordinance regulations. Residential development which provides affordable dwelling units may result in a density bonus (see below) permitting the construction of additional housing units. See Part 8 of Article 2 of the Zoning Ordinance.

AGRICULTURAL AND FORESTAL DISTRICTS: A land use classification created under Chapter 114 or 115 of the Fairfax County Code for the purpose of qualifying landowners who wish to retain their property for agricultural or forestal use for use/value taxation pursuant to Chapter 58 of the Fairfax County Code.

BARRIER: A wall, fence, earthen berm, or plant materials which may be used to provide a physical separation between land uses. Refer to Article 13 of the Zoning Ordinance for specific barrier requirements.

BEST MANAGEMENT PRACTICES (BMPs): Stormwater management techniques or land use practices that are determined to be the most effective, practicable means of preventing and/or reducing the amount of pollution generated by nonpoint sources in order to improve water quality.

BUFFER: Graduated mix of land uses, building heights or intensities designed to mitigate potential conflicts between different types or intensities of land uses; may also provide for a transition between uses. A landscaped buffer may be an area of open, undeveloped land and may include a combination of fences, walls, berms, open space and/or landscape plantings. A buffer is not necessarily coincident with transitional screening.

CHESAPEAKE BAY PRESERVATION ORDINANCE: Regulations which the State has mandated must be adopted to protect the Chesapeake Bay and its tributaries. These regulations must be incorporated into the comprehensive plans, zoning ordinances and subdivision ordinances of the affected localities. Refer to Chesapeake Bay Preservation Act, Va. Code Section 10.1-2100 et seq and VR 173-02-01, Chesapeake Bay Preservation Area Designation and Management Regulations.

CLUSTER DEVELOPMENT: Residential development in which the lots are clustered on a portion of a site so that significant environmental/historical/cultural resources may be preserved or recreational amenities provided. While smaller lot sizes are permitted in a cluster subdivision to preserve open space, the overall density cannot exceed that permitted by the applicable zoning district. See Sect. 2-421 and Sect. 9-615 of the Zoning Ordinance.

COUNTY 2232 REVIEW PROCESS: A public hearing process pursuant to Sect. 15.2-2232 (Formerly Sect. 15.1-456) of the Virginia Code which is used to determine if a proposed public facility not shown on the adopted Comprehensive Plan is in substantial accord with the plan. Specifically, this process is used to determine if the general or approximate location, character and extent of a proposed facility is in substantial accord with the Plan.

dBA: The momentary magnitude of sound weighted to approximate the sensitivity of the human ear to certain frequencies; the dBA value describes a sound at a given instant, a maximum sound level or a steady state value. See also Ldn.

DENSITY: Number of dwelling units (du) divided by the gross acreage (ac) of a site being developed in residential use; or, the number of dwelling units per acre (du/ac) except in the PRC District when density refers to the number of persons per acre.

DENSITY BONUS: An increase in the density otherwise allowed in a given zoning district which may be granted under specific provisions of the Zoning Ordinance when a developer provides excess open space, recreation facilities, or affordable dwelling units (ADUs), etc.

DEVELOPMENT CONDITIONS: Terms or conditions imposed on a development by the Board of Supervisors (BOS) or the Board of Zoning Appeals (BZA) in connection with approval of a special exception, special permit or variance application or rezoning application in a "P" district. Conditions may be imposed to mitigate adverse impacts associated with a development as well as secure compliance with the Zoning Ordinance and/or conformance with the Comprehensive Plan. For example, development conditions may regulate hours of operation, number of employees, height of buildings, and intensity of development.

DEVELOPMENT PLAN: A graphic representation which depicts the nature and character of the development proposed for a specific land area: information such as topography, location and size of proposed structures, location of streets trails, utilities, and storm drainage are generally included on a development plan. A development plan is a submission requirement for rezoning to the PRC District. A **GENERALIZED DEVELOPMENT PLAN (GDP)** is a submission requirement for a rezoning application for all conventional zoning districts other than a P District. A development plan submitted in connection with a special exception (SE) or special permit (SP) is generally referred to as an SE or SP plat. A **CONCEPTUAL DEVELOPMENT PLAN (CDP)** is a submission requirement when filing a rezoning application for a P District other than the PRC District; a CDP characterizes in a general way the planned development of the site. A **FINAL DEVELOPMENT PLAN (FDP)** is a submission requirement following the approval of a conceptual development plan and rezoning application for a P District other than the PRC District; an FDP further details the planned development of the site. See Article 16 of the Zoning Ordinance.

EASEMENT: A right to or interest in property owned by another for a specific and limited purpose. Examples: access easement, utility easement, construction easement, etc. Easements may be for public or private purposes.

ENVIRONMENTAL QUALITY CORRIDORS (EQCs): An open space system designed to link and preserve natural resource areas, provide passive recreation and protect wildlife habitat. The system includes stream valleys, steep slopes and wetlands. For a complete definition of EQCs, refer to the Environmental section of the Policy Plan for Fairfax County contained in Vol. 1 of the Comprehensive Plan.

ERODIBLE SOILS: Soils that wash away easily, especially under conditions where stormwater runoff is inadequately controlled. Silt and sediment are washed into nearby streams, thereby degrading water quality.

FLOODPLAIN: Those land areas in and adjacent to streams and watercourses subject to periodic flooding; usually associated with environmental quality corridors. The 100 year floodplain drains 70 acres or more of land and has a one percent chance of flood occurrence in any given year.

FLOOR AREA RATIO (FAR): An expression of the amount of development intensity (typically, non-residential uses) on a specific parcel of land. FAR is determined by dividing the total square footage of gross floor area of buildings on a site by the total square footage of the site itself.

FUNCTIONAL CLASSIFICATION: A system for classifying roads in terms of the character of service that individual facilities are providing or are intended to provide, ranging from travel mobility to land access. Roadway system functional classification elements include Freeways or Expressways which are limited access highways, Other Principal (or Major) Arterials, Minor Arterials, Collector Streets, and Local Streets. Principal arterials are designed to accommodate travel; access to adjacent properties is discouraged. Minor arterials are designed to serve both through traffic and local trips. Collector roads and streets link local streets and properties with the arterial network. Local streets provide access to adjacent properties.

GEOTECHNICAL REVIEW: An engineering study of the geology and soils of a site which is submitted to determine the suitability of a site for development and recommends construction techniques designed to overcome development on problem soils, e.g., marine clay soils.

HYDROCARBON RUNOFF: Petroleum products, such as motor oil, gasoline or transmission fluid deposited by motor vehicles which are carried into the local storm sewer system with the stormwater runoff, and ultimately, into receiving streams; a major source of non-point source pollution. An oil-grit separator is a common hydrocarbon runoff reduction method.

IMPERVIOUS SURFACE: Any land area covered by buildings or paved with a hard surface such that water cannot seep through the surface into the ground.

INFILL: Development on vacant or underutilized sites within an area which is already mostly developed in an established development pattern or neighborhood.

INTENSITY: The magnitude of development usually measured in such terms as density, floor area ratio, building height, percentage of impervious surface, traffic generation, etc. Intensity is also based on a comparison of the development proposal against environmental constraints or other conditions which determine the carrying capacity of a specific land area to accommodate development without adverse impacts.

Ldn: Day night average sound level. It is the twenty-four hour average sound level expressed in A-weighted decibels; the measurement assigns a "penalty" to night time noise to account for night time sensitivity. Ldn represents the total noise environment which varies over time and correlates with the effects of noise on the public health, safety and welfare.

LEVEL OF SERVICE (LOS): An estimate of the effectiveness of a roadway to carry traffic, usually under anticipated peak traffic conditions. Level of Service efficiency is generally characterized by the letters A through F, with LOS-A describing free flow traffic conditions and LOS-F describing jammed or grid-lock conditions.

MARINE CLAY SOILS: Soils that occur in widespread areas of the County generally east of Interstate 95. Because of the abundance of shrink-swell clays in these soils, they tend to be highly unstable. Many areas of slope failure are evident on natural slopes. Construction on these soils may initiate or accelerate slope movement or slope failure. The shrink-swell soils can cause movement in structures, even in areas of flat topography, from dry to wet seasons resulting in cracked foundations, etc. Also known as slippage soils.

OPEN SPACE: That portion of a site which generally is not covered by buildings, streets, or parking areas. Open space is intended to provide light and air; open space may function as a buffer between land uses or for scenic, environmental, or recreational purposes.

OPEN SPACE EASEMENT: An easement usually granted to the Board of Supervisors which preserves a tract of land in open space for some public benefit in perpetuity or for a specified period of time. Open space easements may be accepted by the Board of Supervisors, upon request of the land owner, after evaluation under criteria established by the Board. See Open Space Land Act, Code of Virginia, Sections 10.1-1700, et seq.

P DISTRICT: A "P" district refers to land that is planned and/or developed as a Planned Development Housing (PDH) District, a Planned Development Commercial (PDC) District or a Planned Residential Community (PRC) District. The PDH, PDC and PRC Zoning Districts are established to encourage innovative and creative design for land development; to provide ample and efficient use of open space; to promote a balance in the mix of land uses, housing types, and intensity of development; and to allow maximum flexibility in order to achieve excellence in physical, social and economic planning and development of a site. Refer to Articles 6 and 16 of the Zoning Ordinance.

PROFFER: A written condition, which, when offered voluntarily by a property owner and accepted by the Board of Supervisors in a rezoning action, becomes a legally binding condition which is in addition to the zoning district regulations applicable to a specific property. Proffers are submitted and signed by an owner prior to the Board of Supervisors public hearing on a rezoning application and run with the land. Once accepted by the Board, proffers may be modified only by a proffered condition amendment (PCA) application or other zoning action of the Board and the hearing process required for a rezoning application applies. See Sect. 15.2-2303 (formerly 15.1-491) of the Code of Virginia.

PUBLIC FACILITIES MANUAL (PFM): A technical text approved by the Board of Supervisors containing guidelines and standards which govern the design and construction of site improvements incorporating applicable Federal, State and County Codes, specific standards of the Virginia Department of Transportation and the County's Department of Public Works and Environmental Services.

RESOURCE MANAGEMENT AREA (RMA): That component of the Chesapeake Bay Preservation Area comprised of lands that, if improperly used or developed, have a potential for causing significant water quality degradation or for diminishing the functional value of the Resource Protection Area. See Fairfax County Code, Ch. 118, Chesapeake Bay Preservation Ordinance.

RESOURCE PROTECTION AREA (RPA): That component of the Chesapeake Bay Preservation Area comprised of lands at or near the shoreline or water's edge that have an intrinsic water quality value due to the ecological and biological processes they perform or are sensitive to impacts which may result in significant degradation of the quality of state waters. In their natural condition, these lands provide for the removal, reduction or assimilation of sediments from runoff entering the Bay and its tributaries, and minimize the adverse effects of human activities on state waters and aquatic resources. New development is generally discouraged in an RPA. See Fairfax County Code, Ch. 118, Chesapeake Bay Preservation Ordinance.

SITE PLAN: A detailed engineering plan, to scale, depicting the development of a parcel of land and containing all information required by Article 17 of the Zoning Ordinance. Generally, submission of a site plan to DPWES for review and approval is required for all residential, commercial and industrial development except for development of single family detached dwellings. The site plan is required to assure that development complies with the Zoning Ordinance.

SPECIAL EXCEPTION (SE) / SPECIAL PERMIT (SP): Uses, which by their nature, can have an undue impact upon or can be incompatible with other land uses and therefore need a site specific review. After review, such uses may be allowed to locate within given designated zoning districts if appropriate and only under special controls, limitations, and regulations. A special exception is subject to public hearings by the Planning Commission and Board of Supervisors with approval by the Board of Supervisors; a special permit requires a public hearing and approval by the Board of Zoning Appeals. Unlike proffers which are voluntary, the Board of Supervisors or BZA may impose reasonable conditions to assure, for example, compatibility and safety. See Article 8, Special Permits and Article 9, Special Exceptions, of the Zoning Ordinance.

STORMWATER MANAGEMENT: Engineering practices that are incorporated into the design of a development in order to mitigate or abate adverse water quantity and water quality impacts resulting from development. Stormwater management systems are designed to slow down or retain runoff to re-create, as nearly as possible, the pre-development flow conditions.

SUBDIVISION PLAT: The engineering plan for a subdivision of land submitted to DPWES for review and approved pursuant to Chapter 101 of the County Code.

TRANSPORTATION DEMAND MANAGEMENT (TDM): Actions taken to reduce single occupant vehicle automobile trips or actions taken to manage or reduce overall transportation demand in a particular area.

TRANSPORTATION SYSTEM MANAGEMENT (TSM) PROGRAMS: This term is used to describe a full spectrum of actions that may be applied to improve the overall efficiency of the transportation network. TSM programs usually consist of low-cost alternatives to major capital expenditures, and may include parking management measures, ridesharing programs, flexible or staggered work hours, transit promotion or operational improvements to the existing roadway system. TSM includes Transportation Demand Management (TDM) measures as well as H.O.V. use and other strategies associated with the operation of the street and transit systems.

URBAN DESIGN: An aspect of urban or suburban planning that focuses on creating a desirable environment in which to live, work and play. A well-designed urban or suburban environment demonstrates the four generally accepted principles of design: clearly identifiable function for the area; easily understood order; distinctive identity; and visual appeal.

VACATION: Refers to vacation of street or road as an action taken by the Board of Supervisors in order to abolish the public's right-of-passage over a road or road right-of-way dedicated by a plat of subdivision. Upon vacation, title to the road right-of-way transfers by operation of law to the owner(s) of the adjacent properties within the subdivision from whence the road/road right-of-way originated.

VARIANCE: An application to the Board of Zoning Appeals which seeks relief from a specific zoning regulation such as lot width, building height, or minimum yard requirements, among others. A variance may only be granted by the Board of Zoning Appeals through the public hearing process and upon a finding by the BZA that the variance application meets the required Standards for a Variance set forth in Sect. 18-404 of the Zoning Ordinance.

WETLANDS: Land characterized by wetness for a portion of the growing season. Wetlands are generally delineated on the basis of physical characteristics such as soil properties indicative of wetness, the presence of vegetation with an affinity for water, and the presence or evidence of surface wetness or soil saturation. Wetland environments provide water quality improvement benefits and are ecologically valuable. Development activity in wetlands is subject to permitting processes administered by the U.S. Army Corps of Engineers

TIDAL WETLANDS: Vegetated and nonvegetated wetlands as defined in Chapter 116 Wetlands Ordinance of the Fairfax County Code: includes tidal shores and tidally influenced embayments, creeks, and tributaries to the Occoquan and Potomac Rivers. Development activity in tidal wetlands may require approval from the Fairfax County Wetlands Board.

Abbreviations Commonly Used in Staff Reports

A&F	Agricultural & Forestal District	PDH	Planned Development Housing
ADU	Affordable Dwelling Unit	PFM	Public Facilities Manual
ARB	Architectural Review Board	PRC	Planned Residential Community
BMP	Best Management Practices	RC	Residential-Conservation
BOS	Board of Supervisors	RE	Residential Estate
BZA	Board of Zoning Appeals	RMA	Resource Management Area
COG	Council of Governments	RPA	Resource Protection Area
CBC	Community Business Center	RUP	Residential Use Permit
CDP	Conceptual Development Plan	RZ	Rezoning
CRD	Commercial Revitalization District	SE	Special Exception
DOT	Department of Transportation	SEA	Special Exception Amendment
DP	Development Plan	SP	Special Permit
DPWES	Department of Public Works and Environmental Services	TDM	Transportation Demand Management
DPZ	Department of Planning and Zoning	TMA	Transportation Management Association
DJ/AC	Dwelling Units Per Acre	TSA	Transit Station Area
EQC	Environmental Quality Corridor	TSM	Transportation System Management
FAR	Floor Area Ratio	UP & DD	Utilities Planning and Design Division, DPWES
FDP	Final Development Plan	VC	Variance
GDP	Generalized Development Plan	VDOT	Virginia Dept. of Transportation
GFA	Gross Floor Area	VPD	Vehicles Per Day
HC	Highway Corridor Overlay District	VPH	Vehicles per Hour
HCD	Housing and Community Development	WMATA	Washington Metropolitan Area Transit Authority
LOS	Level of Service	WS	Water Supply Protection Overlay District
Non-RUP	Non-Residential Use Permit	ZAD	Zoning Administration Division, DPZ
OSDS	Office of Site Development Services, DPWES	ZED	Zoning Evaluation Division, DPZ
PCA	Proffered Condition Amendment	ZPRB	Zoning Permit Review Branch
PD	Planning Division		
PDC	Planned Development Commercial		