



COMMONWEALTH OF VIRGINIA  
**COUNTY OF FAIRFAX**  
4100 CHAIN BRIDGE ROAD  
FAIRFAX, VIRGINIA 22030



April 7, 1983

STAFF REPORT

APPLICATION NUMBERS SE 83-V-010  
RZ 83-V-018

MT. VERNON DISTRICT

Applicants: Ford Leasing Development Company

Subject Parcel: 83-3 ((1)) 52

Present Zoning: C-8 & R-4

Acreage: 10.716 ac.

Proposed Use: Addition to An Existing Vehicle Sales, Rental and  
Ancillary Service Establishment

Applicable Zoning Ordinance Provision: Sect. 4-804

Application Filed: February 15, 1983

Planning Commission Hearing Date: April 14, 1983

Board of Supervisors Hearing Date: April 25, 1983, 2:30 p.m.

Staff Recommendation: The staff recommends approval of SE 83-V-010  
subject to the conditions noted in Appendix 1 of this report.



COMMONWEALTH OF VIRGINIA  
COUNTY OF FAIRFAX  
4100 CHAIN BRIDGE ROAD  
FAIRFAX, VIRGINIA 22030



April 7, 1983

STAFF REPORT

APPLICATION NUMBER RZ 83-V-018

PROVIDENCE DISTRICT

Applicant: Board of Supervisors, Own Motion

Present Zoning: R-4

Requested Zoning: C-8

Proposed Use: C-8

Acreage: 0.4926 ac.

Application Filed:

Planning Commission Public Hearing: April 14, 1983

Board of Supervisors Hearing Date: April 25, 1983

Staff Recommendation: The staff recommends that the Zoning Ordinance, as it applies to the subject property, be amended from the R-4 District to the C-8 District.

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

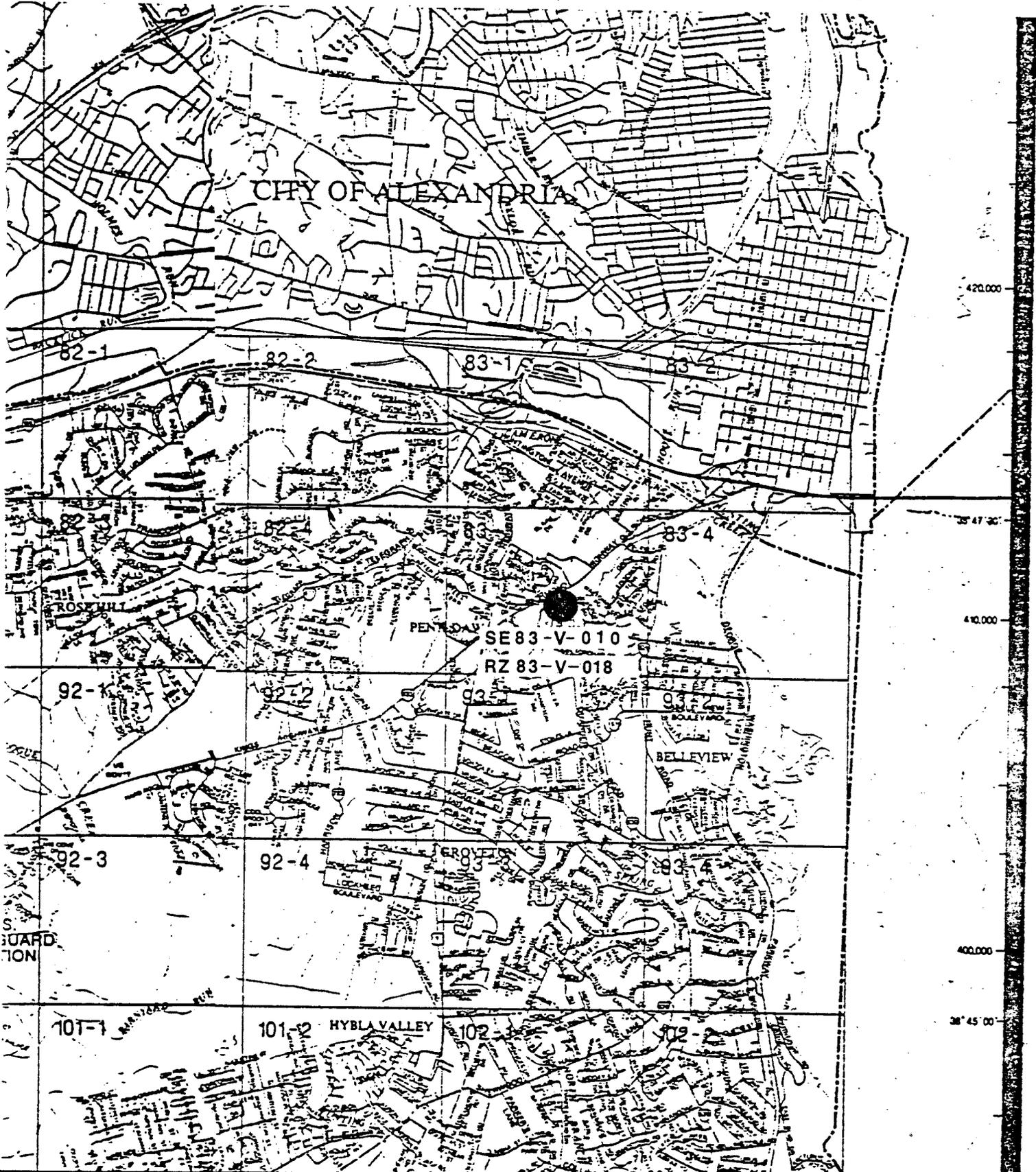


# SPECIAL EXCEPTION APPLICATION

Number: 83-V-010  
Acreage: 10.716 ac.  
Existing Zoning: C-8

District: Mount Vernon  
Subject Parcel: 83-3 (C1) 52  
Applicant: Ford Leasing Development Company

Proposed Use: Storage Lot Addition to Vehicle Sales, Rental and Ancillary Service Establishment



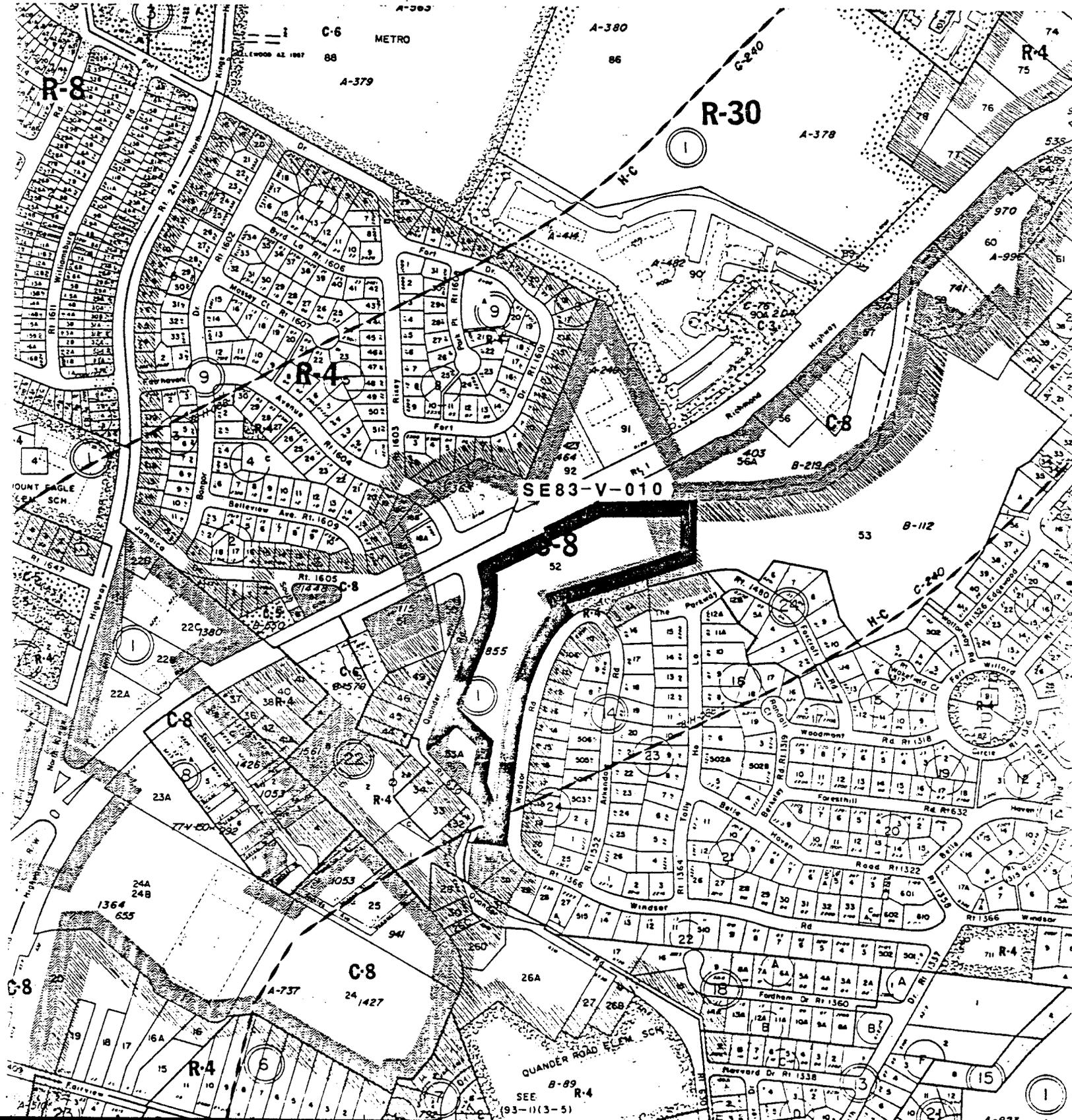


# SPECIAL EXCEPTION APPLICATION

Number: 83-V-010  
Acreage: 10.716 ac.  
Existing Zoning: C-8

District: Mount Vernon  
Subject Parcel: 83-3 ((1)) 52  
Applicant: Ford Leasing Development Company

Proposed Use: Storage Lot Addition to Vehicle Sales, Rental and Ancillary Service Establishment



# REZONING APPLICATION



Number: 83-V-018

District: Mount Vernon

Acreage: .4926 ac.

Section Sheet: 83-3

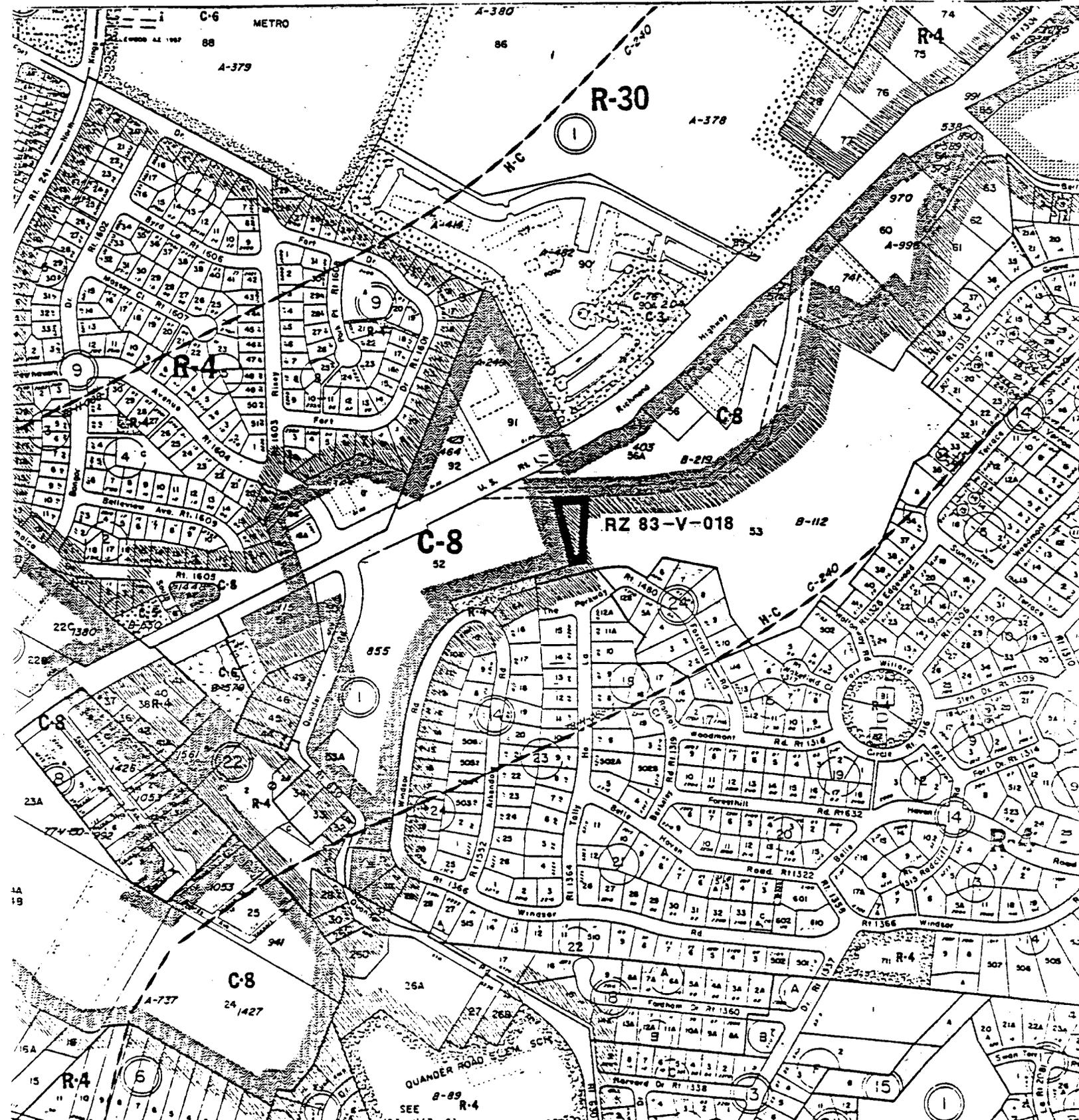
From: R-4

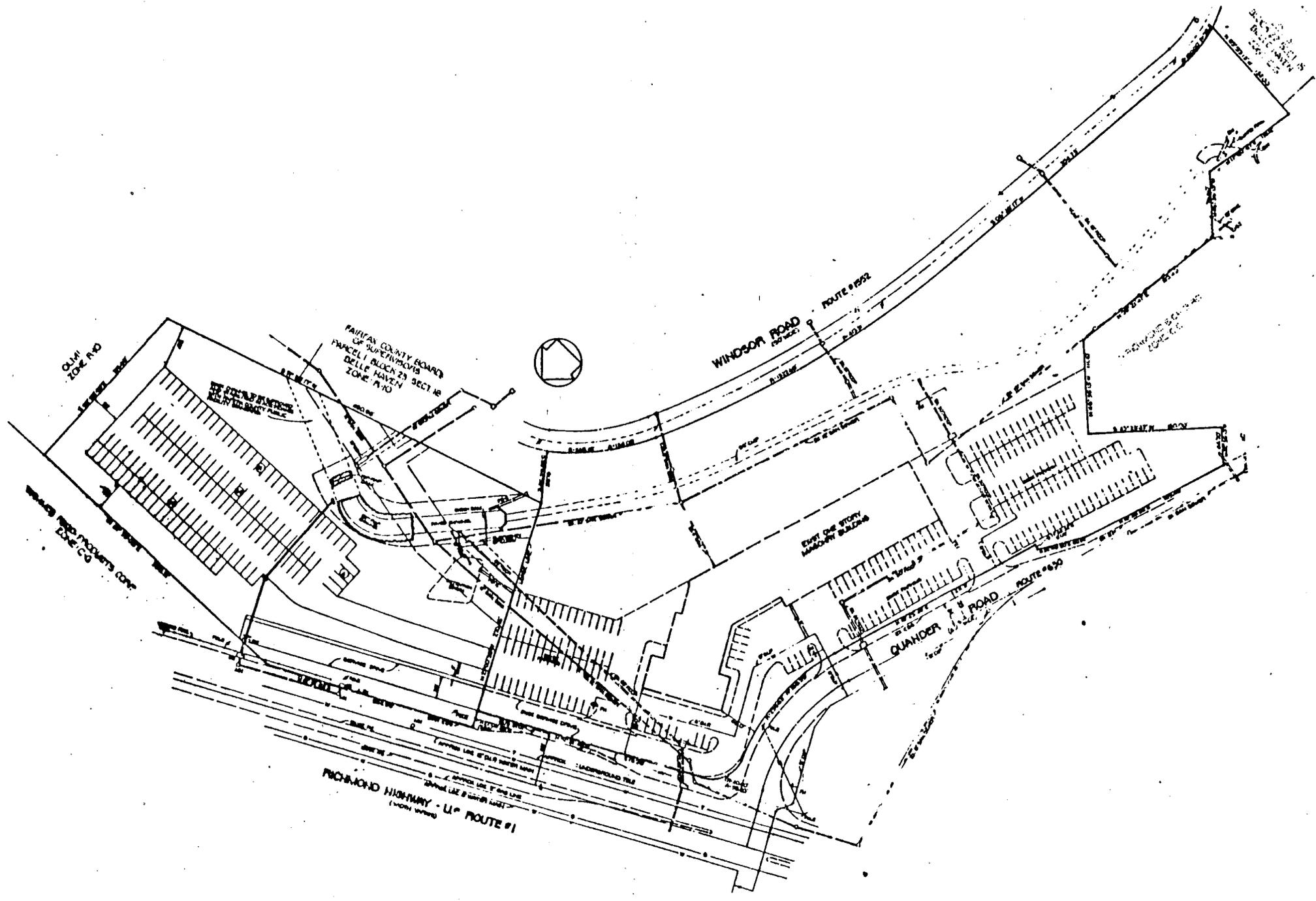
Subdivision: ((1))'

To: C-8

Lot: Pt. 52

Applicant: Fairfax County Board of Supervisors





OLIVE  
ZONE P10

DEVELOPMENT  
REQUIREMENTS

FAIRFAX COUNTY BOARD  
OF SUPERVISORS  
PARCEL BLOCK 23 SECT 18  
DELLE HAVEN  
ZONE P10

WINDSOR ROAD  
ROUTE 992

ONE ONE STORY  
MASONRY BUILDING

QUANDER  
ROAD

RICHMOND HIGHWAY - U.S. ROUTE #1  
(LOCAL ROAD)

WINDSOR ROAD  
ROUTE 992

WINDSOR ROAD  
ROUTE 992

WINDSOR ROAD  
ROUTE 992

ROUTE 650



SE 83-V-010  
RZ 83-V-018

A GLOSSARY OF TERMS FREQUENTLY  
USED IN STAFF REPORTS WILL BE  
FOUND AT THE BACK OF THIS REPORT

DESCRIPTION OF THE APPLICATION

The Fairfax County Board of Supervisors will consider rezoning a 0.4926 acre part of Parcel 52 from the R-4 to the C-8 District to correct the official zoning map to accurately reflect the C-8, Highway Commercial District boundary line as originally approved in 1953. In conjunction with the rezoning application, Ford Leasing Development Company requests approval of a special exception to operate a car storage lot as an expansion of its Vehicle Sales, Rental and Ancillary Service Establishment. Because a vehicle storage lot is not permitted in the R-4 District, rezoning of the 0.4926 acre portion of the site would be necessary to accommodate approximately 35 storage parking spaces shown on land now reflected as zoned R-4.

The proposed 135 space storage lot would front on Richmond Highway, Route 1, in the northwesterly part of the site. The facility would act as a storage facility until new cars are sold. Proposed hours of operation would be 9:00 a.m. to 9:00 p.m. daily. and 9:00 a.m. to 6:00 p.m. Saturday. The number of employees operating the facility would not increase.

A Vehicle Sales, Rental and Ancillary Service Establishment is a Category 5 Special Exception use in the C-8, Highway Commercial District. Approval of this application must satisfy pertinent standards contained in the Zoning Ordinance, an extract of which is Appendix 4. Without Board approval of the 0.4926 acre rezoning, this special exception may not be considered on the residential portion of Parcel 52.

LOCATION AND CHARACTER OF THE AREA

The 0.4926 acre parcel abuts the northwestern portion of the 10.7 acre Ford dealership property which fronts on Richmond Highway (Rt. 1) east of its intersection with Quander Road. Parkland abuts the site to the south and east. The parkland remains in its natural state.

The residentially zoned Belle Haven subdivision is located on a hill further south of the site across Windsor Road. Trees along the applicant's side of Windsor Road provides screening to the subdivision. Similarly zoned commercial uses are located across from the dealership on Quander Road and Route 1.

Steep terrain characterizes the northeasterly part of this parcel.

### BACKGROUND INFORMATION

At its March 14, 1983 meeting, the Board of Supervisors authorized a Boards Own Motion rezoning to correct a zoning map error to Parcel 52 of Tax Map 83-3 ((1)) which incorrectly depicted the eastern boundary line in a southeasterly direction. Following the initial rezoning, the zoning boundary was placed to coincide with the property line. However, the property line was incorrectly mapped. Subsequently, a revision of the Property Tax Map correctly adjusted the parcel line; the zoning boundary line was not similarly adjusted at that time. Therefore, this rezoning action is necessary to relocate the zoning boundary on the official Zoning Map to coincide with the corrected property line.

### CONFORMANCE WITH THE COMPREHENSIVE PLAN

The dealership property is located in Community Planning Sector MV3 (Greater Belle Haven) of the Mount Vernon Planning District in Area IV. The most relevant text, on page 343, under Recommendations, Land Use, Route 1 Corridor Special Area, Recommendation (C), reads:

"C. The commercially zoned area consisting of parcels 83-3 ((1)) 52 (pt.) and 53A, and those parcels southwest of Quander Road should be planned for R-5, or preferably PDH-5, residential uses."

The Area IV Plan map shows the property as planned for residential use at 5-8 dwelling units per acre.

### STAFF ANALYSIS

#### Public Facilities Analysis

The proposed storage lot would not adversely impact existing public facilities in the immediate area.

#### Transportation Analysis

The Transportation Analysis is Appendix 5. The proposed addition of 135 spaces would be for the storage of vehicles for sale. No significant increase in traffic impact is expected as a result of this addition.

The transportation element of the Countywide Plan includes the recommendation to improve the vertical and horizontal alignment of Quander Road. To conform to the recommendations of the Countywide Plan, the applicant should dedicate the right-of-way needed to permit the planned road improvements.

An existing service drive adjacent to the developed portion of the site conforms to the requirement for a service drive along a primary highway. The applicant proposes to extend the service drive along the portion of the site where the additional parking area is to be located. The applicant should agree to complete the service drive to his property line and defer dedication of the entire service drive to public street purposes when the adjacent property to the northeast is developed with a service drive.

It is not anticipated that the planned improvements to Quander Road will impact any of the access points for the application site. The existing development has two curb cuts on Quander Road and one curb cut on Richmond Highway which is aligned with a curb cut between the site and the service drive. No changes in access are proposed.

#### Environmental Analysis

Approval of this application to store new cars on a vacant lot adjoining Ourisman World of Fords will have no adverse environmental impact on the adjoining community.

Landscaping to shield the lot from Route 1 traffic would produce an improved aesthetic effect.

#### Park Authority Analysis

The proposal does not conflict with the plans, policies and/or holdings of the Park Authority.

#### Preliminary Site Plan Analysis

The proposed facility is permitted by special exception in the C-8 District; it is not permitted in the R-4 District.

Existing development is in compliance with the fifteen percent landscaped open space requirement for the C-8 District.

The Transitional Screening 3 and Barrier requirement D, E or F is required between the southern boundary of the site and the residential community.

Existing trees along Windsor Road and the topography of the lot provides effective screening. The Belle Haven subdivision, located further south of the site, is elevated above the relatively flat terrain of the existing development. The area of the proposed storage lot is elevated slightly above the subdivision. Heavily wooded parkland between the residential subdivision and the proposed storage parking lot would effectively screen the storage lot from

the residential subdivision. Waiver or modification of the screening and barrier requirement would, therefore, be appropriate because elevation differences between the application site and the subdivision, and existing tree coverage along Windsor Road is such that a barrier would not be effective to screen the subdivision from the proposed storage parking lot.

Interior and peripheral parking lot landscaping is required in accordance with the provisions of Sections 13-106 and 13-107 of the Zoning Ordinance. Landscaping between the service drive extension and the travel aisle to the storage lot could provide an effective screen from Route 1 and thus lessen any deleterious effect that the proposed use might have on adjacent parcels.

The application meets parking requirements. Dedication of right-of-way needed to realign Quander Road would eliminate approximately 35 parking spaces. Spaces lost in the alignment could be recovered in the storage lot (135 spaces) if this application is approved.

Failure of the Board of Supervisors to grant the 0.4926 acre rezoning would result in the loss of approximately 35 parking spaces in the proposed storage lot.

The applicant proposes to improve and stabilize the existing channel in accordance with Public Facilities Manual regulations. The channel is located at the bottom of a steep slope south of the proposed storage lot.

Construction of an extension to the service drive along the Route 1 frontage is portrayed on the preliminary site plan. Service drive construction to the northeast property line is desirable. Deferral of dedication of the service drive for public street purposes until such time as the adjacent property, parcel 56-A, is developed with a service drive, would be appropriate.

Complaints of lights glaring into the residential subdivision along Windsor Road have been received. Lighting facilities must be completely shielded in compliance with the glare standards of Article 14. Lighting facilities must be completely shielded and directed toward the interior of the property only. Lighting must not illuminate adjacent properties.

#### STAFF CONCLUSIONS AND RECOMMENDATIONS

The proposed rezoning to the C-8 District for the purpose of correcting a mapping error to accurately reflect the C-8 boundary line is appropriate.

The proposed the special exception application on the site does not conform to the general intent and policies of the Comprehensive Plan which recommends residential use at 5-8 dwelling units per acre. Ref. Par. 1 of Sect. 9-006. This factor must be weighed against the facts that:

- o the site has been zoned for commercial development for many years;
- o this is an existing use, and it would not change the character of the neighborhood;
- o the proposed use would upgrade the Route 1 Corridor, an objective of the Comprehensive Plan, provided the improvements noted in Appendix 1 are made, and;
- o the proposed use would not produce deleterious effects on the surrounding area if transportation and other improvements noted in Appendix 1 are made.

Public facilities are available to serve existing development. With conformance with the conditions in Appendix 1, there are no environmental constraints associated with the application.

Based on the aforementioned conclusions, the staff recommends that the Zoning Ordinance, as it applies to the 0.4926 property be amended from the R-4 to the C-8 District.

The staff further recommends that SE 83-V-010 be approved subject to the conditions noted in Appendix 1 of this report.

#### Appendices

1. Proposed Development Conditions
2. Affidavit
3. Statement of Justification
4. Pertinent Ordinance Standards
5. Transportation Analysis
6. Environmental Analysis

## PROPOSED DEVELOPMENT CONDITIONS

If it is the intent of the Board of Supervisors to approve SE 83-V-010 located as Tax Map 83-3 ((1)) 52 for use as an addition to a vehicle sales, rental and ancillary service establishment pursuant to Sect. 4-804 of the Fairfax County Zoning Ordinance, the staff recommends that the Board condition the approval by requiring conformance with the following development conditions:

1. This Special Exception is granted for the location indicated in the application and is not transferable to other land.
2. This Special Exception is granted for the use indicated on the plats submitted with the application only.
3. A site plan generally in conformance with the preliminary site plan herein, will be submitted for approval in accordance with the provisions of Articles 13, 14 and 17 unless the requirement is waived by the Director, Department of Environmental Management.
4. A service drive along the Route 1 frontage shall be constructed to the northeast boundary line. Dedication of the service drive for public street purposes shall be deferred until such time as the adjacent site, Parcel 56-A, develops with a service drive.
5. Lighting facilities shall be completely shielded and shall be directed toward the interior of the property only. Lighting shall not illuminate adjacent properties.
6. Dedication for the improvement of Quander Road shall be provided. Consultation with the Fairfax County Department of Public Works shall be sought to determine the necessary dedication.
7. The channel shall be improved and stabilized in accordance with Fairfax County Public Facilities Manual requirements.
8. Landscaping shall be provided between the proposed storage parking lot and the Route 1 and service drive frontage.
9. Interior and peripheral parking lot landscaping shall be provided in accordance with the requirements of Sects. 13-106 and 13-107 of the Zoning Ordinance.

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.

Under Section 9-014 of the Zoning Ordinance, this Special Exception shall automatically expire, without notice, eighteen (18) months after the effective date of the Special Exception unless the activity authorized has been established, or unless construction has commenced, or unless an extension is granted by the Board of Supervisors because of the occurrence of conditions unforeseen at the time of granting the Special Exception. A request for extension should be justified in writing, and should be filed with the Zoning Administrator not less than thirty (30) days prior to the expiration date.

AFFIDAVIT

Appendix 2

I, Charles E. Runyon, do hereby make oath or affirmation that to the best of my knowledge and belief the foregoing information contained in this application is true; and:

- 1. (a) That the following constitutes a listing of names and last known 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 having an interest in such land, and all attorneys, real estate brokers, architects, engineers, planners, surveyors, and all agents who have acted on behalf of any of the foregoing with respect to the application:

Name	Address	Relationship
<u>Ford Leasing Development</u>	<u>300 Renaissance Ctr</u>	<u>Owner</u>
	<u>Detroit, MI 48243</u>	
<u>Charles E. Runyon</u>	<u>7649 Leesburg Pike</u>	<u>Engineer</u>
	<u>Falls Church, VA 22043</u>	

- (b) That the following constitutes a listing of the shareholders of all corporations of the foregoing who own ten (10) per cent or more of any class of stock issued by said corporation, and where such corporation has ten (10) or less shareholders, a listing of all the shareholders:

Name	Address	Relationship
<u>Ford Leasing Development</u>	<u>300 Renaissance Ctr</u>	<u>Wholly Owned</u>
	<u>Detroit, MI 48243</u>	<u>Subsidiary of</u>
		<u>Ford Motor Co.</u>
		<u>Public Held</u>

- (c) That the following constitutes a listing of all partners, both general and limited, in any partnership of the foregoing:

Name	Address	Relationship
<u>N/A</u>		

- 2. That no member of the Fairfax County Board of Supervisors, Planning Commission or Board of Zoning Appeals owns or has any interest in the subject land or has any interest in the outcome of the decision.

EXCEPT AS FOLLOWS: (If none, so state)

NONE

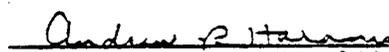
- 3. That within the five (5) years prior to the filing of this application, no member of the Fairfax County Board of Supervisors, Planning Commission, or Board of Zoning Appeals or any member of his immediate household and family, either directly or by way of partnership in which any of them is a partner, 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 outstanding bonds or shares of stock with a value in excess of fifty dollars (\$50), 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 fifty dollars (\$50) or more with any of those listed in Par. 1 above.

EXCEPT AS FOLLOWS: (If none, so state)

WITNESS the following signature this \_\_\_\_\_ day of \_\_\_\_\_, 19 \_\_\_\_\_

  
 Applicant

The above affidavit was subscribed and confirmed by oath or affirmation before me this 8th day of February 19 83, in the State of Virginia.

  
 Notary Public

My commission expires: August 17, 1984

WRITTEN STATEMENT FOR SPECIAL EXCEPTION  
APPLICATION

- I : Type of Operation: New Car Storage
- II : Hours of Operation: The lot acts as a storage facility until such new cars are sold; Dealership hours on adjoining property are 9:00 a.m. to 9:00 p.m., Monday thru Friday and Saturday 9:00 a.m. to 6:00 p.m. Transportation of vehicles and associated uses on storage lot can be expected during operation hours.
- III: This addition to the existing facility will not change the employee character of the Ourisman's World of Ford.
- IV : The addition of storage facility will not have an adverse impact on the existing Dealership. The site development would improve the traffic circulation for the following reasons. (1) the continuation of the service drive along U.S. Route 1 to the property boundary; (2) the onsite storage of vehicles presently required to be stored offsite, thus reducing the trips generated from offsite storage facility to the show room area and allowing for that traffic movement to become internal. The development should not be considered a facility expansion, but relocation of storage areas that are either offsite or be lost with the Quander Road alignment project.
- V : In general visibility of the storage area will be screened by existing topographic features due to the fact that there will be approximately 20' to 30' elevation difference between the storage lot and existing streets or abutting properties.

## 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 policies embodied in 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 not adversely affect the use or development of neighboring properties in accordance with the applicable zoning district regulations and the applicable provisions of 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 generated will not be hazardous or conflict with 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. Adequately 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 standards for a given use than those set forth in this Ordinance.

9-504

### Standards for All Category 5 Uses

In addition to the general standards set forth in Sect. 006 above, all Category 5 special exception uses shall satisfy the following standards:

1. Except as qualified in the following Sections, all uses shall comply with the lot size and bulk regulations of the zoning district in which located.
2. All uses shall comply with the performance standards specified for the zoning district in which located.
3. Before establishment, all uses shall be subject to the approval of a site plan prepared in accordance with the provisions of Article 17.

9-515

### Additional Standards for Vehicle Sales, Rental and Ancillary Service Establishments.

1. Outdoor storage, parking and display areas shall be permitted only on the same lot with and ancillary to a sales room, rental office or service facility, which shall be entirely enclosed on all sides.
2. The outdoor area devoted to storage, loading, parking and display of goods shall be limited to that area so designated on an approved site plan. Such areas shall not be used for the storage or display of vehicles that are not in operating condition.
3. Notwithstanding the bulk regulations of the zoning district in which located, any such outdoor area that is located on the ground and is open to the sky may be located in any required yard but not nearer to any front lot line than ten (10) feet, except as may be qualified by the provisions of Article 13.

All structures shall be subject to the bulk regulations of the zoning district in which located, except structures which are completely underground may be located in any required yard, but not closer than one (1) foot to any lot line.

4. All such uses shall be provided with safe and convenient access to a street. If any outdoor area is located contiguous to a street, the street side thereof shall be curbed, and ingress and egress shall be provided only through driveway openings through the curb of such dimension, located and construction as may be approved by the Director in accordance with the Public Facilities Manual.

5. All outdoor areas, including aisles and driveways, shall be constructed and maintained with an all-weather, dustless surface, and shall be improved in accordance with construction standards presented in the Public Facilities Manual.
6. All lighting fixtures used to illuminate such outdoor areas shall be designed to comply with the performance standards as to glare of the the zoning district in which such facility is located.

Such facilities shall not be lighted at any time other than during the same hours that the facility is open for business, except for necessary security lighting.

OT plans report due 2/25/20

To: Aid Steele

From: 3rd Floor

File: 3-5

Analyst: Transportation Impact

Requies: SE 83-V-010, TM 83-3, Ford Learning Development Company

Topic: Zone 1033

IMPACT ANALYSIS AND DESIGN CONSIDERATION

Compatibility with the Countywide Plan

The subject property is located in the north quadrant of Richmond Highway and Quantico Road. The transportation element of the Countywide Plan includes the recommendation to improve the vertical and horizontal alignment of Quantico Road. These improvements will be implemented through one of the projects in the Countywide Road Program. The preliminary right-of-way alignment for this project is shown in the attached Figure 1. The proposed right-of-way centerline and easement location of the subject property are shown in Figure 2. A

note to be in compliance with the recommendations of the Countywide Plan, the applicant should

dedicate the right-of-way necessary to provide the planned and improvements

The proposed addition of 135 parking spaces would be for the storage of vehicles for use

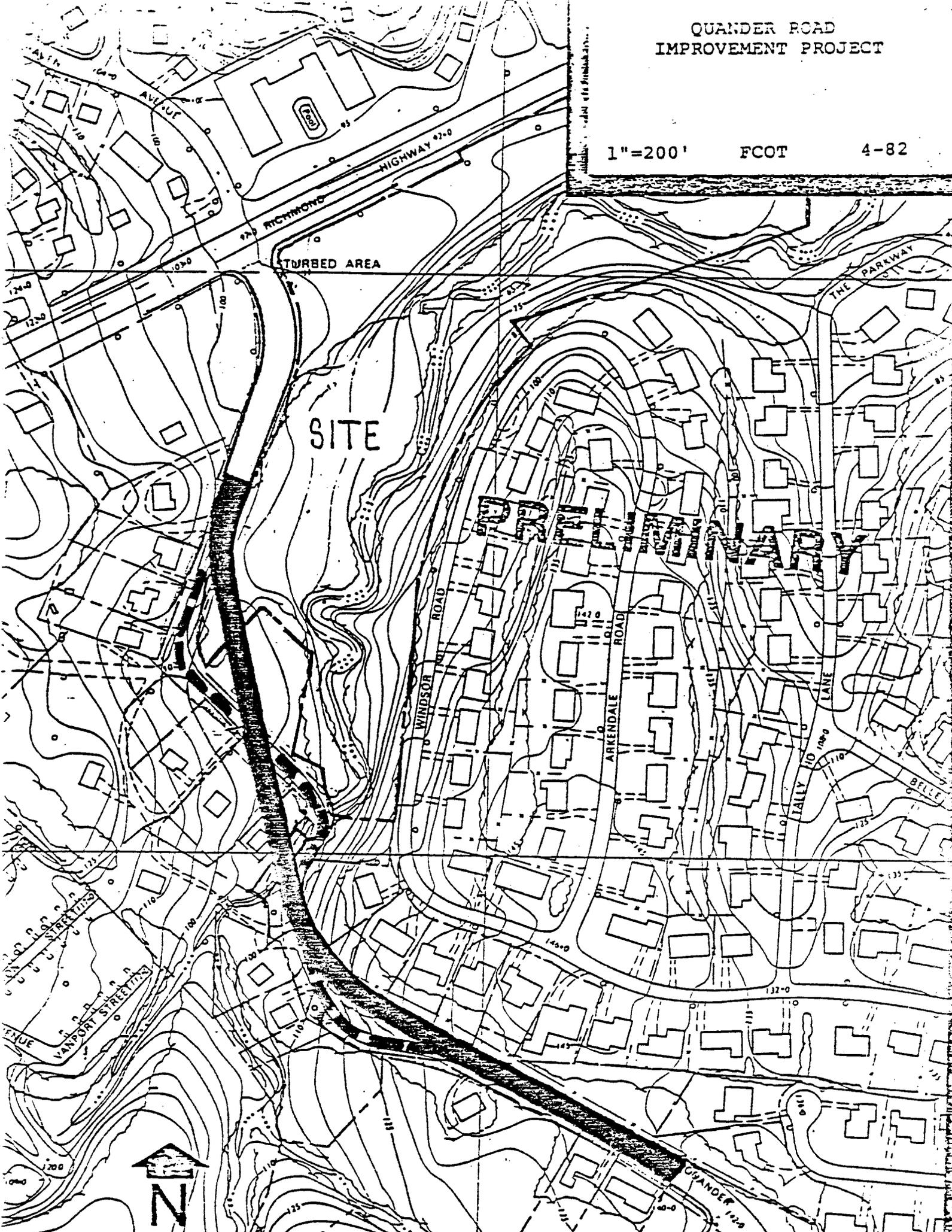
for significant increases in traffic impact as reported on a recent of this station

QUANDER ROAD  
IMPROVEMENT PROJECT

1"=200'

FCOT

4-82



EX. 12" SAN SEWER

EX. 30" RCCP

EX. 10" SAN SEWER

RICHMOND SCHOOL DISTRICT  
ZONE C-0

ONE STORY  
BRIY BUILDING

EX. 30" RCCP

EXIST. PARKING

EX. 30" RCCP

EXIST. PARKING

Prop. E

N 18° 25' 28" E

EX. CBG

QUANDER ROAD

(65' WIDE)

ROUTE #630

S 71° 34' 32" E  
5.00'

N 32° 48' 50" E 60.34'

N 18° 25' 28" E

EX. SAN SEWER

∠D = 140°

N 46° 36' 13" W 111.10'

S 40° 23' 47" W

S 11° 18' W

162.0'

N 19° 07' N  
44.20'  
N 16° 36' 33" W

R'DIP

EX. SAN SEWER

The subject site has frontage on Richmond Highway which is a six-lane divided facility that is functionally classified as a principal arterial and is also in the Primary Road system. Service drives are generally required along Primary Roads such as Richmond Highway. There is an existing service drive adjacent to the developed portion of the site. The applicant proposes to extend the service drive along the portion of the site where the additional parking area is to be located. The applicant should agree to complete the service drive to his property line and dedicate the entire service drive for public street purposes when the adjacent property is developed with a service drive.

The subject site also has frontage on Quander Road which is classified as a minor arterial. Although it has been improved in some sections, Quander Road generally has two narrow lanes, inadequate shoulders and poor vertical and horizontal alignment in the vicinity of the site. It carries only a moderate volume of traffic (2702 VPD in 1981 according to VDH+T), but is limited to a level of service E by Highway Capacity Manual criteria due to its physical deficiencies. The County's improvement project in this area will improve the operating efficiency and safety of Quander Road in the vicinity of the site.

## Access to the Surrounding Street System

The existing development has two curb cuts on Quander Road and one curb cut on Richmond Highway which is aligned with a curb cut between the site and the service drive. No changes in access are proposed by the applicant. It is not anticipated that the planned improvements to Quander Road will impact any of the access points for the subject site.

## RECOMMENDATION

The Office of Transportation would support the approval of this application with the following conditions:

- The applicant shall dedicate the right-of-way necessary for the planned realignment of Quander Road in the immediate vicinity of the site.
- The applicant shall agree to complete the construction of the service drive to the northeast property line and dedicate the entire service drive for public street purposes when the adjacent property, parcel 56A, is developed with a service drive.

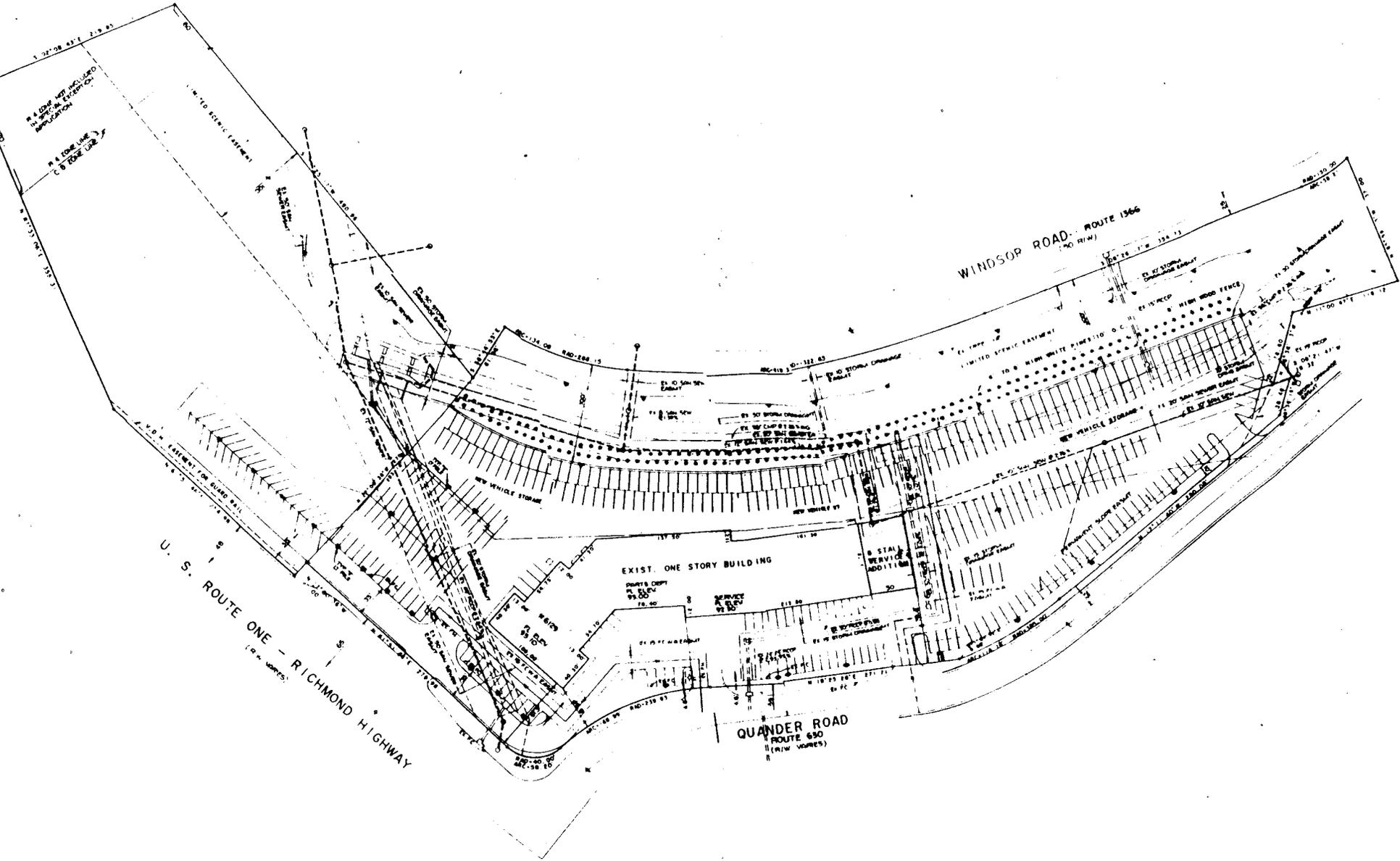
JEL

Project Number: SE 83-V-010 Location: 83-3((1)) 52, Rt. 1 & Quander Rd.

Existing Zoning: C-8 Proposed Zoning and/or Use: C-8 storage for new cars Acreage: 10.7

Site Features	Presence		Comments
	yes	no	
A. Geology: Coastal Plain, Piedmont, Triassic			
1. shallow bedrock . . . . .		X	
2. groundwater resource . . . . .		X	
3. mineral resources . . . . .		X	
B. Topography:			
1. steep slopes (≥15%) . . . . .		X	
2. irregular landform . . . . .		X	
C. Hydrology:			
1. water features . . . . .		X	
2. critical location in watershed . . . . .		X	
3. water supply watershed . . . . .		X	
D. Soils:			
1. marine clays . . . . .		X	
2. shrink-swell clays . . . . .		X	
3. highly erodible soils . . . . .		X	
4. high water table soils . . . . .		X	
5. soils with low bearing strength . . . . .		X	
6. poor infiltration soils . . . . .		X	
E. Vegetation, Wildlife & Open Space:			
1. quality vegetation . . . . .		X	
2. wildlife habitat . . . . .		X	
3. adopted EQC . . . . .		X	

Environmental Quality	Problems		Comments
	yes	no	
F. Noise:			
1. airport noise . . . . .		X	
2. highway noise . . . . .		X	
3. railroad noise . . . . .		X	
4. other types of noise . . . . .		X	
G. Water:			
1. point source pollution . . . . .		X	
2. non-point source pollution . . . . .		X	
H. Air:			
1. mobile source pollution . . . . .		X	
2. stationary source pollution . . . . .		X	
I. Aesthetics: For example: internal views, views from site, views of site from adjacent development . . . . .	X		Landscaping would screen the stored cars from traffic on Route 1.  No trails required.
J. Other: . . . . .		X	





SPECIAL EXCEPTION AFFIDAVIT  
REZONING AFFIDAVIT

Attachment 3  
88-3186

I, C. L. Munro, do hereby make oath or affirmation that I am an applicant in Rezoning Application Number SE 83-V-010 and that to the best of my knowledge and belief, the following information is true:

1. (a) That the following constitutes a listing of names and last known 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 having an interest in such land, and all attorneys, real estate brokers, architects, engineers, planners, surveyors, and all agents who have acted on behalf of any of the foregoing with respect to the application:

Name	Address	Relationship
See Attachment A.		

(b) That the following constitutes a listing of the shareholders of all corporations of the foregoing who own ten (10) per cent or more of any class of stock issued by said corporation, and where such corporation has ten (10) or less shareholders, a listing of all the shareholders:

Name	Address	Relationship
See Attachment B.		

(c) That the following constitutes a listing of all partners, both general and limited, in any partnership of the foregoing:

Name	Address	Relationship
Not Applicable.		

2. That no member of the Fairfax County Board of Supervisors or Planning Commission owns or has any interest in the land to be rezoned or has any interest in the outcome of the decision.  
EXCEPT AS FOLLOWS: (If none, so state)  
None.

3. That within the five (5) years prior to the filing of this application, no member of the Fairfax County Board of Supervisors or Planning Commission or any member of his immediate household and family, 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 outstanding bonds or shares of stock with a value in excess of fifty dollars (\$50), 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 fifty dollars (\$50) or more with any of those listed in Par. 1 above.  
EXCEPT AS FOLLOWS: (If none, so state)  
None.

WITNESS the following signature: C.L. Munro Applicant Eastern Regional Mg  
The above affidavit was attached and confirmed by oath or affirmation before me this 26th day of September 1988  
in the State of \_\_\_\_\_  
My commission expires \_\_\_\_\_ Notary Public

88-3186

ATTACHMENT A

AFFIDAVIT 1(a)

Applicant:

Ford Leasing Development Company  
C. L. Munro  
Eastern Regional Manager  
Dealership Real Estate Office  
P.O. Box 43336  
Detroit, Michigan 48243

Owner:

Ford Leasing Development Company  
Dealership Real Estate Office  
P.O. Box 43336  
Detroit, Michigan 48243

Lessee:

Ourisman World of Ford Sales, Inc.  
6129 Richmond Highway  
Alexandria, Virginia 22307

Attorneys:

J. Howard Middleton, Jr., Esquire  
Jonathan P. Rak, Esquire  
Hazel, Thomas, Fiske, Beckhorn &  
Hanes, P.C.  
510 King Street  
Suite 200  
P.O. Box 820  
Alexandria, Virginia 22313-0820

Engineer:

Reid Dudley, P.E.  
Runyon, Dudley, Anderson,  
Associates, Inc.  
10650 Main Street  
Suite 301  
Fairfax, Virginia 22030



88-3186

ATTACHMENT B

AFFIDAVIT 1(b)

Ford Leasing Development Company

Ford Leasing Development Company is a wholly owned subsidiary of Ford Motor Company. There are more than ten shareholders of Ford Motor Company and none of the shareholders own 10% or more of any class of stock.

Ourisman World of Ford Sales, Inc.

There are fewer than ten shareholders of Ourisman World of Ford Sales, Inc. and the following is a list of all shareholders:

Charles R. King  
Daniel R. Korengold  
Michael Benette  
Mandel Ourisman  
Robert Ourisman  
John Ourisman

\*Hazel, Thomas, Fiske, Beckhorn & Hanes, P.C.

There are more than 10 shareholders of Hazel, Thomas, Fiske, Beckhorn & Hanes, P.C. The following own 10% or more of any class of stock of Hazel, Thomas, Fiske, Beckhorn & Hanes, P.C.:

William G. Thomas  
David G. Fiske

Runyon, Dudley Anderson, Associates, Inc.

There are fewer than 10 shareholders of Runyon, Dudley, Anderson, Associates, Inc. and the following is a list of all shareholders:

Reid M. Dudley, P.E.  
Charles E. Runyon, P.E., C.L.S.  
Lawrence J. Anderson, C.L.S.

\*List of Employees Attached.



THOMAS, FISKE, BECKHORN & HANES, P.C.  
3110 Fairview Park Drive, P.O. Box 547  
Fairfax, Virginia 22030  
(703) 641-4200

EMPLOYEE LISTING  
AUGUST 31, 1988

88-3186

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Feagles, Gail W.  
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Phillips, Mary G.  
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88-3186

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88-3186

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Montrey, Sally K.  
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Morrissett, Janet  
Mountjoy, Jackie  
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Walker, Anne M.



**STATEMENT OF JUSTIFICATION**

This special exception application proposes the expansion of an existing automobile dealership operated by Ourisman World of Ford at the intersection of Richmond Highway and Quander Road. The proposal is the product of years of negotiation between the owner of the site, Ford Leasing Development Company ("Ford"), and representatives of the Belle Haven subdivision ("Belle Haven") which is located to the east of the site. The application reflects an agreement to expand the new car storage area and to construct an eight stall addition to the existing service building while preserving a three acre buffer strip between the dealership and residential neighborhood.

In 1977, Fairfax County approved a site plan for a proposed Ford dealership on this property which included 438 parking spaces and a 56,000 square foot building containing an office, showroom and 69 service bays. During construction a dispute arose over certain covenants in the title to the property which restricted development on approximately 5 acres of the Property. Ford revised the site plan and constructed the existing dealership with 196 parking spaces and a 35,000 square foot building with 30 service bays. The limited parking area for new car storage has hampered dealership operations since its opening.

A portion of the land owned by Ford was taken by the County in 1985 for improvements to straighten Quander Road. This taking reduced the area for new car storage by another 31 spaces. As part of the compensation for the taking, the County has agreed to convey the remainder of an adjacent parcel taken for road improvements to Ford. This remainder is approximately the same size as the land area taken from Ford and has been included in the Special Exception Application.

Over the last 3 years, Ford has purchased the release of all restrictive covenants on the Property and has negotiated an agreement with Belle Haven on the future development of the site. The agreement, which is reflected in this application, addresses the concerns of Ford's neighbors about the development of this property.

The following summarizes pertinent data describing the proposed use:

- a. **Type of Operation.** Ourisman World of Ford Sales, Inc. presently operates an existing automobile dealership including a service department. No change is proposed in the type of operation already existing.
- b. **Hours of Operation.** The dealership is open from 7:30 a.m. until 9:00 p.m. Monday through Friday and from 9:00 a.m. until 6:00 p.m. on Saturday. The dealership is closed on Sunday.
- c. **Estimated number of patrons.** Approximately 75 customers per day are expected to use the service facility and approximately 30 customers per day are expected to visit the sales department.
- d. **Proposed number of employees.** The dealership employs approximately 120 employees.
- e. **Qualifications of applicant and operators of the proposed use.** Ourisman World of Ford has successfully operated the existing dealership for several years.
- f. **Estimate of traffic impact.** No significant increase in traffic generated by the existing dealership is anticipated. The additional parking area will be used for the storage of new cars.
- g. **Vicinity served by the use.** The existing dealership serves customers in eastern Fairfax County.
- h. **Description of building facade and architecture of proposed new building or additions.** The service facility addition will be constructed of masonry block painted to match the existing structure.
- i. The proposed use conforms to the provisions of all applicable ordinances, regulations, adopted standards and any applicable conditions.

Planning Commission Meeting  
April 14, 1983  
Verbatim Excerpts

RZ-83-V-018 - BOARD OF SUPERVISORS, OWN MOTION  
SE-83-V-010 - FORD LEASING DEVELOPMENT COMPANY

During "Commission Matters"

Mr. Brinitzer: I have two items from the Chair. The first is that we are supposed to hear a special exception/rezoning dual case. 83-V-010 and 018. I'm in receipt of a letter from Runyon, Dudley Associates in which they agree to a deferral to a date certain of 9 June, for the purpose of straightening out matters with the adjoining civic associations. Rather than going through a public hearing process at this time, which would result in very considerable acrimony, I concur with the request of both the citizens and the applicant. I MOVE THAT THE REZONING APPLICATION AND THE SPECIAL EXCEPTION BE JOINTLY DEFERRED TO A DATE CERTAIN OF 9 JUNE. Is there a second?

Mr. Murphy: Second.

Mr. Brinitzer: Is there any discussion? (No response.) If not, all those in favor of the motion to defer to a date certain of 9 June, please specify by saying aye.

Commissioners: Aye.

Mr. Brinitzer: Those opposed? (No response.) I further MOVE THAT THE PLANNING COMMISSION REQUEST THE BOARD OF SUPERVISORS TO DEFER THEIR HEARING ON THESE TWO CASES, SE-83-V-010 AND RZ-83-V-018, TO A DATE CERTAIN SUBSEQUENT TO 9 JUNE. Is there any discussion on the motion? (No response.) If not, all those in favor please specify by saying aye.

Commissioners: Aye.

Mr. Brinitzer: Those opposed? (No response.) The motion carries.

//

(Mr. Sell and Mr. Sparks absent from the meeting.)

GLW

SUMMARY OF  
PLANNING COMMISSION MEETING  
JUNE 8, 1983

PRESENT: Mrs. Annunziata, Mr. Brinitzer, Mrs. Fasteau,  
Mrs. Harsel, Mr. Koch, Mr. Lilly, Mr. Murphy,  
Mr. Sparks, Mr. Thillmann, Mr. Wright

ABSENT: Mr. Sell

//

The meeting was called to order at 8:16 P.M. by Chairman Brinitzer.

//

COMMISSION MATTERS

Due to some problems that had yet to be resolved, Mr. Thillmann  
MOVED THAT WE DEFER RZ-83-C-021 UNTIL JULY 13TH FOR THE PLANNING  
COMMISSION'S PUBLIC HEARING.

Mr. Murphy seconded the motion which carried unanimously with  
Mrs. Annunziata and Mr. Wright not present for the vote;  
Mr. Sell absent from the meeting.

//

Mrs. Fasteau announced that Barbara Lipka, Deputy Director of  
the Planning Commission Office, had been named in "Who's Who  
of American Women, 1983-1984". She felt that it was a well-  
deserved honor and stated that the Commission was very proud  
of Miss Lipka.

Mr. Brinitzer concurred with those sentiments.

//

Mr. Brinitzer noted that the applicant in application SE-83-V-010  
had requested a deferral of that case. He therefore MOVED THAT  
SE-83-V-010 BE DEFERRED FROM TOMORROW TO A DATE CERTAIN OF JULY 28.

The motion was seconded by Mr. Murphy and Mr. Koch and passed  
unanimously with Mrs. Annunziata and Mr. Wright not present for  
the vote; Mr. Sell absent from the meeting.

//

SE-83-A-031 - KINDERCARE LEARNING CENTERS, INC.

Mrs. Harsel MOVED THAT THE PLANNING COMMISSION RECOMMEND TO  
THE BOARD OF SUPERVISORS DENIAL OF SPECIAL EXCEPTION 83-A-031.

Mr. Koch seconded the motion which passed unanimously with  
Mrs. Annunziata, Mr. Lilly and Mr. Sparks not present for  
the vote; Mr. Sell absent from the meeting.

//

SUMMARY OF  
PLANNING COMMISSION MEETING  
JULY 27, 1983

PRESENT: Chairman Brinitzer, Commissioners Annunziata,  
Fasteau, Harsel, Koch, Lilly, Murphy, Sell,  
Sparks, Thillmann, Wright

ABSENT: None

//

The meeting was called to order at 8:17 p.m. by Chairman Brinitzer.

//

COMMISSION MATTERS

Commissioner Harsel reminded the Commission that she would be seeking approval of the latest package of Planning Commission Minutes tomorrow night.

//

After providing background information on these cases and pointing out that the applicant was requesting this action, Chairman Brinitzer MOVED THAT THE PLANNING COMMISSION DEFER ACTION ON SPECIAL EXCEPTION 83-V-010 AND RZ-83-V-018 FOR AN INDEFINITE PERIOD WITH THE PROVISIO THAT ONCE THE APPLICANT REQUESTS THAT THIS ITEM BE RESURFACED ON THE AGENDA THAT A 60 DAY PERIOD BE GRANTED TO AFFORD THE CITIZENS ENOUGH NOTIFICATION AND A PERIOD FOR NEGOTIATIONS AND DISCUSSIONS.

Commissioner Wright seconded the motion which carried unanimously with Commissioners Annunziata and Sell not present for the vote.

Chairman Brinitzer further MOVED THAT THE BOARD OF SUPERVISORS NOT TAKE UP THIS CASE UNTIL IT IS IN POSSESSION OF A RECOMMENDATION FROM THE PLANNING COMMISSION.

Commissioner Koch seconded this motion which also carried unanimously with Commissioners Annunziata and Sell not present for the vote.

//

Secretary Harsel noted that applications SE-83-P-055 - McLEAN HILLS DEVELOPMENT GROUP, INC. and SE-83-L-056 - DAVCO FOODS, INC. had been deferred and therefore would not be heard tonight as originally scheduled.

//

Mr. Sidney Steele, Chief of the Zoning Evaluation Division, advised the Commission that this evening was Mr. Joe Wiltz's last appearance before the Commission as a Staff Coordinator.

## FAIRFAX COUNTY, VIRGINIA

## MEMORANDUM

TO: Barbara A. Byron, Director DATE: SEP. 07 1988  
Zoning Evaluation Division, OCP

FROM: James H. Collins, Senior Environmental Planner  
Environmental and Cultural Resources Branch, OCP *JHC*

FILE NO: 35 (COLLINS)

SUBJECT: Environmental Assessment for: SE 83-V-010  
Ford Leasing  
Map Ref. 83-3/01/52 (pt.)

## COMPREHENSIVE PLAN CITATIONS:

The 10.32-acre property is located in Community Planning Sector MV3 of the Mount Vernon Planning District in Planning Area IV. Conformance with the Comprehensive Plan guidance for the environment has been evaluated by reviewing the application in light of the following citations from the Comprehensive Plan:

On page I/C-5, under "Policy #12" in the "Board of Supervisors Policies", the Comprehensive Plan states the following:

"Policy 12: Open Space - Fairfax County should support the conservation of appropriate land areas in a natural state (including small open spaces in already congested and developing areas for passive neighborhood uses, visual relief, scenic value and screening and buffering purposes) to preserve, protect and enhance stream valleys, meadows, woodlands, wetlands and plant and animal life through a combination of an acquisition program, a tax policy, the police power and other appropriate means."

On page I/C-75, under the section entitled "Physical Hazards" in the "Environmental Recommendations", the Comprehensive Plan states the following:

- "1. Ensure that land use planning is responsive to the constraints imposed by such factors as floodplains, wetlands, slippage soils, steep slopes, erodible soils, septic limitation areas, and aquifer recharge zones.

Barbara A. Byron  
SE 83-V-010  
Page Two

3. Require a detailed geologic evaluation of areas with slippage and shrink-swell soils prior to development to safeguard against damage to newly installed structures and adjacent existing structures."

**CONFORMANCE WITH THE COMPREHENSIVE PLAN:**

The analysis that follows describes environmental constraints inherent to the subject property, issues related to the Development Plan dated February 26, 1988, which was the most recent submission available at the time of this analysis, and potential mitigation measures.

There are alluvial soils present on the subject property. In addition, there may be marine clay deposits associated with the steep slope areas. Therefore, a geotechnical engineering study in accordance with Chapter 107 of the Fairfax County Code may be required prior to development of the site. The Department of Environmental Management will determine if such a study is necessary.

The applicant should contact the Storm Drainage Branch of the Department of Public Works (246-5800) to coordinate drainage and stormwater management issues associated with development of the subject property. The large increase in impervious surface should be compensated for by detention of surface runoff.

Existing vegetation should be retained and supplemented to provide an effective buffer between the subject property and adjacent residential uses. A landscape plan should be provided to the County Arborist for review and approval.

JHC:mcm

## FAIRFAX COUNTY, VIRGINIA

## MEMORANDUM

TO: Barbara A. Byron, Director  
Zoning Evaluation Division, OCP

THRU: *Richard G. Little*  
Richard G. Little, Director  
Planning Division, OCP

FROM: David N. Hunter, Land Use Planner II *DNH*  
Plan Development Branch, OCP

FILE NO: 1471 zoning

SUBJECT: Land Use Assessment for: SE 83-V-010; Ourisman World of  
Ford; Tax Map #83-3((1)),  
52(pt), 53A

DATE: JUL 26 1988

## COMPREHENSIVE PLAN CITATIONS:

The 10.32-acre property is located in the Greater Belle Haven Community Planning Sector (MV3) of the Mount Vernon Planning District in Planning Area IV. Conformance with the Comprehensive Plan guidance for land use has been evaluated by reviewing the application in light of the following citations from the Comprehensive Plan:

On page IV-33, under the section entitled "Recommendations, Land Use, Route 1 Corridor Area", the Plan states:

"C. The commercially-zoned area consisting of parcels 83-3((1)) 52 (pt.) and 53A, and those parcels southwest of Quander Road should be planned for R-5, or preferably PDH-5, residential uses . . ."

Also, on page IV-46, in paragraph D, under the section entitled "Recommendations, General Corridor Policy", the Plan states:

"Car dealerships and used car lots may be considered appropriate uses within the Route 1 corridors (sic) provided one of the following conditions is met: . . .

2. Should efforts fail in an attempt to develop an auto dealership park, separately located auto dealership developments may be considered within the Route 1 corridor area provided the site plan and associated architectural elements exhibit quality design and compatibility of surrounding land uses. Interior and peripheral landscaping should exceed established minimum criteria as set forth in the Zoning Ordinance. Such

dealership should be permitted by special exception only and on a limited basis in order to avert conditions of blight and achieve the objectives of upgrading the Route 1 corridor as cited in the Plan. . . .

F. It is recommended that residential uses be preserved and enhanced, and that existing landscaping be retained. It is also recommended that new residential uses be provided along the Route 1 corridor as a major addition to the character of the primarily commercial corridor. . . .

Also, on page IV-47, under the section entitled "Corridor Land Use Policy", the Plan states:

"B. Development and changes within the corridor must not be allowed to cause significant disruptions to, nor have a detrimental impact on the stability and character of, nearby residential areas. Appropriate measures to protect against adverse commercial development should include:

1. establishment of transitional land uses where otherwise incompatible land uses would abut residential areas so as to reduce the incompatibility between the two activities;
2. provision for effective buffering and screening between incompatible, adjacent uses, such buffering and screening to consist of existing trees and other natural shrubbery in addition to plantings required by the screening requirements of the Zoning Ordinance; and
- + 3. additionally, if the specific activity is such that a residential area may be unduly impacted, additional screening should be required, as well as transitional yards in excess of those detailed in the zoning ordinance.

Also, on page IV-8, under the section entitled, "Policies for Neighborhood Protection", the Plan states:

"o Development Control - The County should impose development controls which limit the negative impacts of conflicting land uses (existing and proposed), provide for buffers and other ameliorating measures, and ensure that infill development is in character with the surrounding areas."

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Also on page IV-8, under the section entitled "Commercial Encroachment into Stable Residential Neighborhoods and Commercial Sprawl Along Transportation Corridors", the Plan states:

"o In order to minimize the adverse impacts of incompatible land uses in close proximity to one another and to stabilize the boundary of commercial activity, it is necessary to establish transitional land uses or natural barriers between residential and nonresidential uses. In addition to blocking adverse visual and noise impacts, appropriately placed transitional land uses act as a geographic stepdown from higher intensity to lower intensity land uses."

Finally, on page IV-9 under the section entitled "Abutting Incompatible Land Uses with Minimal Buffering", the Plan states:

". . . in those situations where high- and low- intensity uses abut one another, natural buffering such as landscaped earth berms, screening, and existing vegetation should be utilized wherever possible to minimize adverse visual and noise impacts. Such natural buffering should be required of developers. In those instances where development has already taken place, the County should act to enforce such screening provisions around high-intensity activity areas. . . . "

The Area IV Plan map shows that the subject property is planned for residential use at 5-8 dwelling units per acre.

#### CONFORMANCE WITH THE COMPREHENSIVE PLAN:

The following analysis describes the appropriateness of the specific application request and the development plan dated February 26, 1988, which was the most recent submission, available at the time of this analysis:

The proposed expansion of the automobile dealership raises several land use concerns. These include conflict with the recommended land use for the property, intensification, compatibility, and visual attractiveness.

The existing use is not in conformance with the Comprehensive Plan's land use recommendation for the subject property, which is residential use at 5-8 dwelling units per acre. The proposed intensification of the auto-oriented use is inconsistent with the objective of the Plan to prevent

commercial intrusion into areas planned for residential use. The Plan recommends that "new residential uses be provided along the Route 1 Corridor as a major addition to the character of the primarily commercial corridor." Consequently, because the existing use prohibits residential development as per the Plan, any further intensification of this use is undesirable.

It is staff's opinion that the request to expand the car storage area and construct an addition to the service bay constitutes an overintensification of the use. The number of parking spaces shown on the plat is excessive. Only 132 spaces are required, yet 413 are requested, and no interior parking lot landscaping is being provided. The addition of such an expansive parking area devoid of landscaping would be visually obtrusive.

Twenty-five percent of the site is dedicated to open space. However, the majority of this open space is not located in areas where provision of adequate screening and buffering between adjacent conflicting land uses is necessary.

The Belle Haven subdivision is a stable residential community which lies to the east of the application property. While existing vegetation buffers the auto dealership from the residences on the far side of Windsor Road, the existing parking area is still visible from these residences. The proposed landscaping within the 100 foot buffer between the dealership and Windsor Road is insufficient and will not negate the impact of the expanded auto storage area.

The expanded car storage area and the eight stall addition to the service building will impact the homes in the Belle Haven subdivision along Windsor Road, as well as the residences along Quander Road, southwest of the property. Transitional screening 3 and barrier E, F, or G are required between the dealership and the residences on Quander Road. The Plan states that "interior and peripheral landscaping should exceed established minimum criteria as set forth in the Zoning Ordinance." In addition, on page IV-47, under Corridor Land Use Policy, the Plan states:

"3. If the specific activity is such that a residential area may be unduly impacted, additional screening should be required, as well as transitional yards in excess of those detailed in the Zoning Ordinance."

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Finally, the present appearance of the auto dealership is unattractive. While more parking spaces are needed, the requested number is excessive. The applicant should pursue measures which would create a higher quality image compatible with the Plan's goal of upgrading conditions along the Route 1 Corridor.

**CONCLUSION:**

The proposed use does not satisfactorily address issues related to conformity, intensity and compatibility, and is contrary to the land use goals and policies of the Plan.

RGL:DNH:jrk

## FAIRFAX COUNTY, VIRGINIA

## MEMORANDUM

TO: Barbara A. Byron, Director  
Zoning Evaluation Division, OCP

DATE: August 25, 1988

FROM: John C. Herrington, Chief  
Site Analysis Section, OT *JCH*

FILE: 3-5

SUBJECT: Transportation Impact

REFERENCE: SE 83-V-010; Ford Leasing Development Company  
Traffic Zone: 1033  
Land Identification Map: 83-3 ((1)) 52, 53A

Transmitted herewith are the comments of the Office of Transportation with respect to the subject application. These comments are based on plans made available to this Office dated April 6, 1988.

This report consists of two sections. Section I presents basic information regarding the transportation system which may be affected by development of the subject site, and the potential traffic generation of the site under various development options. This material is presented for information purposes only. Section II presents the analysis of the Office of Transportation of the impact of this application on the nearby street network, and the recommendations of this Office for addressing this impact.

The results of this Section II analysis are summarized below. This Office recommends that this application be approved only if the issues in each area have been satisfactorily addressed.

	<u>Satisfactory</u>	<u>Unsatisfactory</u>
IIa Traffic Generation		X
IIb Provision for Future Road Improvements		X
IIc Improvements Required to Adequately Relieve Major Congestion Resulting from Approval of Application	Not Applicable	
IIId Site Access		X
IIe Internal Circulation		X

Section II of this report addresses only those issues which have been identified as unsatisfactory. Those areas which are omitted from Section II are satisfactory as shown on plans available to date.

SUMMARY OF ISSUES

The subject application should not be approved unless the following issues are adequately addressed:

- o Dedicate 98 foot of right-of-way from the centerline of Richmond Highway (Route 1), and construct a service drive with curb, gutter and sidewalk.
- o Limit access on Quander Road to two driveways.
- o Relocate the southernmost existing driveway on Quander Road farther south to facilitate site access and circulation.
- o Eliminate the proposed parking on the service drive.
- o Designate and reserve specific on-site parking spaces for employees, service bay customers, parts department customers, and new car sales customers.
- o Time limit the special exception approval to ensure adequate on-site circulation and parking is maintained.

## Ia. Existing Roadway System - Description

The roads most likely to be affected by traffic from the proposed site, their functional classification, and their traffic count, are shown below:

<u>Street</u>	<u>Route</u>	<u>Funct. Class<sup>1</sup></u>	<u>From</u>	<u>To</u>	<u>24-Hour Volume<sup>2</sup></u>
Richmond Hwy.	1	PA	Alexandria City Limits	North Kings Hwy. (Route 241)	43,320
Quander Road	630	C	Richmond Hwy.	Beacon Hill Rd.	3,016

## 1. Functional Classification

- PA Principal Arterial. Primary purpose to accommodate travel. Access to adjacent property undesirable
- MA Minor Arterial. Serves both through and local trips. Access to adjacent property undesirable.
- C Collector. Links local streets and properties with arterial network.
- L Local. Provides access to adjacent properties.

2. The volumes for secondary roads (route numbers 600 and above) are from the Fairfax County 1985 Secondary Traffic Tabulation; VDH&T, 1986 unless otherwise noted. The volumes for interstate and primary highways (route numbers 599 and below) are from Average Daily Traffic Volumes on Interstate, Arterial and Primary Routes for 1987; VDOT, 1988.

## Ib. Existing Roadway System -- Operation

The operation of the street system in the nearby area and/or likely to be affected by traffic from the proposed site is shown below. The operation of the street system may be measured by the level of service of nearby signalized intersections and/or by an examination of the geometric conditions of the roadway segment(s).

<u>Street</u>	<u>Route</u>	<u>From</u>	<u>To</u>	<u>LOS<sup>1</sup> Int.</u>	<u>Geo.<sup>2</sup> Ade.</u>
Richmond Hwy.	1	Alexandria City Limits	North Kings Hwy. (Route 241)		S
Quander Road	630	Richmond Hwy.	Beacon Hill Rd.		S
Richmond Highway and Quander Road intersection				B(1983)	
Richmond Highway and Huntington Avenue intersection				C(1983)	
Richmond Highway and North Kings Highway intersection				E(1983)	

1. Level of Service of Nearby Signalized Intersection

Level of Service data, when shown, from Level of Service Summary for Signalized Intersections in Fairfax County, Fairfax County Office of Transportation, 1988.

- A Free flow. No loaded cycles
- B Stable operation. Occasional loaded cycles
- C Stable operation. More frequent cycles, but acceptable delays
- D Approaching instability. Occasional delays of substantial duration
- E Capacity. Long queues and many delays
- F Jammed conditions
- N/A Current data is not available for this intersection

2. Geometric Adequacy of Street Segment

- S Satisfactory street geometry (width, alignment)
- U Unsatisfactory segment due to:
  - 1 narrow width
  - 2 inadequate shoulders
  - 3 poor horizontal alignment
  - 4 poor vertical alignment
  - 5 all of the above
  - 6 existing traffic volumes exceed design capacity
  - 7 other

## Ic. Traffic Generation

The table below shows a comparison of the traffic generation of the site if developed in accordance with:

	<u>Trips Per</u> <u>(Day/Peak Hour)</u>
Existing Zoning: C-8 (10.32 ac)	8,160 vpd/477 vph <sup>1a</sup>
R-4 (0.47 ac)	<u>10 vpd/ 1 vph<sup>1b</sup></u>
TOTAL	8,170 vpd/478 vph
Existing Use: Automobile dealership and vacant lot	1,520 vpd/147 vph <sup>1c</sup>
Comprehensive Plan: R-5	460 vpd/ 48 vph <sup>2</sup>
Application: Expand dealership service department and automobile storage facilities	1,700 vpd/164 vph <sup>1c</sup>

1. These trip generation estimates are based on data from Trip Generation, 4th Edition, Institute of Transportation Engineers, 1987, and on other parameters as noted.
  - a. Volumes based on the rates for retail centers, on the 0.25 FAR typical of retail uses, and on full developability of the site.
  - b. Volumes based on the rates for single family dwellings.
  - c. Volumes based on the rates for new car sales.
  
2. These trip estimates are based on the rates for townhouses from Trip Generation at Special Sites; Virginia Highway and Transportation Research Council, 1984.

## Id Traffic Impact

The impact of the traffic to be generated by the subject application is anticipated to be:

- insignificant due to
- low volume of traffic generation
  - location of site
    - within shopping center
    - on collector or local street
    - other
  - other
- significant due to
- traffic generation of the application exceeds the traffic generation from development in accordance with:
    - the high end of the Plan range (Section IIa)
    - the low end of the Plan range, and sufficient mitigating measures have not been provided (Section IIa)
    - other uses of the property which are allowed by the existing zoning, and sufficient mitigating measures have not been provided (Section IIa)
  - potential interference/inconsistency with needed future road improvement(s) (Section IIb)
  - need for roadway improvements to accommodate site-generated traffic (Section IIc)
  - poor site access design which will adversely affect traffic flow and/or create potential safety hazards (Section IId)
  - poor internal circulation which may result in adverse off-site traffic impacts (Section IIe)
  - other
- significant, but adequately addressed in plans, proffers submitted to date

## IIa Traffic Generation

The estimated traffic generation resulting from the approval of the application is shown in Section Ic. Also shown in Section Ic is a comparison of this traffic generation with the traffic generation of other potential uses of this site.

The traffic generation of the application is unsatisfactory due to:

X the magnitude of traffic generation exceeds that which was anticipated in conjunction with the preparation of the adopted Plan. The approval of more intense uses than those allowed in the Plan could set a precedent for other applications and contribute to the premature obsolescence of the Plan.

X the magnitude of traffic generation exceeds that which could occur as a result of other allowable uses of the site, and sufficient measures to mitigate the impact of this greater traffic have not been provided with this application.

X the Zoning Ordinance requires that uses regulated under Special Exception/Permit be allowed only if their traffic impacts will not be hazardous or conflict with existing and anticipated traffic in the neighborhood. Because of the failure to mitigate these traffic impacts this application does not meet this standard. This intensity should not be approved unless the issues identified in subsequent sections are adequately addressed.

X this use is regulated in the Highway Corridor District and must meet the access requirements of that District (see Section IIId).

\_\_\_\_\_ the application requests rezoning approval to an intensity which is above the low end of the range prescribed in the Plan. This intensity should not be approved unless the issues identified in subsequent sections are adequately addressed.

NOTE: Since the applicant's statements indicate that expansion of the new car storage area will be to alleviate the problem of inadequate parking areas for new car inventory, and not for expansion of business operations, the comments made in this report are based on the existing level of trip generation. The transportation measures recommended herein to ameliorate existing problems may not be sufficient to adequately accommodate any increase in activity on this site.

### IIb Provision for Future Transportation Improvements

Development of the site will be affected by the need to provide for future transportation improvements. Table II-1 presents a listing of those future road improvements which affect the site. The provisions which this application has made for future roadway improvements are unsatisfactory due to:

<u>X</u>	failure to dedicate sufficient right-of-way
<u>X</u>	failure to provide sufficient construction
<u>    </u>	other (see below)

TABLE II-1

Future Road Improvements Affecting Development  
of the Site  
(see key on next page)

<u>Street</u>	<u>Improvement Code</u>	<u>Min. R-O-W</u>	<u>Plan Status</u>	<u>Implementation Status</u>	<u>Agency</u>
Richmond Highway	SD <sup>1</sup>	98 <sup>1</sup>	A	N/A	N/A

1. Dedicate 98-foot of right-of-way from the centerline of Richmond Highway (Route 1) and construct service drive with curb, gutter and sidewalk.

## KEY TO TABLE II-1

Improvement Codes

I ( )	Improve ( ) lane
W ( )	Widen to ( ) lanes
NL	New Location ( ) lanes
DEM	Match similar improvements on nearby parcels as determined by DEM at time of subsequent plan review.
F	Preserve right-of-way for future need
SD	Service Drive
O	Other

Minimum Right-of-way

90	Minimum right-of-way to accommodate needed improvement
45 (CL)	Minimum right-of-way, measured from centerline of adjacent road, necessary to accommodate needed improvement
DEM	Final right-of-way determination to be made by DEM at time of subsequent plan review
O	Other

Plan Status

A	Element of adopted Countywide Plan
F	Not included in adopted Countywide Plan but likely future need
O	Other

Implementation Status

CI	Construction initiated or imminent
ROW	Final design completed; right-of-way acquisition imminent or underway
D	Final design underway
PE	Preliminary engineering underway
F	Project planning not yet initiated
N/A	Project not included in any current program
O	Other

Implementation Agency

V	Project included in current VDOT Six-Year Program
F-1	Project included in County Bond Program for construction
F-2	Project included in County Bond Program for design
N/A	Project not included in any current program
O	Other

### IIId Site Access

The direct site access proposed for the subject application is unsatisfactory for the following reasons:

- entrance(s) would interfere with smooth traffic flow on an arterial road and create potential safety hazards due to:
  - speed changes and conflicting travel paths resulting from
  - vehicular turning movements directly to and from the arterial
  - U-turns and weaving maneuvers resulting from absence of direct left turn access at a median break
- entrance(s) too close to another driveway or street and would result in vehicular turning movement conflicts
- entrance(s) improperly located with respect to opposite streets/entrances and either existing or future median breaks
- entrance(s) violate principles of functional classification
- improvements needed on adjacent street to minimize impact of development
  - right-turn/deceleration lane
  - left-turn/deceleration lane
  - other off-site improvements
- potential sight distance problems
- access is not provided as prescribed by the Highway Corridor District; i.e. via a functional service drive, a street not intended to carry through traffic, or internally within a shopping center
- absence of public streets, travel lanes, or service drive connections to adjacent properties would add unnecessary traffic and turning movements to the arterial street network<sup>1</sup>
- other<sup>2,3</sup>

1. The existing Route 1 service drive along the property frontage should be extended to the north property line and right-of-way dedicated to 98 feet from the centerline as noted in section IIb.
2. The plat proposes a third driveway onto Quander Road (the two northernmost drives are existing). The proposal for three driveways exceeds the Fairfax County Public Facilities Manual criteria which limits direct access to any single right-of-way for a use to two driveways.
3. Construction of the eight stall service bay addition to the existing one story building will align the new service bay entrances with one of the existing driveways from Quander Road. Vehicle movements entering and exiting the service bays will conflict with the driveway access. To minimize conflicts, the existing driveway should be closed. The driveway proposed at the south end of the property could be relocated 200 feet further north. This would improve sight distance on Quander Road, enhance on-site circulation, and eliminate the problem of three driveways.

## IIe Internal Circulation

The internal circulation proposed for the subject application is unsatisfactory for the following reasons:

- additional channelization needed to reduce on-site vehicular conflicts
- parking appears to be insufficient<sup>1,2</sup>
- stacking lane inadequate
- excessive length of cul-de-sac(s)
- excessive number of units served with single access
- street layout may encourage through traffic on a local street
- other

1. On-site parking for employees and customers is inadequate. Therefore, the applicant should designate and reserve on-site parking as required by the Fairfax County Zoning Ordinance for employees and customers. Use of the service drive as shown for parking is unacceptable.
2. The special exception approval should be time limited to allow review of on-site circulation and parking conditions.

JCH/CA:mlw

GLOSSARY

This Glossary is presented to assist citizens in a better understanding of Staff Reports; it should not be construed as representing legal definitions.

**BUFFER** - A strip established as a transition between distinct land uses. May contain natural or planted shrubs, walls or fencing, singly or in combination.

**CLUSTER** - The "alternate density" provisions of the Zoning Ordinance, which permit small lots and pipestem lots, if specified open space is provided. Primary purpose is to preserve environmental features such as stream valleys, steep slopes, prime woodlands, etc.

**CONVENANT** - A private legal restriction on the use of land, recorded in the land records of the County.

**DEVELOPMENT PLAN** - Conceptual, Final, Generalized. A Development Plan consists of graphic, textual or pictorial information, usually in combination, which shows the nature of development proposed for a parcel of land. The Zoning Ordinance contains specific instructions on the content of development plans, based upon the purpose which they are to serve. In general, development plans contain such information as: topography, location of streets and trails, means by which utilities and storm drainage are to be provided, general location and types of structures, open space, recreation facilities, etc. A Conceptual Development Plan is required to be submitted with an application for the PDH or PDC District; a Final Development Plan is a more detailed plan which is required to be submitted to the Planning Commission after approval of a PDH or PDC District and the related Conceptual Development Plan; a Generalized Development Plan is required to be submitted with all residential, commercial and industrial applications other than PDH or PDC.

**DEDICATE** - Transfer of property from private to public ownership.

**DENSITY** - Number of dwelling units divided by the gross acreage being developed (DU/AC). Density Bonus is an increase in the density otherwise allowed, and granted under specific provisions of the Zoning Ordinance when developer provides excess open space, recreation facilities, moderately priced housing, etc.

**DESIGN REVIEW** - The Division of the Department of Environmental Management which reviews all subdivision plats and site plans for conformance with County policies and requirements contained in the Subdivision Control Ordinance, the Public Facilities Manual, the Building Code, etc, and for conformance with any proffered plans and/or conditions.

**EASEMENT** - A right given by the owner of land to another party for specific limited use of that land. For example, an owner may give or sell easements to allow passage of public utilities, access to another property etc.

**OPEN SPACE** - The total area of land and/or water not improved with a building, structure, street, road or parking area, or containing only such improvements as are complementary, necessary or appropriate to use and enjoyment of the open area.

**COMMON** - All open space designed and set aside for use by all or designated portions of residents of a development, and not dedicated as public lands (dedicated to a homeowners association which then owns and maintains the property).

**DEDICATED** - Open space which is conveyed to a public body for public use.

**DEVELOPED RECREATION** - That portion of open space, whether common or dedicated, which is improved for recreation purposes.

**PROFFER** - A Development plan and/or written condition, which, when offered by an owner and accepted by the Board of Supervisors, becomes a legally binding part of the regulations of the zoning district pertaining to the property in question. Proffers, or proffered conditions, must be considered by the Planning Commission and submitted by an owner in writing prior to the Board of Supervisors public hearing on a rezoning application, and thereafter may be modified only by an application and hearing process similar to that required of a rezoning application.

**PUBLIC FACILITIES MANUAL** - The manual, adopted by the Board of Supervisors, which defines guidelines which govern the design of those facilities which must be constructed to serve new development. The guidelines include streets, drainage, sanitary sewers, erosion and sediment control and tree preservation and planting.

**SERVICE LEVEL** - An estimate of the effectiveness with which a roadway carries traffic, usually determined under peak anticipated load conditions.

**SETBACK, REQUIRED** - The distance from a lot line or other reference point, within which no structure may be located.

**SITE PLAN** - A detailed plan, to scale, depicting development of a parcel of land and containing all information required by the Zoning Ordinance. Site plans are required, in general, for all townhouse and multi-family residential development and for all commercial and industrial development.

**SUBDIVISION ORDINANCE** - An ordinance regulating the division of land into smaller parcels and which, together with the Zoning Ordinance, defines required conditions laid down by the Board of Supervisors for the design, dedication and improvement of land.

**SUBDIVISION PLAT** - A detailed drawing, to scale, depicting division of a parcel of land into two or more lots and containing engineering considerations and other information required by the Subdivision Ordinance.

**USE** - The specific purpose for which a parcel of land or a building, is designed, arranged, intended, occupied or maintained.

**Permitted** - Uses specifically permitted by the Zoning Ordinance Regulations of the Zoning District within which the parcel is located. Also described as a Conforming Use.

**Non-Conforming** - A use which is not permitted in the Zoning District in which the use is located but is allowed to continue due to its existence prior to the effective date of the Zoning Regulation(s) now governing.

**Special Permit** - A use specified in the Zoning Ordinance which may be authorized by the Board of Zoning Appeals or the Board of Supervisors in specified zoning districts, upon a finding that the use will not be detrimental to the character and development of the adjacent land and will be in harmony with the policies contained in the latest comprehensive plan for the area in which the proposed use is to be located. A Special Permit is called a Special Exception when granted by the Board of Supervisors.

**Transitional** - A use which provides a moderation of intensity of use between uses of high and lower intensity.

**VARIANCE** - A permit which grants a property owner relief from certain provisions of the Zoning Ordinance when, because of the particular physical surroundings, shape or topographical condition of the property, compliance would result in a particular hardship or practical difficulty which would deprive the owner of the reasonable use of the land or building involved. Variances may be granted by the Board of Zoning Appeals after notification, advertising, posting and conduct of a public hearing on the matter in question.

**VPD** - Vehicle trips per day (for example, the round trip to and from work equals two VPD). Also ADT - Average Daily Traffic.

#### ENVIRONMENTAL TERMS

**ACOUSTICAL BERM** - Usually a triangular-shaped earthen structure paralleling a highway noise source and extending up from the elevation of the roadway a distance sufficient to break the line of sight with vehicles on the roadway.

**AQUIFER** - A permeable underground geologic formation through which groundwater flows.

**AQUIFER RECHARGE AREA** - A place where surface runoff enters an aquifer.

**CHANNEL ENLARGEMENT** - A development-related phenomenon whereby the stream bank's full capacity is exceeded with a greater frequency than under natural undeveloped conditions, resulting in bank and stream bottom erosion. Hydrology literature suggests that flows produced by a storm event which occurs once in 1.5 years are the channel defining flows for that stream.

**COASTAL PLAIN GEOLOGIC PROVINCE** - In Fairfax County, it is the relatively flat southeastern 1/4 of the County, distinguished by low relief and a preponderance of sedimentary rocks and materials (sands, gravels, silts) and a tendency towards poorly drained soils.

**dB(A)** - Abbreviation for a decibel or measure of the noise level perceived by the ear in the A scale or range of best human response to a noise source.

**DRAINAGE DIVIDE** - The highest ground between two different watersheds or subsheds.

**ENVIRONMENTAL LAND SUITABILITY** - A reference to a land use intensity or density which should occur on a site or area because of its environmental characteristics.

**ERODIBLE SOILS** - Soils susceptible to diminishing by exposure to elements such as wind or water.

**FLOODPLAIN** - Land area, adjacent to a stream or other surface waters, which may be submerged by flooding; usually the comparatively flat plain within which a stream or riverbed wanders.

**IMPERVIOUS SURFACE** - A natural or man-made surface (road, parking lot, roof top, patio) which forces rainfall to runoff rather than infiltrate.

**MONTMORILLONITIC CLAY** - A fine grained earth material whose properties cause the clay to swell when wet and shrink when dry. In addition, in Fairfax County these clays tend to slip or slump when they are excavated from slope situations.

**NEF** - Noise Exposure Forecast - A noise description for airport noise sources.

**PERCENT SLOPE** - The inclination of a landform surface from absolute horizontal; formula is vertical rise (feet) over horizontal distance (feet) or V/H.

**PIEDMONT GEOGRAPHIC PROVINCE** - The central portion of the County, characterized by gently rolling topography, substantial stream dissection, V-shaped stream valleys, an underlying metamorphic rock matrix (schist, gneiss, greenstone) and generally good bearing soils.

**PIES/ENVIRONMENT** - Project Impact Evaluation - A systematic comprehensive environmental review process used to identify and evaluate likely environmental impacts associated with individual projects or area plan proposals.

**SHRINK-SWELL RATE** - The susceptibility of a soil's volume to change due to loss or gain in moisture content. High shrink-swell soils can buckle roads and crack foundations.

**SOIL BEARING CAPACITY** - The ability of the soil to support a vertical load (mass) from foundations, roads, etc.

**STREAM VALLEY** - Any stream and the land extending from either side of it to a line established by the high point of the concave/convex topography, as delineated on a map adopted by the Stream Valley Board. For purposes of stream valley acquisition, the five-criteria definition of stream valleys contained in 'A Restudy of the Pohick Watershed' (1963) will apply. The two primary criteria include all the land within the 100-year floodplain and the area along the floodplain in slopes of 15 percent or more.

**STORM WATER MANAGEMENT** - An emerging art/science that attempts to treat storm water runoff at the source and as a resource. Storm water management programs seek to mitigate or abate quantity and quality impacts associated with development by the specific design of on-site systems such as Detention Devices which slow down runoff and in some cases improve quality, and Retention Systems, which hold back runoff.

**TRIASSIC GEOGRAPHIC PROVINCE** - The western 1/4 of Fairfax County, characterized by broad expanses of nearly level topography, subtle ridge lines, a shallow depth to sedimentary rocks which are locally intruded by igneous rocks and a tendency towards soils with high shrink-swell properties.