

February 6, 1980



STAFF REPORT

APPLICATION NUMBER SE-116-A-79

ANNANDALE DISTRICT

Applicant: Ravensworth Trust Partnership

Subject Parcel: 70-4 ((10)) 12

Present Zoning: I-5

Acreage: 14.6031

Proposed Use: Drive-in bank

Applicable Zoning Ordinance Provision: Sect. 5-504

Application Filed: December 10, 1979

Planning Commission Hearing Date: February 13, 1980

Board of Supervisors Hearing Date: March 10, 1980

Staff Recommendation: The staff recommends approval of SE-116-A-79 subject to the conditions noted in Appendix 1.

RD



SPECIAL EXCEPTION APPLICATION

Number: SE-116-A-79

District: Annandale

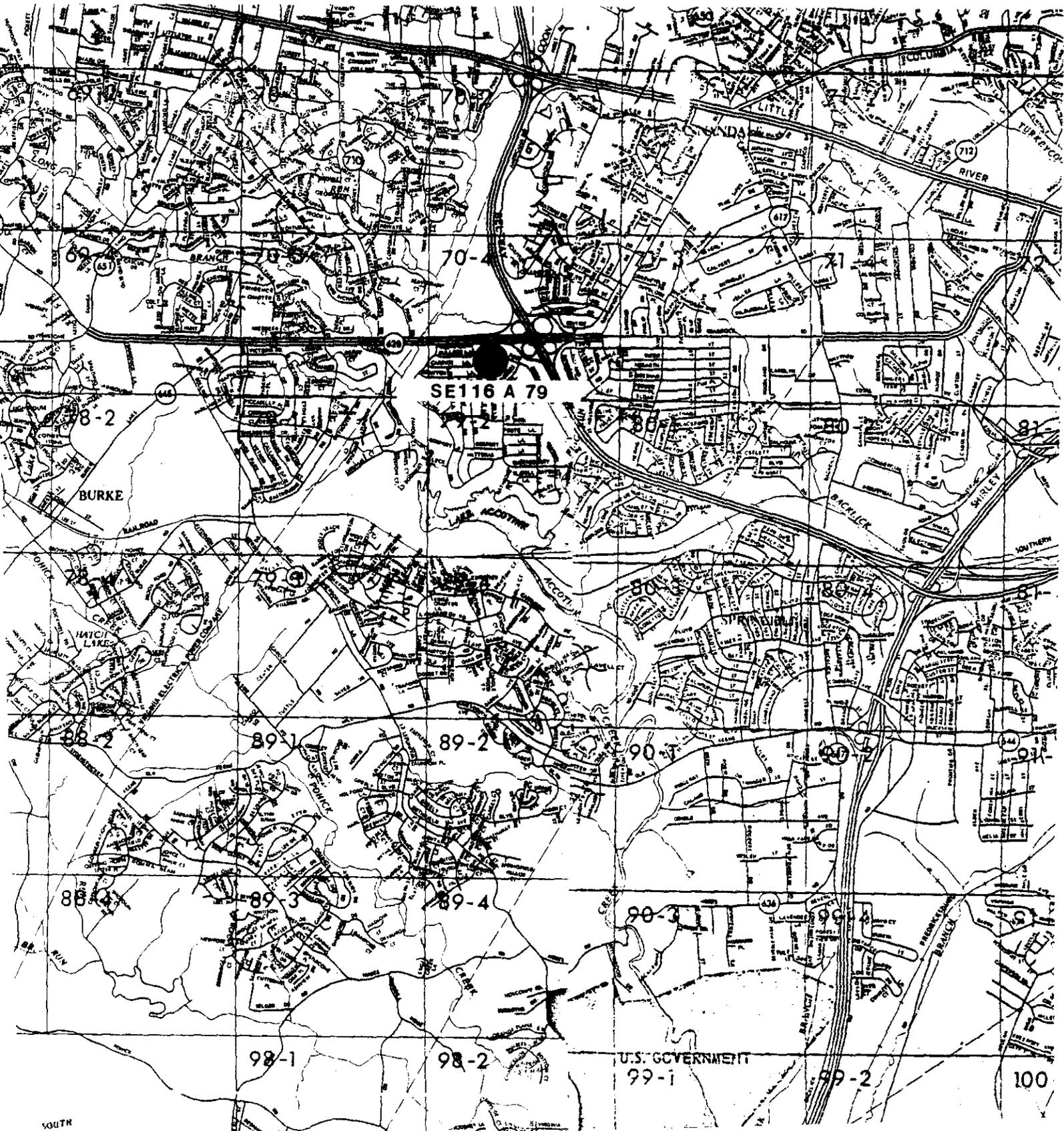
Acreage: 14.6931

Subject Parcel: 70-4 ((10)) 12

Existing Zoning: 1-5

Applicant: Ravensworth Trust
Partnership

Proposed Use: Drive-in Bank





SPECIAL EXCEPTION APPLICATION

Number: SE-116-A-79

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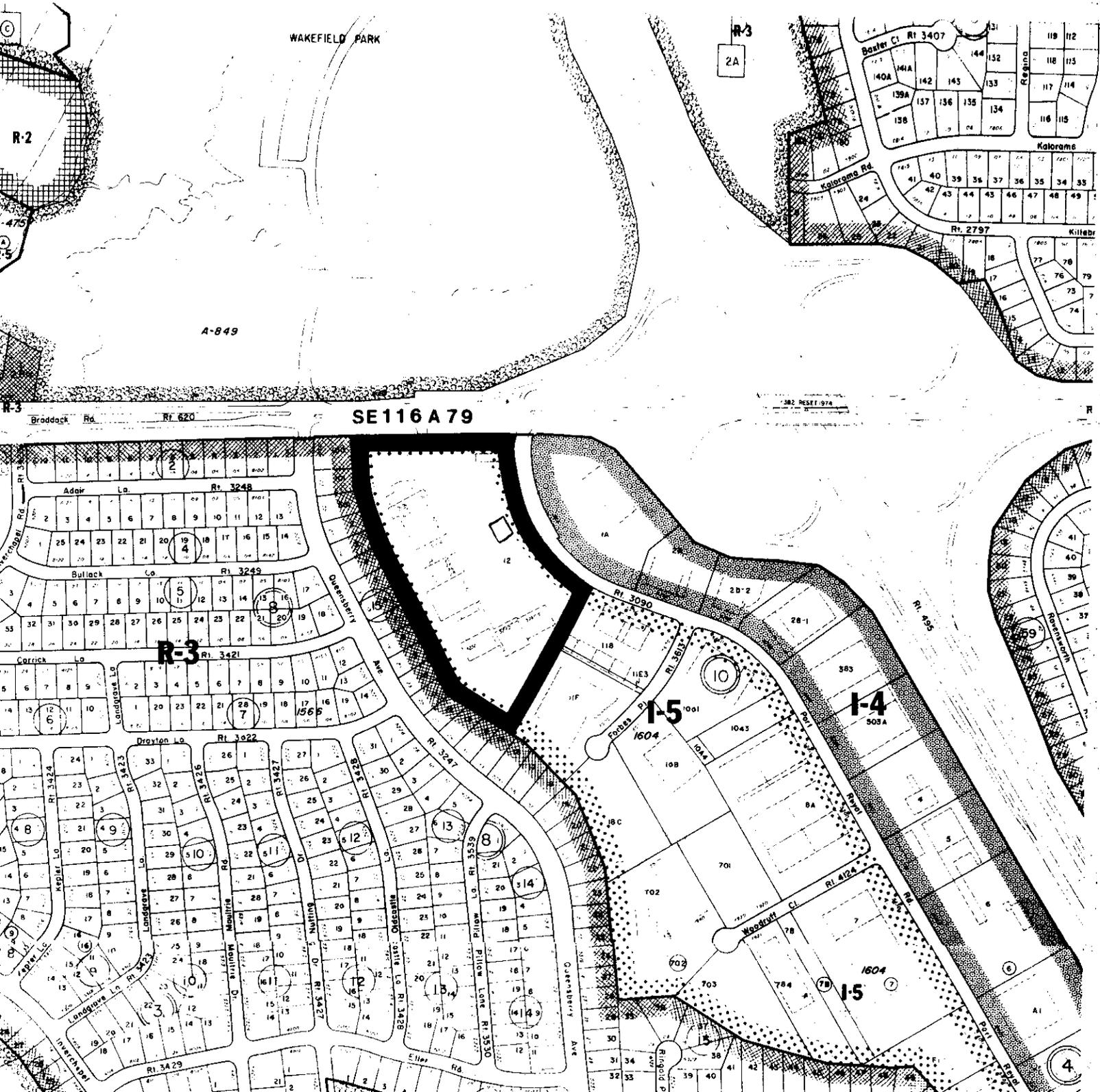
Acres: 14.6031

Subject Parcel: 70-4 ((10)) 12

Existing Zoning: I-5

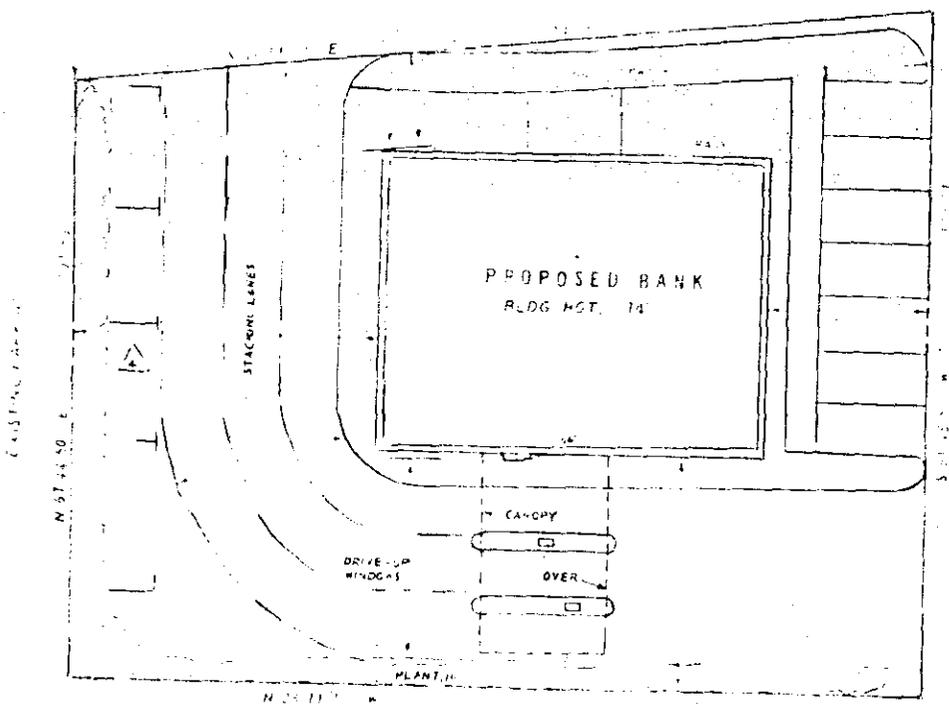
Applicant: Ravensworth Trust Partnership

Proposed Use: Drive-in Bank



EX PORT ROYAL ROAD

EX. DESIGN - FOR
PUBLIC STREET PURPOSES



EXISTING PARKING



DESCRIPTION OF THE APPLICATION

The applicant requests approval to relocate and expand an existing drive-in bank within the Ravensworth Shopping Center. The new 3,036 square foot facility would be centrally located in the east side of the shopping center parking lot along the west side of Port Royal Road. The proposed facility would have three drive-in windows.

Thirteen employees will operate the bank from seven in the morning to seven in the evening weekdays and also from nine in the morning to noon on Saturday. (See Appendix 3.)

The applicants' justification cites the fact that it will own the new building and has no plans to subdivide the proposed bank site from the rest of the shopping center. The primary purpose of the project is to improve traffic circulation within the shopping center and to provide better service and convenience to the bank's customers. See Appendix 3. The applicant would agree to discontinue use of the existing drive-in facility site once use of the proposed facility commences.

Drive-in banks are a Category 5 Special Exception use in the I-5, General Industrial District. Approval of this application must satisfy pertinent standards contained in the Zoning Ordinance, an extract of which is Appendix 4.

LOCATION AND CHARACTER OF THE AREA

The site is located on the west side of Port Royal Road just south of Braddock Road within the Ravensworth Shopping Center. The proposed bank is within and is surrounded by industrially zoned properties. The shopping center is bounded on the north, west and southwest by residentially zoned properties.

CONFORMANCE WITH THE COMPREHENSIVE PLAN

The subject property is located in the Sector A-6, Accotink Community Planning Sector of the Annandale Planning District in Area I. The text of the Plan does not provide a specific land use recommendation for the subject parcel; however, the adopted Area I Plan map shows the parcel is planned for retail commercial use.

STAFF ANALYSIS

Transportation Analysis

The site is located just south of the intersection of Braddock Road and Port Royal Road. Due to the high volumes of traffic both roads operate at an estimated level of service F in the area of their intersection.

Vehicles destined to the proposed drive-in bank would enter the site via the shopping center entrances at Braddock Road or Port Royal Road. Although the entire Braddock Road/Port Royal Road intersection area exhibits serious traffic congestion, Braddock Road serves a more intense function. Therefore, relocation of drive-in windows away from Braddock Road would be desirable. So long as sufficient stacking space is provided and so long as increased traffic congestion is not created elsewhere the staff would not object to the approval of this application. The site plan submitted shows adequate vehicle stacking spaces.

Environmental Analysis

No adverse environmental impacts to the site and development plan were identified.

Preliminary Site Plan Analysis

Approved Site Plan 557-B shows 913 parking spaces for the shopping center. Construction of the proposed bank would reduce the parking to 752 spaces - a reduction of 161 spaces. Par. 9 of Sect. 11-102 prohibits any reduction of existing parking spaces without submitting a parking study proving that existing excess spaces are not required to serve the present use on the property. Therefore, a parking study must be submitted by the applicant for site plan approval.

The fifteen percent landscaped open space requirement for the proposed use is satisfied on the preliminary site plan submitted.

STAFF CONCLUSIONS AND RECOMMENDATIONS

The application is in conformance with the General and Additional Standards for Special Exceptions. (Appendix 4.) A parking study will be required for site plan approval. The stacking area for vehicles waiting for service at the drive-in facility, and the traffic circulation pattern are adequate to preclude traffic congestion.

Should the applicant submit a parking study which remedies staff concerns, the staff recommends approval of SE 116-A-79, subject to the conditions stated in Appendix 1.

*at final SP @ for DEM
NOT NOW.*

APPENDICES

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

PROPOSED DEVELOPMENT CONDITIONS

If it is the intent of the Board of Supervisors to approve SE 116-A-79 located as Tax Map 70-4 ((10)) 12 for use as a drive-in bank facility pursuant to Sect. 5-504 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 building and uses indicated on the plats submitted with the application only.
3. A copy of this Special Exception SHALL BE POSTED in a conspicuous place along with the Non-Residential Use Permit on the property of the use and be made available to all Departments of the County of Fairfax during hours of operation of the permitted use.
4. A site plan will be submitted in accordance with the provisions of Article 17. The revised site plan will satisfy ordinance requirements for parking, landscaping and screening.
5. Use of the present building as a drive-in bank must be discontinued once use of the proposed use commences.
6. At least two drive-in windows will be open during peak hours as necessary to preclude stacking interference with the travel lane on site.
7. This approval, contingent on the above noted conditions, shall not relieve the applicant from compliance with the provisions of any applicable ordinances, regulations or adopted standards. The applicant shall be himself responsible for obtaining the required Non-Residential Use Permit through established procedures, and this Special Exception shall not be valid until this has been complied with.

AFFIDAVIT

William E. Donnelly, III, 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, or 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, and all agents who have acted on behalf of any of the foregoing with respect to the application:

Table with 3 columns: Name, Address, Relationship. Rows include Ravensworth Trust Partnership, William E. Donnelly, III, Springfield Associates, Inc., Whitney L. Wagner, and Bernard Steinberg.

- (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:

Table with 3 columns: Name, Address, Relationship. Rows include Springfield Assoc., Inc., Herman Courson, and George Hellwig.

- (c) That the following constitutes a listing of all partners, both general and limited, in any partnership of the foregoing: (see Exhibit 1)

Table with 3 columns: Name, Address, Relationship. Header row only.

- 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.

None

EXCEPT AS FOLLOWS:

(If none, so state)

- 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.

None

EXCEPT AS FOLLOWS:

(If none, so state)

WITNESS the following signature this 15 day of December, 19 19

Signature of William E. Donnelly, III, Attorney & Agent

PARTNERS IN RAVENSWORTH TRUST
PARTNERSHIP

Estate of June Lorraine Baumann

Verna Hengen - June Hengen Baumann Trust

Verna Hengen

Karen McIlvaine Durfee

James L. McIlvaine, Jr.

Don Calton McIlvaine

Douglas Jay Steinberg

Ellen Margaret Gordon

Shirley Steinberg - Douglas Steinberg Trust

Shirley Steinberg - Ellen Steinberg Trust

Shirley Steinberg

Partner's Address:

c/o William E. Donnelly, III
McCandlish, Lillard, Church & Best
4069 Chain Bridge Road
Fairfax, Virginia 22030

LAW OFFICES

MCCANDLISH, LILLARD, CHURCH & BEST

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4060 CHAIN BRIDGE ROAD

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F. D. RICHARDSON
1884 1954
HUGH B. MARSH
1900 1978

ROBERT J. MCCANDLISH, JR.
ROTHWELL J. LILLARD
RANDOLPH W. CHURCH, JR.
STEPHEN L. BEST
JESSE B. WILSON, III
GERALD R. WALSH
PETER A. ARNTSON
THOMAS J. CAWLEY
RANDOLPH A. SUTLIFF
WILLIAM E. DONNELLY, II

ROBERT H. J. LOFTUS
STEVEN DAVID STONE
BRUCE C. ARMISTEAD
GRADY K. CARLSON
ANN WOOD MISCHE

WILLIAM C. BAUKNIGHT
COUNSEL

December 5, 1979

FILE NO.

Mr. Philip G. Yates
Zoning Administrator
4100 Chain Bridge Road
Fairfax, Virginia 22030

Re: RAVENSWORTH TRUST PARTNERSHIP
Application for Special Exception
to Relocate and Expand Existing
Drive-In Bank

Dear Phil:

Please accept this letter as the applicant's statement of justification.

This is an application by the owner of the Ravensworth Shopping Center to relocate and expand an existing drive-in bank within the shopping center. The applicant will own the new building and has no plans to subdivide the proposed bank site from the rest of the shopping center. The lessee of the new facility is expected to continue to be the Northern Virginia Bank. The primary purposes of the project are to improve traffic circulation within the shopping center and to provide better service and convenience to the bank's customers.

The subject property is located in the Ravensworth Shopping Center, at the intersection of Braddock Road and Port Royal Road. The zoning is I-5. Drive-in banks are a Category 5, Special Exception Use within the I-5 district.

The existing bank is in the shopping center, directly opposite the busy Braddock Road entrance to the center. During peak periods, cars stack up to use its single drive-in window. Occasionally, the line extends into the main travel lanes of the shopping center and impedes traffic flow in and out of, as well as within, the center. The applicant would agree to a condition in the special exception that would require the discontinuation of the use

Mr. Philip G. Yates
November 4, 1979
Page two

The new facility would be one-story, freestanding building with three drive-in windows. The floor area of the new building (3,036 sq. ft.) would be only slightly more than at present. It would be located in a seldom used portion of the existing parking lot, away from the more heavily traveled area of the shopping center. Incidentally, the total number of parking spaces provided in the shopping center after the proposed bank is constructed will exceed County requirements.

The special exception site is designed to have a traffic circulation pattern that would not interfere with that in the rest of the shopping center. Indeed, the site of the proposed bank, shown in detail on Sheet 1 of the Plat, will be virtually self-contained within the existing shopping center. The sides facing the service station and the principal building complex of the shopping center will be set-off and partially screened by landscaping strips, which also will form a traffic circulation corridor around the bank and through the drive-in windows. A total of 24% of the gross area within the property subject to the special exception will be landscaped open space. The required parking spaces and stacking lanes for the bank will be provided within the subject property.

It is anticipated that the number of drive-in customers using the new facility during the first year will increase by only five percent. Since the number of drive-in windows will be tripled while the number of drive-in customers will remain relatively constant, the net result is anticipated to be far shorter stacking lanes and improved traffic circulation within the entire shopping center, as well as faster service to the bank's customers.

Hours of operation for the drive-in service generally would be from 7:00 A.M. to 7:00 P.M. weekdays and from 8:30 A.M. to Noon on Saturdays. Generally, the lobby would be open from 9:00 A.M. to 2:00 P.M. weekdays, plus 5:00 P.M. to 7:00 P.M. Friday, and 9:00 A.M. to Noon on Saturday.

The estimated number of drive-in customers during the week is expected to range from approximately 400 to 650 customers per day, with approximately 200 customers per day on Saturday. The customers using the lobby service are expected to range from approximately 770 to 1,700 per day during the week and approximately 550 on Saturday. Frequently, there is more than one customer per car and, therefore, the traffic generation is substantially lower

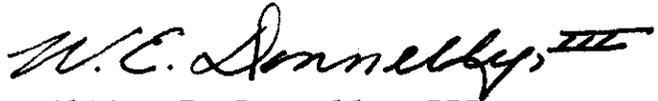
Mr. Philip G. Yates
November 4, 1979
Page three

There will be a small increase in the number of employees. During the day there will be thirteen employees, during the evenings there will be four employees, and on Saturday there will be thirteen employees.

The general area to be served by the new facility is expected to be essentially the same as that served by the existing drive-in bank. Generally, that would include employees in the Ravensworth Industrial Park and residents of the North Springfield area.

In conclusion, we believe that the new facility will improve traffic circulation within the shopping center and will provide better service to the bank's customers. Therefore, it is respectfully requested that this application be approved.

Sincerely,

A handwritten signature in cursive script that reads "W. E. Donnelly, III". The signature is written in dark ink and is positioned above the printed name.

William E. Donnelly, III

WED:lf

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 the 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. 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, except as may be qualified in the parts that follow for a particular category or use. However, the Board may impose more strict standards for a given use than those set forth in this Ordinance.

9-503

Standards for All Category 5 Uses

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

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

9-505

Additional Standards for Automobile-Oriented Uses, Car Washes, Drive-In Banks, Fast Food Restaurants, Quick-Service Food Stores and Service Stations

1. In all districts where permitted by special exception:
 - A. Such a use shall have on all sides the same architectural features or shall be architecturally compatible with the building group or neighborhood with which it is associated.
 - B. Such a use shall be designed so that pedestrian and vehicular circulation is coordinated with that on adjacent properties.
3. In the C-5 and C-6 Districts, in addition to Par. 1 above;
 - A. There shall be no outside storage or display of goods offered for sale.
 - B. There shall be no separate freestanding sign associated with the use.

FAIRFAX COUNTY, VIRGINIA

MEMORANDUM

TO: Sidney R. Steele, Chief
 Zoning Evaluation Branch, OCP **DATE** January 23, 1980
FROM: Shiva K. Pant, Director *Sk Pant*
 Office of Transportation
FILE NO: 3-5, SE-116-A-79
SUBJECT: Transportation Impact
REFERENCE: SE-116-A-79, 70-4

IMPACT ANALYSIS AND DESIGN CONSIDERATIONS

Compatibility with the Adopted Plan

The site of the proposed bank is on the west side of Port Royal Road just south of Braddock Road within an existing shopping center. Braddock Road is classified as a minor arterial and consists of two lanes in each direction in the area of the site although it is widened at some intersections such as that with Port Royal Road. Port Royal Road generally consists of one lane in each direction although it is marked for three lanes northbound and one lane southbound at the Braddock Road intersection. The following are the latest available traffic counts on roads in the immediate area of the site. These figures represent 1977 volumes and are reported by VDH&T.

Braddock Road (Rt. 620)	
Inverchapel Road to Queensbury Avenue	46,318 vpd
Queensbury Avenue to Port Royal Road	49,016 vpd
Port Royal Road to the Beltway	34,929 vpd
The Beltway to Ravensworth Road	22,216 vpd
Port Royal Road (Rt. 3090)	
Braddock Road to Forbes Place	13,503 vpd
Forbes Place to Woodruff Court	12,423 vpd
Woodruff Court to Terminus	5,122 vpd

Due to the high volumes of traffic, Braddock Road and Port Royal Road operate at an estimated level of service F in the area of their intersection.

The transportation element of the Countywide Plan recommends additional lanes for buses on Braddock Road between the Beltway and Guinea Road. In addition, an interchange is planned at the intersection of Braddock Road and Port Royal Road. Both recommendations require further study and neither is in the VDH&T program at this time.

Drive-in banks were among the commercial uses surveyed in a trip generation study conducted by this Office. An average of

January 23, 1980

100 trips were observed entering and exiting the drive-in banks in the p.m. peak hour at those banks serving as samples. Through the study it was determined that drive-in banks, along with fast food restaurants, service stations, and convenience markets were among those free standing commercial establishments generating the highest number of trips during general peak hours.

Access to the Surrounding Street System

Vehicles destined to the proposed drive-in bank would enter the site via the shopping center entrances at Braddock Road or Port Royal Road.

Due to the high trip generation characteristics of drive-in banks and the need for stacking space, drive-in banks should not be located near entrances to arterial roads. It is important to avoid a situation where the line of vehicles waiting at the drive-in window might extend onto the arterial, or cause on-site congestion such that vehicles cannot freely enter or exit the site. The applicant has expressed agreement to discontinue use of the existing drive-in site, which sometimes causes congestion to Braddock Road due to vehicles waiting at the drive-in window, once use of the proposed site commences.

Although the entire Braddock Road/Port Royal Road intersection area exhibits serious traffic congestion, Braddock Road serves a more intense function than does Port Royal Road and therefore, any reduction in traffic congestion would be beneficial. Therefore, relocation of drive-in windows away from Braddock Road would be desirable provided sufficient stacking space is provided such that increased traffic congestion is not caused elsewhere. Sufficient area for stacking does appear to be provided on the preliminary site plan submitted by the applicant. Vehicles in line at the drive-in window should be physically separated from other vehicles on the shopping center site.

RECOMMENDATION

The Office of Transportation would not object to the approval of this application.

SKP/tlh