



# County of Fairfax, Virginia

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

May 10, 2012

Gregg Lossing  
Stantec Architecture Inc.  
1383 North McDowell Boulevard  
Suite 250  
Petaluma, California 94954

Re: Interpretation for SE 85-C-123, McDonald's, Tax Map 17-4 ((1)) (5) 1:  
Drive-Thru Modifications (Split Queue, Customer Order Point, Loading Area; and Landscape Areas)

Dear Mr. Lossing:

This is in response to your letter of November 9, 2011, and subsequent submissions received on March 26, 2012, requesting an interpretation of the Special Exception (SE) Plat and development conditions approved by the Board of Supervisors in conjunction with SE 85-C-123. As I understand it, the question is whether the proposed modifications to construct an additional order station and drive-thru lane, relocate the off-street loading area, and reduce the amount of landscaped areas, would be in substantial conformance with the SE Plat and development conditions. This determination is based on your letter and an exhibit entitled "McDonald's USA, LLC," prepared by Stantec Architecture, Inc, dated November 11, 2011, as revised through March 23, 2012, the SE Plat and development conditions. Copies of your letter and relevant documents are attached.

The subject property is located at 11265 Roger Bacon Drive at the southeast corner of its intersection with Wiehle Avenue. The McDonald's is one of three adjacent eating establishments within a fast food park; Pizza Hut is located to the south and Taco Bell is east of the McDonald's building. On March 14, 1988, the Board of Supervisors approved SE 85-C-123, which permitted the expansion of an existing fast food restaurant by adding 10,152 square feet of land area to create an expanded seating area, parking, a driveway, and to permit drive-thru facilities, subject to development conditions.

The 48,528 square-foot lot is developed with a 5,974 square foot, one-story fast food restaurant, a single drive-thru lane, a single customer order point and two service windows: one window is used to pay for food orders, the other serves to pick up food orders. A brick paver sidewalk extends along a portion of the eastern, the western and southern (rear) perimeter of the building. A trash enclosure/dumpster is located in the southwest corner of the parking lot. Surface parking is located along the site's perimeter with 12 spaces extending south of the McDonald's drive-thru

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lane, adjacent to the Pizza Hut building. An asphalt loading area is adjacent to the sidewalk at the rear of the building.

The site is shown to contain 29.6% (14,356) square feet of mature landscaping consisting of a mixture of shade and deciduous trees, shrubs and ground cover. The most effective vegetative screening occurs along Wiehle Avenue, the western side lot line, and along the site's frontage on Roger Bacon Drive; no disturbance is proposed in these vegetated areas. The SE and Interpretation Plats depict a landscape island, which contains a customer order point, situated between the loading area and the drive-thru lane at the rear of the building. However, pictures taken by County Staff on January 18, 2012, show the island as paved, not landscaped. The applicant will need to landscape and maintain all areas shown to be landscaped in accordance with the interpretation plat submitted with this request.

As I understand it, you are proposing to reconfigure the existing drive-thru lane such that the vehicle queue is split into two lanes to provide two side-by-side customer order points in tandem. After food orders are taken, the cars will return to one queue (a single lane) and then proceed to the pick-up windows to pay and receive orders. The existing single drive-thru lane accommodates the stacking of approximately ten cars from the point of entry to the pick-up window. The proposed modified configuration would accommodate approximately 13 vehicles. You propose to shift the existing drive-thru lane closer to the building which will replace a portion of the existing loading area. The loading area is proposed to be relocated to the southeast corner of the site, south of the proposed second ordering lane. A new walkway/sidewalk is shown to lead from the rear door to the driveway which is adjacent to the relocated loading area. The location of the dumpster enclosure and on-site parking will remain unchanged; 46 off-road parking spaces are located on the McDonald's site, 45 spaces are required for the use.

The landscape island along the southern perimeter of the existing drive-thru lane is shown as 1,559 square feet in area and is proposed to decrease in size. The reduction will be partially offset by three new landscape islands totaling 1,081 feet in area. One island is proposed to measure 348 square feet in area and will replace the northern portion of the existing loading area, adjacent to the rear sidewalk. An additional landscape island, measuring 367 square feet in area, is proposed to be constructed between the new split ordering lanes. A third island is proposed to be constructed southeast of the split ordering lanes and will measure 366 square feet in area. The overall amount of open landscaped areas is proposed to decrease from 15,583 square feet (32 %) to 13,614 square feet (28.1%).

It is my determination that the proposed modifications to the layout of the drive-thru area in order to construct dual ordering lanes with one customer order station for each lane, the relocation of the off-street loading area and modifications to landscape areas, as discussed above and depicted in your exhibits, would be in substantial conformance with the development

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conditions and SE Plat for SE 85-C-123, subject to the approval of the Department of Public Works and Environmental Services (DPWES), and provided that all areas shown to contain landscaping will be planted and maintained with plant materials consistent with those shown on the interpretation plat, subject to Urban Forest Management (UFM) approval.

This determination has been made in my capacity as the duly authorized agent of the Zoning Administrator and only addresses the issues discussed herein. If you have any questions regarding this interpretation, please feel free to contact Shelby Johnson at (703) 324-1290.

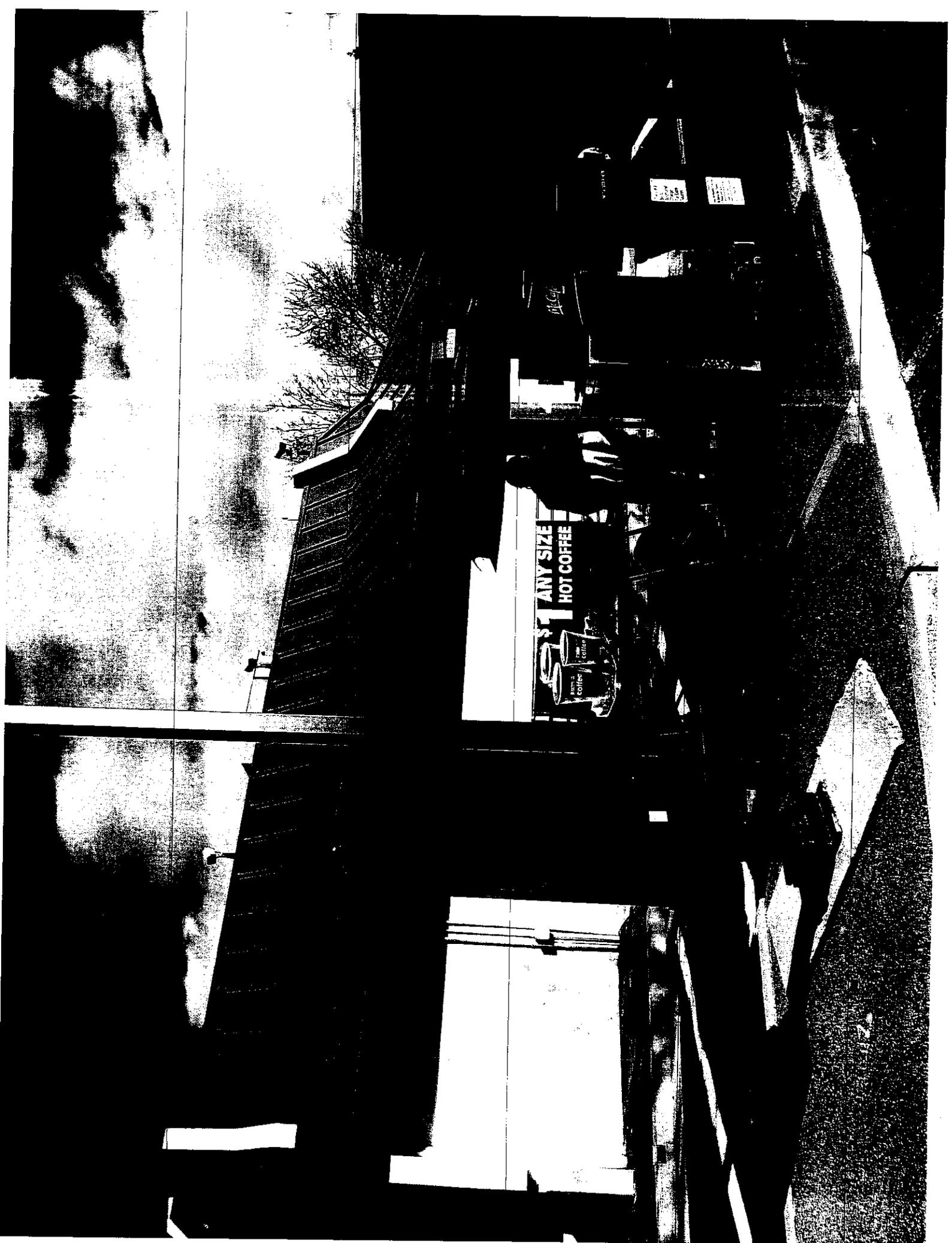
Sincerely,



Barbara C. Berlin, AICP, Director  
Zoning Evaluation Division, DPZ

Attachments: A/S

cc: Catherine M. Hudgins, Supervisor, Hunter Mill District  
Frank A. de la Fe, Planning Commissioner, Hunter Mill District  
Diane Johnson Quinn, Deputy Zoning Administrator, ZAD, DPZ  
Kenneth Williams, Technical Processing, Plan Control, LDS, DPWES  
Angela Rodeheaver, Chief, Site Analysis Section, DOT  
Kevin J. Guinaw, Chief, Special Projects/Applications Management Branch, DPZ  
Michael P. Knapp, Director, Urban Forest Management, DPWES  
Audrey Clark, Director, Building Plan Review Division, DPWES  
File: SE 85-C-123, SEI 1101 051, Imaging, Reading File





**Stantec**

**Stantec Architecture Inc.**  
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Department of Planning & Zoning

NOV 14 2011

Zoning Evaluation Division

November 09, 2011  
File: 2007041177

Department of Planning and Zoning  
12055 Government Center Parkway, Suite 801  
Fairfax, Virginia 22035

**Attention:** **Barbara C. Berlin**  
**Director, Zoning Evaluation Division**

**Reference:** **Request for Interpretation**  
**Special Exception Permit # SE-85-C-123**  
**McDonalds Drive Thru Reconfiguration**  
**11265 Roger Bacon Drive**  
**Reston, Virginia**

Dear Ms. Berlin

This letter is a request for a review of the proposed reconfiguration of the McDonalds Drive Thru cited above, to confirm that the proposal conforms to the conditions of the Special Exception Permit #SE-85-C-123.

The site modification consists of a reconfiguration of the existing drive thru to provide 2 customer order points in tandem, which then join together and are served by the existing service windows. See attached site plan for an illustration of the proposed configuration.

By improving the drive thru, McDonalds will become more efficient in filling orders, thereby reducing the customer wait times and the stacking that occurs while awaiting service. In addition, the current configuration provides stacking for approximately 10 cars from the point of entry to the pick up window, while the proposed configuration will accommodate 13 vehicles. This will also reduce the possibility of any backup stacking that may occur. The new layout will improve on site circulation, and will help alleviate any auto stacking that could potentially impede the flow of traffic on Roger Bacon Drive.

The onsite parking will remain unchanged by the proposed work, 45 spaces will remain on site, as stipulated by the original permit.

The amount of open, landscaped areas will be increased slightly by the proposed work. While the existing layout provides 15,583 sf of landscaping, representing 32% of the site, the proposed work will increase the amount of landscaped areas by 1%, to 15,600 sf, or 32.1% of the lot.

Doing business as:  
Stantec Architecture Inc. P.C. (NY)  
Stantec Architecture P.C. (DC, MS, MO, NE)

For a list of our registered architects, please visit [www.stantec.com/registeredarchitects](http://www.stantec.com/registeredarchitects)

**Stantec**

November 11, 2011  
Page 2 of 2

**Reference: McDonalds Drive Thru Improvement Project  
11265 Roger Bacon Drive  
Reston, Virginia**

There is no new floor area proposed in this project, building lot coverage will remain unchanged.

Please see the enclosed plan from the original Special Exception Permit, as well as our proposed plans with the plan modifications highlighted to identify the proposed changes.

The Proposed Project will improve the on-site circulation and automobile stacking, while maintaining the open space and parking capacity on site. We request that you find the proposal conforms with the Special Exception Permit granted for the site, and approve this Project.

Please feel free to contact us if you require any additional information to complete your evaluation of the proposed improvement.

Respectfully,

**STANTEC ARCHITECTURE INC.**



Gregg Lossing  
Senior Project Manager  
Tel: (707) 774-8314  
Fax: (707) 765-9908  
gregg.lossing@stantec.com

Attachment:

cc. Original approved plan for Special Exception # SE-85-C-123  
Proposed Site Plan









COMMONWEALTH OF VIRGINIA  
COUNTY OF FAIRFAX



STAFF REPORT ADDENDUM

SE 85-C-123

FEBRUARY 17, 1988

Background

On November 14, 1986, staff published its report recommending denial of this application which proposes to expand an existing fast food restaurant by 1,031.75 square feet (which would include drive-thru facilities as well as an additional 796 square feet of seating area.) The staff's primary concern at the time of the staff report centered around traffic related issues, and the inadequacy of the applicant's original traffic impact analysis.

In order to address these concerns, the applicant has submitted a revised traffic impact analysis, dated December 18, 1986 (see Attachment 3), as well as a revised Special Exception plat, dated November 18, 1987, (see Attachment 2).

Discussion

The applicant submitted a revised Special Exception plat on November 18, 1987 which addresses the concerns presented in the staff report. The revisions to the Special Exception plat may be summarized as follows:

- The applicant has provided directional and "do not enter" signage throughout the site in order to control circulation, and to minimize the potential for conflicting vehicular movements;
- The applicant has indicated directional arrows to be painted on Roger Bacon Drive, in order assist in controlling off-site turning movements and traffic flow;
- Two "no parking" signs will be provided along the north side of Roger Bacon Drive in order to reduce traffic conflicts in this area;
- The parking spaces which interfered with the entrances have been removed, and the remaining parking spaces have been realigned in a diagonal pattern; (one parking space was lost in this process, and as a result, the applicant reduced the total number of seats from 152 to 148 in order to satisfy the parking

requirement of 45 spaces.);

-The required loading space has been delineated in an accessible location on the plat.

The Office of Transportation had primarily four concerns with the applicant's original submission:

- 1) An expected 50% increase in peak-hour trip generation.
- 2) The inadequacy of Roger Bacon Drive, and of the Roger Bacon Drive / Wiehle Avenue intersection, to accommodate the additional traffic generated by this use and the proposed Taco Bell use.
- 3) The underestimation of traffic in the applicant's traffic impact analysis.
- 4) The need to improve on-site internal circulation.

The applicant's revised traffic impact analysis (which is included in this addendum as Attachment 3) has satisfactorily addressed the first and third concerns; the second and fourth have been addressed with the revised Special Exception plat. The Office of Transportation's comments are included as Attachment 4.

Paragraph 4 of Section 9-006 of the Fairfax County Zoning Ordinance states that the proposed use shall be such that pedestrian and vehicular traffic associated with such use will not be hazardous or conflict with the existing and anticipated traffic in the neighborhood. While the staff felt that there originally was a conflict with this provision, the resolution of the traffic and circulation issues would resolve this concern as well.

It should be noted that there is an existing restriction on the subdivision plat which reads: "The 50' temporary drainage and access easement shown hereon... is to become null and void at such time as construction is commenced on Lot 4." This restriction will require the proposed Taco Bell site (Lot 4) to be under construction before the Department of Environmental Management will issue a building permit for the subject property.

Due to these changes, staff is now proposing the Development Conditions contained in Attachment 1 of this Addendum.

Recommendation

Staff recommends that SE 85-C-123 be approved subject to the Proposed Development Conditions included as Attachment 1 of this Addendum.

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

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

Attachments

1. Proposed Development Conditions
2. Revised Special Exception Plat submitted November 18, 1987
3. Revised Traffic Impact Analysis dated December 18, 1986
4. Office of Transportation comments.
5. Revised Affidavit, dated November 4, 1987.