APPLICATION ACCEPTED: January 15, 2016
PLANNING COMMISSION: November 16, 2016
BOARD OF SUPERVISORS: December 6, 2016

County of Fairfax, Virginia

November 2, 2016

CRD

STAFF REPORT

SEA 82-L-062-02

LEE DISTRICT

APPLICANT:	6620 Backlick Road LLC
ZONING:	Neighborhood Retail Commercial District (C-5) Highway Corridor Overlay District (HC) Commercial Revitalization District (CRD) Sign Control (SC)
LOCATION:	6600 Backlick Road, Springfield 22150
PARCELS:	90-2 ((2)) 231 and 90-2 ((2)) 232
ACREAGE:	28,771 square feet
FAR:	0.13
PLAN MAP:	Retail and Other
SE CATEGORY:	Category 5, Use 21 – Service Station (Sect. 9-505) Category 6, Use 7 - Service Station in a Highway Corridor Overlay District (Sect. 9-611) Category 6, Use 9 – Waiver of Open Space Requirements (Sect. 9-601) Category 6, Use 19 – Modifications/Waivers/Increases and Uses in a Commercial Revitalization District (Sect. 9-601)
PROPOSAL:	Amend a special exception previously approved for a service station in a HC Overlay District, to permit modifications to the site layout and development conditions and a waiver of the open space requirement in a CRD.

Kelly Posusney, AICP

Department of Planning and Zoning
Zoning Evaluation Division
12055 Government Center Parkway, Suite 801
Fairfax, Virginia 22035-5509
Phone 703-324-1290 FAX 703-324-3924
www.fairfaxcounty.gov/dpz/

STAFF RECOMMENDATIONS:

Staff recommends approval of SEA 82-L-062-02, subject to development conditions consistent with those contained in Appendix 1.

Staff recommends approval of the waiver from the loading space required per Sect. 11-203 of the Zoning Ordinance.

Staff recommends approval of the waiver of the transitional screening required per Sect. 13-303 of the Zoning Ordinance along Calamo Street.

Staff recommends approval of the waiver of the tree preservation target deviation in favor of the proposed vegetation shown on the SEA plat.

Staff recommends approval of the modification to the Springfield CRD Streetscape in favor of the streetscape shown on the SEA Plat.

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

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

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

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

Americans with Disabilities Act (ADA): Reasonable accommodation is available upon 48 hours advance notice. For additional information on ADA call (703) 324-1334 or TTY 711 (Virginia Relay Center).

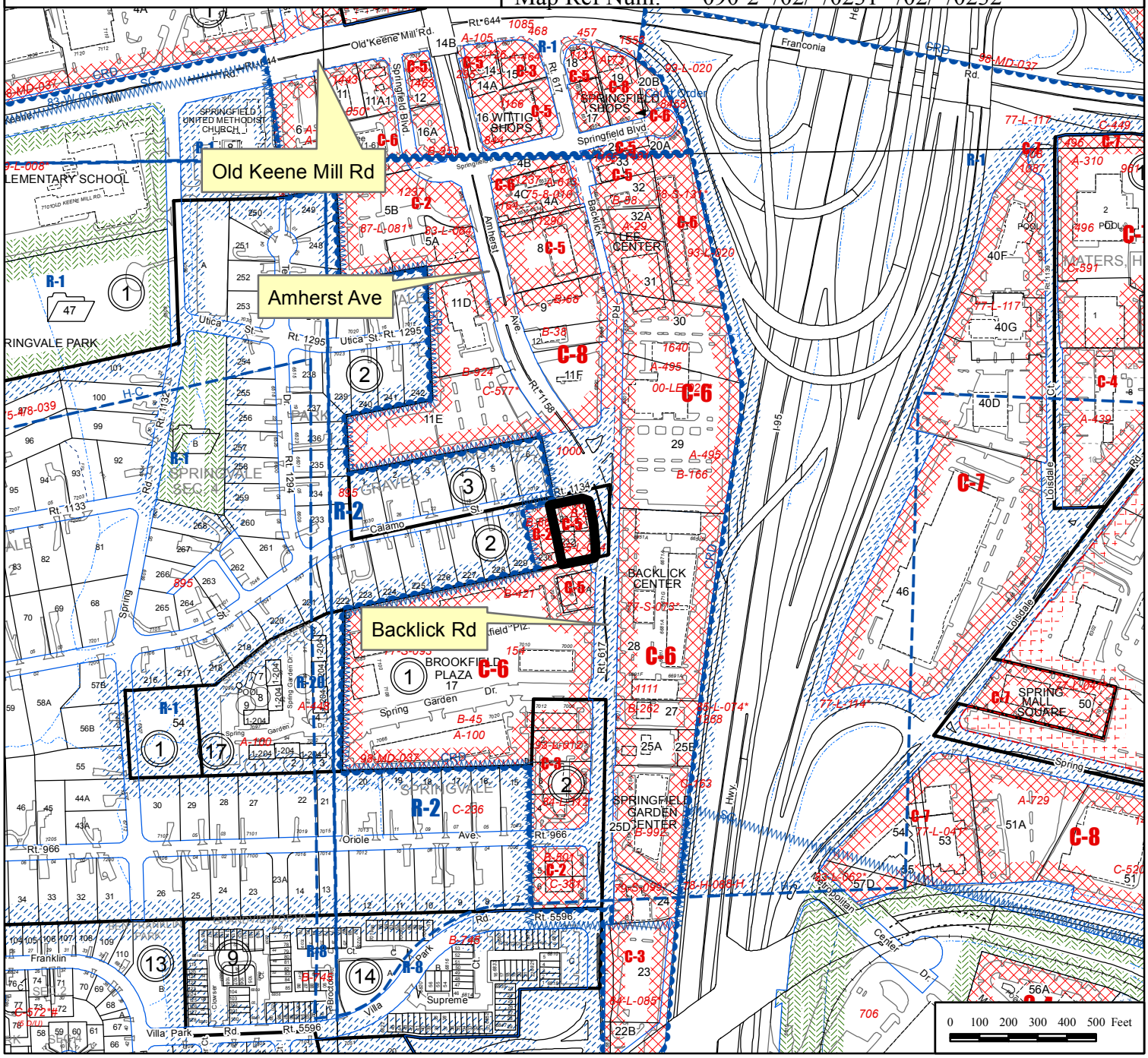
Special Exception Amendment

SEA 82-L -062-02

Applicant: 6620 BACKLICK ROAD LLC
Accepted: 01/15/2016
Proposed: AMEND SE 82-L-062 PREVIOUSLY APPROVED FOR A SERVICE STATION AND WAIVER OF MINIMUM LOT SIZE REQUIREMENT IN A HIGHWAY CORRIDOR OVERLAY DISTRICT TO PERMIT SITE MODIFICATIONS IN A COMMERICIAL REVITALIZATION DISTRICT

Area: 28771 SF OF LAND; DISTRICT - LEE
Zoning Dist Sect: 04-050409-062207-060707-0607
Located: 6620 BACKLICK ROAD, SPRINGFIELD, VA 22150

Zoning: C- 5
Plan Area: 4,
Overlay Dist: CRD SC HC
Map Ref Num: 090-2- /02/ /0231 /02/ /0232



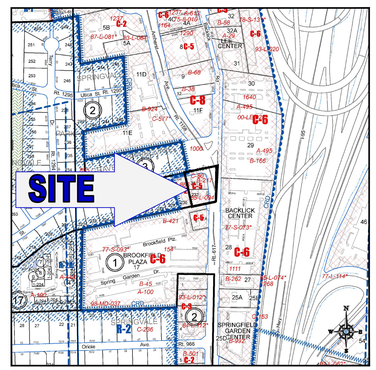
SPECIAL EXCEPTION AMENDMENT SEA 82-L-062-02

FOR

VIRGINIA TIRE & AUTO

LOCATION OF SITE

6620 BACKLICK RD
SPRINGFIELD, VA
FAIRFAX COUNTY



LOCATION MAP

SCALE: [1" = 500']
FAIRFAX COUNTY GIS AND MAPPING SERVICES
FROM MAP TILES 80-3, 80-4, 90-1, 90-2

OWNER
6620 BACKLICK ROAD LLC
10525 D BRADDOCK RD
FAIRFAX, VIRGINIA 22032

DEVELOPER
VIRGINIA TIRE & AUTO
3201 JERMANTOWN ROAD, SUITE 320
FAIRFAX, VIRGINIA 22030

CONTACT: CHRIS KELLER
(571-282-2906)

ATTORNEY
BEAN, KINNEY & KORMAN, P.C.
2300 WILSON BLVD.
ARLINGTON, VA 22201

CONTACT:MARK M. VIANI
ZACHARY G. WILLIAMS
(703) 525-4000

ARCHITECT
JAS ARCHITECTURE
3921 OLD LEE HWY, SUITE 72-B
FAIRFAX, VA 22032

CONTACT: JON W. SAMMER
(703) 591-0747

PREPARED BY

BOHLER ENGINEERING

22636 DAVIS DRIVE, SUITE 250
STERLING, VIRGINIA 20164
Phone: (703) 709-9500
Fax: (703) 709-9501
VA@BohlerEng.com
CONTACT: TRAVIS D'AMICO, P.E.

SHEET INDEX

SHEET TITLE	SHEET NUMBER
COVER SHEET	1
EXISTING CONDITIONS AND DEMOLITION PLAN	2
SPECIAL EXCEPTION AMENDMENT	3
EXISTING VEGETATION MAP	4
PRELIMINARY LANDSCAPE PLAN	5
PRELIMINARY STORMWATER MANAGEMENT PLAN	6-7
SITE DETAILS	8

GENERAL NOTE:
IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW ALL OF THE DRAWINGS AND SPECIFICATIONS ASSOCIATED WITH THIS PROJECT WORK SCOPE PRIOR TO THE INITIATION OF CONSTRUCTION. SHOULD THE CONTRACTOR FIND A CONFLICT WITH THE DOCUMENTS RELATIVE TO THE SPECIFICATIONS OR APPLICABLE CODES, IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE PROJECT ENGINEER OF RECORD IN WRITING PRIOR TO THE START OF CONSTRUCTION. FAILURE BY THE CONTRACTOR TO NOTIFY THE PROJECT ENGINEER SHALL CONSTITUTE ACCEPTANCE OF FULL RESPONSIBILITY BY THE CONTRACTOR TO COMPLETE THE SCOPE OF THE WORK AS DEFINED BY THE DRAWINGS AND IN FULL CONFORMANCE WITH LOCAL REGULATIONS AND CODES.

H:\15S159603\DRAWINGS\PLAN SET\SPECIAL EXCEPTION AMENDMENT\S159603SD3.DWG PRINTED BY: NICHOLAS.GEORGAS 10.03.16 @ 8:31 AM LAST SAVED BY: NICHOLAS.GEORGAS

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◆ LEHIGH VALLEY, PA
◆ CENTRAL PENNSYLVANIA
◆ REHOBOTH BEACH, DE
◆ BALTIMORE, MD
◆ SOUTHERN MARYLAND
◆ NORTHERN VIRGINIA
◆ CENTRAL VIRGINIA
◆ RICHMOND, VA
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◆ SOUTH FLORIDA
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2	08/04/16	REV. PER COUNTY COMMENTS	NTG
3	10/03/16	REV. PER COUNTY COMMENTS	NTG

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(WV 1-800-245-4848) (PA 1-800-242-1776) (DC 1-800-257-7777) (VA 1-800-552-7001) (MD 1-800-257-7777) (DE 1-800-282-8555)

NOT APPROVED FOR CONSTRUCTION

PROJECT No.:	S159603
DRAWN BY:	GRP
CHECKED BY:	TD
DATE:	11/02/15
SCALE:	AS NOTED
CAD I.D.:	SD2

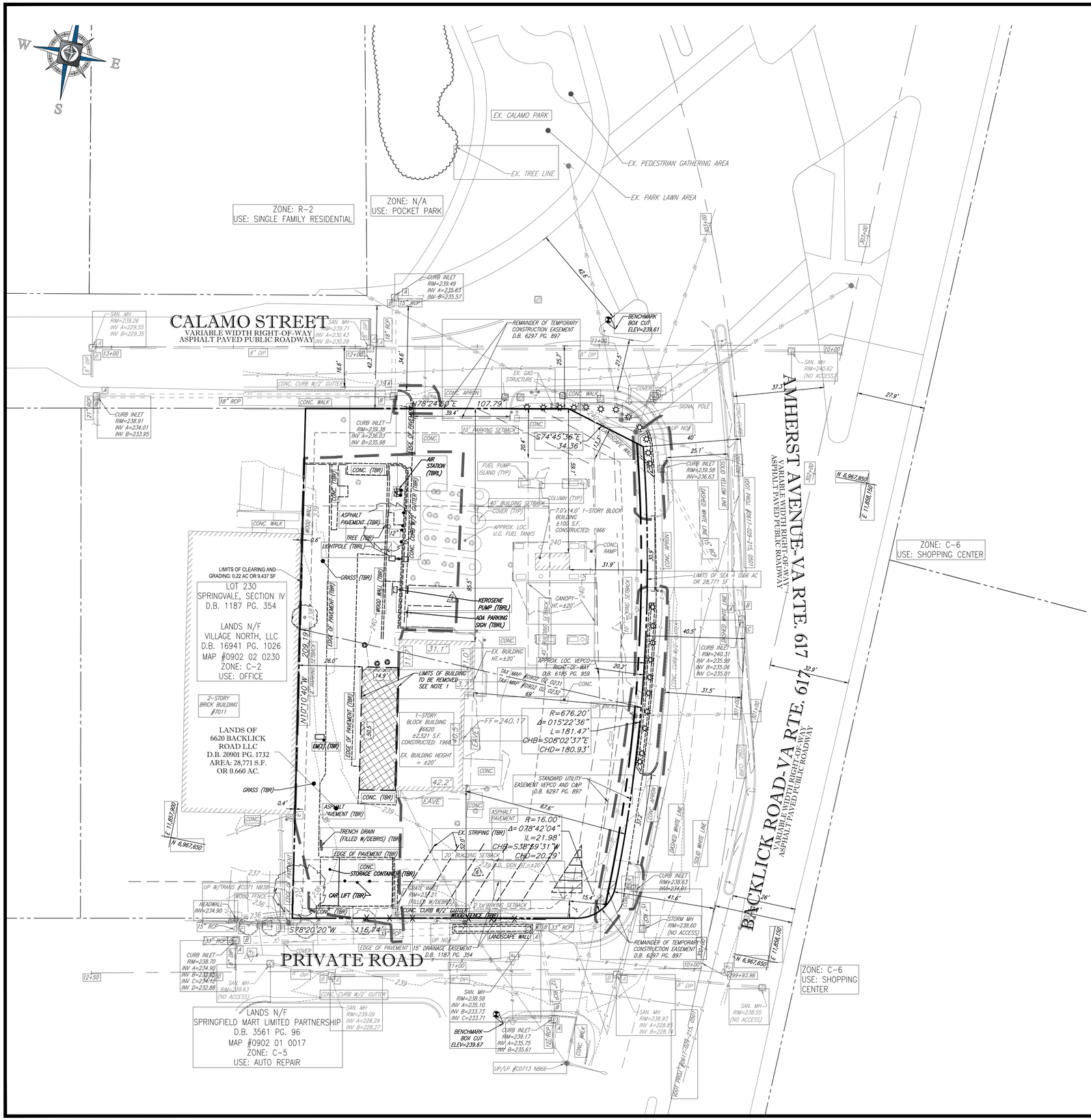
PROJECT
SPECIAL EXCEPTION AMENDMENT
FOR
VA TIRE
LOCATION OF SITE
6620 BACKLICK RD
SPRINGFIELD
FAIRFAX COUNTY, VA

BOHLER ENGINEERING
22636 DAVIS DRIVE, SUITE 250
STERLING, VIRGINIA 20164
Phone: (703) 709-9500
Fax: (703) 709-9501
VA@BohlerEng.com

COMMONWEALTH OF VIRGINIA
TRAVIS W. D'AMICO
Lic. No. 048497
10/03/16
PROFESSIONAL ENGINEER

SHEET TITLE:
COVER SHEET

SHEET NUMBER:
1



GENERAL NOTES

1. HATCHED BUILDING AREA TO BE DEMOLISHED FOR PROPOSED BUILDING EXPANSION. SEE SHEET 7 FOR ARCHITECTURAL ELEVATIONS.

LEGEND

BUILDING AREA TO BE DEMOLISHED

20 10 5 0 20
1"= 20'

C:\USERS\NICHOLAS.GEORGAS\APPDATA\LOCAL\TEMP\ACPUBLISH_4860\S159603SE3.DWG PRINTED BY: NICHOLAS.GEORGAS 10.03.16 @ 8:31 AM LAST SAVED BY: NICHOLAS.GEORGAS

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CALL MISS UTILITY 1-800-257-7777 CALL BEFORE YOU DIG!

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NOT APPROVED FOR CONSTRUCTION

PROJECT No.:	S159603
DRAWN BY:	GRP
CHECKED BY:	TD
DATE:	11/02/15
SCALE:	1" = 20'
CAD I.D.:	SE3

PROJECT: SPECIAL EXCEPTION AMENDMENT FOR VA TIRE

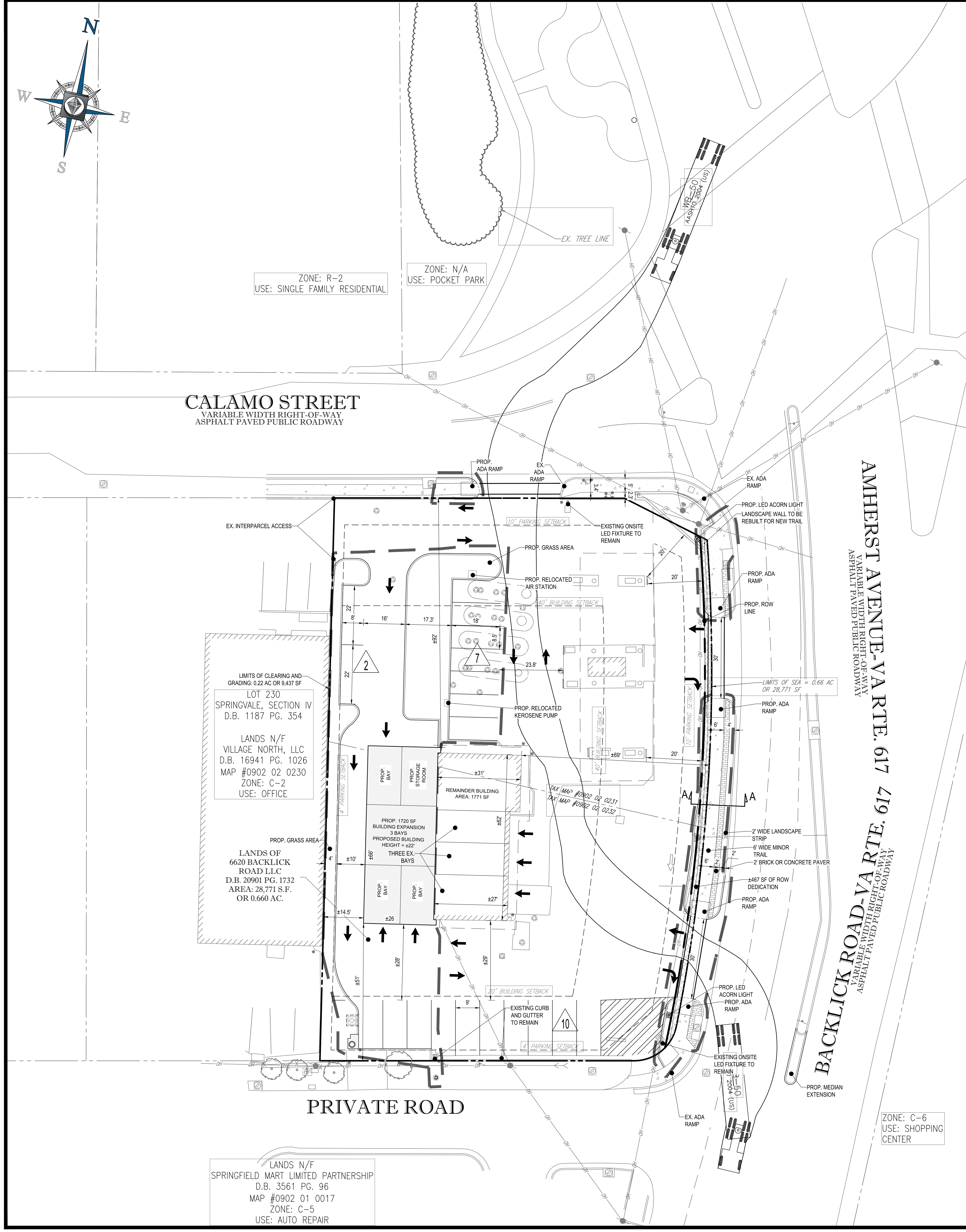
LOCATION OF SITE
6620 BACKLICK RD
SPRINGFIELD
FAIRFAX COUNTY, VA

BOHLER ENGINEERING
22636 DAVIS DRIVE, SUITE 250
STERLING, VIRGINIA 20164
Phone: (703) 709-9500
Fax: (703) 709-9501
VA@BohlerEng.com

COMMONWEALTH OF VIRGINIA
TRAVIS W. D'AMICO
Lic. No. 048497
10/03/16
PROFESSIONAL ENGINEER

SHEET TITLE:
EXISTING CONDITIONS AND DEMOLITION PLAN

SHEET NUMBER:
2



GENERAL NOTES

1. THIS PLAN IS BASED ON A BOUNDARY & TOPOGRAPHICAL/ ALTA SURVEY BY:
   BOHLER ENGINEERING
   ENTITLED: "ALTA/ACSM BOUNDARY & TOPOGRAPHIC SURVEY VIRGINIA TIRE & AUTO, 6620 BACKLICK ROAD, MASON MAGISTERIAL DISTRICT, FAIRFAX COUNTY, VIRGINIA."
   PROJECT#: SS159603
   DATE: 09/01/2015

2. ALL ELEVATIONS SHOWN ARE BASED ON THE SURVEYOR'S BENCHMARK, AS REFERENCED IN THE SURVEY, AND MUST BE VERIFIED BY THE GENERAL CONTRACTOR PRIOR TO GROUNDBREAK. TOPOGRAPHY IS FIELD RUN.

3.

OWNER	DEVELOPER
6620 BACKLICK ROAD LLC 10525 D BRADDOCK RD FAIRFAX, VIRGINIA 22032	VIRGINIA TIRE & AUTO 3201 JERMANTOWN ROAD, SUITE 320 FAIRFAX, VIRGINIA 22030 CHRIS KELLER (571-282-2906)

4. PARCEL DATA:
   TAX MAP #0902-02-0231 - 0.34 AC (14,759 SF) (SPECIAL EXCEPTION AREA)
   TAX MAP #0902-02-0232 - 0.32 AC (14,012 SF) (SPECIAL EXCEPTION AREA)

5. ZONE:
   C-5 (NEIGHBORHOOD RETAIL COMMERCIAL DISTRICT) 0.66 AC (28,771 SF)

6.

BULK REQUIREMENTS	ALLOWED/REQUIRED	PROVIDED
A. MIN. LOT AREA	40,000 SF	28,771 SF (0.661 AC) ±28,304 SF (0.650 AC AFTER ROW DEDICATION)
B. MIN. BUILDING SETBACK		
FRONT SETBACK (BACKLICK ROAD)	40'	67.0'± (BUILDING) 20.0'± (CANOPY)*
FRONT SETBACK (NORTH PROPERTY LINE)	40'	92.0'± (BUILDING) 20.0'± (CANOPY)*
SIDE SETBACK (WEST PROPERTY LINE)	N/A	14.5'± (BUILDING)
REAR SETBACK (SOUTH PROPERTY LINE)	20'	51.0'± (BUILDING)
C. MIN. PARKING SETBACK		
FRONT SETBACK (BACKLICK ROAD)	N/A	0'±*
FRONT SETBACK (NORTH PROPERTY LINE)	N/A	0'±*
SIDE SETBACK (WEST PROPERTY LINE)	N/A	4'±*
REAR SETBACK (SOUTH PROPERTY LINE)	N/A	0'±*
D. PARKING REQUIREMENT		
a. 2.0 SPACES PER SERVICE BAY, PLUS (1) SPACE PER EMPLOYEE	19 SPACES	19 SPACES
b. MIN. PARKING SPACE DIMENSIONS		
90° SPACES	8.5' x 18'	9' x 18'
E. MAX. FLOOR AREA RATIO (F.A.R.)	0.30	0.13
F. MIN. DRIVE AISLE	20'	20'±*
G. MAX. BUILDING HEIGHT	40'	±22'
I. OPEN SPACE	20%	±4%* (WAIVER REQUESTED)
J. LOADING (ONE FOR GSF BELOW 10,000)	1	0* (WAIVER REQUESTED)
H. MINIMUM LOT WIDTH	200.00'	±132'*

* = EXISTING CONDITIONS THAT WILL NOT BE ALTERED BY PROPOSED SITE PLAN. PLEASE NOTE THE REQUEST FOR PARKING SETBACK, DRIVE AISLE, AND OPEN SPACE WAIVERS.

PER SECTION 2-412 THE FUEL CANOPY MAY EXTEND INTO THE REQUIRED YARD.

PER SECTION 9-625 THE BOARD MAY WAIVE THE MINIMUM YARD REQUIREMENTS FOR PROPERTIES WITH STRUCTURES PREDATING THE 1978 ZONING ORDINANCE DATE.

PER SECTION 13-203 PERIPHERAL LOT LANDSCAPING IS NOT REQUIRED IF THE PARKING LOT CONTAINS LESS THAN TWENTY (20) SPACES.

7. NO KNOWN BURIAL GROUNDS EXIST WITHIN THE LIMITS OF THE SPECIAL EXCEPTION AREA.

8. THE PROPERTY IS LOCATED IN ZONE X (AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE OF FLOOD), PER MAP ENTITLED "FIRM, FLOOD INSURANCE RATE MAP, FAIRFAX COUNTY, VIRGINIA, UNINCORPORATED AREAS, PANEL 295 OF 450" MAP NUMBER 51059C0295E, MAP EFFECTIVE DATE SEPTEMBER 17,2010.

9. NO UTILITY EASEMENTS HAVING A WIDTH OF 25 FEET OR MORE ARE KNOWN TO EXIST ON THE SITE.

10. NO RESOURCE PROTECTION AREA, ENVIRONMENTAL QUALITY CORRIDOR OR FLOOD PLAIN IS KNOWN TO EXIST ON THIS SITE.

11. THE ONE (1) FOOT CONTOUR INTERVALS THAT ARE SHOWN ON SHEET 2 ARE THE RESULT OF A FIELD RUN SURVEY, AS REFERENCED ABOVE.

12. A STATEMENT FROM THE HEALTH DEPARTMENT REGARDING ADEQUATE AVAILABLE FACILITIES IS REQUIRED FOR SANITARY SEWER AND WILL BE PROVIDED AT SITE PLAN REVIEW. THE PROPERTY IS SERVED BY PUBLIC WATER AND SEWER.

13. PROPOSED BUILDING ADDITION, UTILITY LOCATIONS, LANDSCAPING AND PARKING LOT CONFIGURATIONS ARE SUBJECT TO FINAL ENGINEERING.

14. THE PROPOSED DEVELOPMENT EXISTS WITHIN THE LIMITS OF SPECIAL EXCEPTION AREA. PARKING IS PROVIDED AS SHOWN.

15. SIGNS WILL BE INSTALLED UNDER A SEPARATE PERMIT IN ACCORDANCE WITH ALL APPLICABLE FAIRFAX COUNTY ORDINANCES.

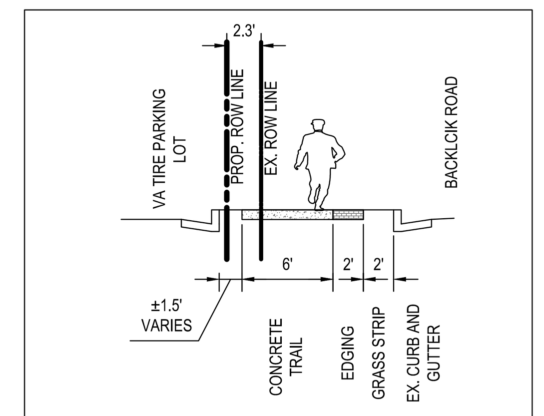
16. SITE LIGHTING WILL CONFORM TO PART 9 OF ARTICLE 14 OF THE ZONING ORDINANCE.

17. PAVEMENT STRIPING AND MARKINGS ARE FOR ILLUSTRATIVE PURPOSES ONLY.

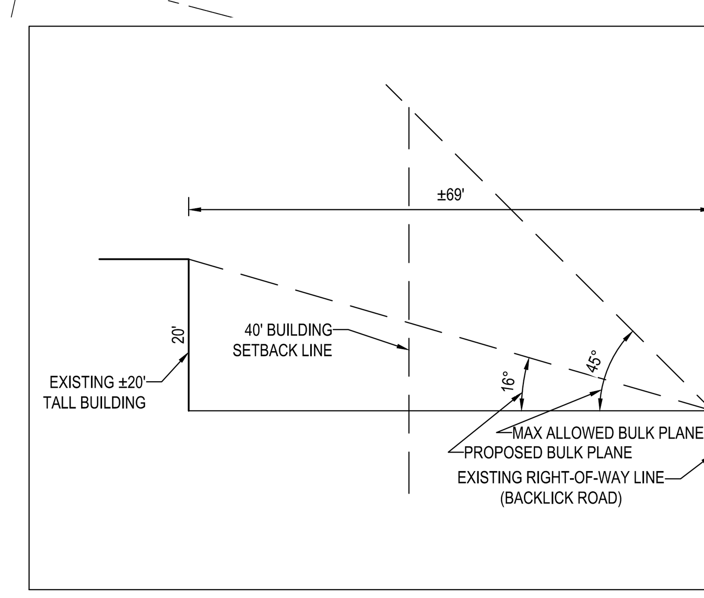
18. ALL REQUIRED FIRE PROTECTION DEVICES, SIGNAGE, AND STRIPING WILL BE PROVIDED PER THE STATEWIDE BUILDING CODE, FAIRFAX COUNTY PUBLIC FACILITIES MANUAL, AND STATEWIDE FIRE PREVENTION CODE.

19. THE PROPOSED DEVELOPMENT SHALL CONFORM TO ALL APPLICABLE ORDINANCES, REGULATIONS, AND ADOPTED STANDARDS.

20. FUTURE VDOT ROAD IMPROVEMENTS: *BACKLICK ROAD 6 LANES FROM CALAMO STREET TO THE FRANCONIA-SPRINGFIELD PARKWAY RAMPS* - BACKLICK ROAD SHOULD BE RECONSTRUCTED IN THE FUTURE TO A 6-LANE DIVIDED ARTERIAL CROSS-SECTION TO INCLUDE WIDER SIDEWALKS, ENHANCED MEDIAN TREATMENT, STREETSCAPING, AND SAFE PEDESTRIAN CROSSINGS. SITE ACCESS ALONG THE BACKLICK ROAD CORRIDOR SHOULD BE CONSOLIDATED WITH IMPROVED ACCESS MANAGEMENT AS COMMERCIAL USES ALONG THE ROADWAY ARE UPGRADED, OR REPLACED THROUGH REDEVELOPMENT.

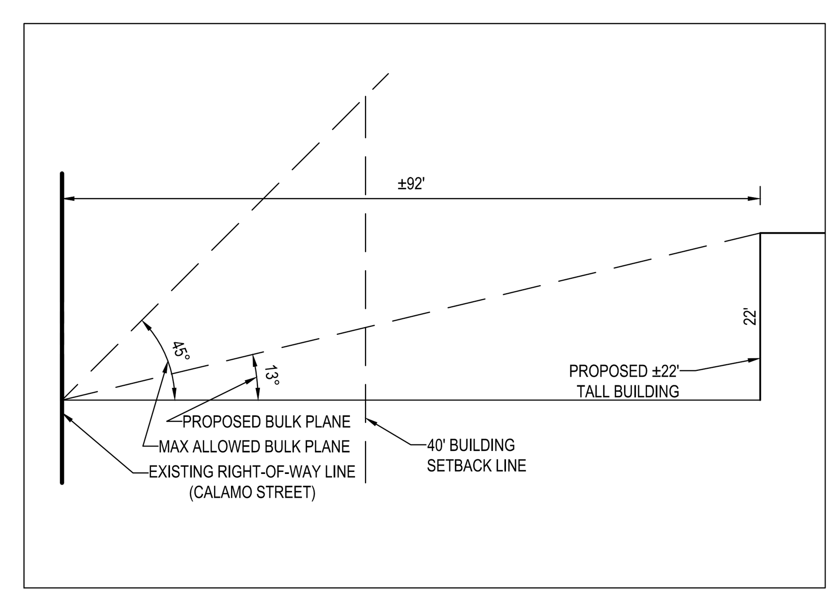


SECTION A-A
PROPOSED BACKLICK ROAD MINOR CONCRETE TRAIL TYPICAL SECTION
NTS



BULK PLANE DIAGRAM

BACKLICK ROAD
SCALE: 1" = 20'
(HORIZONTAL AND VERTICAL)



BULK PLANE DIAGRAM

CALAMO STREET
SCALE: 1" = 20'
(HORIZONTAL AND VERTICAL)

WAIVERS REQUESTED WITH THIS APPLICATION

1. THE APPLICANT REQUESTS APPROVAL OF THE WAIVER OF THE MINIMUM OPEN SPACE (ZO-4-508)
2. THE APPLICANT REQUESTS APPROVAL OF THE WAIVER OF THE LOADING SPACE REQUIREMENT (ZO-11-203)
3. THE APPLICANT REQUESTS APPROVAL OF THE WAIVER OF THE TRANSITIONAL SCREENING YARD (ZO-13-305-2) (SEE SHEET 5)

20 10 5 0 20
1"= 20'

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NOT APPROVED FOR CONSTRUCTION

PROJECT No.:	S159603
DRAWN BY:	GRP
CHECKED BY:	TD
DATE:	11/02/15
SCALE:	1" = 20'
CAD I.D.:	SE3

PROJECT: SPECIAL EXCEPTION AMENDMENT FOR VA TIRE

VIRGINIA tire & auto

LOCATION OF SITE
6620 BACKLICK RD
SPRINGFIELD
FAIRFAX COUNTY, VA

BOHLER ENGINEERING
22636 DAVIS DRIVE, SUITE 250
STERLING, VIRGINIA 20164
Phone: (703) 709-9500
Fax: (703) 709-9501
VA@BohlerEng.com

COMMONWEALTH OF VIRGINIA
TRAVIS W. D'AMICO
Lic. No. 048497
10/03/16
PROFESSIONAL ENGINEER

SHEET TITLE:
SPECIAL EXCEPTION PLAT

SHEET NUMBER:
3

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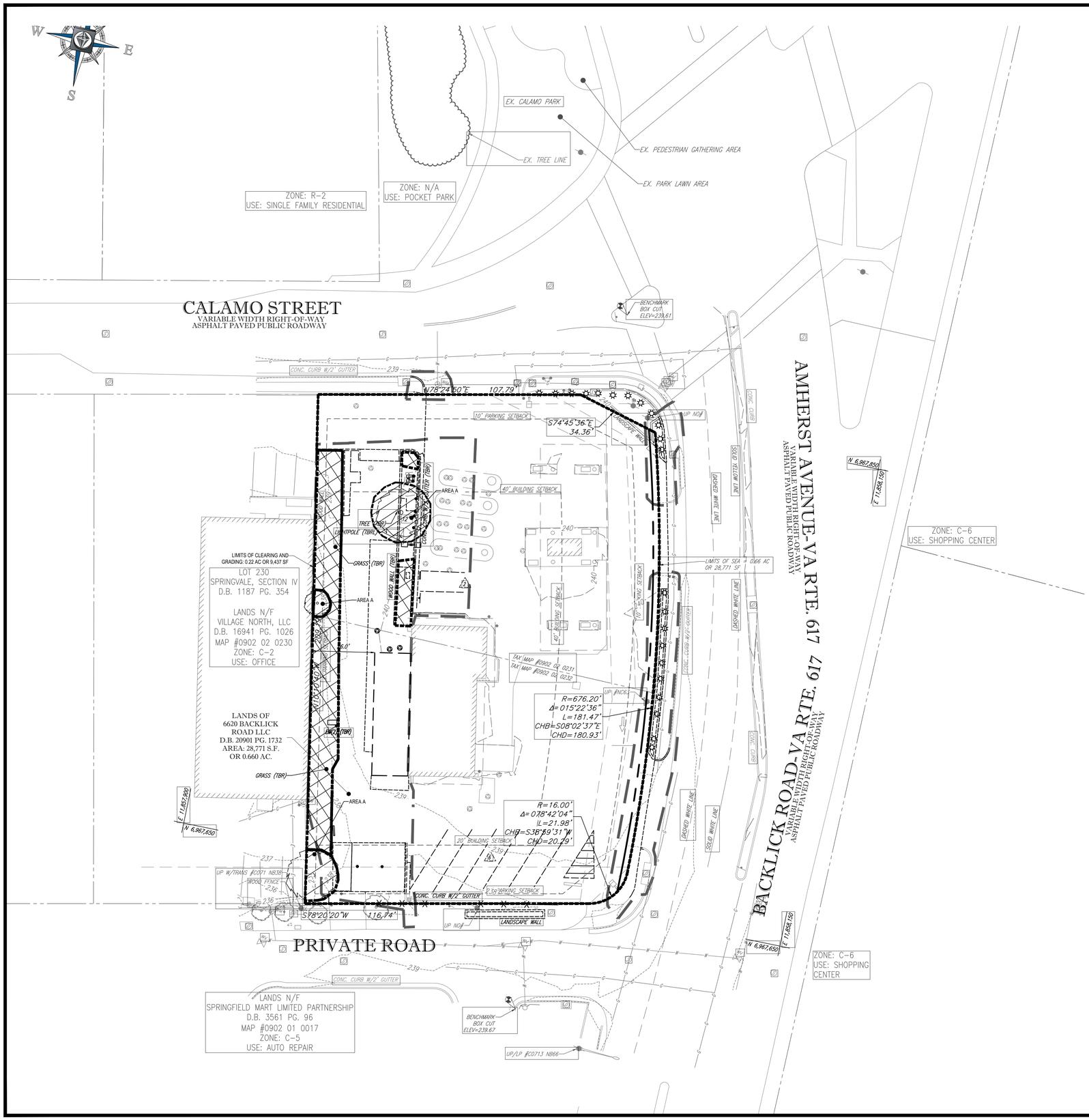

EXISTING VEGETATION MAP (EVM)

COVER TYPE SUMMARY TABLE
AREA : 0.660 AC
EVM PREPARED BY NICHOLAS GEORGAS, ISA CERTIFIED ARBORIST MA-5061A ON 09/24/15

AREA	COVER TYPE	PRIMARY SPECIES	SUCCESSIONAL STAGE	ACREAGE	CONDITION	COMMENTS
A	LANDSCAPE TREE CANOPY	N/A	N/A	0.017 AC	N/A	SEE DESCRIPTION BELOW
B	MAINTAINED GRASS LAND	N/A	N/A	0.050 AC	N/A	SEE DESCRIPTION BELOW
C	DEVELOPED LAND	N/A	N/A	0.593 AC	N/A	SEE DESCRIPTION BELOW

DESCRIPTION:	TOTAL ACREAGE: 0.660 AC
AREA C:	LANDSCAPE TREE CANOPY PLANTED AS PART OF ORIGINAL LANDSCAPE PLAN
AREA B:	MAINTAINED TURF GRASS / LANDSCAPE AREA
AREA C:	EXISTING ASPHALT AND BUILDING

BOHLER™ ENGINEERING

22636 Davis Drive, Suite 250
Sterling, VA 20164
PHONE 703.709.9500

September 16, 2016

Keith Cline, Director
Urban Forestry Management Division
Department of Public Works & Environmental Services
County of Fairfax
12055 Government Center Parkway, 5th Floor
Fairfax, VA 22035

RE: SEA 82-L-062-02
VA Tire and Auto
6620 Backlick Road
Springfield, Fairfax Co., VA
BEVA#S159603

Dear Mr. Cline:

This letter is a request to deviate from the Tree Preservation target value proposed in Table 12.3 for the redevelopment of Virginia Tire in Springfield (0902-02-0231 and 0902-02-0232).

We submit this deviation request for the Tree Preservation Target requirements in accordance with PFM 12-0508.3. The property consists of an existing service station. Existing vegetation consists of poor condition black willow, ornamental cherry, and crape myrtle. These trees are proposed to be removed due to the proximity of construction activities in their critical root zones necessary for the redevelopment of the property. The 10% required tree canopy will be met through the planting of new nursery stock that meets the requirements for proposed tree canopy as shown in the PFM.

We believe that under PFM section 12-0508.3A(2) the existing vegetation falls under the category of trees that do not meet standards for health and structural condition and other vegetation and risk management requirements necessitating their removal.

Should you have any questions or require additional information, please do not hesitate to contact our office at (703) 709-9500.

Sincerely,

Bohler Engineering

Nicholas T. Georgas, RLA
Landscape Architect

NGG/kr
H:\USS15203\SA\administrative\Letters\160916 Ltr Keith Cline

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PROJECT No.:	S159603
DRAWN BY:	GRP
CHECKED BY:	TD
DATE:	11/02/15
SCALE:	1" = 20'
CAD I.D.:	SE3

PROJECT: SPECIAL EXCEPTION AMENDMENT
FOR
VA TIRE

LOCATION OF SITE
6620 BACKLICK RD
SPRINGFIELD
FAIRFAX COUNTY, VA

BOHLER ENGINEERING
22636 DAVIS DRIVE, SUITE 250
STERLING, VIRGINIA 20164
Phone: (703) 709-9500
Fax: (703) 709-9501
VA@BohlerEng.com

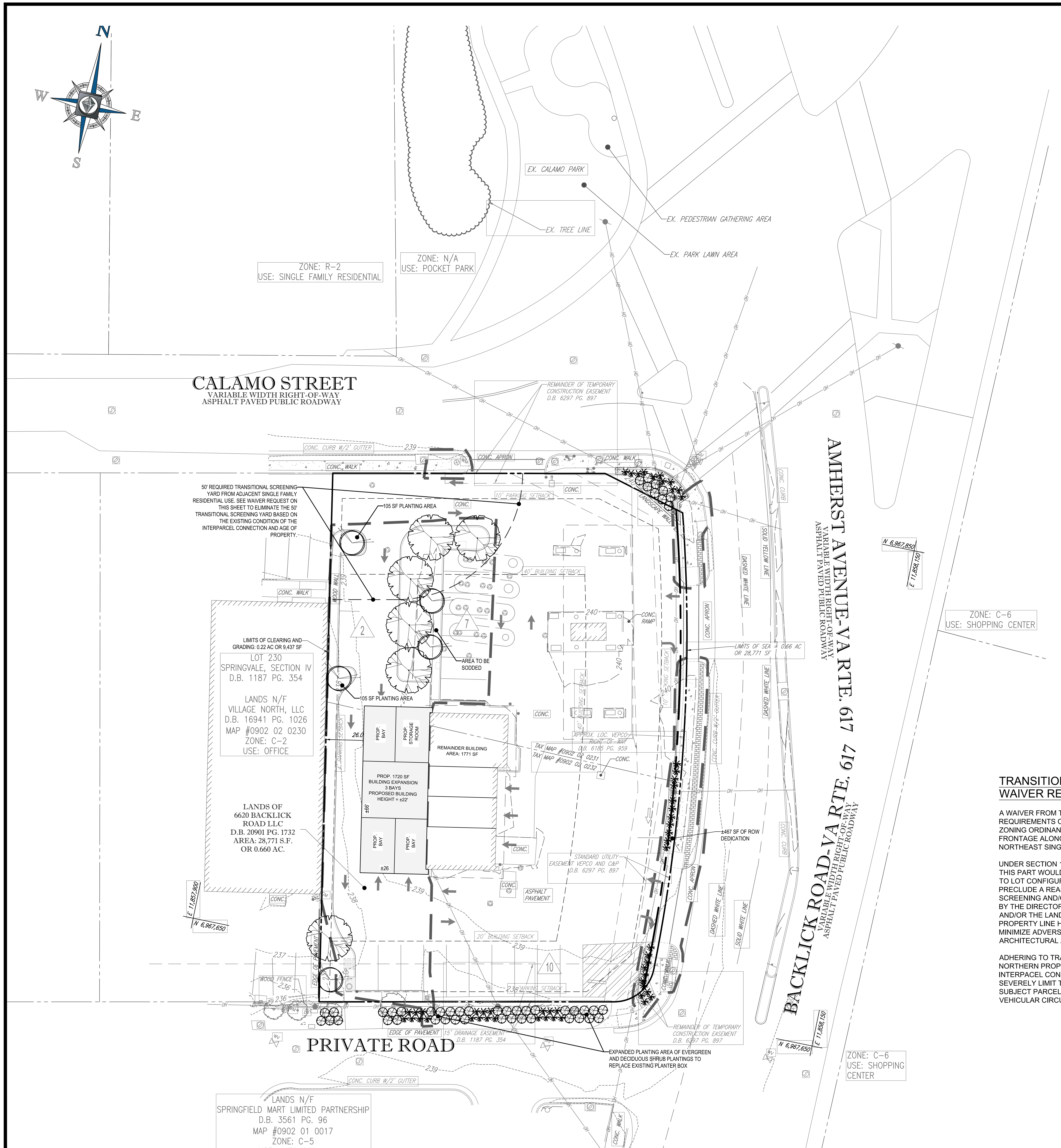
COMMONWEALTH OF VIRGINIA
TRAVIS W. D'AMICO
Lic. No. 048497
10/03/16
PROFESSIONAL ENGINEER

SHEET TITLE:
EXISTING VEGETATION MAP

SHEET NUMBER:
4

20 10 5 0 20
1"= 20'

C:\USERS\NICHOLAS.GEORGAS\APPDATA\LOCAL\TEMP\ACPUBLISH_4860\S159603SE3.DWG PRINTED BY: NICHOLAS.GEORGAS 10:03:16 @ 8:31 AM LAST SAVED BY: NICHOLAS.GEORGAS



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LANDSCAPE LEGEND

SYMBOL	TYPE/USE
6 PROVIDED	3- 3 1/2" CATEGORY IV DECIDUOUS TREE (250 SF CANOPY) ALL CATEGORY IV DECIDUOUS TREES WILL BE PLANTED TO MEET THE STANDARDS FOR AIR QUALITY MULTIPLIER (X 1.5). THE EXACT SPECIES WILL BE DETERMINED AT SITE PLAN.
5 PROVIDED	2- 2 1/2" CATEGORY II DECIDUOUS TREE (100 SF) CORNUS FLORIDA 'APPALACHIAN SPRING' ALL CATEGORY II DECIDUOUS TREES WILL BE PLANTED TO MEET THE STANDARDS FOR IMPROVED CULTIVAR MULTIPLIER (X 1.5).

- THERE IS NO PERIPHERAL PARKING LOT LANDSCAPING OR INTERIOR PARKING LOT LANDSCAPING REQUIRED BECAUSE THE SITE HAS LESS THAN 20 PARKING SPACES.
- AT THE TIME OF SITE PLAN, PLANTING DIVERSITY MEETING THE REQUIREMENTS OF SECTION 12-0515.1L OF THE FAIRFAX COUNTY PFM WILL BE MET. TREE PLANTINGS ON SITE SHALL NOT BE COMPOSED OF MORE THAN 33 PERCENT OF ONE PLANT SPECIES OR 66 PERCENT OF ONE GENUS.
- ALL TREES USED ON SITE WILL BE FROM THE FAIRFAX COUNTY PFM AND WILL BE SUITABLE FOR THE CONDITIONS OF THE SITE.
  - EXAMPLES OF TREES THAT MAY BE USED INCLUDE (BUT ARE NOT LIMITED TO): RED MAPLE, WILLOW OAK, EASTERN RED CEDAR, EASTERN REDBUD, AMERICAN BEECH, AND AMERICAN HOLLY.
  - APPROPRIATE SPECIES WILL BE SELECTED THAT DO NOT CONFLICT WITH OVERHEAD OR UNDERGROUND UTILITY LINES.
- PLANTING AREAS AND DESIGN ARE SUBJECT TO CHANGE BASED ON FINAL ENGINEERING AND ARCHITECTURE AT TIME OF SITE PLAN.
- TREES WITHIN SIGHT DISTANCE RESTRICTIONS WILL BE LIMBED PER APPLICABLE DOT REGULATIONS.

TRANSITIONAL SCREENING YARD WAIVER REQUEST

A WAIVER FROM THE TRANSITIONAL SCREENING REQUIREMENTS OF ARTICLE 13 OF THE FAIRFAX COUNTY ZONING ORDINANCE IS REQUESTED FOR THE PROPERTY FRONTAGE ALONG CALAMO STREET ADJACENT TO THE NORTHEAST SINGLE FAMILY DETACHED PROPERTY .

UNDER SECTION 13-305 (2) "WHERE THE STRICT PROVISIONS OF THIS PART WOULD REDUCE THE USABLE AREA OF A LOT DUE TO LOT CONFIGURATION OR SIZE TO A POINT WHICH WOULD PRECLUDE A REASONABLE USE OF THE LOT, TRANSITIONAL SCREENING AND/OR BARRIERS MAY BE WAIVED OR MODIFIED BY THE DIRECTOR WHERE THE SIDE OF A BUILDING, A BARRIER AND/OR THE LAND BETWEEN THAT BUILDING AND THE PROPERTY LINE HAS BEEN SPECIFICALLY DESIGNED TO MINIMIZE ADVERSE IMPACT THROUGH A COMBINATION OF ARCHITECTURAL AND LANDSCAPING TECHNIQUES."

ADHERING TO TRANSITIONAL SCREENING ALONG THE NORTHERN PROPERTY LINE WOULD ELIMINATE THE EXISTING INTERPARCEL CONNECTION TO THE WESTERN PROPERTY AND SEVERELY LIMIT THE DEVELOPMENT POTENTIAL OF THE SUBJECT PARCEL DUE TO OPERATIONAL REQUIREMENTS FOR VEHICULAR CIRCULATION.

TABLE 12.3

A	PRE-DEVELOPMENT AREA OF EXISTING TREE CANOPY	740
B	PERCENTAGE OF GROSS SITE AREA COVERED BY EXISTING TREE CANOPY	2.6%
C	PERCENTAGE OF 10-YEAR TREE CANOPY REQUIRED FOR SITE (SEE TABLE 12.4)	10%
D	PERCENTAGE OF THE 10-TEAR TREE CANOPY REQUIREMENT THAT SHOULD BE MET THROUGH TREE PRESERVATION	2.6%
E	PROPOSED PERCENTAGE OF CANOPY REQUIREMENT THAT WILL BE MET THROUGH TREE PRESERVATION	0.0%
F	HAS THE TREE PRESERVATION TARGET MINIMUM BEEN MET?	NO
G	IF NO FOR LINE F, THEN A REQUEST TO DEVIATE FROM THE TREE PRESERVATION TARGET SHALL BE PROVIDED ON THE PLAN THAT STATES ONE OR MORE OF THE JUSTIFICATIONS LISTED IN 12-0507.3	SEE SHEET 4
H	IF STEP G REQUIRES A NARRATIVE, IT SHALL BE PREPARED IN ACCORDANCE WITH 12-0507.4	
I	PLACE THIS INFORMATION PRIOR TO THE 10-YEAR TREE CANOPY CALCULATIONS AS PER INSTRUCTIONS IN TABLE 12.12	

SEE SHEET 4 FOR TREE PRESERVATION DEVIATION REQUEST

TABLE 12.10

STEP		TOTALS
A. TREE PRESERVATION TARGET AND STATEMENT		
A 1	PLACE THE TREE PRESERVATION TARGET CALCULATIONS AND STATEMENT HERE PRECEDING THE 10-YEAR TREE CANOPY CALCULATIONS	
B. TREE CANOPY REQUIREMENT		
B1	IDENTIFY GROSS SITE AREA =	28,771
B2	SUBTRACT AREA DEDICATED TO PARKS AND ROAD FRONTAGE =	0
B3	SUBTRACT AREA OF EXEMPTIONS =	-
B4	ADJUSTED GROSS SITE AREA (B1-B2) =	28,771
B5	IDENTIFY SITES ZONING AND OR USE =	COMMERCIAL
B6	PERCENTAGE OF 10-YEAR TREE CANOPY REQUIRED =	10%
B7	AREA OF 10-YEAR TREE CANOPY REQUIRED (B4 x B6) =	2,877
B8	MODIFICATION OF 10-YEAR TREE CANOPY REQUIREMENTS REQUESTED?	NO
B9	IF B8 YES, THEN LIST PLAN SHEET WHERE MODIFICATION REQUEST IS LOCATED	N/A
C. TREE PRESERVATION		
C1	TREE PRESERVATION TARGET AREA =	74
C2	TOTAL CANOPY AREA MEETING STANDARDS OF § 12-0200 =	0
C3	C2 X 1.25 =	0
C4	TOTAL CANOPY AREA PROVIDED BY UNIQUE OR VALUABLE FOREST OR WOODLAND COMMUNITIES =	0
C5	C4 X 1.5 =	0
C6	TOTAL CANOPY AREA PROVIDED BY "HERITAGE," "MEMORIAL," "SPECIMEN," OR "STREET" TREES =	0
C7	C6 X 1.5 TO 3.0 =	0
C8	CANOPY AREA OF TREES WITHIN RESOURCE PROTECTION AREAS AND 100-YEAR FLOODPLAINS =	0
C9	C8 X 1.0 =	0
C10	TOTAL OF C3, C5, C7, AND C9 =	0
D. TREE PLANTING		
D1	AREA OF CANOPY TO BE MET THROUGH TREE PLANTING (B7-C10) =	2,877
D2	AREA OF CANOPY PLANTED FOR AIR QUALITY BENEFITS =	1,500
D3	X 1.5 =	2,250
D4	AREA OF CANOPY PLANTED FOR ENERGY CONSERVATION =	0
D5	X 1.5 =	0
D6	AREA OF CANOPY PLANTED FOR WATER QUALITY BENEFITS =	0
D7	X 1.5 =	0
D8	AREA OF CANOPY PLANTED FOR WILDLIFE BENEFITS	0
D9	X1.5 =	0
D10	AREA OF CANOPY PROVIDED BY NATIVE TREES =	0
D11	X 1.5 =	0
D12	AREA OF CANOPY PROVIDED BY IMPROVED CULTIVARS AND VARIETIES =	500
D13	X 1.5=	750
D14	AREA OF CANOPY PROVIDED THROUGH TREE SEEDLINGS =	0
-	X 1.0 =	0
D15	AREA OF CANOPY PROVIDED THROUGH NATIVE SHRUBS OR WOODY SEED MIX =	0
	X 1.0 =	0
D16	PERCENTAGE OF D14 REPRESENTED BY D15 =	0
-	AREA OF CANOPY NOT MEETING MULTIPLIER CRITERIA	0
D17	TOTAL CANOPY AREA PROVIDED THROUGH TREE PLANTING =	3,000
D18	IS AN OFFSITE PLANTING RELIEF REQUESTED?	NO
D19	TREE BANK OR TREE FUND?	N/A
D20	CANOPY AREA REQUESTED TO BE PROVIDED THROUGH OFFSITE BANKING OR TREE FUND =	0
D21	AMOUNT TO BE DEPOSITED INTO THE TREE PRESERVATION AND PLANTING FUND =	$0
E. TOTAL OF 10-YEAR TREE CANOPY PROVIDED		
E1	TOTAL OF CANOPY AREA PROVIDED THROUGH TREE PRESERVATION (C10) =	0
E2	TOTAL OF CANOPY AREA PROVIDED THROUGH TREE PLANTING (D17) =	3,000
E3	TOTAL OF CANOPY AREA PROVIDED THROUGH OFFSITE MECHANISM (D19) =	0
E4	TOTAL OF 10-YEAR TREE CANOPY PROVIDED =	3,000
	PERCENTAGE OF 10-YEAR TREE CANOPY PROVIDED =	10.43%

20 10 5 0 20
1"= 20'

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PROJECT No.:	S159603
DRAWN BY:	GRP
CHECKED BY:	TD
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PROJECT:
SPECIAL EXCEPTION AMENDMENT
FOR
VA TIRE

VIRGINIA tire & auto

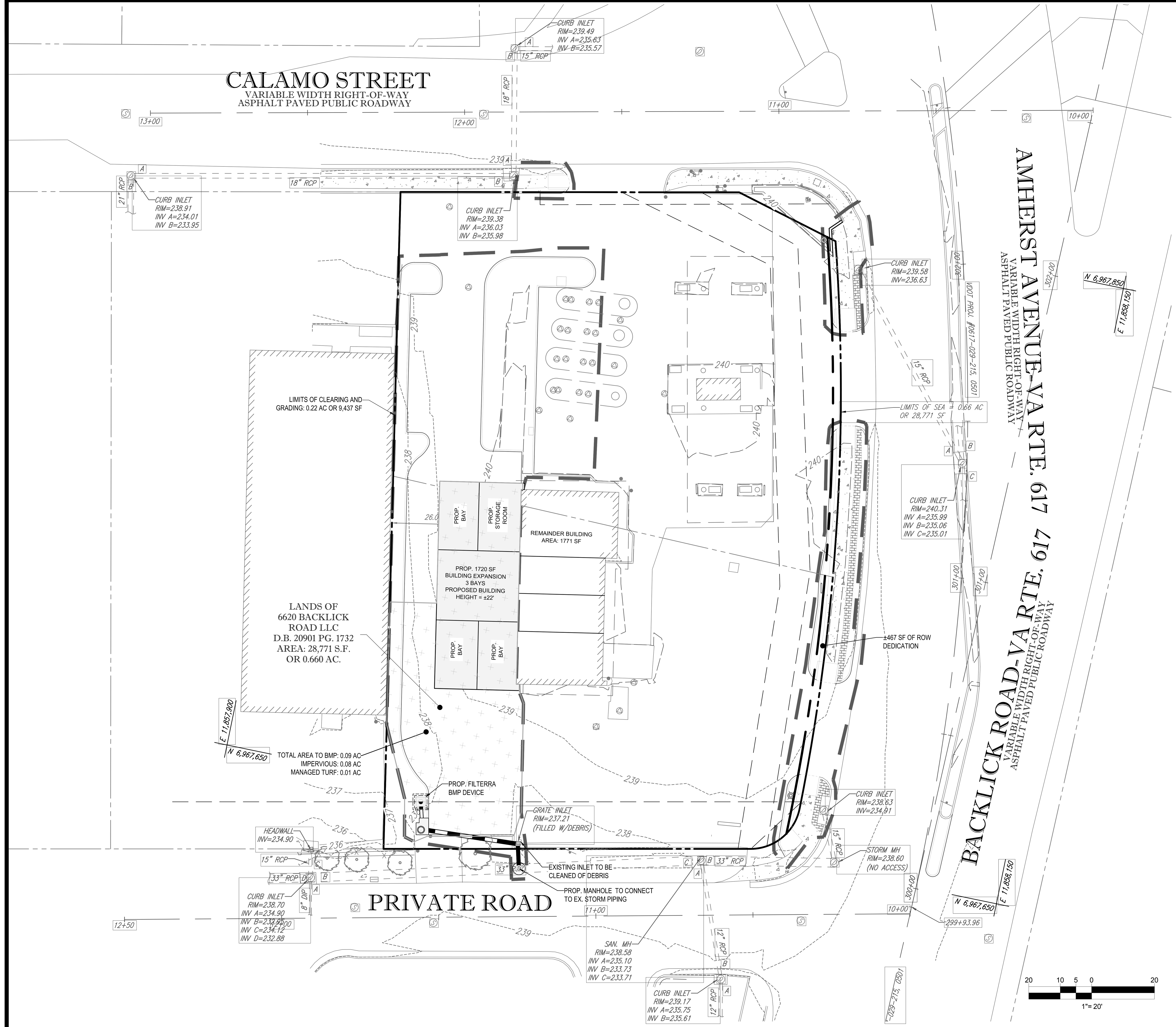
LOCATION OF SITE
6620 BACKLICK RD
SPRINGFIELD
FAIRFAX COUNTY, VA

BOHLER ENGINEERING
22636 DAVIS DRIVE, SUITE 250
STERLING, VIRGINIA 20164
Phone: (703) 709-9500
Fax: (703) 709-9501
VA@BohlerEng.com

COMMONWEALTH OF VIRGINIA
TRAVIS W. D'AMICO
Lic. No. 048497
10/03/16
PROFESSIONAL ENGINEER

SHEET TITLE:
PRELIMINARY LANDSCAPE PLAN

SHEET NUMBER:
5



STORM WATER MANAGEMENT & BMP NARRATIVE

THE SUBJECT SITE CONSISTS OF AN EXISTING FUEL STATION WITH A SERVICE STATION. THE PROPOSED SITE SHALL RETAIN THE FUEL STATION, ADD AN EXPANSION TO THE EXISTING SERVICE STATION, ONE (1) STORMFILTER BMP STRUCTURES (OR EQUIVALENT), UTILITIES, LANDSCAPE AND HARDSCAPE IMPROVEMENTS, AND ASSOCIATED PARKING.

THE PROPOSED IMPROVEMENTS PROVIDE A DECREASE IN IMPERVIOUS AREA FOR THE SUBJECT SITE, THEREFORE THE SITE QUALIFIES AS REDEVELOPMENT UNDER THE PFM. IN ACCORDANCE WITH THE NEW VIRGINIA DEQ STORMWATER REGULATIONS, A MINIMUM PHOSPHOROUS REMOVAL EFFICIENCY OF 20% IS REQUIRED. THIS ALSO CONFORMS WITH SECTION 6-401.2B OF THE PUBLIC FACILITIES MANUAL (PFM). THIS 20% IS REDUCED/MODIFIED WHEN IMPERVIOUS PERCENTAGES CHANGE FROM PRE TO POST DEVELOPMENT.

BEST MANAGEMENT PRACTICES (BMP'S) FOR THIS PROJECT WILL BE PROVIDED FOR THE SUBJECT SITE THROUGH ONE (1) PROPOSED FILTERRA BMP DEVICE, FOLLOWED BY A PROPOSED CURB INLET FOR BYPASS FLOW, AND ROUTE FLOW THROUGH A CLOSED PIPE SYSTEM TO EXISTING STORM STRUCTURES LOCATED SOUTH OF THE SITE TO PROVIDE A MINIMUM OF 20% PHOSPHORUS REMOVAL AS CALCULATED IN THE VRRM SPREADSHEET ON SHEET 7. THE FILTERRA DEVICE AND ASSOCIATED PIPING TO EXISTING STRUCTURES WILL BE DESIGNED WITH THE FINAL SITE PLAN. IF, DUE TO DESIGN CONSTRAINTS, MODIFICATIONS NEED TO BE MADE TO THE BMP FACILITY, THE APPLICANT RESERVES THE RIGHT TO REPLACE THE STORMFILTER OR EQUIVALENT STRUCTURE WITH A SIMILAR BMP TREATMENT WHICH WILL STILL PROVIDE THE 20% MINIMUM PHOSPHOROUS REMOVAL REQUIREMENT OR AS OTHERWISE MODIFIED BY THE VRRM SPREADSHEETS. IF A BMP FACILITY IS DEEMED NOT FEASIBLE OR COST EFFECTIVE, THE APPLICANT RESERVES THE RIGHT TO PURSUE PURCHASING BMP CREDITS, IF AVAILABLE, IN LIEU OF ONSITE WATER QUALITY TREATMENT.

NO STORMWATER MANAGEMENT DETENTION (SWM) FOR THE SUBJECT SITE IS REQUIRED BECAUSE THE POST-DEVELOPMENT PEAK RUNOFF IS LESS THAN THE PRE-DEVELOPMENT RUNOFF (PER THE FAIRFAX COUNTY PUBLIC FACILITY MANUAL 6-0202.6A). SEE 'PRE TO POST SWM SUMMARY' ON THIS SHEET FOR PRE-DEVELOPMENT TO POST-DEVELOPMENT CALCULATIONS.

OUTFALL ANALYSIS

THE PROPOSED REDEVELOPMENT OUTFALLS TO THE SOUTH OF THE SITE INTO A CLOSED PIPE STORM SYSTEM. THE WATER FOR THIS OUTFALL AREA IS CAPTURED BY EXISTING CURB INLETS LOCATED AT THE NORTH, EAST, AND SOUTH OF SITE. THIS CLOSED SYSTEM ULTIMATELY LEADS TO ACCOTINK - MAINTSREAM 5, A BRANCH OF THE ACCOTINK CREEK WATERSHED, WHICH IS APPROXIMATELY 33,000 ACRES. THE PROPOSED REDEVELOPMENT FLOW (±0.66 ACRE SITE AREA) WAS TRACED TO A POINT AT LEAST 100X THE SITE AREA AS REQUIRED UNDER A SPECIAL EXCEPTION (±66 ACRES MINIMUM). THE SITE FLOW LEAVES THE SITE VIA CONCRETE PIPE, AND DISCHARGES TO ACCOTINK - MAINTSREAM 5 APPROXIMATELY 1300' TO THE WEST.

A DETAILED ANALYSIS PER PFM REQUIREMENTS WILL BE PROVIDED AT THE TIME OF SITE PLAN.

STORMWATER MANAGEMENT NOTES:

1. THERE IS NO RESOURCE PROTECTION AREA (RPA) ON SITE
2. THERE ARE NO REGULATED FLOODPLAINS ON THE PROPERTY / SITE/
3. THERE ARE NO SIGNIFICANT, CONTEMPORARY DOWNSTREAM DRAINAGE COMPLAINTS ON FILE.
4. THE PROPERTY IS NOT LOCATED WITHIN A DAM BREACH INUNDATION ZONE.
5. EXACT LOCATIONS, SIZE, AND TYPE OF STORMWATER STRUCTURES AND PIPING TO BE DETERMINED DURING DESIGN OF FINAL SITE PLAN.

BMP LEGEND

AREA TO FILTERRA

MINIMUM STORMWATER INFORMATION FOR REZONING, SPECIAL EXCEPTION, SPECIAL PERMIT AND DEVELOPMENT PLAN APPLICATIONS

THE FOLLOWING INFORMATION IS REQUIRED TO BE SHOWN OR PROVIDED IN ALL ZONING APPLICATIONS, OR A WAVIER REQUEST OF THE SUBMISSION REQUIREMENT WITH JUSTIFICATION SHALL BE ATTACHED. NOTE: WAIVERS WILL BE ACTED UPON SEPARATELY. FAILURE TO ADEQUATELY ADDRESS THE REQUIRED SUBMISSION INFORMATION MAY RESULT IN A DELAY IN PROCESSING THIS APPLICATION.

THIS INFORMATION IS REQUIRED UNDER THE FOLLOWING ZONING ORDINANCE SECTIONS:

- SPECIAL PERMITS (SECT. 8-011 2J & 2L) — SPECIAL EXCEPTIONS (SECT. 9-011 2J & 2L)
- CLUSTER SUBDIVISION (SECT. 9-615 1G & 1N) — COMMERCIAL REVITALIZATION DISTRICTS (SECT. 9-622 2A (12) & (14))
- DEVELOPMENT PLANS PRC DISTRICT (SECT. 16-302 3 & 4L) — PRC PLAN (SECT. 16-303 1E & 1O)
- FDP P DISTRICTS (SECT. 16-502 1A (6) & (17)) — AMENDMENTS (SECT. 18-202 10F & 10I)

☑ 1. PLAT IS AT A MINIMUM SCALE OF 1"=50' (UNLESS IT IS DEPICTED ON ONE SHEET WITH A MINIMUM SCALE OF 1"=100').

☑ 2. A GRAPHIC DEPICTING THE STORMWATER MANAGEMENT FACILITY(IES) AND LIMITS OF CLEARING AND GRADING ACCOMMODATE THE STORMWATER MANAGEMENT FACILITY(IES), STORM DRAINAGE PIPE SYSTEMS AND OUTLET PROTECTION, POND SPILLWAYS, ACCESS ROADS, SITE OUTFALLS, ENERGY DISSIPATION DEVICES, AND STREAM STABILIZATION MEASURES AS SHOWN ON THIS SHEET. IF INFILTRATION IS PROPOSED THE SOILS SHOULD BE TESTED FOR SUITABILITY PRIOR TO SUBMISSION OF THE DEVELOPMENT PLAN AND RESULTS OF THE INFILTRATION TEST PROVIDED AS PART OF THE DESCRIPTION OF THE FACILITY.

☑ 3. PROVIDE:

FACILITY NAME/ TYPE & NO.	ON-SITE AREA SERVED (ACRES)	OFF-SITE AREA SERVED (ACRES)	DRAINAGE AREA (ACRES)	FOOTPRINT AREA (SF)	STORAGE VOLUME (CF)	IF POND, DAM HEIGHT (FT)
FILTERRA A	0.09 AC.	0.00 AC.	0.09 AC.	35 SF	N/A	N/A
TOTALS:	0.09 AC.	0.00 AC.	0.09 AC.	35 SF	N/A	N/A

☑ 4. ONSITE DRAINAGE CHANNELS, OUTFALLS AND PIPE SYSTEMS ARE SHOWN ON THIS SHEET. POND INLET AND OUTLET PIPE SYSTEMS ARE SHOWN ON SHEET(S) NOT APPLICABLE.

☐ 5. MAINTENANCE ACCESS (ROAD) TO STORMWATER MANAGEMENT FACILITY(IES) ARE SHOWN ON SHEET(S) NOT APPLICABLE. TYPE OF MAINTENANCE ACCESS ROAD SURFACE NOTED ON THE PLAT IS NOT APPLICABLE. (ASPHALT, GEOBLOCK, GRAVEL, ETC.)

☑ 6. LANDSCAPING AND TREE PRESERVATION IN AND NEAR THE STORMWATER MANAGEMENT FACILITY IS SHOWN ON SHEET(S) 4-5 .

☑ 7. STORMWATER MANAGEMENT AND BMP NARRATIVES INCLUDING VIRGINIA RUNOFF REDUCTION SPREADSHEET AND DESCRIPTIONS OF HOW DETENTION AND BEST MANAGEMENT PRACTICES REQUIREMENTS WILL BE MET ARE PROVIDED ON THIS SHEET.

☑ 8. A DESCRIPTION OF EXISTING CONDITIONS OF EACH NUMBERED SITE OUTFALL EXTENDED DOWNSTREAM FROM THE SITE TO A POINT WHICH IS AT LEAST 100 TIMES THE SITE AREA OR WHICH HAS A DRAINAGE AREA OF AT LEAST ONE SQUARE MILE (640 ACRES) IS PROVIDED ON THIS SHEET. IF THE OUTFALL IS PROPOSED TO BE IMPROVED OFF-SITE IT SHOULD BE SPECIFICALLY NOTED.

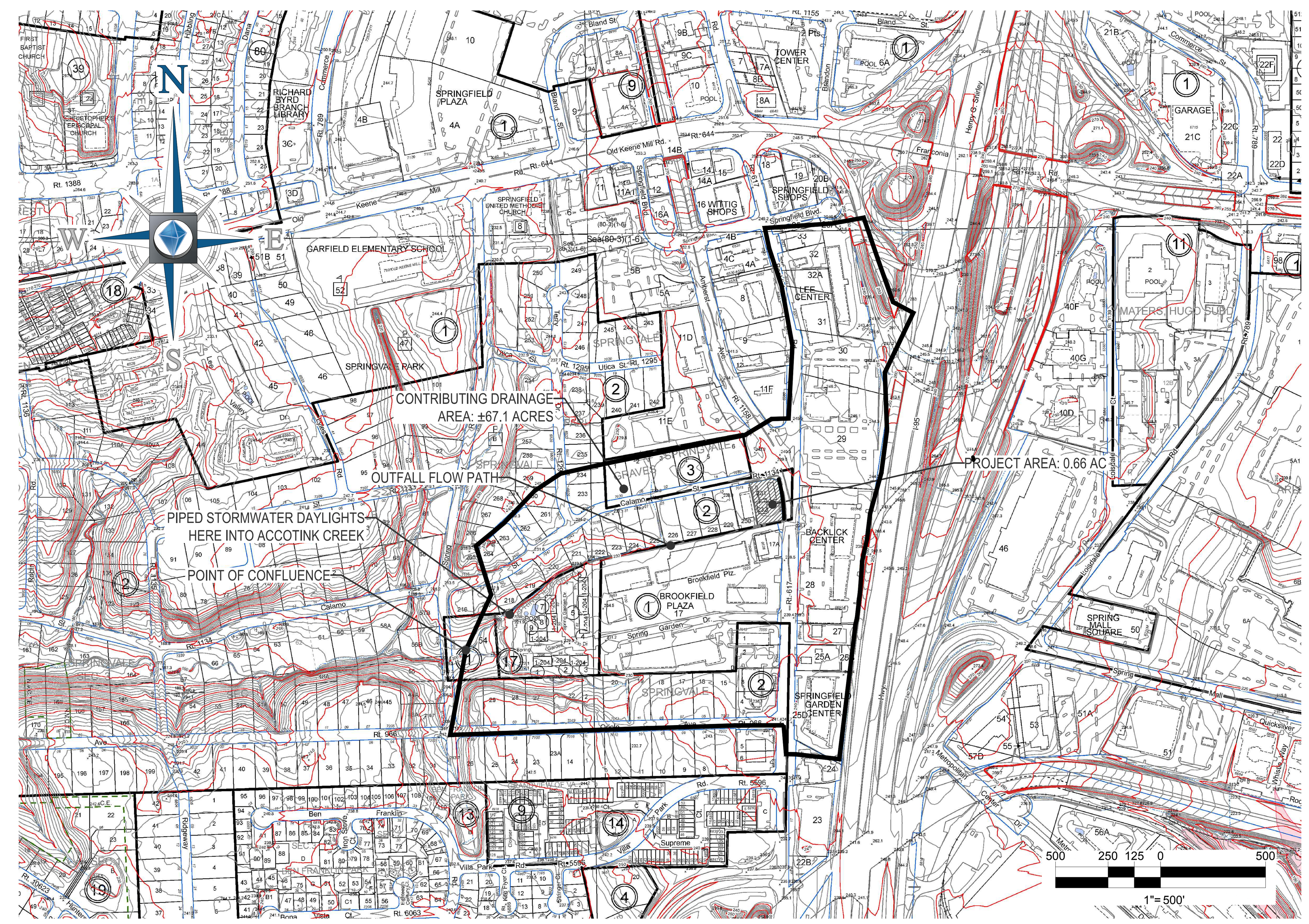
☑ 9. A DETAILED DESCRIPTION AND ANALYSIS OF HOW THE CHANNEL PROTECTION REQUIREMENTS AND FLOOD PROTECTION REQUIREMENTS OF EACH NUMBERED OUTFALL WILL BE SATISFIED PER STORMWATER MANAGEMENT ORDINANCE AND PUBLIC FACILITIES MANUAL ARE PROVIDED ON THIS SHEET.

☑ 10. EXISTING TOPOGRAPHY WITH MAXIMUM CONTOUR INTERVALS OF TWO (2) FEET AND A NOTE AS TO WHETHER IT IS AN AIR SURVEY OR FIELD RUN IS PROVIDED ON SHEET(S) 2 .

☐ 11. A SUBMISSION WAIVER IS REQUESTED FOR : NOT APPLICABLE.

☐ 12. STORMWATER MANAGEMENT IS NOT REQUIRED BECAUSE : NOT APPLICABLE.

REVISED: 8/4/2015



PRE TO POST SWM SUMMARY WITHIN LIMITS OF DISTURBANCE

YEAR STORM	Tc	INTENSITY	IMPERVIOUS PRE	IMPERVIOUS POST	WEIGHTED C FACTOR	WEIGHTED C FACTOR	PRE DEVELOPED	POST DEVELOPED
		(IN/HR)	(AC)	(AC)	(PRE DEVELOPED)	(POST DEVELOPED)	(cfs)	(cfs)
1	5 MIN	4.5	0.23	0.22	0.78	0.76	0.81	0.75
2	5 MIN	5.45	0.23	0.22	0.78	0.76	0.98	0.91
10	5 MIN	7.27	0.23	0.22	0.78	0.76	1.31	1.22

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CHECKED BY:	TD
DATE:	11/02/15
SCALE:	AS NOTED
CAD I.D.:	SE3

PROJECT: SPECIAL EXCEPTION AMENDMENT FOR VA TIRE

LOCATION OF SITE
6620 BACKLICK RD
SPRINGFIELD
FAIRFAX COUNTY, VA

BOHLER ENGINEERING
22636 DAVIS DRIVE, SUITE 250
STERLING, VIRGINIA 20164
Phone: (703) 709-9500
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VA@BohlerEng.com

COMMONWEALTH OF VIRGINIA
TRAVIS W. D'AMICO
Lic. No. 048497
10/03/16
PROFESSIONAL ENGINEER

SHEET TITLE:
STORMWATER MANAGEMENT PLAN

SHEET NUMBER:
6

Virginia Runoff Reduction Method ReDevelopment Worksheet - v2.8 - June 2014

To be used w/ 2011 BMP Standards and Specifications

Site Data

Project Name: S159603 VA Tire & Auto Backlick Rd, Springfield, VA

Date: 09/15/16

	data input cells
	calculation cells
	constant values

Post-ReDevelopment Project & Land Cover Information

Total Disturbed Acreage	0.28

Constants

Annual Rainfall (inches)	43
Target Rainfall Event (inches)	1.00
Phosphorus EMC (mg/L)	0.26
Target Phosphorus Target Load (lb/acre/yr)	0.41
Pj	0.90
Nitrogen EMC (mg/L)	1.86

Pre-ReDevelopment Land Cover (acres)

	A soils	B Soils	C Soils	D Soils	Totals
Forest/Open Space (acres) – undisturbed, protected forest/open space or reforested land	0.00	0.00	0.00	0.00	0.00
Managed Turf (acres) – disturbed, graded for yards or other turf to be mowed/managed	0.00	0.00	0.00	0.05	0.05
Impervious Cover (acres)	0.00	0.00	0.00	0.23	0.23
				Total	0.28

Post-ReDevelopment Land Cover (acres)

	A soils	B Soils	C Soils	D Soils	Totals
Forest/Open Space (acres) – undisturbed, protected forest/open space or reforested land	0.00	0.00	0.00	0.00	0.00
Managed Turf (acres) – disturbed, graded for yards or other turf to be mowed/managed	0.00	0.00	0.00	0.06	0.06
Impervious Cover (acres)	0.00	0.00	0.00	0.22	0.22
				Total	0.28

Area Check	Okay	Okay	Okay	Okay

Rv Coefficients

	A soils	B Soils	C Soils	D Soils
Forest/Open Space	0.02	0.03	0.04	0.05
Managed Turf	0.15	0.20	0.22	0.25
Impervious Cover	0.95	0.95	0.95	0.95

Land Cover Summary

Land Cover Summary	Listed	Adjusted1
Pre-ReDevelopment		
Forest/Open Space Cover (acres)	0.00	0.00
Composite Rv(forest)	0.00	0.00
% Forest	0%	0%
Managed Turf Cover (acres)	0.05	0.05
Composite Rv(turf)	0.25	0.25
% Managed Turf	18%	18%
Impervious Cover (acres)	0.23	0.23
Rv(impervious)	0.95	0.95
% Impervious	82%	82%
Total Site Area (acres)	0.28	0.28
Site Rv	0.83	0.83
Pre-Development Treatment Volume (acre-ft)	0.0193	0.0193
Pre-Development Treatment Volume (cubic feet)	839	839
Pre-Development Load (TP) (lb/yr)	0.53	0.53
Pre-Development Load (TN) (lb/yr)	3.77	

1Adjusted Land Cover Summary reflects the pre redevelopment land cover minus the pervious land cover (forest/open space or managed turf) acreage proposed for new impervious cover. The adjusted total acreage is consistent with the Post Redevelopment acreage (minus the acreage of new impervious cover). The load reduction requirement for the new impervious cover to meet the new development load limit is computed in Column E.

Post-ReDevelopment

Forest/Open Space Cover (acres)	0.00
Composite Rv(forest)	0.00
% Forest	0%
Managed Turf Cover (acres)	0.06
Composite Rv(turf)	0.25
% Managed Turf	21%
ReDev. Impervious Cover (acres)	0.22
Rv(impervious)	0.95
% Impervious	79%
Total ReDev. Site Area (acres)	0.28
ReDev. Site Rv	0.80
Post-ReDevelopment Treatment Volume (acre-ft)	0.0187
Post-ReDevelopment Treatment Volume (cubic feet)	813
Post-ReDevelopment Load (TP) (lb/yr)	0.51
Maximum % Reduction Required Below Pre-ReDevelopment Load	10%
TP Load Reduction Required for Redeveloped Area (lb/yr)	0.04
Total Load Reduction Required (lb/yr)	0.04
Post-Development Load (TN) (lb/yr)	3.65

Land Cover Summary

Land Cover Summary
Post-ReDevelopment New Impervious
New Impervious Cover (acres)	0.00
Rv(impervious)	0.95
% Impervious	Check Area
Total New Dev. Site Area (acres)	0.00
New Dev. Site Rv	0.95
Post-Development Treatment Volume (acre-ft)	0.0000
Post-Development Treatment Volume (cubic feet)	0
Post-Development Load (TP) (lb/yr)	0.00
TP Load Reduction Required for New Impervious Area (lb/yr)	0.00

Site Results

	D.A. A	D.A. B	D.A. C	D.A. D	D.A. E	AREA CHECK
IMPERVIOUS COVER	0.08	0.00	0.00	0.00	0.00	OK.
IMPERVIOUS COVER TREATED	0.08	0.00	0.00	0.00	0.00	OK.
TURF AREA	0.01	0.00	0.00	0.00	0.00	OK.
TURF AREA TREATED	0.01	0.00	0.00	0.00	0.00	OK.
AREA CHECK	OK.	OK.	OK.	OK.	OK.	

Phosphorous

TOTAL PHOSPHOROUS LOAD REDUCTION REQUIRED (LB/YEAR)	0.04
RUNOFF REDUCTION (cf)	0
PHOSPHOROUS LOAD REDUCTION ACHIEVED (LB/YR)	0.09
ADJUSTED POST-DEVELOPMENT PHOSPHOROUS LOAD (TP) (lb/yr)	0.42
REMAINING PHOSPHOROUS LOAD REDUCTION (LB/YR) NEEDED	CONGRATULATIONS!!! YOU EXCEEDED THE TARGET REDUCTION BY 0.1 LB/YEAR!!!

	1-year storm	2-year storm	10-year storm
Target Rainfall Event (in)	4.50	5.45	7.27

Drainage Area A	
Drainage Area (acres)	0.09
Runoff Reduction Volume (cf)	0
Drainage Area B	
Drainage Area (acres)	0.00
Runoff Reduction Volume (cf)	0
Drainage Area C	
Drainage Area (acres)	0.00
Runoff Reduction Volume (cf)	0
Drainage Area D	
Drainage Area (acres)	0.00
Runoff Reduction Volume (cf)	0
Drainage Area E	
Drainage Area (acres)	0.00
Runoff Reduction Volume (cf)	0

Based on the use of Runoff Reduction practices in the selected drainage areas, the spreadsheet calculates an adjusted RVDeveloped and adjusted Curve Number.

Drainage Area A		A soils	B Soils	C Soils	D Soils
Forest/Open Space – undisturbed, protected forest/open space or reforested land	Area (acres)	0.00	0.00	0.00	0.00
	CN	30	55	70	77
Managed Turf – disturbed, graded for yards or other turf to be mowed/managed	Area (acres)	0.00	0.00	0.00	0.01
	CN	39	61	74	80
Impervious Cover	Area (acres)	0.00	0.00	0.00	0.08
	CN	98	98	98	98

	Weighted CN	S
Adjusted CN	96	0.42

	1-year storm	2-year storm	10-year storm
RVDeveloped (in) with no Runoff Reduction	4.04	4.98	6.79
RVDeveloped (in) with Runoff Reduction	4.04	4.98	6.79
Adjusted CN	96	96	96

Drainage Area A

Drainage Area A Land Cover (acres)

	A soils	B Soils	C Soils	D Soils	Totals	Land Cover Rv
Forest/Open Space (acres) – undisturbed, protected forest/open space or reforested land	0.00	0.00	0.00	0.00	0.00	0.00
Managed Turf (acres) – disturbed, graded for yards or other turf to be mowed/managed	0.00	0.00	0.00	0.01	0.01	0.25
Impervious Cover (acres)	0.00	0.00	0.00	0.08	0.08	0.95
				Total	0.09	Post Development Treatment Volume (cf) 285

Apply Practices that Remove Pollutants but Do Not Reduce Runoff Volume

Practice	Unit	Description of Credit	Credit	Area (excluding areas treated by upstream practices)	Runoff from Upstream RR Practices (cf)	Runoff Reduction (cf)	Remaining Runoff Volume (cf)	Phosphorus Efficiency (%)	Phosphorus Load from Upstream RR Practices (lbs)	Untreated Phosphorus Load to Practice (lbs.)	Phosphorus Removed By Practice (lbs.)	Remaining Phosphorus Load (lbs.)	Downstream Treatment to be Employed
14. Manufactured BMP													
Filtera, Contect Engineered Solutions LLC	impervious acres draining to device	0% runoff volume reduction	0.00	0.08	0.00	0	276	50	0.00	0.17	0.09	0.09	None
	turf acres draining to device	0% runoff volume reduction	0.00	0.01	0.00	0	34	50	0.00	0.01	0.00	0.00	None
			TOTAL IMPERVIOUS COVER TREATED (ac)	0.08									
			TOTAL TURF AREA TREATED (ac)	0.01									
			AREA CHECK	OK.									
					PHOSPHORUS REMOVAL BY PRACTICES THAT DO NOT REDUCE RUNOFF VOLUME IN D.A. A	0.09						
					TOTAL PHOSPHORUS REMOVAL IN D.A. A (lb/yr)	0.09							
					SEE WATER QUALITY COMPLIANCE TAB FOR SITE COMPLIANCE CALCULATIONS								
					NITROGEN REMOVAL BY PRACTICES THAT DO NOT REDUCE RUNOFF VOLUME IN D.A. A	0.00							
					TOTAL NITROGEN REMOVAL IN D.A. A (lb/yr)	0.00							

Virginia Runoff Reduction Method ReDevelopment Worksheet - v2.8 - June 2014

Site Data Summary

Total Rainfall = 43 inches

Site Land Cover Summary

	A Soils	B Soils	C Soils	D Soils	Total
Forest (acres)	0.00	0.00	0.00	0.00	0.00
Turf (acres)	0.00	0.00	0.00	0.06	0.06
Impervious (acres)	0.00	0.00	0.00	0.22	0.22
					0.28

Site Rv	0.80
Post Development Treatment Volume (ft3)	813
Post Development TP Load (lb/yr)	0.51
Post Development TN Load (lb/yr)	3.65
Total TP Load Reduction Required (lb/yr)	0.04
Total Runoff Volume Reduction (ft3)	0
Total TP Load Reduction Achieved (lb/yr)	0
Total TN Load Reduction Achieved (lb/yr)	0.00
Adjusted Post Development TP Load (lb/yr)	0.42
Remaining Phosphorous Load Reduction (Lb/yr) Required	0.00

Drainage Area Summary

	D.A. A	D.A. B	D.A. C	D.A. D	D.A. E
Forest (acres)	0.00	0.00	0.00	0.00	0.00
Turf (acres)	0.01	0.00	0.00	0.00	0.00
Impervious (acres)	0.08	0.00	0.00	0.00	0.00

Drainage Area Compliance Summary

	D.A. A	D.A. B	D.A. C	D.A. D	D.A. E
TP Load Red. (lb/yr)	0.09	0.00	0.00	0.00	0.00
TN Load Red. (lb/yr)	0.00	0.00	0.00	0.00	0.00

Drainage Area A Summary

Land Cover Summary

	A Soils	B Soils	C Soils	D Soils	Total
Forest (acres)	0.00	0.00	0.00	0.00	0.00
Turf (acres)	0.00	0.00	0.00	0.01	0.01
Impervious (acres)	0.00	0.00	0.00	0.08	0.08
					0.09

BMP Selections

Practice	Credit Area (acres)		Downstream Practice
Filtera, Contect Engineered Solutions LLC	Impervious:	0.08	None
	Turf (Pervious):	0.01	None

Total Impervious Cover Treated (acres)	0.08
Total Turf Area Treated (acres)	0.01
Total TP Load Reduction Achieved in D.A. A (lb/yr)	0.09
Total TN Load Reduction Achieved in D.A. A (lb/yr)	0.00

Channel and Flood Protection

	Weighted CN	1-year storm Adjusted CN	2-year storm Adjusted CN	10-year storm Adjusted CN
Target Rainfall Event (in)		4.50	5.45	7.27
D.A. A CN	96	96	96	96
D.A. B CN	0	#N/A	#N/A	#N/A
	0	#N/A	#N/A	#N/A
D.A. D CN	0	#N/A	#N/A	#N/A
D.A. E CN	0	#N/A	#N/A	#N/A

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REVISIONS

REV	DATE	COMMENT	BY
1	12/17/15	REV. PER ACCEPTANCE COMMENTS	GRP
2	08/04/16	REV. PER COUNTY COMMENTS	NTG
3	10/03/16	REV. PER COUNTY COMMENTS	NTG

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WV 1-800-245-4848) (PA 1-800-242-1776) (DC 1-800-257-7777) (VA 1-800-552-7001) (MD 1-800-257-7777) (DE 1-800-282-8555)

NOT APPROVED FOR CONSTRUCTION

PROJECT No.: S159603
DRAWN BY: GRP
CHECKED BY: TD
DATE: 11/02/15
SCALE: AS NOTED
CAD I.D.: SE3

PROJECT: SPECIAL EXCEPTION AMENDMENT FOR VA TIRE

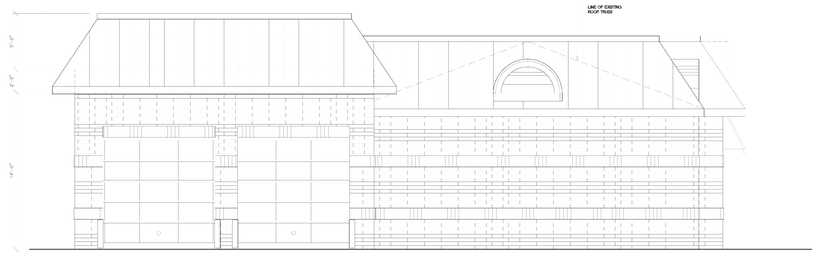
LOCATION OF SITE
6620 BACKLICK RD
SPRINGFIELD
FAIRFAX COUNTY, VA

BOHLER ENGINEERING
22636 DAVIS DRIVE, SUITE 250
STERLING, VIRGINIA 20164
Phone: (703) 709-9500
Fax: (703) 709-9501
VA@BohlerEng.com

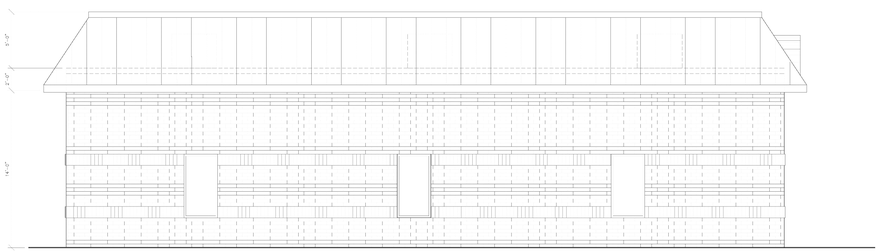
COMMONWEALTH OF VIRGINIA
TRAVIS W. D'AMICO
Lic. No. 048497
10/03/16
PROFESSIONAL ENGINEER

SHEET TITLE:
STORMWATER MANAGEMENT PLAN

SHEET NUMBER:
7



EAST ELEVATION



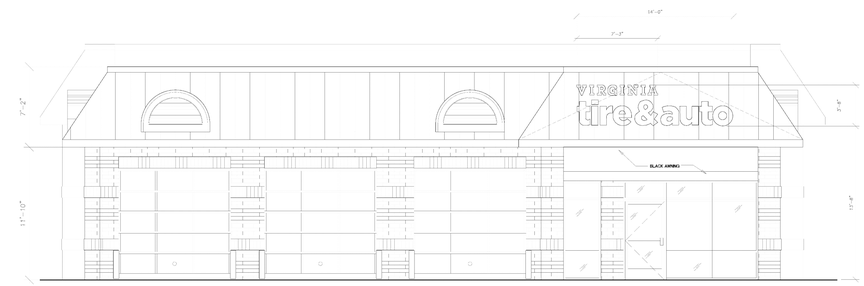
SOUTH ELEVATION

JAS Architecture
JOHN W SAWMILLER AIA
3921 OLD LEE HWY
FAIRFAX, VIRGINIA 22030
(703) 591-2727

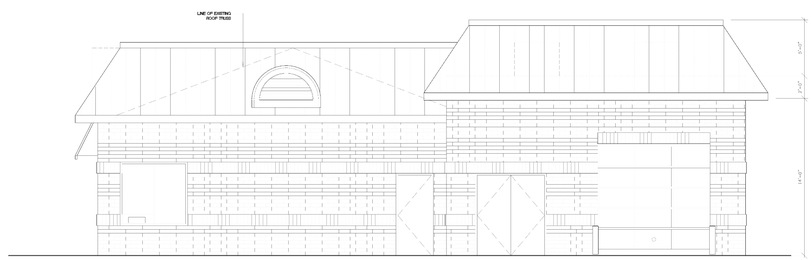
VIRGINIA TIRE and AUTO

9/21/2016

SHELL SERVICE STATION
REMODEL FOR VIRGINIA TIRE
AND AUTO
SPRINGFIELD VIRGINIA 2



NORTH ELEVATION



WEST ELEVATION

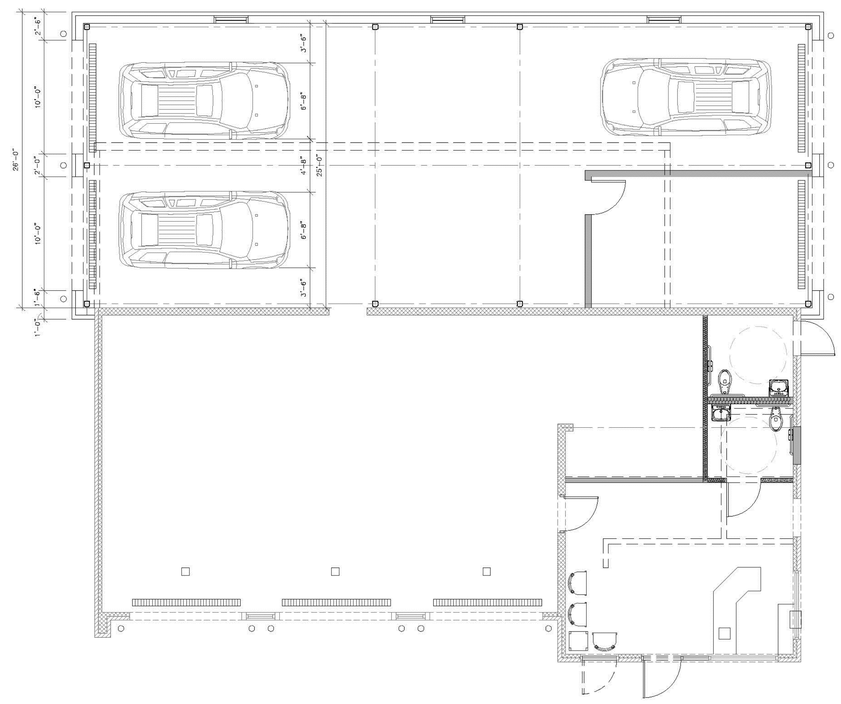
JAS Architecture
JOHN W SAWMILLER AIA
3921 OLD LEE HWY
FAIRFAX, VIRGINIA 22030
(703) 591-2727

VIRGINIA TIRE and AUTO

9/21/2016

SHELL SERVICE STATION
REMODEL FOR VIRGINIA TIRE
AND AUTO
SPRINGFIELD VIRGINIA 2

NOTE: BUILDING SIGN TO BE BACKLIT



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REVISIONS

REV	DATE	COMMENT	BY
1	12/17/15	REV. PER ACCEPTANCE COMMENTS	GRP
2	08/04/16	REV. PER COUNTY COMMENTS	NTG
3	10/03/16	REV. PER COUNTY COMMENTS	NTG

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NOT APPROVED FOR CONSTRUCTION

PROJECT No.:	S159603
DRAWN BY:	GRP
CHECKED BY:	TD
DATE:	11/02/15
SCALE:	AS NOTED
CAD I.D.:	SD2

PROJECT
SPECIAL EXCEPTION AMENDMENT
FOR
VA TIRE

LOCATION OF SITE
6620 BACKLICK RD
SPRINGFIELD
FAIRFAX COUNTY, VA

BOHLER ENGINEERING
22636 DAVIS DRIVE, SUITE 250
STERLING, VIRGINIA 20164
Phone: (703) 709-9500
Fax: (703) 709-9501
VA@BohlerEng.com

COMMONWEALTH OF VIRGINIA
TRAVIS W. D'AMICO
Lic. No. 048497
10/03/16
PROFESSIONAL ENGINEER

SHEET TITLE:
SITE DETAILS

SHEET NUMBER:
8

DESCRIPTION OF THE APPLICATION

The applicant, 6620 Backlick Road LLC, requests approval of an amendment to a special exception (SEA) to permit site modifications, including the addition of three service bays and exterior modifications, to an existing service station located at 6620 Backlick Road in Springfield. The proposal would result in a 3,491 square foot, six-bay vehicle service station operated by Virginia Tire and Auto. The existing gasoline fueling stations will not be altered as part of this application.

The subject site is zoned C-5 and within the Highway Corridor Overlay District (HC), Sign Control Overlay District (SC) and Springfield Commercial Revitalization District (CRD). The hours of operation for the service station bays are currently from 7:00 am to 8:00 pm, seven days per week, while the gasoline fueling stations operate on a 24 hours a day, 7 days a week schedule. The hours of operation for both the fueling and vehicle service stations remain unchanged from their current business hours. The applicant has estimated the vehicle service station will have approximately 100 patrons a day. The applicant proposes a total of seven employees, with no more than five onsite per shift.

Figure 1: Subject Property and Surrounding Area (Source: Fairfax County Pictometry)

Waivers and Modifications Requested:

The applicant has also applied for a special exception for waivers and modifications in a Commercial Revitalization District (CRD) to include a waiver of open space. In addition, the applicant has also requested the following waivers and modifications:

- Waiver of the loading space requirement.

- Waiver of the transitional screening requirement along the Calamo Street frontage.
- Waiver of the tree preservation target deviation in favor of the proposed vegetation shown on the SEA Plat.
- Modification to the Springfield CRD Streetscape in favor of the streetscape shown on the SEA Plat.

A reduced copy of the submitted SEA Plat is included at the front of this report. Copies of the proposed development conditions, the applicant's statement of justification and the affidavit are included in Appendices 1, 2 and 3, respectively.

LOCATION AND CHARACTER

As depicted in Figure 1, the subject property is located in the southwest quadrant of the Backlick Road and Calamo Street intersection. The site is zoned C-5 and located within the HC Overlay District, SC Overlay District and Springfield CRD. The subject property is an existing service station with eight fueling stations and a four service bays and an outdoor vehicle lift (it should be noted that the approved SE Plat only depicts three service bays). There are two entrances to the site from Backlick Road and one entrance from Calamo Street. The surrounding development is detailed in the table below.

Table 1
Surrounding Area Description

Direction	Use	Zoning	Plan
North	Single Family Detached Residential (Springvale Subdivision)	R-2	Residential 2-3 du/ac
East	Community Retail Commercial (Backlick Shopping Center)	C-6	Retail and Other
South	Neighborhood Retail Commercial (Virginia Tire and Auto of Springfield)	C-5	Retail and Other
West	Limited Office (Low Rise Office Building)	C-2	Retail and Other

BACKGROUND

On December 21, 1965, the Board of Zoning Appeals approved Special Permit S 249-65, to permit the erection and operation of a service station 41 feet from the rear property line at the subject property, when 50 feet was required. A copy of the Board of Zoning Appeals minutes are included as Appendix 4.

On October 25, 1982, the Board of Supervisors approved Special Exception, SE 82-L-062, to permit an addition to the existing service station. Specifically, the request was to add a canopy, kiosk, four pump islands and four underground tanks

while eliminating two existing pump islands and three existing underground tanks. As shown on the SE Plat, modifications to the existing three bay vehicle service station were not proposed. A copy of the Board of Supervisors approval of SE 82-L-062 and plat are included as Appendix 5.

On August 12, 1985, a special exception amendment application, SEA 82-L-062-01, was accepted. The applicant proposed to add a car wash. At the time of the SEA submittal, car washes were not permitted in the C-5 zoning district. As such, concurrent with the special exception amendment, the applicant filed a rezoning application, known as RZ 85-L-094, to change the zoning district from C-5 to C-6. On November 13, 1986, the special exception amendment and rezoning applications were indefinitely deferred. Due to failure to prosecute the applications, the Zoning Administrator dismissed the applications on November 25, 1991.

COMPREHENSIVE PLAN PROVISIONS

Plan Area:	Area IV
Planning District:	Springfield Planning District
Planning Sector:	Springvale Planning Sector (S4)
Plan Map:	Retail and Other

Fairfax County Comprehensive Plan, 2013 Edition of the Area IV Plan, Franconia-Springfield Area and the Fort Belvoir North Area, Franconia-Springfield Area Land Unit Recommendations, as amended through October 20, 2015, page 42 states:

Land Unit F

This land unit is located north of the Franconia-Springfield Parkway, between I-95 and the residential areas west of Backlick Road. Land Unit F is located south of the junction of Amherst Avenue with Backlick Road. Retail, low-rise office, and residential uses are planned for this land unit. Community-serving retail uses with intensities up to .35 FAR are planned in order to retain existing businesses and provide space for the start-up of new businesses. Office uses shown on the Plan map should be retained and existing office uses located along Backlick Road should be retained at existing FARs. However, nonresidential development along the Franconia-Springfield Parkway is discouraged.

That portion of Parcel 90-2 ((1)) 23 that is opposite the Grand View townhouse development located on Villa Park Road is currently the site of a state-owned commuter facility and is planned for transitional low-rise office use. Such office development should consolidate parcels to provide for existing and proposed roadway improvements, and provide effective noise attenuation measures as needed. Appropriate landscape treatment should be provided where necessary to protect adjoining residential or institutional uses.

The Brookfield Plaza shopping center site, located west of Backlick Road off Spring Garden Drive, is planned for community-serving retail use up to .35 FAR. As an option, residential use at 16-20 dwelling units per acre may be appropriate with complete parcel consolidation of Tax Map 90-2((1))17, 17A, ((2))1 and 2. Redevelopment under this option should create a distinct edge to commercial development and be compatible with surrounding residential uses. The adjacent residential neighborhoods should be effectively screened from the redevelopment. Building heights of structures should not exceed 40 feet. Access should be limited to Backlick Road, and curb cuts should be minimized. …

Fairfax County Comprehensive Plan, 2013 Edition of the Area IV Plan, Franconia-Springfield Area and the Fort Belvoir North Area, Franconia-Springfield Area Vision, as amended through October 20, 2015, page 5 states:

Vision for the Franconia-Springfield Area

The vision for redevelopment in the Franconia-Springfield Area is to transform the area into a mixed use, easily accessible, and inter-connected place. Residents, employees, and visitors will have their essential needs and services proximate to one another and easily accessible by multiple means of transportation, particularly by walking and biking. Redevelopment also will serve the needs of the surrounding neighborhoods and, to a certain extent, the region. The vision has been developed to foster revitalization and reinvestment of the area and is expressed through the following guiding principles:

- *Provide opportunities for high density, mixed-use redevelopment, which would allow residents, employees, and visitors to work, shop, exercise, and live in relative proximity to each other;*

- *Enhance multi-modal linkages throughout the area and to the Joe Alexander Transportation Center and other transportation nodes;*

- *Maintain easy access to regional transportation systems;*

- *Develop a unique identity that reflects the character of the area through design consistency;*

- *Create a usable wayfinding system, which would efficiently move people through the area;*

- *Enhance the safety and security of the area through innovative, environmental design features, such as improved lighting, safe pathways, and additional windows facing the street;*

- *Identify and minimize pedestrian and vehicular conflicts by separating the pedestrians from vehicular traffic, improving traffic circulation, and developing the pedestrian realm;*

- *Encourage even traffic flows through enhancements to the public transit system, incentives for carpooling, and implementation of a coordinated program of transportation demand management strategies;*

- *Encourage revitalization through enhancing the economic competitiveness of local businesses;*

- *Preserve and protect stable, low density residential neighborhoods that surround the Franconia-Springfield Area through screening, buffering, and tapering of development at the transitional boundaries;*

- *Utilize innovative design and engineering techniques to preserve, enhance, and restore the existing natural resources in the area;*

- *Identify, preserve and promote awareness of heritage resources through research, survey and community involvement; and*

- *Complement revitalization efforts made by the local community.*

Fairfax County Comprehensive Plan, 2013 Edition of the Area IV Plan, Franconia-Springfield Area and the Fort Belvoir North Area, Franconia-Springfield Area Transportation Street and Circulation Improvement Recommendations, as amended through October 20, 2015, page 22 states:

Backlick Road 6 lanes from Calamo Street to the Franconia-Springfield Parkway ramps

Backlick Road should be reconstructed in the future to a 6-lane divided arterial cross-section to include wider sidewalks, enhanced median treatment, streetscaping, and safe pedestrian crossings. Site access along the Backlick Road corridor should be consolidated with improved access management as commercial uses along the roadway are upgraded, or replaced through redevelopment. …

Fairfax County Comprehensive Plan, 2013 Edition of the Area IV Plan, Franconia-Springfield Area and the Fort Belvoir North Area, Franconia-Springfield Area Urban Design and Streetscape Guidance, as amended through October 20, 2015, page 74 states:

Minor Arterial Streets

Minor arterial streets act as local distributors and through streets, and carry significant volumes of vehicular traffic, as well as bicycle and pedestrian traffic. Minor arterials should have special purpose lighting that would serve to enhance the vehicular and pedestrian experience. Since minor arterials have high traffic volumes, safety measures such as traffic medians should be employed to serve as a pedestrian refuge. Minor arterials serve as front doors to retail and offices. Their status in Franconia-Springfield's road hierarchy should be reflected in the design of detail and use of materials. The

minor arterial streets that identified in the Franconia-Springfield Area include Old Keene Mill Road, Amherst Avenue, Backlick Road, Loisdale Road, Commerce Street (east of Brandon Avenue), and Frontier Drive. …

Fairfax County Comprehensive Plan, 2013 Edition of the Area IV Plan, Franconia-Springfield Area and the Fort Belvoir North Area, Franconia-Springfield Area-wide Streetscape Recommendations, as amended through October 20, 2015, page 14 states:

Streetscape

Another element involved in the transformation of the Franconia-Springfield Area into a multi-modal place is the expansion of the pedestrian and bicyclist realm along the roadway through the development of the streetscape. The existing, auto-oriented roadways should be enhanced or reconstructed to include features that create a high quality, attractive, functional and safe environment for the pedestrian, bicyclist, transit rider, or other non-motorized vehicle user. The streetscape design should contribute to the creation of the identity or theme for the area. As detailed in the Franconia-Springfield Area Urban Design and Streetscape Guidance appendix, the streetscape guidance and corresponding intersection plans embody a complete streets policy intended to ensure that the right-of-way is designed and operated to enable safe travel by all users and all modes. Pedestrians, bicyclists, motorists and bus riders of all ages and abilities should be able to safely move along and across a complete street. Design elements should address safe pedestrian crossings and enhanced pedestrian movement, with the goal of reducing pedestrian and vehicular conflicts and improving accessibility. …

SPECIAL EXCEPTION AMENDMENT PLAT DESCRIPTION

The Special Exception Amendment Plat (SEA Plat) entitled “Special Exception Amendment Plat (SEA 82-L-062-02) for Virginia Tire and Auto,” submitted by Bohler Engineering consisting of 8 sheets dated December 17, 2015, revised through October 3, 2016, is reviewed below. A reduced copy of the SEA Plat is located at the front of the staff report.

Site Layout

As shown in Figure 2, development of the site consists of an addition to the existing service station, which has been in operation on the site since 1966. The 1,771 square foot front portion of the building, which is depicted on the approved SE Plat, consisting of three service bays and a customer service area will remain. The 750 square foot bay in the back portion of the existing building will be demolished and the outdoor lift will be removed. A building expansion totaling 1,720 square feet is proposed in this portion of the site and will consist of three additional vehicle service bays and a storage area. The proposal would result in a 3,491 square foot, six-bay vehicle service station operated by

Virginia Tire and Auto. There will be a total of 19 parking spaces for the site. The gasoline fueling stations will not be altered as part of this application.

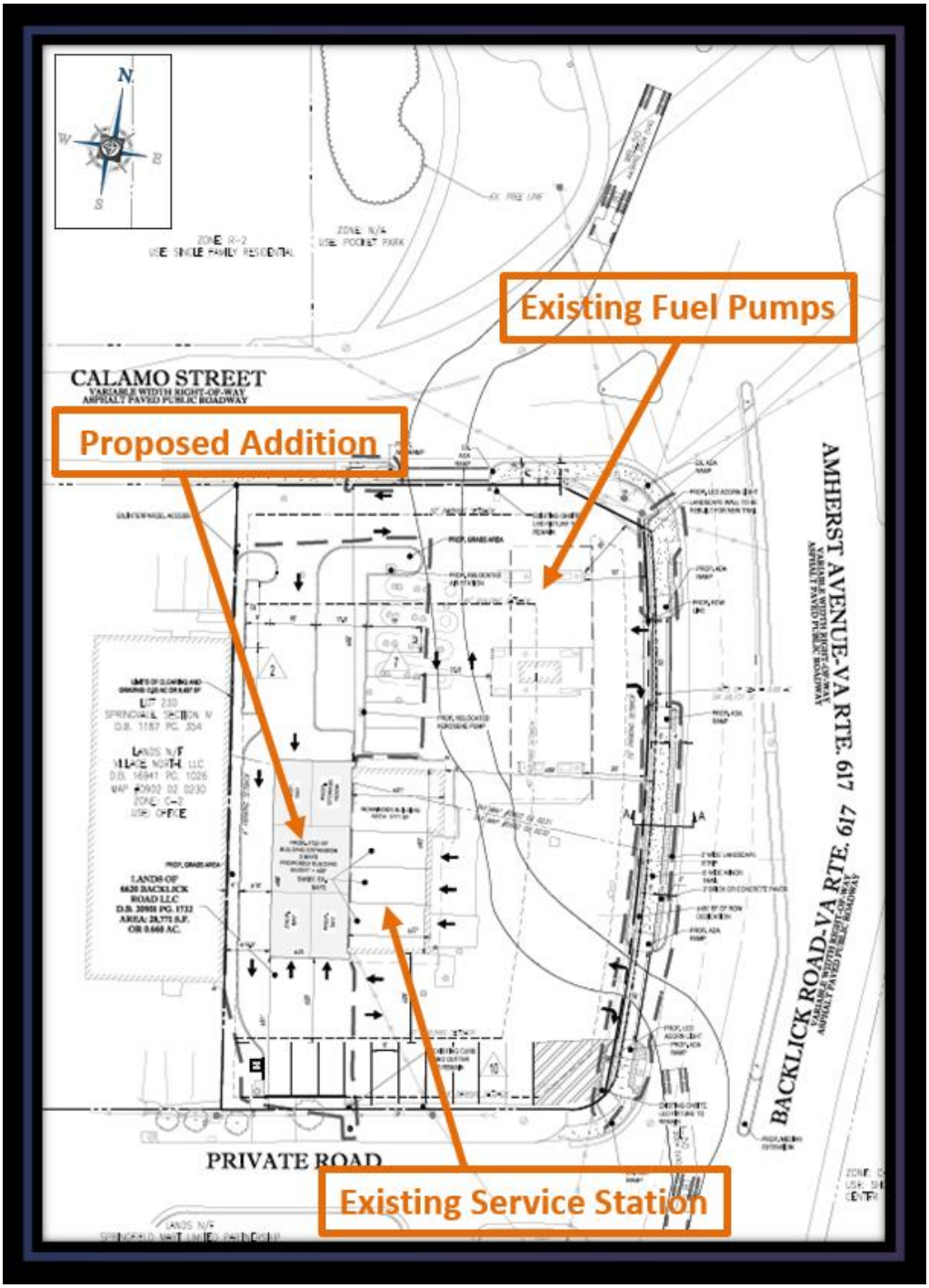


Figure 2: Site Layout (Source: SEA Plat, Sheet 3)

The hours of operation for the service station are from 7:00 am to 8:00 pm, seven days per week, while the gasoline fueling stations operate on a 24 hours a day, 7 days a week schedule. The hours of operation for both the fueling and vehicle service stations

will remain unchanged from their current business hours. The applicant proposes a total of seven employees, with no more than five onsite per shift.

Site Access and Circulation

Access to the site is currently through two entrances along Backlick Road and one entrance off of Calamo Street, both public roadways. As part of this application, the applicant has proposed to reduce all entrances to a width of 30 feet, which is the minimum commercial standard, dedicate additional right-of-way along Backlick Road for the installation of a six-foot wide sidewalk consistent with the minor paved trail shown on the Countywide Trails Plan and install new CG-12 ramps.

The on-site circulation patterns are delineated on the SEA Plat. The applicant has proposed a one-way traffic pattern in the rear of the property, behind the proposed bays, in an effort to minimize vehicular conflicts on-site.

Landscaping and Open Space

The applicant has proposed a streetscape design that continues the landscape, sidewalk and lighting treatment on the abutting service station to the south along the subject site's frontage. Specifically, the applicant has proposed to install two acorn lights standards and to construct a six foot wide concrete sidewalk with a four foot wide buffer consisting of two feet of landscape strip and two feet of brick or concrete pavers.

The subject site contains a few trees, including one black willow tree, a crepe myrtle and a small, flowering hardwood tree. These trees will be removed. As shown on the Landscape Plan, Sheet 5, the applicant has proposed landscaping to meet Fairfax County's 10-year canopy requirements. A mixture of deciduous trees will be planted, mostly in the northwestern portion of the property closest to the residential development along Calamo Street.

The C-5 zoning district requires a minimum of 20 percent of the property to be open space. Due to the existing conditions on-site, only four percent of the property is open space. The applicant is proposing new planting along the Backlick Road frontage and on the southern portion of the property. These planting are in addition to the new area of open space, just to the north of the new proposed vehicle maintenance bays.

A waiver to the transitional screening and of the tree preservation target are requested for this development. They are discussed in detail further in the Modifications and Waivers section of this staff report.

Stormwater Management

The subject property is located within the Accotink Creek Watershed. As discussed in the stormwater management (SWM) outfall narrative on Sheet 6 of the SEA Plat, the applicant is proposing to install two filterras in order to provide water quality

improvements. The narrative also concludes that the improvements will result in a decrease in impervious area.

Architecture and Design

The front elevation for the vehicle service station is presented below in Figure 3. The building facades will be redesigned with a brick façade to replicate the style and materials of the Virginia Tire and Auto property located on the adjacent property to the south at 6626 Backlick Road as illustrated in Figure 4.

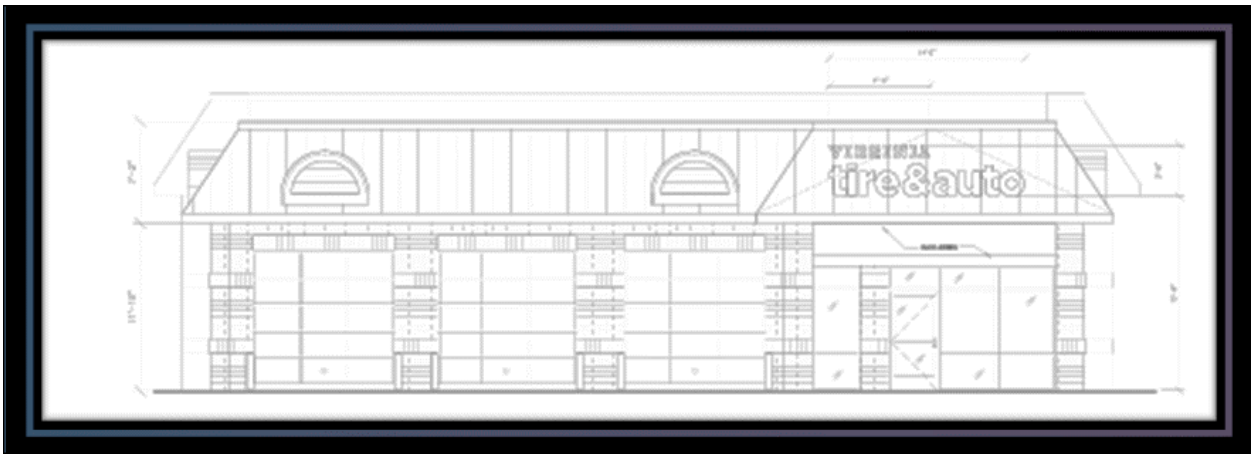


Figure 3: Architectural Elevation (Source: SEA Plat, Sheet 3)

Figure 4: 6626 Backlick Road (Materials and Colors Example)

ANALYSIS

Land Use Analysis

The site is located within a portion of the Springfield Community Business Center (CBC) at the point where Backlick Road and Amherst Avenue split near the intersection of Old Keene Mill Road. The site is surrounded by existing commercial uses along Amherst Avenue and Backlick Road with some single-family residential properties to the west.

The applicant is proposing a 0.13 FAR with the proposed addition. The Comprehensive Plan recommends community-serving retail uses at a FAR of up to 0.35 at this location.

The proposed improvements are an intensification of the service station use. The applicant has worked with staff to address site design, landscaping and streetscape. Due to pre-existing lot, building and overhead utility constraints, the proposed streetscape does not entirely conform to the recommendations in the Comprehensive Plan for the Springfield CBC. The applicant has instead proposed a streetscape design that continues the landscape, sidewalk and lighting treatment found on abutting properties along the subject site's frontage. Staff finds the proposed streetscape consistent with adjoining properties and configured in a manner which allows for adequate site on-site circulation, while also providing an improved streetscape along Backlick Road. In addition, the proposed building modifications will contribute to an improved standard of urban design for this intersection of Backlick Road.

Transportation Analysis (Appendix 6)

The application was reviewed by the Fairfax County Department of Transportation (FCDOT) and the Virginia Department of Transportation (VDOT). The applicant has made various improvements suggested by staff over the lifespan of the application. These proposed improvements include reducing the width of all entrances to 30 feet, which is the minimum commercial standard, dedicating additional right-of-way along Backlick Road for the installation of a six-foot wide sidewalk consistent with the minor paved trail shown on the Countywide Trails Plan, installing new CG-12 ramps and extending the median on Backlick Road to the south. Nevertheless, staff would still prefer that the northernmost site entrance along Backlick Road be closed.

Site Entrances

There are currently three driveway entrances that provide access to the site. Two are located on Backlick Road and one is located on Calamo Street. Fuel trucks will service the property by entering the site on Calamo Street and then exiting the site at the southern driveway entrance on Backlick Road. Based upon review of the site's truck operations, VDOT driveway and intersection spacing criteria in the Road Design Manual (RDM), and a review of accident data, staff requested that the applicant close the northern right-in/right-out entrance on Backlick Road. Specifically, the Comprehensive Plan recommends that "existing, auto-oriented roadways should be enhanced or reconstructed to include features that create a high quality, attractive, functional and safe environment for the pedestrian, bicyclist, transit rider or other non-motorized vehicle user." To that end, the Plan recommends the minimization of curb cuts through consolidation of street access and provision of interparcel access.

The applicant is not willing to close the entrance due to concerns that such a closure might have on fuel sales. Instead, the applicant is reducing the width of all vehicle entrances which will help minimize the pedestrian and bicyclist exposure to vehicles when crossing the site's driveways. In addition, the applicant will also address a safety

concern, which FCDOT identified, at the southern entrance to the site along Backlick Road. In order to make it clear to motorists that left turns into the site from northbound Backlick Road are not permitted at this entrance, the applicant is proposing to extend the median on Backlick Road to the south approximately 20 feet.

For safety reasons, staff would still prefer that the northern entrance along Backlick Road be closed. However, staff does believe that the proposed modifications will improve incidents of traffic congestion and vehicle accidents as recommended within the Highway Corridor Overlay District, as well as enhance pedestrian movement as recommended within the Springfield CRD.

Sidewalk/Trail

Along the Backlick Road frontage of the subject site, there is a three foot wide substandard sidewalk that does not meet the minimum requirements of VDOT's Road Design Manual (RDM). In addition, the County's Trails Plan calls for a minor paved trail on Backlick Road in front of the applicant's frontage. The applicant has agreed to construct a six foot wide concrete sidewalk along the property fronting Backlick Road with appropriate transitions to the existing sidewalk network. This satisfies the recommendation in County's Trails Plan. A four foot wide buffer consisting of two feet of a landscape strip and two feet of brick or concrete paver is shown on the SEA Plat. The applicant will need to enter into a maintenance agreement with VDOT to maintain the brick or concrete pavers. Sufficient right-of-way is being dedicated to accommodate the six foot wide sidewalk and four foot wide buffer.

Loading Space

Off-street loading space requirements are specified in Sect. 11-200 of the Zoning Ordinance. The minimum number of loading spaces for service stations is not specified in Sect. 11-203 of the Zoning Ordinance. At the time of site plan, the loading space requirement would be determined by the Director of the Department of Public Works and Environmental Services (DPWES) based on the most similar use.

The existing service station does not have a designated loading space. Due to the configuration of the site and operational needs of this site, the applicant has requested a waiver from the requirement. Staff supports the waiver from the loading space requirement.

Stormwater Management (Appendix 7)

The subject property is located within the Accotink Creek Watershed. No recent downstream flooding complaints are on file.

As discussed in the stormwater management (SWM) outfall narrative on Sheet 6 of the SEA Plat, the applicant is proposing to install two filterras in order to provide water quality improvements. The narrative also concludes that the improvements will result in

a decrease in impervious area. In its memo, DPWES notes that detailed computations for stormwater runoff, best management practices (BMP) and adequacy of the outfall system will be required at the time of site plan. Additionally, DPWES notes that during development the natural drainage divide should be honored.

Environmental Analysis (Appendix 8)

In addition to the requirements of Public Facilities Manual (PFM), the Comprehensive Plan encourages development proposals to implement best management practices to reduce runoff pollution and other adverse impacts. The proposed intensification of the use presents an opportunity to provide water quality and quantity controls, which are not currently provided at this location. In addition to the installation of the two filterras, additional plantings are being added to the site to meet tree cover and streetscape requirements.

Staff finds that the proposed SWM measures should address all water quality requirements for the proposed development. Ultimately, any final determination regarding stormwater management and water quality controls will be made by staff within the DPWES at the time of site plan review.

Urban Forest Management Division Analysis (Appendix 9)

Staff from the Urban Forest Management Division (UFMD) reviewed the application, and initially identified several concerns with the proposed plans. Among the concerns were conformance with the 10-year canopy and transitional screening requirements as well as an overall lack of landscaping on the subject site.

During the review process, these concerns have been addressed by the applicant. The applicant will be able to meet the County's 10-year canopy requirement on-site. A new area of open space, just to the north of the new proposed vehicle maintenance bays has been added to the SEA Plat along with two trees in the southwestern corner of the lot.

Given that the vegetation currently existing on-site is in poor condition, the applicant has requested a Tree Preservation Target Deviation. A mixture of deciduous trees will be planted. Staff is supportive of the Tree Preservation Target Deviation and believes the proposed landscaping will be an improvement from the existing vegetation.

A waiver to the transitional screening requirement is also requested for this development. As discussed in detail further in the Modifications and Waivers section of this staff report, UFMD is in support of the proposed reduction to the requirement.

Commercial Revitalization District Analysis (Appendix 10)

Staff from the Office of Community Revitalization (OCR) initially expressed concerns regarding the streetscape features proposed along Backlick Road; including

landscaping, lighting and sidewalk design standards. Specifically, OCR noted that the site lighting should match the decorative acorn light standards on adjoining properties, that the poor quality trees should be removed and replaced with higher quality materials, that the split rail fence along the southern property line should be removed and that the landscape beds along the perimeter should be improved to coordinate with the new aesthetic of the service station building.

In response, the applicant has improved the proposed streetscape. As discussed previously, the applicant will expand the sidewalk from three feet in width to six feet to serve as a minor paved trail with a two foot paver strip and two foot landscape strip which will replicate the design of the adjacent Virginia Tire and Auto at 6626 Backlick Road. The applicant also agreed to OCR's recommendation for the use of brick or concrete pavers rather than stamped concrete for the two foot paver strip.

While the existing LED fixtures on the property will remain, the applicant has agreed to the installation of two acorn light standards in keeping with the Springfield CRD streetscape recommendations. These acorn lights will "bookend" the north and south corners of the property along Backlick Road and serve to create a modest level of consistency with lighting treatment on the adjacent property, as well as the Calamo Park to the north of the property. Finally, with a more substantial barrier and buffer provided by the proposed landscaping, the applicant will remove the split-rail fence along the southern property line, in order to be more consistent with the Comprehensive Plan Urban Design Guidance for this area.

ZONING ORDINANCE PROVISIONS (Appendix 11)

General Special Exception Standards (Sect. 9-006)

All special exception uses shall satisfy the following general standards:

General Standards 1 and 2 requires that the proposed use at the specified location *"be in harmony with the adopted Comprehensive Plan"* and *"with the general purpose and intent of the applicable zoning district regulations."* Staff finds that the expansion and upgrade of the existing service station will be in harmony with the Comprehensive Plan, which encourages revitalization through enhancing the economic competitiveness of local businesses. On the whole, the proposed redevelopment will improve the overall character and function of the subject site while ensuring the protection and preservation of the adjacent residential community. Additionally, staff finds the proposal to be in conformance with the purpose and intent of the C-5 District, which supports retail commercial uses with a neighborhood-oriented market.

General Standard 3 states that the proposed use shall *"be harmonious with and not adversely affect the use or development of neighboring properties."* This standard also requires that *"the location, size and height of buildings, structures, walls and fences, and the nature and extent of screening, buffering and landscaping shall be such that the*

use will not hinder or discourage the appropriate development and use of adjacent or nearby land and/or buildings or impair the value thereof." The proposed redevelopment is an intensification of the existing service station; however, the applicant has worked with staff to address site design, landscaping, streetscape, internal site circulation and local traffic concerns. The proposed streetscape is consistent with adjoining properties and is configured in a manner which allows for adequate site onsite circulation, while also providing an improved streetscape along Backlick Road. Staff believes that the proposed plan, subject to the included development conditions, would meet this standard.

General Standard 4 requires *"that pedestrian and vehicular traffic associated with the use will not be hazardous or conflict with existing or anticipated traffic."* The applicant has incorporated various improvements into the site layout as suggested by staff over the lifespan of the application. These proposed improvements include reducing all entrances to 30 feet in width, dedicating additional right-of-way along Backlick Road for the installation of a six foot wide sidewalk consistent with the minor paved trail shown on the Countywide Trails Plan, installing new CG-12 ramps and extending the median on Backlick Road to the south. Staff would still prefer that the northernmost entrance along Backlick Road be closed. However, with the implementation of these improvements, staff finds that the proposed plan meets this standard.

General Standard 5 stipulates that *"the Board shall require landscaping and screening in accordance with the provisions of Article 13."* The property is constrained by current lot and building configurations, as well as overhead utility lines that limit the amount of landscaping which can be planted along the site's perimeter, including streetscape. Although the applicant has requested a waiver to the required transitional screening, staff does believe that to the extent possible landscaping was provided, especially in the northwestern corner of the property closest to the residential development. Staff believes the proposed waiver is appropriate and finds that with approval, this standard will be satisfied.

General Standard 6 stipulates that *"open space shall be provided in an amount equivalent to that specified for the zoning district in which the proposed use is located."* The C-5 zoning district requires 20 percent of the site to be open space. Since only four percent of the site will be open space, the applicant is seeking a waiver in accordance with Sect. 9-622 of the Zoning Ordinance (Modifications/Waivers/Increases and Uses in a Commercial Revitalization District). Par. 3 of Sect. 9-622 notes that "approval of a requested modification/waiver/increase or use shall be in accordance with and shall further the implementation of the adopted comprehensive plan for the commercial revitalization area." In this instance, based on existing conditions, very little open space exists on-site. As part of the proposed redevelopment, the applicant has proposed a new area of open space in the northwestern portion of the property as well as significant improvements to the current streetscape. Staff believes that the proposed landscaping and streetscape furthers the implementation of the Springfield CRD which seeks to create a high quality, attractive, functional and safe environment for the pedestrian, bicyclist, transit rider, or other non-motorized vehicle user. Therefore, staff is in support

of the waiver. With the approval of the waiver, staff finds this standard met.

General Standard 7 states that *"adequate utility, drainage, parking, loading and other necessary facilities to serve the proposed use shall be provided. Parking and loading requirements shall be in accordance with the provisions of Article 11."* The site will have 19 parking spaces for both employee and customer parking, which satisfies the Zoning Ordinance requirement. Preliminary review by DPWES finds adequate drainage and utility connections for the development. At the time of site plan, all drainage and any necessary utility connections will be assessed in depth.

General Standard 8 specifies that *"signs shall be regulated by the provisions of Article 12; however, the Board may impose more strict requirements for a given use than those set forth in this Ordinance."* A note has been included on the SEA Plat which states that any signage must be in conformance with the Zoning Ordinance regulations.

Standards for All Category 5 Uses (Sect. 9-503)

This application is also subject to the three additional standards for all Category 5 special exception uses, which require conformance with the lot size and bulk regulations of the Zoning Ordinance, the performance standards specified in the applicable zoning district, and Article 17 of the Zoning Ordinance, which concerns site plans. Table 2 found below, outlines the bulk standards for the C-5 zoning district. Staff believes that these standards would be met with the imposition of the proposed development conditions.

TABLE 2 – BULK STANDARDS FOR C-5 ZONING

Standard	Required	Provided
Lot Size	40,000 square feet minimum	28,304 square feet[1] (After ROW dedication)
Lot Width	200 foot minimum	132 feet[1]
Building Height	40 feet maximum	22 feet
Front Yard	Controlled by a 45° angle of bulk plane, but not less than 40 feet	Backlick Road: 67 feet Calamo Street: 92 feet
Rear Yard	20 foot minimum	51 feet
Side Yard	None required	14.5 feet
Floor Area Ratio	0.30 maximum	0.13
Landscaped Open Space	20% of the gross area	4%[2]

Parking	19 spaces (2 spaces per service bay plus 1 space per employee, but never less than 5 spaces)	19 spaces
Transitional Screening Requirement		
Calamo Street (Northern Lot Line)	Transitional Screening Yard III: 50 Feet	Waiver Requested

[1]Section 2-405 of the Zoning Ordinance permits lots that were recorded prior to the effective date of the Zoning Ordinance that met the requirements of the Zoning Ordinance in effect at the time of recordation to be used for any use permitted in the zoning district in which located even though the lot does not meet the bulk standards of the district. At the time of approval for Special Permit S 249-65, which occurred on December 21, 1965, bulk standards met the Zoning Ordinance requirements. Fairfax County Department of Tax Administration records show that the structures on site were constructed in 1966, which predate the current Zoning Ordinance, which became effective on August 14, 1978.
[2]Applicant is requested a waiver of the minimum open space requirement.

Additional Standards for Automobile-Oriented Uses, Car Washes, Drive-In Financial Institutions, Drive-Through Pharmacies, Fast Food Restaurants, Quick-Service Food Stores, Service Stations and Service Stations/Mini-Marts (Sect. 9-505)

Service stations, when permitted by special exception, must also satisfy the following additional standards:

Standard A stipulates that *"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."* The building facades will be redesigned with a brick façade to replicate the style and materials of the Virginia Tire and Auto property located on the adjacent property to the south at 6626 Backlick Road. The enhanced aesthetic of this structure will contribute to an improved standard of urban design for this intersection of Backlick Road. Staff finds these materials to be compatible with and complementary to the surrounding neighborhood. With the implementation of the proposed development condition, this standard has been satisfied.

Standard B states that the use *"shall be designed so that pedestrian and vehicular circulation is coordinated with that on adjacent properties."* As discussed above, the vehicular and pedestrian circulation will be improved from the existing condition. The applicant proposes to reduce all entrances to a width of 30 feet, which is the minimum commercial standard, dedicate additional right-of-way along Backlick Road for the installation of a six foot wide sidewalk consistent with the minor paved trail shown on the Countywide Trails Plan, install new CG-12 ramps and extend the median on Backlick Road to the south. While it would be preferable for the applicant to close the northernmost site entrance along Backlick Road, staff finds the standard has been met since these improvements will create a more pedestrian friendly environment while coordinating the pedestrian and vehicular flow with the adjacent properties.

Standard C specifies that *"the site shall be designed to minimize the potential for turning*

movement conflicts and to facilitate safe and efficient on-site circulation", and that *"parking and stacking spaces shall be located in such a manner as to facilitate safe and convenient vehicle and pedestrian access to all uses on the site."* Circulation patterns and parking are clearly delineated on the SEA Plat. The location of the additional bays and the proposed one-way traffic pattern will both lead to minimal vehicular conflict on-site. Staff finds that the proposal meets this standard.

Standard D states that *"the lot must be of sufficient area and width to accommodate the use and that any such use will not adversely affect any nearby existing or planned residential areas as a result of the hours of operation, noise generation, parking, glare or other operational factors."* Although the lot area and lot width are less than optimum for the C-5 District, the applicant has demonstrated that the layout provides enough space to accommodate the additional service bays and existing fueling stations. The enhanced landscaping and streetscape will provide an effective buffer to the adjacent single-family residences. It is staff's opinion that this standard has been addressed.

Standard E applies to drive-through pharmacies; therefore, this standard is not applicable to this application.

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

The purpose of the Highway Corridor Overlay District (HC) in Sect. 7-600 of the Zoning Ordinance, is in general, to protect and promote the health, safety and general welfare of the public by the prevention or reduction of traffic congestion and/or danger in the public and private streets, a limitation is placed on certain automobile oriented, fast service, or quick turn-over uses. Par. 1 of Sect. 7-608, includes three use limitations and Par. 3 of Sect. 7-608 provides limitations specific to the C-5 or C-6 District (the subject property is zoned C-5).

Par. 1A of Sect. 7-608 states that the use "*shall be designed so that pedestrian and vehicular circulation is coordinated with that on adjacent properties*." As previously discussed, the vehicular and pedestrian circulation will be improved from the existing condition. The applicant proposes to reduce all entrances to a width of 30 feet, which is the minimum commercial standard, dedicate additional right-of-way along Backlick Road for the installation of a six-foot wide sidewalk consistent with the minor paved trail shown on the Countywide Trails Plan, install new CG-12 ramps and extend the median on Backlick Road to the south. Staff finds that the reduced entrance widths and wider sidewalks will create a more pedestrian-friendly environment while coordinating the pedestrian and vehicular flow with the adjacent properties. With the implementation of the development conditions, staff believes the limitation has been addressed.

Par. 1B of Sect. 7-608 stipulates that *"such a use shall have access designed so as not to impede traffic on a public street intended to carry through traffic."* Access to the site is provided off of Backlick Road and Camalo Street, both public streets. As noted earlier in this report, staff had initially recommended that the northernmost site entrance along Backlick Road be closed. Instead of closing this entrance, the applicant has proposed to

reduce the entrance widths to 30 feet and to extend the median on Backlick Road to the south approximately 20 feet. While staff would still prefer that the northernmost entrance along Backlick Road be closed, staff finds that both improvements will help improve traffic safety in this location of Backlick Road. As such, staff finds that this limitation has been met.

Par. 3A of Sect. 7-608 says that *"service stations/mini-marts shall not be used for the performance of major repairs, and no wrecked, inoperative or abandoned vehicles may be temporarily stored outdoors for a period in excess of seventy-two (72) hours, subject to the limitation that there shall be no dismantling, wrecking or sale of said vehicles or parts therof"* and that *"there shall be no more than two (2) such vehicles on site at any one time."* A development condition has been added to ensure this limitation is met.

Modifications/Waivers/Increases and Uses in a Commercial Revitalization District (Sect. 9-622)

As previously stated in this report, only four percent of the site will be open space under the proposed development, whereas the C-6 District requires 20% of the site to be landscaped open space. As such, the applicant is seeking a waiver of the open space requirement. Par. 3 of Sect. 9-622 notes that "approval of a requested modification/waiver/increase or use shall be in accordance with and shall further the implementation of the adopted comprehensive plan for the commercial revitalization area." The current site contains very little landscaped open space. The proposed application seeks to add a new area of open space in the northwestern portion of the property as well as significant improvements to the current streetscape. Staff believes that the proposed landscaping and streetscape furthers the implementation of the Springfield CRD which seeks to create a high quality, attractive, functional and safe environment for the pedestrian, bicyclist, transit rider, or other non-motorized vehicle user. Therefore, staff is in support of the requested open space waiver.

WAIVERS AND MODIFICATIONS

Waiver of the Loading Space Requirement

As previously discussed, off-street loading space requirements are specified in Sect.11-200 of the Zoning Ordinance. The minimum number of loading spaces for service stations is not specified in Sect. 11-203 of the Zoning Ordinance. At the time of site plan, the loading space requirement would be determined by the Director of the Department of Public Works and Environmental Services (DPWES) based on the most similar use.

The existing service station does not have a designated loading space. Due to the configuration of the site and operational needs of this site, the applicant has requested a waiver from the requirement. Due to the site constraints, the fact that the service station currently does not utilize a loading space and the operational needs of this applicant,

staff supports the waiver from the loading space requirement.

Waiver of the Transitional Screening Requirement

The applicant has requested a waiver of the transitional screening yard required per Sect. 13-303 of the Zoning Ordinance around the northwestern portion of the property where the site abuts residential property. The applicant's statement of justification refers to Par. 2 of Sect. 13-305, which allows for a modification to the transitional screening when the strict provisions would reduce the usable area of a lot. Staff believes that the increased landscaping and streetscape proposed are sufficient to lessen adverse impacts on the neighboring residential development and does not object to the requested waiver.

Waiver of the Tree Preservation Target

The quality of the few existing on-site trees is generally poor. Accordingly, the applicant is requesting a deviation from the tree preservation target pursuant to Section 12-0508 of the Public Facilities Manual. Given the existing conditions, staff supports the deviation request in favor of the proposed trees shown on the Landscape Plan.

Modification to the Springfield CRD Streetscape

Due to pre-existing lot, building and overhead utility constraints, the proposed streetscape does not entirely conform to the recommendations in the Comprehensive Plan for the Springfield CBC. The applicant has instead proposed a streetscape design that continues the landscape, sidewalk and lighting treatment found on abutting properties along the frontage of the subject site. Staff finds the proposed streetscape consistent with adjoining properties and configured in a manner which allows for adequate site on-site circulation, while also providing an improved streetscape along Backlick Road. Given the surrounding area and site constraints, staff supports the modification request in favor of the streetscape shown on the SEA Plat.

CONCLUSIONS AND RECOMMENDATIONS

Staff Conclusion

Staff finds that the subject application is in harmony with the Comprehensive Plan and in conformance with the applicable Zoning Ordinance provisions with the implementation of the proposed development conditions contained in Appendix 1.

Staff Recommendation

Staff recommends approval of SEA 82-L-062-02, subject to the approval of the proposed development conditions contained in Appendix 1 of the staff report.

Staff recommends approval of the waiver from the loading space required per Sect. 11-203 of the Zoning Ordinance.

Staff recommends approval of the waiver of the transitional screening required per Sect. 13-303 of the Zoning Ordinance along Calamo Street.

Staff recommends approval of the waiver of the tree preservation target deviation in favor of the proposed vegetation shown on the SEA plat.

Staff recommends approval of the modification to the Springfield CRD streetscape in favor of the streetscape shown on the SEA Plat.

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

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

APPENDICES

1. Proposed Development Conditions
2. Statement of Justification
3. Affidavit
4. Excerpt of December 21, 1965 Board of Zoning Appeals Minutes
5. SE 82-L-062 Development Conditions & Plat
6. Transportation Memoranda
7. Stormwater Memorandum
8. Environmental Analysis
9. Urban Forestry Analysis
10. Office of Community Revitalization Analysis
11. Zoning Ordinance Provisions
12. Glossary of Terms

APPENDIX 1

PROPOSED DEVELOPMENT CONDITIONS

SEA 82-L-062-02

November 2, 2016

If it is the intent of the Board of Supervisors to approve Special Exception Amendment SEA 82-L-062-02, located at 6620 Backlick Road [Tax Map 90-2 ((02)) 231 and 232] previously approved for a service station in a Highway Corridor Overlay District to permit modifications to the site layout and development conditions and a waiver of the open space requirement in a Commercial Revitalization District, staff recommends that the Board of Supervisors condition the approval by requiring conformance with the following development conditions. These development conditions incorporate and supersede all previously approved development conditions. Those conditions carried forward from the previous approval are marked with an asterisk (*).

1. This Special Exception Amendment (SEA) is granted for and runs with the land indicated in this application and is not transferable to other land.*

2. This SEA is granted only for the purpose(s), structure(s) and/or use(s) indicated on the Special Exception Plat approved with the application, as qualified by these development conditions.*

3. A copy of these SEA conditions, along with the Non-Residential Use Permit (Non-RUP), shall be posted in a conspicuous place on the property of the use and be made available to all departments of the County of Fairfax during hours of operation for the permitted use.*

4. This SEA is subject to the provisions of Article 17, Site Plans, as may be determined by DPWES. Any plan submitted pursuant to this SEA shall be in substantial conformance with the approved Special Exception Plat entitled “Special Exception Amendment Plat (SEA 82-L-062-02) for Virginia Tire and Auto,” submitted by Bohler Engineering dated December 17, 2015, revised through October 3, 2016, and these conditions. Minor modifications to the approved Special Exception Amendment may be permitted pursuant to Paragraph 4 of Section 9-004 of the Zoning Ordinance.

5. All signage shall conform to the provisions of Article 12 of the Zoning Ordinance.

6. There shall be no display, selling, storing, rental, or leasing of automobiles, trucks, trailers, recreational vehicles, lawn movers, etc. from this property. No abandoned, wrecked or inoperable vehicles shall be stored on this property.

7. All outdoor lighting shall meet the requirements of Article 14 of the Zoning Ordinance.

8. Temporary promotional banners, balloons, flags, or rooftop displays shall not be permitted on site. No promotional signage shall be permitted on any light poles; however, this shall not preclude the display of seasonal banners.

9. There shall be no outdoor storage or display of goods offered for sale.

10. No outdoor speakers or loud speakers shall be utilized on the site.

11. The service station shall not be used for the performance of major repairs, and shall not include the outdoor storage of abandoned, wrecked, or inoperable vehicles on the site for more than 72 hours as outlined in Paragraph 3(B) of Section 9-505 of the Zoning Ordinance. Furthermore, there shall be no outdoor dismantling, wrecking or sale of said vehicles or parts thereof.

12. There shall be no more than seven employees on site at any one time.

13. The maximum number of service bays on site shall be limited to six as depicted on the SEA Plat. Outdoor lifts are strictly prohibited.

14. All landscaping shown on the SEA Plat shall be in place prior to the issuance of the Non-RUP. Prior to the issuance of the Non-RUP, the landscaping shall be inspected by Urban Forest Management (UFM) to ensure that it is in compliance with that shown on the approved SEA Plat.

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 Amendment shall not be valid until this has been accomplished.

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

STATEMENT OF JUSTIFICATION
Revised October 3, 2016

Special Exception Amendment Application (SEA 82-L-062-02)
Application of 6620 Backlick Road LLC
Case Name: Virginia Tire & Auto - Springfield (6620 Backlick Road, Springfield, VA 22030)
Tax Map #: 0902-02-0232 / 0902-02-0231

I. Overview

Applicant:	6620 Backlick Road LLC
Application Type:	Special Exception Amendment
Proposed Use:	Service Station
Zoning District:	C-5 (Neighborhood Retail Commercial District)
Overlay District:	None
Site Area:	0.66 acres / 28,771 square feet

II. Introduction

6620 Backlick Road LLC, the "Applicant," is seeking an amendment to its existing Category 5 special exception (SE 82-L-062) for a service station, pursuant to Zoning Ordinance Article 4-504(4)(N), for the Subject Property located at 6620 Backlick Road, Springfield, VA 22030 (tax map #s 0902-02-0232 / 0902-02-0231). The existing service station, which has been in operation on this property since 1966, currently has eight fueling stations and a vehicle service center with four vehicle service bays and an outdoor car lift. In this application, the Applicant requests approval of an amendment to the existing special exception to demolish the fourth service bay at the rear of the property and add three additional service bays in its place. Along with this addition, the Applicant plans to upgrade the appearance of the site, to include architectural and streetscape upgrades and additional green space.

III. The Subject Property

The Subject Property consists of two parcels comprising a total of 28,771 square feet. The property is zoned C-5. The Subject Property is bounded on three sides by public roads and is located at the southwest intersection of Backlick Road and Calamo Street in Springfield. The Subject Property is currently improved with a service station that was built in 1966. Special Exception SE 82-L-062 was approved in 1982 to allow a minor expansion of the existing service station.

IV. Proposed Use and Building on the Subject Property

A. Type of Operation

The Applicant is now proposing to add additional vehicle maintenance and servicing bays to this existing service station on the Subject Property. The existing fourth bay to the rear of the

property will be demolished and replaced with three new service bays, and the total size of the proposed new addition will be 1,720 square feet.

B. Hours of Operation

The gasoline fueling stations will continue to operate on a 24/7 basis. The hours of operation for vehicle service will continue to be from 7:00 am to 8:00 pm, seven days per week.

C. Estimated Number of Patrons/Clients

The Applicant estimates that approximately 100 customers will visit the service station on a daily basis if the proposed addition is approved.

D. Estimated Number of Employees

The service station will have approximately seven employees if the proposed addition is approved. Of these seven employees, three are cashiers. Only one cashier will be on duty and present at the service station at any given time.

E. Estimate of Traffic Impact of the Proposed Use

The existing service station has been in operation on this property since 1966. This site is located in a general commercial area. Therefore, the proposed addition to the service station will have a minimal impact on traffic. It is expected that the service station will draw primarily upon customers that are already visiting or traveling along Backlick Road or other areas of Springfield. Trips to the service station will continue to be made by automobile. The gasoline fueling stations operate on a 24/7 basis. Trips to the gasoline fueling stations will continue to be made on a 24/7 basis, with the majority of trips occurring during the morning and evening rush hours. Vehicle service at the service station will continue to operate from 7:00 am to 8:00 pm. Trips to the service station for vehicle service will be limited to these hours of the day.

Michelle Guthrie of the Fairfax County Department of Transportation reviewed this proposed project and determined by e-mail that this Application does not require a Chapter 870 Traffic Impact Analysis. Ms. Guthrie's email is attached with this Application, per her direction.

F. Vicinity or General Area to be Served by the Use

The service station has historically served the Springvale Community and Springfield, and it is expected that this will continue to be the case if the proposed addition to the service station is approved.

G. Description of Building Façade and Architecture of Proposed New Building

The proposed addition will significantly improve the appearance of the current service station on the Subject Property, as depicted in the enclosed elevations. The addition to the proposed service station will feature attractive brick façades and will be branded with the

Virginia Tire & Auto logo. Virginia Tire & Auto strives to create attractive and inviting sites that employ a modern and clean aesthetic. Preliminary elevations for the exterior of the building are included with this Application.

H. Hazardous or Toxic Substances

The Subject Property will continue to utilize four underground gasoline tanks (each 10,000 gallons), one underground kerosene tank (6,000 gallons), and one underground heating oil tank (1,000 gallons). The only hazardous or toxic substances or petroleum products to be used or stored on-site are gasoline, kerosene, and heating oil.

I. Conformance With All Applicable Ordinances, Regulations, Adopted Standards, and Applicable Conditions

As discussed more fully in Section V below, and with the exception of three waivers requested below, the proposed addition on the Subject Property conforms to the provisions of all applicable ordinances, regulations, adopted standards, and any applicable conditions.

V. Zoning Ordinance Requirements and Special Exception Standards

A. Special Exception General Standards (Article 9-006)

The General Standards for Special Exceptions in Fairfax County, found in Article 9-006, are addressed below.

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

The proposed use on the Subject Property is and will remain in harmony with the Comprehensive Plan. The Subject Property is located in Area IV of the Comprehensive Plan, Franconia-Springfield Area and Fort Belvoir North Area, Land Unit F. The Comprehensive Plan states: Retail, low-rise office, and residential uses are planned for this land unit. Community-serving retail uses with intensities up to .35 FAR are planned in order to retain existing businesses and provide space for the start-up of new businesses. The existing service station has been a part of the neighborhood commercial core since 1966. The proposed addition to the existing service station will continue to operate as a community-serving retail use with maximum intensity of 0.15 FAR.

In accordance with the recommendations in the Comprehensive Plan for streetscape and trails in the vicinity of the Subject Property, the Applicant proposes to widen the existing sidewalk along Backlick Road to six feet and to include four feet of buffer, to be comprised of brick, concrete pavers, or a combination of other attractive building materials. The Applicant also proposes to add two acorn-style lights on the site along Backlick Road, to create uniformity with the Virginia Tire & Auto site to the immediate south of the Subject Property. The Applicant is also proposing significant new plantings along the Subject Property's frontage on Backlick Road and on the southern border of the property. This should improve the appearance of the

streetscape of the Subject Property overall. Finally, in accordance with input from the Fairfax County Department of Transportation, all existing entrances into the Subject Property will be reduced in width to 30 feet, which will improve the safety of pedestrian and vehicular traffic in and around the Subject Property. For these reasons, the proposed use is in harmony with the Comprehensive Plan.

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

The proposed use is in harmony with the general purpose and intent of the C-5 District regulations. The C-5 District is a Neighborhood Retail Commercial District. The purpose and intent of the C-5 District is to provide locations for convenient commercial uses that have a neighborhood-oriented market. The service station addition has served the community since 1966 and is expected to continue to primarily serve the Springvale Community and Springfield neighborhood in which it is located.

3. The proposed use shall be such that it will be harmonious with and will not adversely affect the use or development of neighboring properties in accordance with the applicable zoning district regulations and the adopted comprehensive plan. The location, size and height of buildings, structures, walls and fences, and the nature and extent of screening, buffering and landscaping shall be such that the use will not hinder or discourage the appropriate development and use of adjacent or nearby land and/or buildings or impair the value thereof.

The proposed use on the Subject Property will be harmonious with and will not adversely affect the use or development of neighboring properties. The service station has been a part of the community since 1966. As discussed above, the exterior appearance of the existing vehicle maintenance building will be upgraded, as depicted in the enclosed elevations. The location, size, and height of buildings, structures, walls and fences will comply with all applicable Zoning Ordinance regulations. The Subject Property has direct frontage along Backlick Road. The Brookfield Plaza shopping center is located directly to the south. A driving academy is located adjacent and to the west of the Subject Property. Across Calamo Street, to the north, is a pocket park area that is voluntarily maintained by Virginia Tire & Auto.

4. The proposed use shall be such that pedestrian and vehicular traffic associated with such use will not be hazardous or conflict with the existing and anticipated traffic in the neighborhood.

The existing service station has been in operation on this property since 1966. This site is located in a general commercial area. Therefore, the proposed addition to the service station will have a minimal impact on traffic. It is expected that the service station will draw primarily upon customers that are already visiting or traveling along Backlick Road or other areas of Springfield. Trips to the service station will continue to be made by automobile. The gasoline fueling stations operate on a 24/7 basis. Therefore, trips to the gasoline fueling stations will

continue to be made on a 24/7 basis, with the majority of trips occurring during the morning and evening rush hours. Vehicle service at the service station will continue to operate from 7:00 am to 8:00 pm. Therefore, trips to the service station for vehicle service will be limited to these hours of the day. In addition, the Applicant is proposing to reduce the width of the three entrances into the site to 30 feet, which will improve safety for pedestrian and vehicular traffic in and around the Subject Property.

Michelle Guthrie of the Fairfax County Department of Transportation reviewed this proposed project and determined by e-mail that this Application does not require a Chapter 870 Traffic Impact Analysis. Ms. Guthrie's email is attached with this Application, per her direction.

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.

With the exception of the waivers requested below in subsection D, the Applicant will comply with all landscaping or screening conditions that the Board requires.

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

Zoning Ordinance Article 4-508 requires 20% of gross area to be landscaped open space in the C-5 District. As set forth below in subsection D, the Applicant is requesting a waiver of this requirement based on existing conditions. The Applicant is also proposing significant new plantings along the Subject Property's frontage on Backlick Road and on the southern border of the property. This should improve the appearance of the streetscape of the Subject Property overall. The Applicant is also proposing a new area of open space on the Subject Property, just to the north of the new proposed vehicle maintenance bays.

7. Adequate utility, drainage, parking, loading and other necessary facilities to serve the proposed use shall be provided. Parking and loading requirements shall be in accordance with the provisions of Article 11.

The proposed building, utility locations, landscaping and parking lot configurations are subject to final engineering, but will remain in substantial conformance with all County requirements, as depicted on the Special Exception Plat, with the exception of the waivers requested below in subsection D.

For service stations, Article 11-104 requires two parking spaces per service bay, plus one space per employee, but never less than five spaces. The proposed service station will have six service bays and 7 employees. Thus, 19 parking spaces are required. The Application includes 19 parking spaces on the Subject Property.

8. Signs shall be regulated by the provisions of Article 12; however, the Board may impose more strict requirements for a given use than those set forth in this Ordinance.

Signs will be installed under a separate permit in accordance with Fairfax County Ordinances. All signs will comply with the provisions of Article 12.

B. Standards for All Category 5 Special Exception Uses (Article 9-503)

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.

With the exception of the waivers requested below, the proposed use shall comply with the bulk regulations in the C-5 District.

2. All uses shall comply with the performance standards specified for the zoning district in which located, including the submission of a sports illumination plan or photometric plan as may be required by Part 9 of Article 14.

The proposed use complies with all applicable performance standards in the C-5 District.

3. Before establishment, all uses, including modifications or alterations to existing uses, shall be subject to the provisions of Article 17, Site Plans.

Before establishment, the Applicant will submit a site plan in accordance with Article 17.

C. Additional Standards for Service Stations (Article 9-505)

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.

The existing service station has been in operation on this property since 1966. The proposed addition will significantly improve the appearance of the current service center on the Subject Property, as depicted in the enclosed elevations. The addition to the proposed service station will feature attractive brick façades and will be branded with the Virginia Tire & Auto logo. These facades will be uniform on all sides of the service bay structure. Virginia Tire & Auto strives to create attractive and inviting sites that employ a modern and clean aesthetic. Preliminary elevations for the exterior of the building are included with this Application.

B. Such a use shall be designed so that pedestrian and vehicular circulation is coordinated with that on adjacent properties.

The Subject Property is located at the southwest corner of Backlick Road and Calamo Street. It is not expected that the proposed addition will affect the current pedestrian and vehicular circulation on site, except that the reduced with of all three entrances to 30 feet should improve pedestrian and vehicular safety on the site.

C. The site shall be designed to minimize the potential for turning movement conflicts and to facilitate safe and efficient on-site circulation. Parking and stacking spaces shall be provided and located in such a manner as to facilitate safe and convenient vehicle and pedestrian access to all uses on the site.

The Subject Property is located at the southwest corner of Backlick Road and Calamo Street. It is not expected that the proposed addition will affect the current pedestrian and vehicular circulation on site, except that the reduced with of all three entrances to 30 feet should improve pedestrian and vehicular safety on the site. Parking shall be located on the southern border of the Subject Property and directly to the north and adjacent to the existing building on-site.

D. In reviewing such a use or combination of uses, it shall be determined that the lot is of sufficient area and width to accommodate the use and that any such use will not adversely affect any nearby existing or planned residential areas as a result of the hours of operation, noise generation, parking, glare or other operational factors.

The Subject Property is of sufficient area and width to accommodate the proposed 1,720 square foot addition. The proposed addition will not affect or change the current hours of operation, noise generation, or other operational factors currently existing on-site.

2. In the C-5 and C-6 Districts, in addition to Par. 1 above:

A. There shall be no outdoor storage or display of goods offered for sale except for the outdoor storage or display of goods permitted at a service station or service station/mini-mart.

There will be no such outdoor storage or display of goods except for the outdoor storage or display of goods permitted at a service station.

B. Service stations and service station/mini-marts shall not be used for the performance of major repairs, and no wrecked, inoperative or abandoned vehicles may be temporarily stored outdoors for a period in excess of seventy-two (72) hours, subject to the limitation that there shall be no dismantling, wrecking or sale of said vehicles or parts thereof. In addition, there shall be no more than two (2) such vehicles on site at any one time.

Major repairs will not occur at the service station and no wrecked, inoperative, or abandoned vehicles will be temporarily stored outdoors for a period in excess of seventy-two (72) hours and there shall be no dismantling, wrecking or sale of said vehicles or parts thereof. In addition, there shall be no more than two (2) such vehicles on site at any one time.

D. Waivers Requested

As discussed above, the existing service station on the Subject Property was built in approximately 1966. The existing conditions on site do not comply with all current requirements applicable to the Subject Property today. Therefore, the Applicant requests waivers of the following requirements based on the existing conditions of the site:

1. The Applicant Requests Approval of the Waiver of the Minimum Open Space (ZO-4-508).

Article 4-508 requires 20% of the gross area to be landscaped open space. The existing and proposed landscaped open space will be about 4% of the gross area. The Applicant requests a waiver of the open space requirement based on existing conditions. The Applicant is also proposing significant new plantings along the Subject Property's frontage on Backlick Road and on the southern border of the property. This should improve the appearance of the streetscape of the Subject Property overall. The Applicant is also proposing a new area of open space on the Subject Property, just to the north of the new proposed vehicle maintenance bays. Virginia Tire & Auto also voluntarily maintains a pocket park area directly to the north of the Subject Property, across Calamo Street.

2. The Applicant Requests Approval of the Waiver of the Loading Space Requirement (ZO-11-203).

Article 11-203 requires one loading space for this use. No loading space currently exists on site and no loading space is necessary for this use. The Applicant therefore requests a waiver of the loading space requirement based on existing conditions.

3. The Applicant Requests Approval of the Waiver of the Transitional Screening Yard (ZO-13-305-2)

A waiver from the transitional screening requirements of Article 13 of the Zoning Ordinance is requested for the frontage of the Subject Property along Calamo Street adjacent to

the residential single-family detached property to the northeast. Per Section 13-305(2) of the Zoning Ordinance, this waiver may be granted because the required transitional screening yard would preclude the reasonable use of the Subject Property. Moreover, the Applicant has proposed to add a new open space area in this northwest corner of the Subject Property to minimize any adverse impact on neighboring properties.

Mark M. Viani / by [illegible] w/ permission

Mark M. Viani
Attorney and Agent for the Applicant

Appendix 3

SPECIAL EXCEPTION AFFIDAVIT

133307

DATE: August 22, 2016
(enter date affidavit is notarized)

I, Zachary G. Williams, do hereby state that I am an
(enter name of applicant or authorized agent)

(check one) [ ] applicant
[✓] applicant's authorized agent listed in Par. 1(a) below

in Application No.(s): SEA 82-L-062-02
(enter County-assigned application number(s), e.g. SE 88-V-001)

and that, to the best of my knowledge and belief, the following information is true:

1(a). The following constitutes a listing of the names and addresses of all **APPLICANTS, TITLE OWNERS, CONTRACT PURCHASERS,** and **LESSEES** of the land described in the application,* and, if any of the foregoing is a **TRUSTEE,**** each **BENEFICIARY** of such trust, and all **ATTORNEYS** and **REAL ESTATE BROKERS,** and all **AGENTS** who have acted on behalf of any of the foregoing with respect to the application:

(**NOTE:** All relationships to the application listed above in **BOLD** print are to be disclosed. Multiple relationships may be listed together, e.g., **Attorney/Agent, Contract Purchaser/Lessee, Applicant/Title Owner**, etc. For a multiparcel application, list the Tax Map Number(s) of the parcel(s) for each owner(s) in the Relationship column.)

NAME (enter first name, middle initial, and last name)	**ADDRESS** (enter number, street, city, state, and zip code)	**RELATIONSHIP(S)** (enter applicable relationships listed in **BOLD** above)
6620 Backlick Road LLC	3201 Jermantown Road Suite 320 Fairfax, VA 22030	Owner
Bean, Kinney & Korman, P.C. Mark M. Viani, Esquire Zachary G. Williams, Esquire	2300 Wilson Blvd., 7th Floor Arlington, Virginia 22201	Attorney/Agent Attorney/Agent Attorney/Agent
Bohler Engineering VA, LLC Travis W. D'Amico	22636 Davis Drive, Suite 250 Sterling, Virginia 20164	Engineer/Agent Engineer/Agent

(check if applicable) [ ] There are more relationships to be listed and Par. 1(a) is continued on a "Special Exception Attachment to Par. 1(a)" form.

* In the case of a condominium, the title owner, contract purchaser, or lessee of 10% or more of the units in the condominium.

** List as follows: Name of trustee, Trustee for (name of trust, if applicable), for the benefit of: (state name of each beneficiary).

SPECIAL EXCEPTION AFFIDAVIT

DATE: August 22, 2016
(enter date affidavit is notarized)

133307

for Application No. (s): SEA 82-L-062-02
(enter County-assigned application number(s))

1(b). The following constitutes a listing*** of the **SHAREHOLDERS** of all corporations disclosed in this affidavit who own 10% or more of any class of stock issued by said corporation, and where such corporation has 10 or less shareholders, a listing of all of the shareholders:

(**NOTE**: Include **SOLE PROPRIETORSHIPS, LIMITED LIABILITY COMPANIES,** and **REAL ESTATE INVESTMENT TRUSTS** herein.)

CORPORATION INFORMATION

NAME & ADDRESS OF CORPORATION: (enter complete name and number, street, city, state, and zip code)
Bean, Kinney & Korman, P.C.
2300 Wilson Boulevard
7th Floor
Arlington, Virginia 22201

DESCRIPTION OF CORPORATION: (check one statement)

[ ] There are 10 or less shareholders, and all of the shareholders are listed below.

[✓] There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.

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

NAMES OF SHAREHOLDERS: (enter first name, middle initial and last name)
Jonathan C. Kinney
James W. Korman

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

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

Special Exception Attachment to Par. 1(b)

133307

DATE: August 22, 2016
(enter date affidavit is notarized)

for Application No. (s): SEA 82-L-062-02
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Bohler Engineering VA, LLC
22636 Davis Drive
Suite 250
Sterling, Virginia 20164

DESCRIPTION OF CORPORATION: (check one statement)

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

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)
Bohler Engineering, PC
Adam J. Volanth
Daniel M. Duke
Mark R. Joyce

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Bohler Engineering, PC
22636 Davis Drive
Suite 250
Sterling, Virginia 20164

DESCRIPTION OF CORPORATION: (check one statement)

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

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)
Ludwig H. Bohler

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

133307

Special Exception Attachment to Par. 1(b)

DATE: August 22, 2016
(enter date affidavit is notarized)

for Application No. (s): SEA 82-L-062-02
(enter County-assigned application number (s))

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

6620 Backlick Road LLC
3201 Jermantown Road
Suite 320
Fairfax, VA 22030

DESCRIPTION OF CORPORATION: (check one statement)

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

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)
Myron Boncarosky
Carole Boncarosky

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

DESCRIPTION OF CORPORATION: (check one statement)

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

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

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

SPECIAL EXCEPTION AFFIDAVIT

DATE: August 22, 2016
(enter date affidavit is notarized)

133307

for Application No. (s): SEA 82-L-062-02
(enter County-assigned application number(s))

1(c). The following constitutes a listing*** of all of the **PARTNERS,** both **GENERAL** and **LIMITED**, in any partnership disclosed in this affidavit:

PARTNERSHIP INFORMATION

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

None.

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

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

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

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

SPECIAL EXCEPTION AFFIDAVIT

133307

DATE: August 22, 2016
(enter date affidavit is notarized)

for Application No. (s): SEA 82-L-062-02
(enter County-assigned application number(s))

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

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

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

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

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

None.

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

Application No.(s): SEA 82-L-062-02

(county-assigned application number(s), to be entered by County Staff)

SPECIAL EXCEPTION AFFIDAVIT

133307

DATE: August 22, 2016

(enter date affidavit is notarized)

3. That within the twelve-month period prior to the public hearing of this application, no member of the Fairfax County Board of Supervisors, Planning Commission, or any member of his or her immediate household, either directly or by way of partnership in which any of them is a partner, employee, agent, or attorney, or through a partner of any of them, or through a corporation in which any of them is an officer, director, employee, agent, or attorney or holds 10% or more of the outstanding bonds or shares of stock of a particular class, has, or has had any business or financial relationship, other than any ordinary depositor or customer relationship with or by a retail establishment, public utility, or bank, including any gift or donation having a value of more than $100, singularly or in the aggregate, with any of those listed in Par. 1 above.

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

Frederick R. Taylor, Esq. of Bean, Kinney & Korman P.C. made contributions in excess of $100 to Penelope A. Gross within the past twelve months.

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

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

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

WITNESS the following signature:

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

Zachary G. Williams, Esq.

(type or print first name, middle initial, last name, and & title of signee)

Subscribed and sworn to before me this 22nd day of August 2016, in the State/Comm. of Virginia, County/City of Arlington.

Notary Public

My commission expires: 5/31/20

KELLY MICHELLE JAMES COMMONWEALTH OF VIRGINIA #330483 COMMISSION EXPIRES 05/31/2020 NOTARY PUBLIC

December 21, 1965

Mr. Neigh said that everyone else had been required to conform to the Zoning Ordinance and they objected to any variances in the area. After seeing the picture presented by Mr. Landry today of the type house he wishes to build, they do not object to the house being built but they feel that they have not been kept abreast of what was going on. They have an architectural control committee which was set up in 1962 and Mr. Landry should have asked their approval before filing this application. There is a covenant in the deed book requiring their approval. Perhaps some kind of variance is necessary, Mr. Neigh continued, but he felt that they should have had an opportunity to sit down with Mr. Landry and discuss what he intends to do with the property. He agreed that this was the only triangular lot in the area.

What is the average price of houses in the subdivision, Mr. Yeatman asked?

About $28,000, Mr. Neigh replied.

Mr. Landry said his house would probably sell for $29,500.

Col. Shepherd, living directly across the street from Mr. Landry's proposed house, said he would like the case deferred until they could see what Mr. Landry's plans are.

Mr. Landry said he was not aware of the architcectural committee. If the variance is granted he would start construction as soon as possible. The house would be built of brick veneer.

This case warrants consideration, Mr. Everest said, as it meets the requirements of the Ordinance in requesting variances. This is an unusual shaped lot and this is the minimum variance request. Any covenants carried on this particular property are of no concern to this Board - they can be determined in Court. He moved that the application of J. P. Landry, application under Section 30-6.6 of the Ordinance, to permit erection of dwelling 21 feet from rear property line, Parcel A, Block F, Section 5, Kirk Subdivision, Mt. Vernon District, be granted as applied for, granting a 4 feet variance on the rear line. All other provisions of the Ordinance to be met.

It should be pointed out, Mr. Smith stated, that only a small portion of the building, possibly 8 to 10 feet of the rear of the house, needs the variance. This variance is necessary because of the narrowing of the lot -- it is a completely triangular lot. Seconded by Mr. Barnes. Carried unanimously.

//

11:10 A.M. - VERNON M. LYNCH SONS, application under Section 30-7.2.10.2.2 and 30-6.6 of the Ordinance, to permit erection and operation of a service station and permit building closer to rear property line than allowed, Lots 231 and 232, Section 4, Springvale, Mason District. (C-N) S-249-65

Mr. Prichard represented the applicants. The highway widening in this area has put a lot of stations out of operation, he explained. This would be a Texaco filling station to replace one of these. There were 15 filling stations at the two intersections and now there are only 4 left. In addition, two service stations have been deprived of access to major roads. There is a need for this station. At this location, Mr. Prichard continued, they are required to dedicate an additional 30 feet of right-of-way. The first pump island is exactly 25 feet from that new dedication. The property behind this is a residential lot; however, it is undeveloped and is shown on the adopted Springfield Plan as commercial. These owners have not seet fit to ask for commercial zoning at this time so they will be required to screen it as though it were used for residential purposes. Because of this, they have the additional setback as required by the Ordinance. Of course, they will put in the screening

but they will be 41 feet from the property line and it would make it a difficult arrangement. It is a very large corner lot, but because of the additional 30 feet for widening, they cannot get two pump islands and the building in, and still have a 50 foot setback from the rear.

The only problem is meeting the 50 foot setback, Mr. Everest said, on the rear property line; this is setting off 41 feet now and this certainly is more than adequate.

What type of service station do they plan to construct, Mr. Smith asked?

It is a gable roof type of arrangement, Mr. Prichard replied.

Mr. Smith said he wanted to be assured that it would be a colonial type station.

No opposition.

In the application of Vernon M. Lynch Sons, application under Section 30-7.2.10.2.2 and 30-6.6 of the Ordinance, to permit erection and operation of service station and permit building closer to rear property line than allowed, Lots 231 and 232, Section 4, Springvale, Mason District, Mr. Smith moved that the application be approved as applied for. This includes permit to erect a service station within 41 feet of the rear property line. Property at the rear is in the Master Plan for commercial zoning and certainly this application warrants favorable consideration from this Board to allow the applicant to utilize this property. The area connected with the use is almost 3/4 of an acre and is certainly sufficient for this type of operation. All other provisions of the Ordinance to be met. Seconded by Mr. Barnes. All voted in favor except Mr. Everest who abstained from voting -- his company has submitted a bid on this station.

//

11:20 A.M. - PAUL KAUFMAN, application under Section 30-6.6 of the Ordinance, to permit erection of carport 9.8 feet from side property line, Lot 5, Block 2, First Addition to Hollindale, (2005 Sherwood Hall Lane), Mt. Vernon District. (R-12.5) V-250-65.

Mr. Kaufman stated that he had discussed his request with the neighbors and they are in favor. The church has had a meeting of the Board of Deacons and considered the proposal. On this property one of the chimneys sticks out about 13 or 14 inches so that when one takes an 8 foot wide car, puts up 6 inch posts, and drives it in without a variance, it would scrape off the paint. He is asking for a 12 foot carport -- this is a 2 ½ foot variance.

One extenuating factor, Mrs. Henderson noted, is the fact that the property adjoins the church parking lot which will be a permanent thing so it is not coming closer to any residence. Most of the houses do have carports.

It sounds like a reasonable request, Mr. Smith stated, and he complimented the applicant for asking for only a 12 foot carport rather than a 21 foot carport which some people ask for. Certainly the variance is justifiable in this case.

No opposition.

Mr. Yeatman moved that the application of Paul Kaufman, application under Section 30-6.6 of the Ordinance, to permit erection of carport 9.8 feet from side property line, Lot 5, Block 2, First Addition to Hollindale, (2005 Sherwood Hall Lane), Mt. Vernon District, be granted due to the unusual circumstances of the adjoining church parking lot. This is a minimum request and most of the houses have carports. Seconded by Mr. Barnes. Carried unanimously.

//

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

October 25, 1982

Mr. R. Mark Dare
P. O. Box #547
Fairfax, Virginia 22030

Re: Special Exception
Number SE 82-L-062

Dear Mr. Dare:

At a regular meeting of the Board of Supervisors held on October 25, 1982, the Board approved Special Exception Number SE 82-L-062, in the name of Texaco, Inc., located as Tax Map 90-2((2))231 and 232 for use as addition to an existing service station pursuant to Sections 4-504, 7-607 and 9-601 of the Fairfax County Zoning Ordinance, 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. Unless waived by the Director, Department of Environmental Management a revised site plan will be submitted for approval in accordance with the provisions of Article 17.

5. The applicant will provide as needed the necessary right-of-way dedication and easements in accordance with the most current plans available for the Backlick Road/Amherst Avenue project.

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.

If you have any questions concerning this Special Exception, please give me a call.

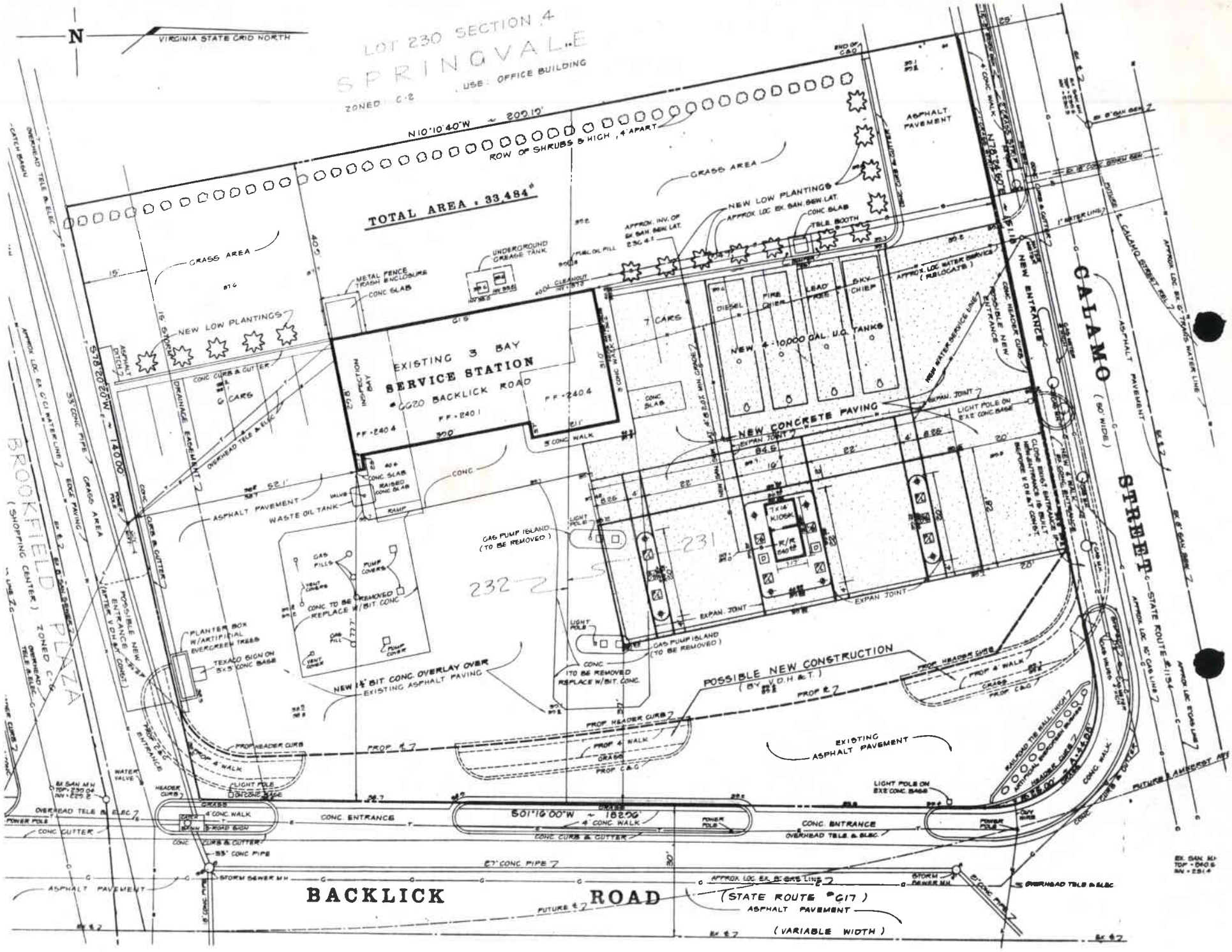
Very truly yours,

Ethel W. Register

Ethel Wilcox Register, CMC
Clerk to the Board of Supervisors

EWR/vlt

cc: Mr. Patteson
Mr. Knowlton
Mr. Covington
Mr. Sandhu
Mr. Ted Austell


N
VIRGINIA STATE GRID NORTH
LOT 230 SECTION 4
SPRINGVALE
ZONED C-2
USE: OFFICE BUILDING
N10°10'40"W ~ 200.19'
ROW OF SHRUBS 3' HIGH, 4' APART
TOTAL AREA : 33,484#
GRASS AREA
NEW LOW PLANTINGS
METAL FENCE TRASH ENCLOSURE
CONC SLAB
UNDERGROUND GREASE TANK
FUEL OIL FILL
CLEANOUT
APPROX. INV. OF EX SAN. SEW. LAT.
APPROX. LOC. EX. SAN. SEW. LAT.
TELE. BOOTH
APPROX. LOC. WATER SERVICE (RELOCATE)
EXISTING 3 BAY SERVICE STATION
#6020 BACKLICK ROAD
FF-240.4
FF-240.1
INSPECTION BAY
7 CARS
6 CARS
DIESEL
FIRE CHIEF
LEAD ASS'T
DIV. CHIEF
NEW 4-10,000 GAL. U.G. TANKS
NEW CONCRETE PAVING
EXPAN. JOINT
LIGHT POLE ON 8'x8' CONC. BASE
NEW ENTRANCE
POSSIBLE NEW ENTRANCE
CALAMO STREET (60' WIDE)
STATE ROUTE #1154
ASPHALT PAVEMENT
DRAINAGE EASEMENT
OVERHEAD TELE & ELEC
S78°20'20"W ~ 140.00'
WASTE OIL TANK
RAISED CONC SLAB
RAMP
GAS PUMP ISLAND (TO BE REMOVED)
CONC TO BE REMOVED REPLACE W/BIT. CONC
PLANTER BOX W/ARTIFICIAL EVERGREEN TREES
TEXACO SIGN ON 5'x5' CONC BASE
NEW 1½" BIT. CONC. OVERLAY OVER EXISTING ASPHALT PAVING
POSSIBLE NEW CONSTRUCTION (BY V.D.H. & T.)
PROP. HEADER CURB
PROP. 4' WALK
PROP. C&G
EXISTING ASPHALT PAVEMENT
RAILROAD TIE WALL 1' HIGH
ARTIFICIAL EVERGREEN TREES
LIGHT POLE ON 8'x8' CONC. BASE
S01°16'00"W ~ 182.06'
4' CONC. WALK
CONC. ENTRANCE
CONC. CURB & GUTTER
OVERHEAD TELE & ELEC
27" CONC. PIPE
STORM SEWER MH
APPROX. LOC. EX. 8" GAS LINE
(STATE ROUTE #617)
ASPHALT PAVEMENT
(VARIABLE WIDTH)
BACKLICK ROAD
BROOKFIELD PLAZA
(SHOPPING CENTER)
ZONED C-2
FUTURE ALIGNMENT
EX. SAN. MH TOP = 240.6 INV = 231.4

County of Fairfax, Virginia

MEMORANDUM

DATE: October 28, 2016

TO: Barbara Berlin, Director
Zoning Evaluation Division, DPZ

FROM: Michael Davis, Acting Chief
Site Analysis Section, DOT

SUBJECT: SEA 82-L-062-02 – Virginia Tire & Auto - Springfield
Land Identification Maps: 90-2 ((2)) 231 and 232.

This department has reviewed the Special Exception plat dated November 2, 2015 and revised to October 3, 2016. The site currently has eight fueling stations, four services bays, and an outdoor car lift. The applicant seeks to demolish one of its four service bays and replace it with three additional service bays in addition to façade upgrades.

Site Description:
There are currently three driveway entrances that provide access to the site. Two are located on Backlick Road and one is located on Calamo Street. The two driveway entrances on Backlick Road are right-in/right-out and the one on Calamo Street is a full access driveway. The fuel truck services the property by entering the site on Calamo Street and then exiting the site at the southern driveway entrance on Backlick Road. Based upon review of the site truck operations, the Virginia Department of Transportation (VDOT) driveway and intersection spacing criteria in the Road Design Manual (RDM), and a review of accident data, staff requested that the applicant close the northern right-in/right-out entrance on Backlick Road.

Issue Outstanding:

- Staff requests that the northern entrance on Backlick Road be closed and recommend that this closure be a condition of approval of the application.

Background and Analysis:
Table 2-2 in Appendix F of the VDOT RDM contains the minimum spacing standards for commercial entrances, intersections, and median crossovers. Backlick Road is classified as a minor arterial with a posted speed of 30 miles per hour. Based on the table, there should be a minimum of 200 feet between right-in/right-out entrances or between a right-in/right-out entrance and an intersection. The spacing between the northern entrance on Backlick Road and the intersection with Calamo Street is approximately 80 feet, which is far less than the minimum 200 feet recommended in the VDOT RDM. There is approximately 100 feet between the two commercial entrances on Backlick Road, meaning this entrance is also too close to the intersection with Calamo Street. Ideally there should be no driveway entrance for the subject property on Backlick Road with driveway entrances to the property from Calamo Street and the Private Road that runs along the southern boundary of the subject property.

Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033-2895
Phone: (703) 877-5600 TTY: 711
Fax: (703) 877-5723
www.fairfaxcounty.gov/fcdot

FCDOT
Serving Fairfax County for 30 Years and More

Staff suggested to the applicant that they explore an entrance from the site to the Private Road as the applicant owns the property to the south and the Private Road. This would have allowed for both entrances to be closed on Backlick Road and meet the VDOT RDM for driveway spacing. The applicant preferred their southern entrance on Backlick Road and staff did not pursue this further as the closure of the northern entrance was the primary concern.

Furthermore, accident data was pulled in front of the subject property from VDOT's website in addition to contacting VDOT for assistance with historic crash data around the Backlick Road and Calamo Street intersection. Since 1990, there have been 229 reported crash events at this intersection, which includes Amherst Avenue, Calamo Street and northbound Backlick. From recent data (since 2011), there have been six reported crash events at the Backlick Road entrances for the subject property. The events involved drivers slowing to turn into and out of the northern entrance or drivers taking a left into the southern entrance of site from northbound Backlick Road. Drivers turning left into the site from northbound Backlick Road is not technically a legal maneuver and the applicant has agreed to address it. For safety considerations, FCDOT staff still recommends that the northern driveway entrance on Backlick Road be closed as demonstrated by the accident data and VDOT access standards.

The applicant is not willing to close the northern driveway entrance; however they are addressing one of the safety concerns at the southern entrance. The applicant is proposing to extend the median on Backlick Road to the south in order to make it clear that left turns into the site from northbound Backlick Road are not permitted.

A minor paved trail is shown on Backlick Road in front of the subject property on the Countywide Trails Plan. The applicant has agreed to construct a six foot wide concrete sidewalk along the property fronting Backlick Road with appropriate transitions to the existing sidewalk network, which satisfies the recommendation in the Trails Plan. A four foot wide buffer consisting of two feet of landscape strip and two feet of brick or concrete pavers is proposed by the applicant. The applicant will need to enter into a maintenance agreement with VDOT to maintain the brick or concrete pavers. The applicant is dedicating sufficient right-of-way to accommodate the six foot wide sidewalk and four foot wide buffer.

Finally, the applicant is proposing to make all driveway entrances on Backlick Road and Calamo Street 30 feet wide, which is the minimum width commercial entrance. The reduction in width for the commercial entrance is meant to minimize the pedestrian and bicyclist exposure to vehicles when crossing the driveway.

MAD/JCH/MWG
Cc: Kelly Posusney, DPZ

Charlie Kilpatrick
COMMISSIONER

DEPARTMENT OF TRANSPORTATION
4975 Alliance Drive
Fairfax, VA 22030

October 24, 2016

To: Ms. Barbara Berlin
Director, Zoning Evaluation Division

From: Noreen H. Maloney
Virginia Department of Transportation – Land Development Section

Subject: SEA 82-L-062-02; VA Tire

All submittals subsequent to the first submittal shall provide a response letter to the previous VDOT comments. Submittals without comment response letters are considered incomplete and will be returned without review.

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

- Brick Pavers and Plantings located within the right of way will require a separate Maintenance Agreement.

- Auto Turns for the private road adjacent to the site should be provided to ensure no conflicts with the extended median along Backlick Road. Further review will be conducted during site plan.

County of Fairfax, Virginia

MEMORANDUM

DATE: October 14, 2016

TO: Kelly Posusney, Staff Coordinator
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Bel Pachhai, PE, CFM, Senior Engineer III
Site Development and Inspections Division
Department of Public Works and Environmental Services

SUBJECT: Special Exception Amendment Application #SEA 82-L-062-02; Virginia Tire and Auto; 6620 Backlick Road LLC; GDP dated November 2, 2015, LDS Project #05694-ZONA-001-1, Tax Map #090-2-02-0231 & 0232; Accotink Creek Watershed; Lee District

We have reviewed the subject plan and offer the following Stormwater management comments.

Chesapeake Bay Preservation Ordinance (CBPO)

There are no Resource Protection Areas on the site.

Floodplain

There are no regulated floodplains on the site.

Downstream Drainage Complaints

There are no recent downstream flooding complaints on file. Detention is mandatory when there are downstream drainage complaints.

Stormwater Detention

Applicant stated on sheet #6 that no stormwater detention is required because of post development peak runoff does not exceed the pre-development peak runoff. Stormwater runoff computations shall be shown in the site plan.

Water Quality Control

Applicant stated on sheet #6 that the water quality requirements will be met for this development using proprietary BMP, Filterra. The applicant incorporated in sheet #C-7 the old version of VRRM spreadsheet to demonstrate compliance with the water quality requirement. The water quality compliance for redevelopment as per Chapter 124 of the County Code needs to be

demonstrated by utilizing version 3 of the VRRM spreadsheet as per the LDS notice issued on May 26, 2016.
In the site plan submission, a detailed BMP computation with VRRM spreadsheets must be provided. Furthermore, every effort shall be made to provide BMP more than that of minimum necessary.

Onsite Major Storm Drainage System and Overland Relief

Applicant needs to show that no buildings will be flooded during the 100-year storm event assuming that the minor system fails due to blocking. Applicant needs to provide an overland relief narrative and arrows showing runoff flow path for the 100-year storm event. Cross-sections at key locations including the building entrances must be shown on the site plan.

Downstream Drainage System

It is clear from the outfall analysis narrative that the runoff from the site discharges through the pipe network into Accotink – Mainstream 5, natural channel. If the extent of review, i.e. the 1% rule, hits the natural channel, the channel protection requirement shall be addressed as per 124-4-4.B.3. Computations demonstrating the adequacy of outfall system shall be provided in the site plan.

Drainage Diversion

During the development, the natural drainage divide shall be honored. If natural drainage divides cannot be honored, a drainage diversion justification narrative must be provided. The increase and decrease in discharge rates, volumes, and durations of concentrated and non-concentrated Stormwater runoff leaving a development site due to the diverted flow shall not have an adverse impact (e.g., soil erosion; sedimentation; yard, dwelling, building, or private structure flooding; duration of ponding water; inadequate overland relief) on adjacent or downstream properties. (PFM 6-0202.2A)

Stormwater Planning Comments

This case is located in the Accotink Creek Watershed. Please visit http://www.fairfaxcounty.gov/dpwes/watersheds/accotinkcreek.htm for water quality projects proposed near the subject site and coordinate with Stormwater Planning Division to address their comments, if any.

Dam Breach

None of this property is within the dam breach inundation zone.

Stormwater Management Proffers

Comments on the draft proffers will be provided separately once we receive the draft proffers.

Please contact me at 703-324-1698 if you require additional information.

BBP/

cc: Fred Rose, Chief, Watershed Planning & Assessment Branch, Stormwater Planning Division, DPWES
Don Demetrius, Chief, Watershed Evaluation Branch, SPD, DPWES
Bijan Sistani, Chief, South Branch, SDID, DPWES
Zoning Application File

County of Fairfax, Virginia

MEMORANDUM

DATE: October13, 2016

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

FROM: Denise M. James, Chief
Environment and Development Review Branch, DPZ

SUBJECT: **LAND USE & ENVIRONMENTAL ANALYSIS** for: **SEA 82-L-062-02**
Virginia Tire & Auto

This memorandum, prepared by John R. Bell, includes citations from Comprehensive Plan that provide guidance for the evaluation of the subject Special Exception Amendment (SEA), application plat dated October 3, 2016. The extent to which the application conforms to the applicable guidance contained in the Comprehensive Plan is noted. Possible solutions to remedy identified issues are suggested. Other solutions may be acceptable, provided that they achieve the desired degree of mitigation and are in conformance with Plan policies.

Note: The applicable Comprehensive Plan citations may be found at the end of this report.

DESCRIPTION OF THE APPLICATION

The applicant is requesting a special exception amendment in order to permit certain site modifications for an existing gas station and service center. The proposal includes the addition of service bays, upgraded façade and a name change. The subject property is located at the intersection of Amherst Avenue and Calamo Street within a portion of the Springfield Central Business Community (CBC). The site is approximately 29,000 feet in size, includes an existing 2,521 square foot existing service station building, 100 square foot block building near the fuel pumps and 8 fueling stations with a 20-foot tall canopy. The proposal would increase the size of the service station building to 3,491 square feet. No other structures would be changed. The proposed hours of operation are 7 AM – 8 PM, seven days a week. The applicant proposes a total of 7 employees with no more than 5 onsite at any given time. The fueling pumps would be open 24 hours daily 7 days a week.

LOCATION AND CHARACTER OF THE AREA

The site is located within a portion of the Springfield CBC at the point where Backlick Road and Amherst Avenue split near the intersection with Old Keene Mill Road. The site is surrounded by existing commercial uses along Amherst Avenue and Backlick Road with some single-family residential properties located a short distance to the west of this site. The applicant is proposing 0.15 FAR with the proposed additions. The Comprehensive Plan recommends community serving retail uses at an FAR of up to 0.35 at this location.

ENVIRONMENTAL ANALYSIS

This section characterizes the environmental concerns raised by an evaluation of this site and the proposed land use. Particular emphasis is given to opportunities provided by this application to conserve the County's remaining natural amenities. Analysis for this application addresses the overall general development plan and proffered commitments for the subject property.

Stormwater Management

The proposed intensification of uses at this location presents an opportunity to provide water quality and quantity controls which are not currently provided at this location. The applicant is proposing to install two filterras in order to provide water quality improvements for the site. It should also be noted that additional plantings are being added to the site in order to meet tree cover and streetscape requirements. Staff feels that the measures being proposed should satisfy staff concerns regarding water quality for the proposed development. Ultimately, any final determination regarding stormwater management and water quality controls will be made by staff within the Department of Public Works and Environmental Services (DPWES).

LAND USE ANALYSIS

The subject property is currently being used as a gas station and service center. The proposed modifications represent an intensification of those uses. The applicant has worked with staff to address site design, landscaping, streetscape, internal site circulation and local traffic concerns. The proposed streetscape is consistent with adjoining properties and is configured in a manner which allows for adequate onsite circulation, while also providing a more easily maintained streetscape area along Amherst Avenue. Staff, therefore, concludes that the proposed modification to the existing service station is in harmony with the land use recommendations of the Comprehensive Plan.

COMPREHENSIVE PLAN CITATIONS:

The Comprehensive Plan is the basis for the evaluation of this application. The assessment of the proposal for conformity with the environmental recommendations of the Comprehensive Plan is guided by the following.

Land Use

In the Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Franconia-Springfield Area and Fort Belvoir, as amended through October 20, 2015, Franconia-Springfield Area Land Unit Recommendations, on page 42, the Plan states:

Land Unit F

This land unit is located north of the Franconia-Springfield Parkway, between I-95 and the residential areas west of Backlick Road. Land Unit F is located south of the junction of Amherst Avenue with Backlick Road. Retail, low-rise office, and residential uses are planned for this land unit. Community-serving retail uses with intensities up to .35 FAR are planned in order to retain existing businesses and provide space for the start-up of new businesses. Office uses shown on the Plan map should be retained and existing office uses located along Backlick Road should be retained at existing FARs. However, nonresidential development along the Franconia-Springfield Parkway is discouraged.

That portion of Parcel 90-2 ((1)) 23 that is opposite the Grand View townhouse development located on Villa Park Road is currently the site of a state-owned commuter facility and is planned for transitional low-rise office use. Such office development should consolidate parcels to provide for existing and proposed roadway improvements, and provide effective noise attenuation measures as needed. Appropriate landscape treatment should be provided where necessary to protect adjoining residential or institutional uses.

The Brookfield Plaza shopping center site, located west of Backlick Road off Spring Garden Drive, is planned for community-serving retail use up to .35 FAR. As an option, residential use at 16-20 dwelling units per acre may be appropriate with complete parcel consolidation of Tax Map 90-2((1))17, 17A, ((2))1 and 2. Redevelopment under this option should create a distinct edge to commercial development and be compatible with surrounding residential uses. The adjacent residential neighborhoods should be effectively screened from the redevelopment. Building heights of structures should not exceed 40 feet. Access should be limited to Backlick Road, and curb cuts should be minimized.

Environment

In the Fairfax County Comprehensive Plan, Policy Plan, 2013 Edition, Environment section as amended through July 1, 2014, on page 7 through 9, the Plan states:

"Objective 2: Prevent and reduce pollution of surface and groundwater resources. Protect and restore the ecological integrity of streams in Fairfax County.

Policy a. Maintain a best management practices (BMP) program for Fairfax County and ensure that new development and redevelopment complies with the County's best management practice (BMP) requirements. . . .

Policy j. Regulate land use activities to protect surface and groundwater resources.

Policy k. For new development and redevelopment, apply better site design and low impact development (LID) techniques.

Development proposals should implement best management practices to reduce runoff pollution and other impacts. Preferred practices include: those which recharge groundwater when such recharge will not degrade groundwater quality; those which preserve as much undisturbed open space as possible; and, those which contribute to ecological diversity by the creation of wetlands or other habitat enhancing BMPs, consistent with State guidelines and regulations. . . .

Programs to improve water quality in the Potomac River/Estuary, and Chesapeake Bay will continue to have significant impacts on planning and development in Fairfax County. There is abundant evidence that water quality and the marine environment in the Bay are deteriorating, and that this deterioration is the result of land use activities throughout the watershed. . . .

In order to protect the Chesapeake Bay and other waters of Virginia from degradation resulting from runoff pollution, the Commonwealth has enacted regulations requiring localities within Tidewater Virginia (including Fairfax County) to designate "Chesapeake Bay Preservation Areas". Within which land uses are either restricted or water quality measures must be provided. Fairfax County has adopted a Chesapeake Bay Preservation Ordinance pursuant to these regulations."

In the Fairfax County Comprehensive Plan, 2013 Edition, Policy Plan, Environment, as amended through July 1, 2014, on pages 7-9, the Plan states:

"Objective 2: Prevent and reduce pollution of surface and groundwater resources. Protect and restore the ecological integrity of streams in Fairfax County.

Policy a. Maintain a best management practices (BMP) program for Fairfax County and ensure that new development and redevelopment complies with the County's best management practice (BMP) requirements. . . .

Development proposals should implement best management practices to reduce runoff pollution and other impacts. Preferred practices include: those which recharge groundwater when such recharge will not degrade groundwater quality; those which preserve as much undisturbed open space as possible; and, those which contribute to ecological diversity by the creation of wetlands or other habitat enhancing BMPs, consistent with State guidelines and regulations."

DMJ:JRB

County of Fairfax, Virginia

MEMORANDUM

DATE: October 14, 2016

TO: Kelly Posusney, Staff Coordinator
Zoning Evaluation Division, DPZ

FROM: Rachel Habig-Myers, Urban Forester II
Forest Conservation Branch, DPWES

SUBJECT: Virginia Tire & Auto Repair-6626 Backlick Road.SEA 82-L-062-02

Site Description: The site is located at 6620 Backlick Road, and is 0.66 acres in size. The site contains an existing service station, fueling islands covered by a canopy, a storage container, and a car lift. The site contains few trees, including one black willow, a crepe myrtle, and a small, flowering hardwood tree.

1. **Comment:** The applicant has requested a waiver of transitional screening requirements along the northwestern corner of the property, but is also providing plantings that essentially create a modified transitional screening yard.

   Recommendation: A request for a modification is more appropriate in this situation, as the applicant is actually providing a modified planting area that is functionally equivalent to a transitional screening yard. The applicant should revise the landscape plan to request a modification of transitional screening requirements.

2. **Comment:** The applicant has specified that turf will be installed in the proposed planting area north of the building, which is inappropriate.

   Recommendation: The applicant should specify that this area will utilize mulch as a ground cover rather than turf, in order to minimize potential conflicts with the trees proposed for planting.

3. **Comment:** At the request of UFMD, the applicant revised the planting schedule to provide species level information, which is not usually required until site plan, due to a unusually limited number of species capable of receiving the multiplier credit desired by the applicant. Following this change, the applicant increased the frequency of planting this species, so that now the site no longer meets diversity requirements.

   Recommendation: The applicant should specify another 2-2.5 inch caliper category 2 tree to avoid violating diversity requirements, or revise the note stating that multiplier

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Urban Forest Management Division
12055 Government Center Parkway, Suite 518
Fairfax, Virginia 22035-5503
Phone 703-324-1770, TTY: 711, Fax: 703-653-9550
www.fairfaxcounty.gov/dpwes

credit for improved cultivars will be sought. The multiplier for native tree species is equivalent, and allows the applicant more tree species options, thereby avoiding diversity issues. Evergreen species would be ideal in this situation, as the majority of plantings incidentally comprise a modified transitional screening yard.

rh/

UFMDID #: 210080

cc: DPZ File

Department of Public Works and Environmental Services
Land Development Services, Environmental and Site Review Division
12055 Government Center Parkway, Suite 535
Fairfax, Virginia 22035-5503
Phone 703-324-1720, TTY: 703-324-1877, Fax: 703-324-8359
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County of Fairfax, Virginia

MEMORANDUM

DATE: October 3, 2016

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

FROM: Barbara A. Byron, Director
Office of Community Revitalization

SUBJECT: OCR Comments – 6620 Backlick Road
SEA 82-L-062-02

The Office of Community Revitalization (OCR) has reviewed the above referenced rezoning application dated October 2016. This project would upgrade and expand an existing Virginia Tire and Auto Center located at the intersections of Backlick Road and Calamo Street in Springfield, and seeks waivers for the following:

- Minimum Open Space (ZO-4-508)
- Loading Space Requirement (ZO-11-203)
- Transitional Screening Yard (ZO-13-305)

In this latest submittal, the applicant has responded to preliminary concerns by OCR regarding streetscape features proposed along Backlick Road; including landscaping, lighting, and sidewalk design standards. Specifically:

1. Sidewalk: The sidewalk has been expanded to 6' to serve as a minor trail, with a 2' paver strip and 2' landscape strip, to replicate the design of the adjacent Virginia Tire property located to the south. The applicant has indicated that maintenance of the brick paving panel on the adjacent south property has proved difficult due to degradation by winter salt treatments, and requested an alternate material option**.** The applicant has agreed to OCR's recommendations for the use brick or concrete pavers, (rather than stamped concrete), that will match as closely as possible to the color and appearance of brick pavers on the adjacent property.

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Office · Commercial · Residential

2. Lighting: While the existing LED light fixtures on the property will remain, the applicant has agreed to the installation of two acorn light standards that will "bookend" the north and south corners of the property along Backlick Road. This will serve to create a modest level of consistency with lighting treatment on the adjacent property, as well as the Calamo Park to the north of the property.

3. Landscaping: The property is constrained by current lot and building configurations, as well as overhead utility lines that limit the amount of landscaping buffer along Backlick Road and Calamo Street. The applicant proposes to replace existing landscape planter boxes with an at-grade planting buffer, with an increased width from 1.5' on average to 3' on average. Low growing predominantly native plant materials will be provided within the plant beds. In addition, the landscape bed along the southern perimeter of the property will be expanded with evergreen and deciduous shrub plantings to replace the existing planter box. With a more substantial barrier and buffer provided by proposed landscaping, the applicant has agreed with OCR's recommendation for the removal of the split rail fence, in order to be more congruent with the Comprehensive Plan Urban Design Guidance for this area.

4. Building Design: The existing building will be retained with the removal of a previous addition that will be replaced by a new 1720 sq. ft. 3-bay addition. The building facades will be redesigned to replicate the style and materials of the Virginia Tire and Auto property on the southern adjacent property. The result will contribute to an improved standard of urban design for this intersection of Backlick Road.

CC: Kelly Posusney, DPZ/ZED
OCR File

9-006 General Standards

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

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

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

3. The proposed use shall be such that it will be harmonious with and will not adversely affect the use or development of neighboring properties in accordance with the applicable zoning district regulations and the adopted comprehensive plan. The location, size and height of buildings, structures, walls and fences, and the nature and extent of screening, buffering and landscaping shall be such that the use will not hinder or discourage the appropriate development and use of adjacent or nearby land and/or buildings or impair the value thereof.

4. The proposed use shall be such that pedestrian and vehicular traffic associated with such use will not be hazardous or conflict with the existing and anticipated traffic in the neighborhood.

5. In addition to the standards which may be set forth in this Article for a particular category or use, the Board shall require landscaping and screening in accordance with the provisions of Article 13.

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

7. Adequate utility, drainage, parking, loading and other necessary facilities to serve the proposed use shall be provided. Parking and loading requirements shall be in accordance with the provisions of Article 11.

8. Signs shall be regulated by the provisions of Article 12; however, the Board may impose more strict requirements for a given use than those set forth in this Ordinance.

9-503 Standards for all Category 5 Uses

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

1. Except as qualified in the following Sections, all uses shall comply with the lot size and bulk regulations of the zoning district in which located.

2. All uses shall comply with the performance standards specified for the zoning district in which located, including the submission of a sports illumination plan or photometric plan as may be required by Part 9 of Article 14.

3. Before establishment, all uses, including modifications or alterations to existing uses, shall be subject to the provisions of Article 17, Site Plans.

9-505 Additional Standards for Automobile-Oriented Uses, Car Washes, Drive-In Financial Institutions, Drive-Through Pharmacies, Fast Food Restaurants, Quick-Service Food Stores, Service Stations and Service Stations/Mini-Marts

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.

   C. The site shall be designed to minimize the potential for turning movement conflicts and to facilitate safe and efficient on-site circulation. Parking and stacking spaces shall be provided and located in such a manner as to facilitate safe and convenient vehicle and pedestrian access to all uses on the site.

   D. In reviewing such a use or combination of uses, it shall be determined that the lot is of sufficient area and width to accommodate the use and that any such use will not adversely affect any nearby existing or planned residential areas as a result of the hours of operation, noise generation, parking, glare or other operational factors.

   E. For a drive-through pharmacy, signs shall be required to be posted in the vicinity of the stacking area stating the limitations on the use of the window service and/or drive-through lane. Such signs shall not exceed two (2) square feet in area or be located closer that five (5) feet to any lot line. …

3. In the C-5 and C-6 Districts, in addition to Par. 1 above:

   A. There shall be no outdoor storage or display of goods offered for sale except for the outdoor storage or display of goods permitted at a service station or service station/mini-mart.

   B. Service stations and service station/mini-marts shall not be used for the performance of major repairs, and no wrecked, inoperative or abandoned vehicles may be temporarily stored outdoors for a period in excess of seventy-two (72) hours, subject to the limitation that there shall be no dismantling, wrecking or sale of said vehicles or parts thereof. In addition, there shall be no more than two (2) such vehicles on site at any one time. …

7-608 Use Limitations

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

1. In any Highway Corridor Overlay District:

   A. Such a use shall be designed so that pedestrian and vehicular circulation is coordinated with that on adjacent properties.

   B. Such a use shall have access designed so as not to impede traffic on a public street intended to carry through traffic. To such end, access via the following means may be given favorable consideration:

      (1) Access to the site is provided by a public street other than one intended to carry through traffic, and/or

      (2) Access to the site is provided via the internal circulation of a shopping center, which center contains at least six (6) other commercial uses, or an office complex having a limited number of well-designed access points to the public street system and no additional direct access is provided to the site from a public street intended to carry through traffic over and above those entrances which may exist to provide access to the shopping center, and/or

      (3) Access to the site is provided by a functional service drive, which provides controlled access to the site.

   C. There shall be no outdoor storage or display of goods offered for sale except for the outdoor storage or display of goods permitted at a service station or service station/mini-mart. …

3. Where the underlying district is C-5 or C-6, in addition to Par. 1 above:

   A. Service stations and service station/mini-marts shall not be used for the performance of major repairs, and no wrecked, inoperative or abandoned vehicles may be temporarily stored outdoors for a period in excess of seventy-two (72) hours, subject to the limitation that there shall be no dismantling, wrecking or sale of said vehicles or parts thereof. In addition, there shall be no more than two (2) such vehicles on site at any one time. …

9-622 Provisions for Modifications/Waivers/Increases and Uses in a Commercial Revitalization District

1. In a Commercial Revitalization District, the Board may approve, either in conjunction with the approval of a rezoning or as a special exception, the following:

   A. A modification or waiver of the minimum lot size, minimum yard and/or minimum open space requirements of the underlying zoning district regulations,

   B. An increase in the amount of office use permitted, increase in the maximum permitted building height or increase in the maximum permitted FAR in accordance with the underlying zoning district regulations,

   C. A use allowed by special exception in the underlying zoning district regulations, to include other applicable Category 6 special exception uses,

   D. A modification or waiver of the provisions of a Commercial Revitalization District, as provided for in that district, and/or

   E. The establishment of a vehicle transportation service establishment in the C-6, C-7, C-8 or C-9 Districts. …

GLOSSARY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Abbreviations Commonly Used in Staff Reports

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