

**County of Fairfax, Virginia  
Planning Commission Meeting  
February 25, 2026  
Planning Commission Action**

SSPA 2023-IV-4S (CONCURRENT WITH RZ-2023-MV-00023/PCA-C-526-03  
CONCURRENT WITH SE-2023-MV-00045) – BOSTON BOULEVARD – COSTCO  
(Mount Vernon District)

RZ-2023-MV-00023/PCA-C-526-03 CONCURRENT WITH SE-2023-MV-00045  
(CONCURRENT WITH SSPA 2023-IV-4S) – COSTCO WHOLESALE CORPORATION  
(Mount Vernon District)

**PLANNING COMMISSION RECOMMENDATIONS:**

On February 25, 2026, the Planning Commission voted 11-0 (Commissioner Hancock was absent from the meeting) to recommend to the Board of Supervisors that SSPA 2023-IV-4S be approved, as found in the staff report dated February 4, 2026.

Concurrently, the Planning Commission voted 11-0 (Commissioner Hancock was absent from the meeting) to recommend to the Board of Supervisors approval of the following actions:

- PCA-C-526-03;
- RZ-2023-MV-00023, subject to the proffers consistent with those dated February 5, 2026; and
- SE-2023-MV-00045, subject to the development conditions consistent with those dated February 12, 2026.

**ATTACHED DOCUMENTS:**

Staff Report dated February 4, 2026

Proffers dated February 5, 2026

Development Conditions dated February 12, 2026

CD



# PROPOSED COMPREHENSIVE PLAN AMENDMENT

**ITEM:** SSPA 2023-IV-4S  
February 4, 2026

**GENERAL LOCATION:** South side of Boston Boulevard, southwest of the intersection of Boston Boulevard and Fullerton Road.

**SUPERVISOR DISTRICT:** Mount Vernon

**PLANNING AREA:** Area IV

**PLANNING DISTRICT:** Springfield Planning District

**SPECIAL PLANNING AREA:**  
I-95 Corridor Industrial Area

**PARCEL LOCATION:** 99-1 ((12)) 24

**PLANNING COMMISSION PUBLIC HEARING:**  
Wednesday, February 25, 2026 @ 7:30 PM

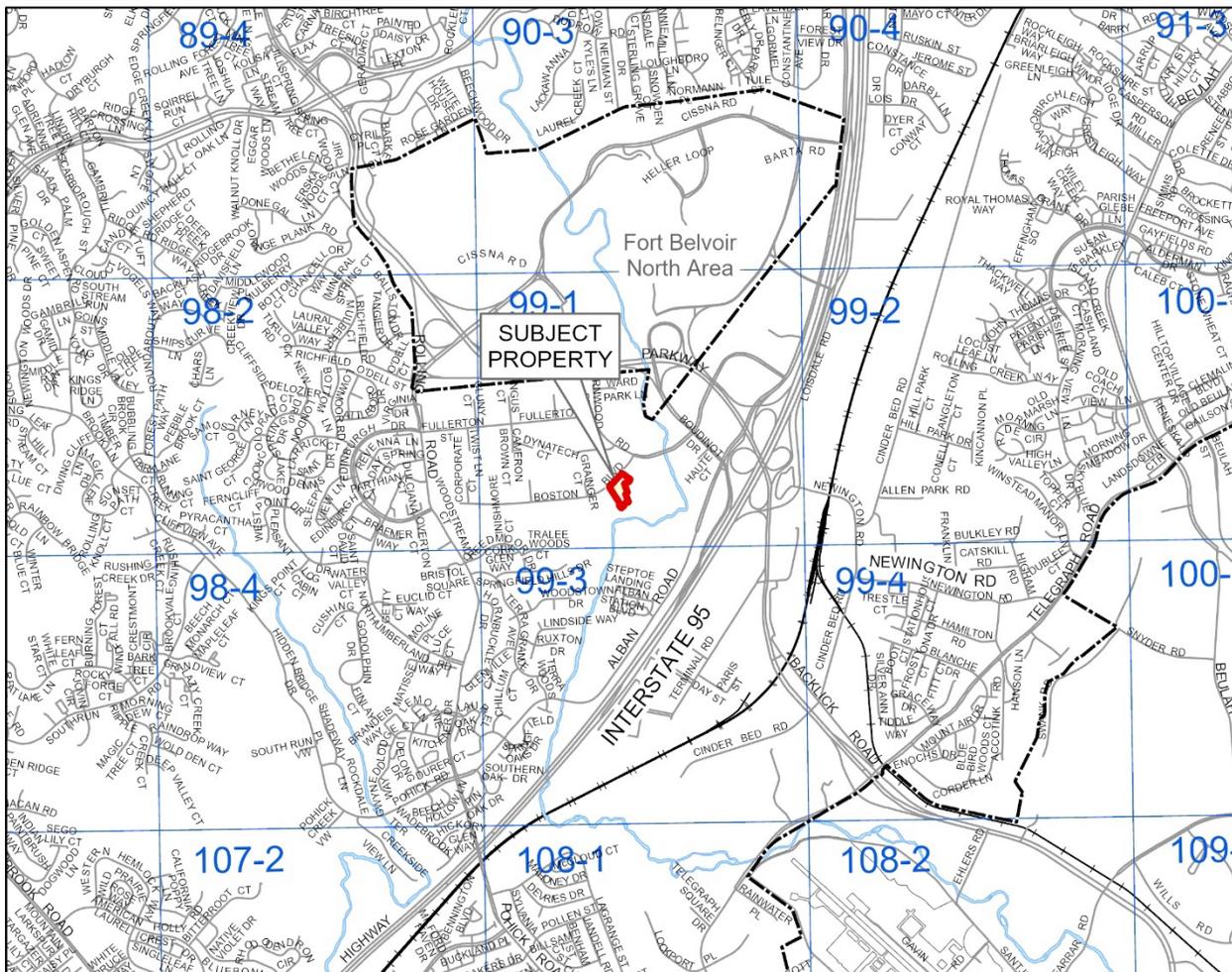
**BOARD OF SUPERVISORS PUBLIC HEARING:**  
Tuesday, March 17, 2026 @ 3:30 PM

**PLANNING STAFF DOES RECOMMEND THIS ITEM FOR PLAN AMENDMENT**



Reasonable accommodation is available upon 48 hours notice. For additional information about accommodation call the Planning Commission office at (703) 324-2865, or the Board of Supervisors office at (703) 324-3151.

For additional information about this amendment call (703) 324-1380



3000 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS  
2023-IV-4S Boston Boulevard - Costco



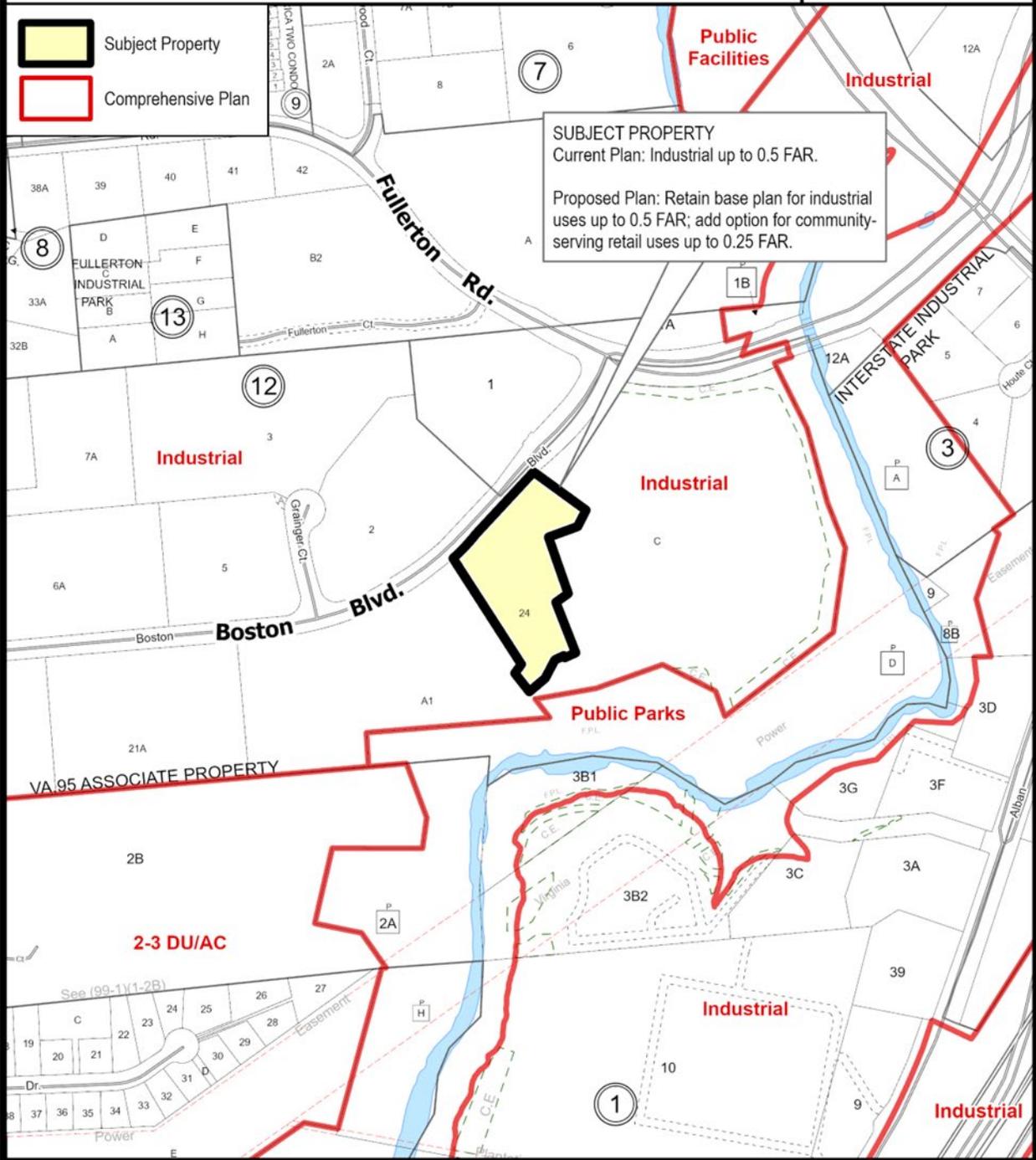
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**CURRENT PLAN AND PROPOSED CHANGE**  
 PARCEL LOCATION MAP SHOWING CURRENT PLAN AND PROPOSED CHANGE FOR  
 SUBJECT PROPERTIES AND CURRENT PLAN MAP FOR ADJACENT AREAS

**ITEM:**  
**SSPA 2023-IV-4S**

-  Subject Property
-  Comprehensive Plan

**SUBJECT PROPERTY**  
 Current Plan: Industrial up to 0.5 FAR.  
 Proposed Plan: Retain base plan for industrial  
 uses up to 0.5 FAR; add option for community-  
 serving retail uses up to 0.25 FAR.



400 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS  
 PARCEL INFORMATION CURRENT TO NOVEMBER 2025



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## **STAFF REPORT FOR PLAN AMENDMENT SSPA 2023-IV-4S**

### **BACKGROUND**

On April 11, 2023, the Board of Supervisors (Board) authorized the consideration of a Plan Amendment (PA) for Tax Map Parcel 99-1 ((12)) 24, located at 7375 Boston Boulevard, within Land Unit C of the I-95 Corridor Industrial Area of the Mount Vernon Supervisor District. The Board requested that staff evaluate a Plan amendment for the site to consider consolidation of Parcel 24 with Tax Map Parcel 99-1 ((12)) C to allow community-serving retail up to 0.25 Floor Area Ratio (FAR) and 12 fuel pumps. Parcel C is currently developed with a Costco retail warehouse building. Specific considerations should include stormwater improvements to protect Accotink Creek, opportunities to improve pedestrian connections, and vehicle circulation and queuing.

The review of the Plan amendment is concurrent with a Rezoning (RZ) application [RZ-2023-MV-00023](#), a Special Exception (SE) [SE-2023-MV-00045](#), and a Proffered Condition Amendment (PCA) [PCA-C-526-03](#), all submitted by Costco Wholesale Corporation, which proposes to rezone Parcel 24 from the General Industrial (I-5) District to the Community Retail Commercial (C-6) District in order to consolidate with Parcel C to permit the development of a members-only vehicle fueling station and an addition to the existing Costco retail warehouse building. Figure 2 within this report includes an overview concept of the applicant's proposed development as of November 3, 2025.

Any recommendation for this Plan amendment should not be construed as a favorable recommendation by the Board, the Planning Commission, or staff on the proposed zoning applications and does not relieve the applicant from compliance with the provisions of all applicable ordinances, regulations, and adopted standards.

### **CHARACTER OF THE SITE**

The 2.81 acre subject site is located south of Boston Boulevard and to the southwest of the intersection of Boston Boulevard and Fullerton Road. The site was previously developed with a 29,715 square foot low-rise office building, which has since been demolished. Development of the fueling station is anticipated in place of the recently demolished low-rise office building. Access to the subject site is provided via two ingress/egress points from Boston Boulevard. Parcel C, located immediately to the east, would continue to operate as a Costco retail warehouse, with two (2) building additions totaling 12,850 square foot, as proposed in the concurrent zoning applications.

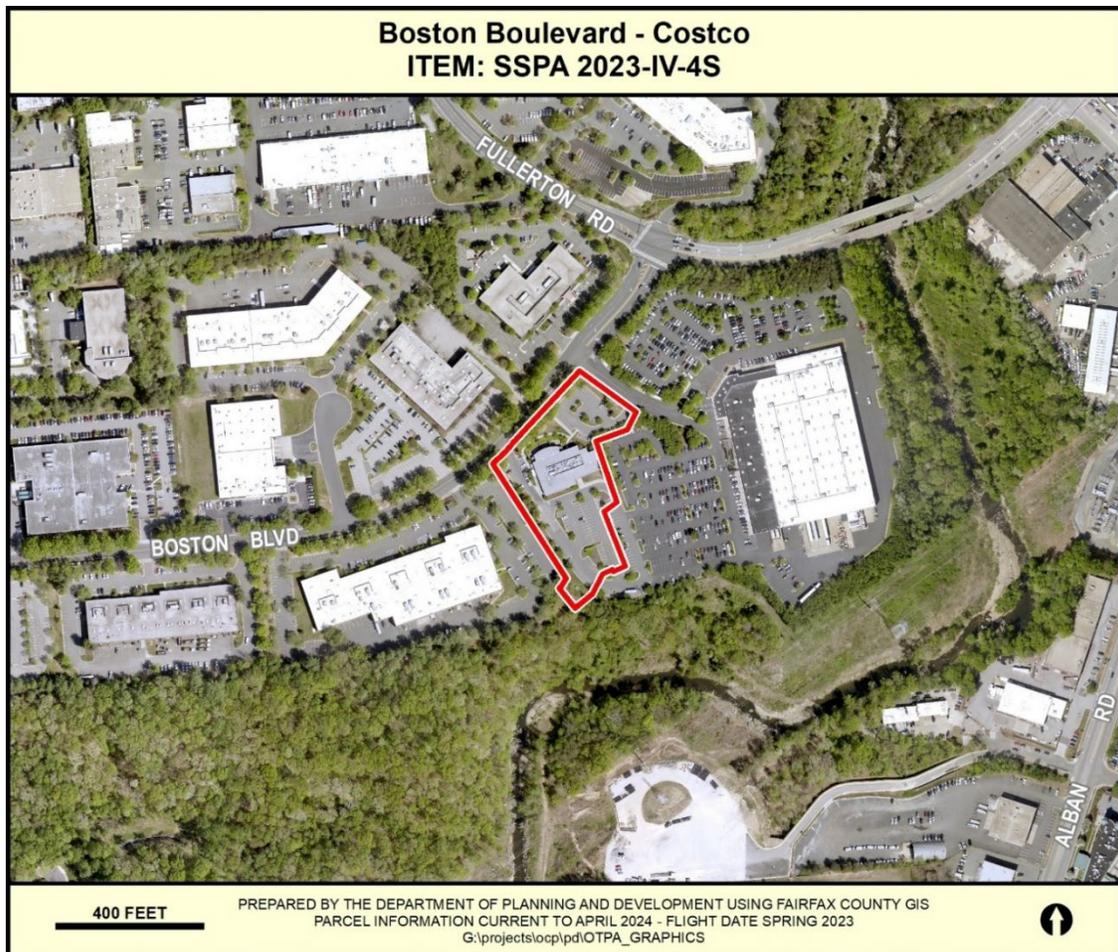
### **CHARACTER OF THE AREA**

The subject site is located to the south of Boston Boulevard, and to the north of Accotink Creek Stream Valley Park, which is a Fairfax County Park Authority (FCPA) property.

The subject site is within the Springfield Planning District, S5-Belvoir Community Planning Sector, and specifically located within Land Unit C of the I-95 Corridor Industrial Area. The site is zoned to the I-5 District and Natural Resource Overlay District, and is planned for industrial uses up to 0.5 FAR. Parcel C, located to the east and containing the existing Costco warehouse, is zoned to the C-6 District and Natural Resource Overlay District, and is planned for industrial uses up to 0.5 FAR, with an option to allow community-serving retail up to 0.25 FAR.

Properties immediately to the north, south, and west are zoned to the I-5 District. Small portions of the surrounding properties are also zoned to the Natural Resource Overlay District. Properties to the north, east, and west are planned for industrial uses up to 0.5 FAR. The property directly to the south of the site and to the east of Parcel C is planned for Public Parks, and contains the Accotink Stream Valley Park and extensive RPA, EQC, and floodplain along Accotink Creek. Parcel C also contains a small portion of Resource Protection Area (RPA) and potential Environmental Quality Corridor (EQC) associated with Accotink Creek. The subject site is in the Accotink Creek Watershed.

**Figure 1: Aerial view of site and surrounding area, Source: DPD**



## **PLANNING HISTORY**

The current Plan recommendation for the subject site appears in Area IV, I-95 Corridor Industrial Area, of the 1991 Edition of the Fairfax County Comprehensive Plan. There have been no amendments adopted on the subject property since that time that affect land use.

The property that is currently developed with the Costco warehouse, Parcel C, was the subject of an out-of-turn Plan amendment adopted on December 10, 1990. This Plan amendment, S90-IV-S1, allowed an option for community-serving retail uses up to 0.25 FAR on the property, with certain conditions. No change is proposed to the Plan recommendation for Parcel C.

## **ADOPTED COMPREHENSIVE PLAN TEXT**

The Comprehensive Land Use Plan Map shows the subject area as planned for Industrial uses. The Area IV volume of the Comprehensive Plan contains the following guidance pertaining to this site:

### **Fairfax County Comprehensive Plan 2017 Edition – Area Plans, Area Plan IV, Springfield Planning District Overview [May 13, 2025], I-95 Corridor Industrial Area, Recommendations, Land Use, Land Unit C:**

#### **“Land Unit C**

This land unit, located west of Accotink Creek along both sides of Boston Boulevard, is planned for industrial use up to .50 FAR. The Virginia 95 Business Park occupies much of the land with low-rise buildings. Infill development should be of a compatible use and design with existing uses, and provide buffering to adjacent uses.

The 15-acre Parcel 99-1 ((12)) C, located south and east of the junction of Boston Boulevard with Fullerton Road, is planned for industrial uses up to .50 FAR. As an option, community-serving retail uses may be appropriate if Fullerton Road between Boston Boulevard and Boudinot Drive is designated as a six-lane facility and Boston Boulevard is designated as a four-lane facility from the entrance to the subject property east to Fullerton Road, Boston Boulevard is not connected through to Rolling Road to the west, and the following conditions are met:

- The development is designed as a single integrated center and does not appear as a strip commercial center; architectural materials are utilized that are similar to existing buildings within the Virginia 95 Business Park; the development is effectively screened and buffered from adjacent uses and consideration is given to berming around the periphery of the site;
- Building height is limited to a maximum height of 40 feet with an FAR not to exceed .25;
- Landscaping, lighting, and other features are provided along Fullerton Road and Boston Boulevard to continue the existing streetscape; interior parking lot landscaping is provided on-site in accord with Fairfax County guidelines;

- Water quality protection measures to protect the Accotink Creek Environmental Quality Corridor are incorporated into the development of the subject property, with emphasis given in these measures to preventing hydrocarbon runoff;
- The slopes of the Accotink Creek outside the property limits are to remain undisturbed. Land disturbing activities along the slopes within the property limits should be minimized. Consideration will also be given to providing supplemental plantings on the slopes to the Accotink Creek within the property;
- Access to the property is located on Boston Boulevard via a common entrance with the adjacent property to the west (Tax Map 99-1((12))24);
- Sufficient right-of-way is provided and specific frontage improvements along both Fullerton Road and Boston Boulevard are constructed as determined appropriate by Fairfax County as development and/or redevelopment occurs;
- The existing bridge over Accotink Creek is reconstructed as determined appropriate by Fairfax County;
- The environmental impacts on the Accotink Creek of any bridge construction should be minimized; and
- Prior to occupancy, interchange improvements constructed as part of the I-95 HOV project are available for use by traffic.”

Additional countywide policies that are relevant to the review of the proposed amendment are included in Attachment I of this report. The countywide policies included in Attachment I, as well as citations throughout the report, reference Plan text in effect prior to Phase 1 of the Countywide Policy Plan Update, 2022-CW-2CP (adopted December 9, 2025), as this Plan amendment was in progress prior to that date. While the Policy Plan update revised language and format, the changes did not substantively impact the guidance used to evaluate this amendment. Please note that some referenced sections are available on Encode, while others can be found on the Fairfax County Historic Comprehensive Plan Documents webpage.

## **PROPOSED PLAN AMENDMENT**

The proposed Plan amendment considers the consolidation of Parcel 24 with Parcel C and a Plan option for Parcel 24 to allow community-serving retail up to 0.25 FAR (as permitted in Parcel C). Development proposed under this option includes a Costco members-only fueling station with 12 fuel pumps. Table 1, included below, provides detailed calculations pertaining to development potential. The proposed Plan amendment would retain the existing Industrial Plan recommendation but would also add an option to allow community-serving retail uses for Parcel 24. This proposed option would allow for a net increase of 30,652 square feet of community-serving retail gross floor area (GFA).

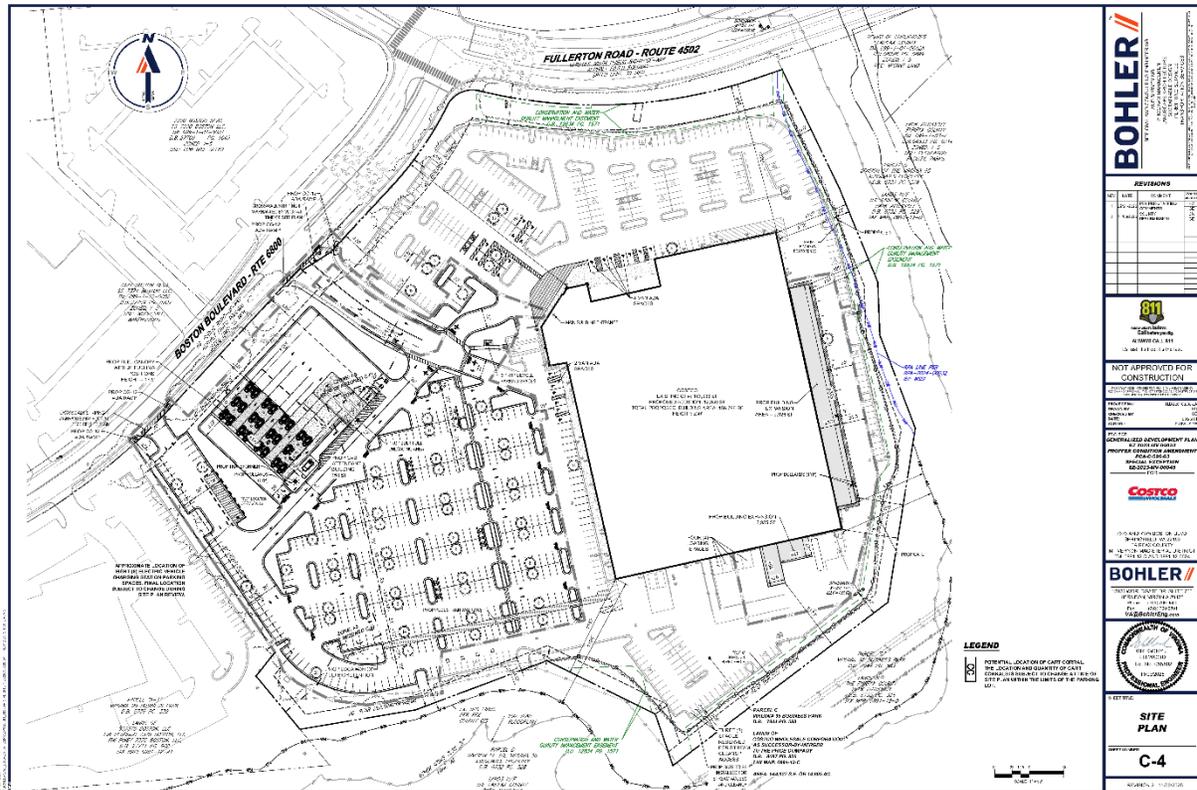
The addition of an option for community serving retail will allow the subject parcel to be rezoned to the C-6 District and consolidated with the larger Costco site (Parcel C) as proposed in the concurrent zoning actions.

**Table 1: Quantification Table, Land Unit C of the I-95 Corridor Industrial Area**

Tax Map Parcels	Lot Size (square feet and acres)	Existing Uses	Adopted Plan Recommendation and Plan Potential	Proposed Plan and Potential
99-1 ((12)) 24  99-1 ((12)) C	122,608 SF (2.81 acres) – Parcel 24  644,927 SF (14.8 acres) – Parcel C	Low-rise office building (29,715 SF) – Parcel 24 (to be removed)  Retail Warehouse (143,936 SF) – Parcel C (to be retained)	<u>Adopted Plan Text for Parcel 24:</u> Industrial use up to 0.50 FAR  <u>Plan Potential for Parcel 24:</u> 61,304 SF of industrial GFA  <u>Adopted Plan Text for Parcel C:</u> Industrial use up to 0.50 FAR with option for community-serving retail at a 0.25 FAR  <u>Plan Potential for Parcel C:</u> 322,464 SF of industrial GFA or 161,232 SF of community-serving retail	Consolidate Parcel 24 with 99-1 ((12)) C to allow community-serving retail up to 0.25 FAR and 12 fuel pumps  <u>Proposed Potential:</u> Up to 191,884 SF of community-serving retail GFA  <b>A net increase of 30,652 SF of community-serving retail GFA</b>

As previously discussed, the proposed development includes a Costco members-only fueling station with 12 fuel pumps. The Generalized Development Plan (GDP) from the concurrent rezoning, RZ-2023-MV-00023, is included below as Figure 2. The GDP depicts the proposed layout of the site, with the fueling station located on the western portion of the site, and the existing Costco warehouse located on the eastern portion of the site. The applicant also proposes additions to the existing warehouse of approximately 12,850 square feet. The proposed FAR in total is 0.20, which is below the maximum 0.25 FAR recommended in the Plan option.

**Figure 2: Generalized Development Plan from Concurrent Rezoning Application RZ-2023-MV-00023 (November 3, 2025), Source: DPD**



**ANALYSIS**

The Plan amendment considers consolidation of Parcel 24 with Parcel C to allow community-serving retail up to 0.25 FAR and 12 fuel pumps; and has been evaluated for consistency with County policies on land use, transportation, parks and recreation, and environment.

**Land Use**

*Land Use Pattern and Compatibility*

The Comprehensive Plan notes that this area is *characterized by a predominance of industrial, warehouse, fuel storage, vehicle repair, wholesale and commercial retail, “flex-space”, and office uses*. The proposed fueling station is considered a commercial use under the Zoning Ordinance. While the site is currently planned for industrial uses, it was previously developed with office and restaurant uses. Therefore, replanning this site for commercial use should not impact the county’s inventory of industrial land. The site is also adjacent to an existing Costco warehouse, which represents an existing commercial use within the I-95 Corridor Industrial Area. Additionally, along Fullerton Road, there are other existing commercial uses that include a

coffee shop and a restaurant. This area also contains other parcels that are developed with or have the option to develop as automobile service related uses. Therefore, this proposed fueling station and existing Costco would not be the lone commercial and automobile service related uses within the industrial area. Finally, this 2.81-acre parcel is relatively small in comparison to other parcels near the site and represents a logical expansion of the Costco operation, consistent with existing Plan text which encourages an integrated site design. The functionality and scale of the development is compatible within the context of the surrounding industrial uses. With the addition of this fueling station, the I-95 Corridor Industrial Area would still retain the overall industrial orientation recommended in the corridor-wide guidance.

There are no existing residential uses near the site. The closest residential uses are located approximately 1,000 feet to the southwest of the site, with Accotink Stream Valley Park providing a substantial vegetated buffer and topographical separation between the uses. Therefore, there are no adverse impacts anticipated to residential uses from the proposed use.

Objective 14 of the Land Use element of the Comprehensive Plan Policy Plan (2017 version) notes that infill development should be at a scale that can be compatible with the surrounding area and that can be supported by adequate public facilities and transportation systems (Policy b). Due to concerns with existing vehicular circulation and queuing on the Costco site, consideration should be given to the logical design of these elements, both internal and external to the site, with the addition of the fueling station and additional trips. Pedestrian and bicycle facilities should also be enhanced, consistent with the county's multimodal goals. Plan text has been provided to address this concern, which would be reviewed further with the concurrent zoning.

Objective 12 of the Land Use element also notes that the use of appropriate buffering, screening, landscaping, and open space is encouraged, especially along rights-of-ways (Policy h), to minimize impacts of potentially incompatible land uses. Given the previous development, which includes mature vegetation along the periphery of the site, berming is no longer recommended to protect existing mature canopy. For that reason, staff proposes removing this Plan condition. Removing this Plan condition allows for the applicant to retain the mature trees along Boston Boulevard, which assist in providing buffering and screening between the proposed fueling station and right-of-way. The applicant is also proposing to supplement areas around the periphery of the site, as well as the periphery of the fueling station, with additional trees, shrubs, perennials, and groundcover. Other Plan conditions related to screening, buffering, and landscaping have been retained and added.

Overall, staff finds that the proposed replanning represents a logical expansion of an existing retail use that would be compatible with other uses in the area, subject to draft Plan conditions.

## **Transportation**

### Existing Transportation Conditions

#### *Road Network*

The road network includes several significant roads, including Fullerton Road (7,212 AADT (2022)), Rolling Road (Minor Arterial, Type B, 16,704 AADT (2022)), and further connection to the Fairfax County Parkway (156,753 AADT (2022)). These roadways provide access to nearby shopping, parks, entertainment, and employment, as well as to regional transportation routes.

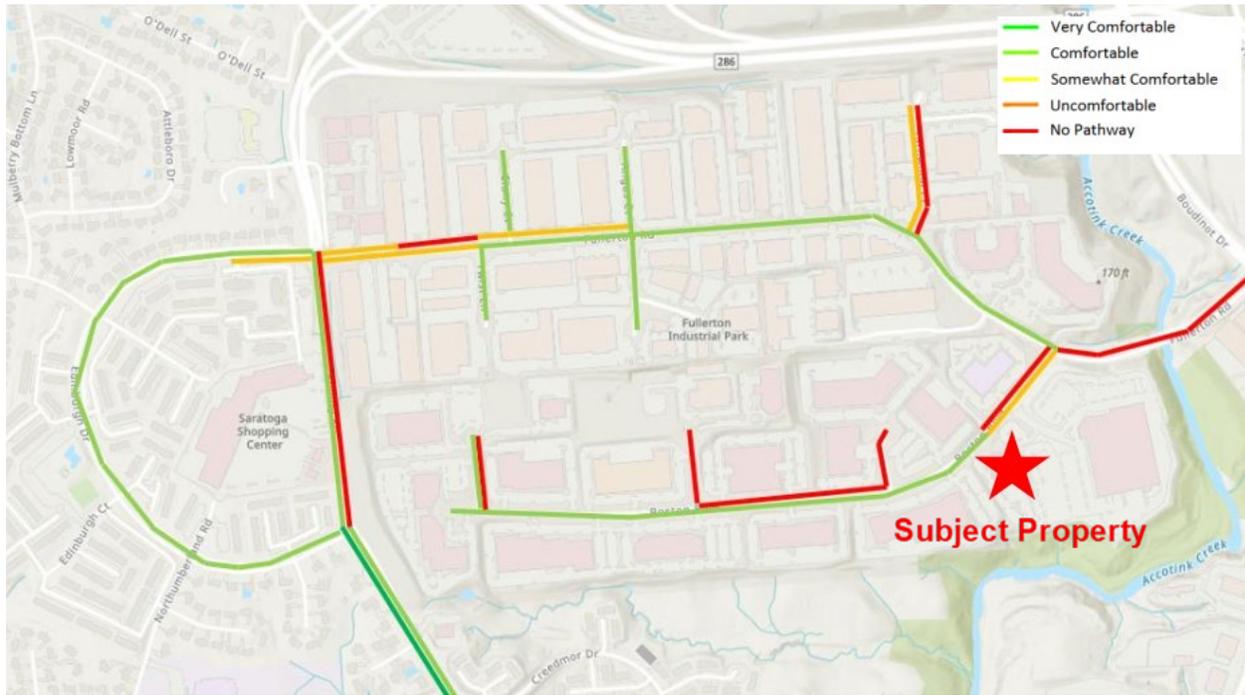
#### *Pedestrian Level of Comfort*

The pedestrian level of comfort (PLOC) was assessed for the area surrounding the site (approximately ½ mile radius). PLOC is a metric that rates pedestrian facilities, such as sidewalks or shared use paths, based on the perceived level of comfort they provide. The score is derived from a combination of different variables, such as pathway width, buffer width, and posted speed limit on the adjacent street. A PLOC 1 facility is defined as “very comfortable” and a PLOC 4 is “uncomfortable,” with PLOC 5 indicating the absence of a pedestrian facility.

By identifying where pedestrian facilities are inadequate, quantifiable recommendations can be made to improve the connectivity of the corridor. The goal of the PLOC is to improve the overall score of the corridor to PLOC 1 or PLOC 2. This can be accomplished by including a buffer, trees, or parking, reducing the overall speed of vehicles through means of reduced lane width, raised refuge islands, or by improving the median type, or crosswalk type.

The following map in Figure 3 shows the PLOC ratings for the pedestrian pathways surrounding the site. Some of the sidewalks adjacent to and surrounding the site are uncomfortable, and several roadway segments are missing sidewalks.

**Figure 3: PLOC Assessment for Boston Boulevard – Costco, Source: FCDOT**

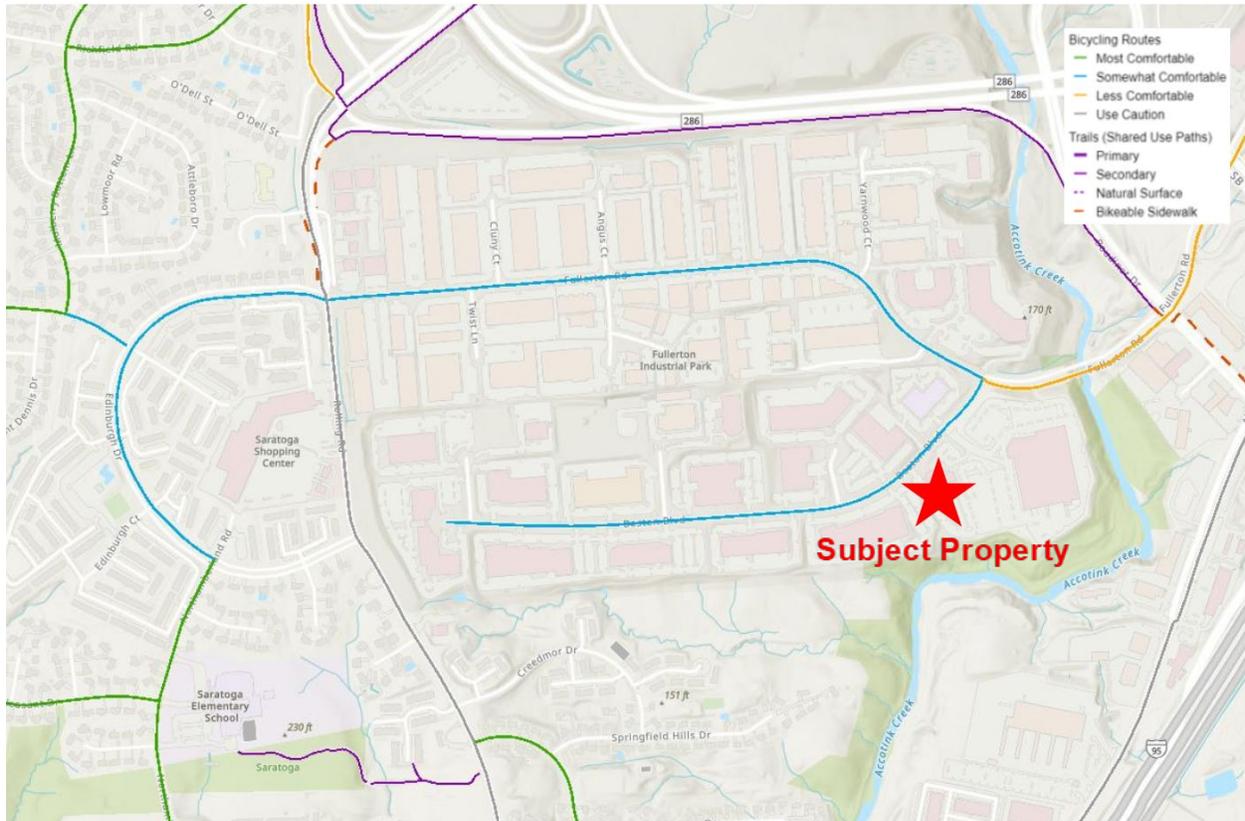


*Bicycle Conditions*

The bicycle conditions were assessed by reviewing the [Fairfax County Bicycle Map](#), shown in Figure 4. The Fairfax County Bicycle Map depicts current biking conditions, with respect to the level of comfort and safety issues.

The bike lanes along Boston Boulevard, Fullerton Road, and Edinburg Drive are considered “somewhat comfortable.” The bike lanes along Rolling Road are considered “use caution,” and Fullerton Road past the Accotink Creek are considered “less comfortable.” There is a need for considerable improvements to connect the corridor along Rolling Road to support the walkability of the area and overall quality of life.

**Figure 4: Fairfax County Bicycle Map for Boston Boulevard – Costco, Source: FCDOT**



The bicycle level of traffic stress (BLTS) ratings considers variables such as presence, type of bicycle facility, and the posted speed limit on the roadway. A roadway rated BLTS 1 is low stress, or comfortable for most bicyclists. Roadways rated BLTS 4 are high stress and are uncomfortable for most bicyclists.

By identifying where cyclist pathways or trails are inadequate, quantifiable recommendations can be made to improve the connectivity of the corridor. The goal of the BLTS is to improve the overall score of the corridor to BLTS 1 or BLTS 2. This can be accomplished by providing recommendations to improve the overall trail network in Fairfax County.

*Transit Network*

Several bus routes operate near the site and multiple routes operate to the Franconia-Springfield Metrorail Station (4.8 miles). Fairfax Connector Route 341, 373, 371, and other routes operate on Fullerton Road, and provides access to the Franconia-Springfield Metrorail Station where riders can connect to many destinations in the region via bus and/or Metrorail. There are bus stops located on both sides of Fullerton Road, west of Boston Boulevard, and on both sides of Boston Boulevard.

*Trip Generation*

A trip generation table comparing the existing development, current plan, and proposed plan is shown in Table 2. The proposed plan will generate 13,064 daily trips without reductions. As compared to the current plan, the proposed plan will generate approximately 4,491 additional daily trips. Trip generation estimates are derived from the Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition (2018). Trip Generation estimates are provided for general, order-of-magnitude comparisons only, and do not account for pass-by, internal capture, or mode-share traffic reductions.

**Table 2: Trip Generation for Boston Boulevard – Costco**

Development Type	Quantity	Unit	Daily	In	AM Out	Total	In	PM Out	Total
<b>Existing Development</b>									
General Office Building (710)	29	KSF	404	52	7	59	10	51	61
Free-Standing Discount Store (815)	143	KSF	7,161	119	51	170	350	350	700
<b>Total</b>			<b>7,565</b>	<b>171</b>	<b>58</b>	<b>229</b>	<b>360</b>	<b>401</b>	<b>761</b>
<b>Current Plan</b>									
General Office Building (710)	61	KSF	758	97	13	110	19	92	111
Free-Standing Discount Store (815)	161	KSF	7,815	133	57	190	392	392	784
<b>Total</b>			<b>8,573</b>	<b>230</b>	<b>70</b>	<b>300</b>	<b>411</b>	<b>484</b>	<b>895</b>
<b>Net (Versus Existing Plan)</b>			<b>1,008</b>	<b>59</b>	<b>12</b>	<b>71</b>	<b>51</b>	<b>83</b>	<b>134</b>
<b>Proposed Plan</b>									
Free-Standing Discount Store (815)	191	KSF	8,936	158	68	226	466	467	933
Gasoline/ Service Station (944)	24	VFP	4,128	123	124	247	167	167	334
<b>Total</b>			<b>13,064</b>	<b>281</b>	<b>192</b>	<b>473</b>	<b>633</b>	<b>634</b>	<b>1,267</b>
<b>Net (Versus Current Plan)</b>			<b>4,491</b>	<b>51</b>	<b>122</b>	<b>173</b>	<b>222</b>	<b>150</b>	<b>372</b>

Multimodal Analysis

*Pathways*

Pedestrians and cyclists use trails and pathways for recreation, commuting, health, and access to transportation alternatives. Sidewalks, pathways, or trails should be included along both sides of all area roadways to provide access to nearby shopping, parks, entertainment, and employment, as well as to regional transportation routes. To encourage use, pedestrian facilities should be continuous, reliable, well lit, convenient, and safe as well as include a buffer from the roadway, be of adequate width to accommodate multiple modes of transportation or separate pedestrian and cyclist usage when able; bike lanes, street trees, curb extensions, and parking lanes should be considered.

The [Countywide Trails Plan](#) calls for stream valley trails along Accotink Creek. A major paved trail is also planned for the west side of Rolling Road, north and south of Fullerton Road. A major regional trail, in addition to a major paved trail, is also planned for the Fairfax County Parkway. These trails, once constructed, will potentially provide regional connectivity to and from the subject area. Efforts should be made to connect the site to these future planned trails, like the planned stream valley trail along Accotink Creek.

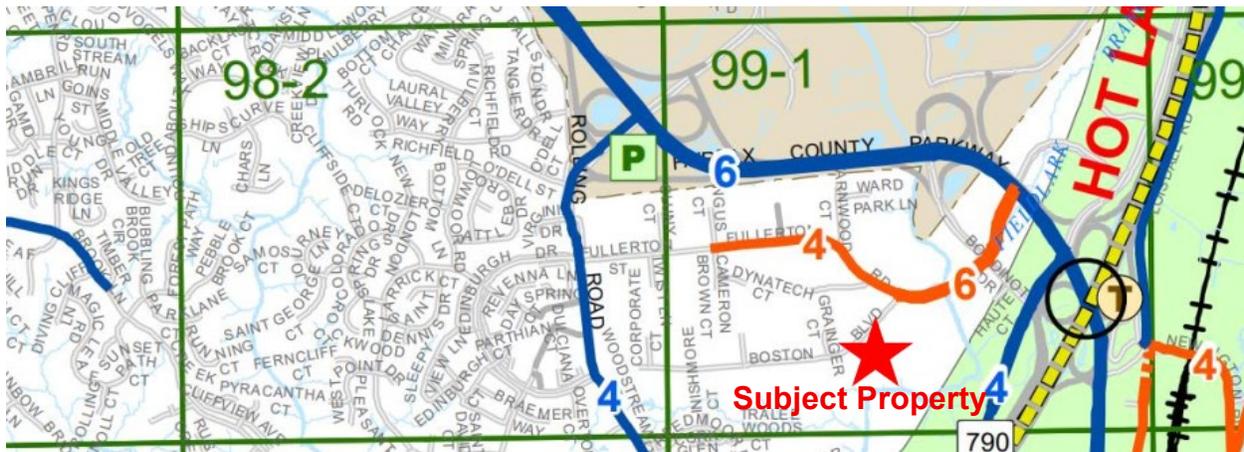
The [Countywide Bicycle Master Plan](#) recommends on road bike lanes along Fullerton Road, Rolling Road, and Backlick Road, as well as climbing lanes on Fullerton Road, from Yarnwood Court to Backlick Road, and shared roadway on Edinburgh Drive. The approach for on-road bicycle lanes has evolved since the adoption of the Bicycle Master Plan in 2014. The appropriateness of planned on-road bicycle lanes should be reconsidered and alternative solutions explored, where deemed necessary.

Fullerton Road is a corridor where planned on-road bike lanes need to be reconsidered due to traffic volumes and speeds. This site should accommodate a 10 foot Shared Use Path (SUP) along Fullerton Road and Boston Boulevard, as well as tree lined buffers. Buffer space improvement will increase space between the sidewalk and the road to enhance safety and comfort for pedestrians and cyclists. Buffer-lined trees will create a more inviting and visually appealing environment, as well as provide shade and encourage overall use of the corridor to promote safety and improve walkability and bikeability.

*Roadways/Intersections*

The [Transportation Plan Map](#) recommends four to six lanes on Fullerton Road from Cameron Brown Court to the Fairfax County Parkway, as shown in Figure 5. It also recommends four lanes on Rolling Road from the Fairfax County Parkway to Alban Road. These connections, along with existing connections, are used by pedestrians and cyclists to cross between pathways on roadways. All necessary precautions should be taken to ensure safety, efficiency, consistency, and convenience. As with pathways, increased buffer areas should be added to provide protection to those awaiting use of crosswalks. It is recommended that standard paint for the crosswalk should be updated to high visibility paint, traditional to ladder crosswalks, as well as added medians or raised refugee islands in between lanes and especially on lanes of traffic exceeding five lanes, where feasible.

**Figure 5: Transportation Plan Map for Boston Boulevard – Costco, Source: FCDOT**



## Recommendations

Fairfax County Department of Transportation (FCDOT) has provided the following multimodal improvement recommendations to address pedestrian and bicycle connectivity in the corridor and the overall land unit area, as well as the future Shared Use Path (SUP) accommodations.

- Provide enhanced bike and pedestrian facilities and connections in the area to better connect to the surrounding communities, this may include the following:
  - Rolling Road (on road bike lane)
  - Backlick Road (on road bike lane)
  - Edinburgh Drive (shared roadway)
- Provide an SUP along site frontages, with buffers and trees where feasible.
  - Fullerton Road
  - Boston Boulevard
- Provide a major paved trail on the west side of Rolling Road, north and south of Fullerton Road, and a major regional trail along the Fairfax County Parkway.

While these recommendations provided by FCDOT address the necessary multimodal improvements across the corridor, staff note that only those in the vicinity of the subject site are anticipated to be implemented with the concurrent rezoning and as such, draft Plan text specific to this parcel and those improvements have been provided. The multimodal improvements outside of those recommended for the subject site should be considered in future planning efforts across Land Unit C and the larger I-95 Corridor Industrial Area.

## **Parks and Recreation**

The subject site is directly adjacent to FCPA's Accotink Stream Valley Park, which serves as an important ecological and open space resource in the area and contains a portion of the Accotink Creek Resource Protection Area (RPA) and floodplain. Accotink Stream Valley Park is also located where the Virginia Piedmont region falls into the Coastal Plain region, and the park subsequently contains unique geologic features and plant communities.

Use of the subject property is guided by the Area IV Plan, Springfield Planning District, I-95 Corridor Industrial Area. A major parks and recreation objective for the Springfield Planning District is to protect the Accotink Stream Valley. The Springfield Planning District notes that special attention should be given to protecting the Accotink Creek Environmental Quality Corridor by restricting intrusion of and mitigating the impacts from adjacent development.

The subject site contains existing large parking lot islands and peripheral landscaped areas with mature landscaping that provide habitat, reduce the urban heat island effect, and slow stormwater entering Accotink Stream Valley Park and the RPA. The existing Comprehensive Plan text includes general protections for the Accotink Stream Valley related to impact mitigation and water quality protection and runoff. However, the proposed fueling station directly adjacent to the RPA could adversely impact water quality and aquatic life of Accotink Creek, if not designed correctly. Draft Plan text has been provided that recommends the provision of fuel and oil capturing devices and the incorporation of high-quality stormwater features that capture, clean,

and slowly release stormwater over time to reduce impacts to water quality of Accotink Creek. Additionally, existing large parking lot islands and peripheral landscaping areas should be expanded to increase tree canopy coverage and slow stormwater entering Accotink Creek. Finally, all new landscape plantings should utilize native plant species and provide a range of native trees, shrubs, and perennial herbaceous plants.

## **Environment**

### *Tree Preservation*

The Environment element of the Policy Plan (2017 version) encourages the conservation and restoration of tree cover on developed and developing sites. The maximum amount of tree cover should be provided on developed and developing sites consistent with planned land use and good silvicultural practices. The provision of trees also supports improvements to air quality and provides shading to parking lots. The county anticipates the use of high-quality native plants for all planting areas to ensure their viability and to enhance the habitat value of the site. Good quality vegetation should be preserved and enhanced and lost vegetation restored through replanting. Objective 1 of the Environment element further encourages minimizing the application of fertilizers, pesticides, and herbicides to lawns and landscaped areas through, among other tools, the development, implementation and monitoring of integrated pest, vegetation, and nutrient management plans.

As stated previously, there are existing trees on the subject property. Existing healthy and mature trees should be preserved in areas along property boundaries to the greatest extent possible, and land disturbing activities should be managed to minimize the risk for damaging trees. Screening around the site should be supplemented with appropriate native, non-invasive plantings to provide year-round visual screening to from roadways and adjacent uses.

Tree preservation will be further reviewed as part of the concurrent zoning application.

### *Green Buildings*

The countywide policy recommends formal green building certification for new and redevelopment within Industrial Areas, such as the I-95 Corridor Industrial Area, through the LEED rating system or equivalent. The Policy Plan further recommends the incorporation of electric vehicle charging stations for new and re-development. Green building and electric vehicle changing will be further reviewed as part of the concurrent zoning application.

### *Water Quality and Stormwater Management*

To ensure that water quality and water quantity are appropriately managed, the Comprehensive Plan promotes site design and low impact development (LID) techniques that reduce stormwater runoff volumes and peak flows; increase groundwater recharge; and increase the preservation of undisturbed areas. Developments are expected to optimize stormwater management and water quality controls through the use of innovative Best Management Practices and infiltration techniques, nonstructural Best Management Practices and bioengineering practices, and

infiltration landscaping (Environment Element Objectives 2 and 9).

Springfield district-wide guidance explicitly states that special attention be given to land uses that threaten groundwater quality with high ratios of impervious pavement, but also those with underground storage tanks.

Development on the site should provide stormwater quality and quantity controls, with new draft Plan text recommending a goal of exceeding minimum requirements, to protect Accotink Creek and the associated EQC. Stormwater measures emphasizing the prevention of hydrocarbon runoff, including high-quality stormwater treatment features that capture, clean, and slowly release stormwater over time, as well as fuel and oil capturing devices should be incorporated. Stormwater and site designs should minimize the amount of impervious cover and incorporate runoff reduction strategies such as infiltration, stormwater reuse, and retention to improve downstream waters.

Water quality and stormwater management will be further reviewed as part of the concurrent zoning application.

*Resource Protection Area, Environmental Quality Corridor, and Conservation Easement*

Objectives 2 and 3 of the Environment element of the Policy Plan recommend protecting and restoring the ecological integrity of streams and protection of the Chesapeake Bay from the avoidable impacts of land use activities, which supports efforts related to Resource Protection Area (RPA) restoration. Objective 9 identifies Environmental Quality Corridors (EQCs) as an integrated network of ecologically valuable land and surface waters that should be protected and enhanced for the present and future residents of Fairfax County. The policy categorizes characteristics of EQCs including habitat quality, connectivity, pollution reduction capabilities, and hydrology/stream buffering/stream protection and identifies that EQCs are delineated through the entitlement process based on policy criteria.

The subject property is located within the Accotink Creek Watershed. The site contains RPA, potential EQC, and a conservation easement. There are no floodplains or wetlands on the site.

The applicant has provided an RPA study and has worked closely with staff to delineate the potential EQC on site with the concurrent rezoning application.

## **CONCLUSION**

Plan text recommended for this amendment would add an option for community-serving retail uses up to 0.25 FAR, to include a vehicle fueling-station, with conditions that are intended to meet the Plan's goals for achieving compatibility, while also maintaining consistency with guidance for the existing Costco. With these conditions, staff finds the option for development as a vehicle fueling-station to be an appropriate use on the subject site through the implementation of the proposed conditions for establishing appropriate buffering, landscaping and compatibility with nearby uses; maintaining adequate open space and tree preservation areas; the consideration

of logical vehicular circulation and queuing areas; enhanced bicycle and pedestrian facilities; and providing stormwater management facilities and related improvements with the goal of exceeding minimum requirements. Moreover, the Plan's adopted Areawide recommendations and Policy Plan provide extensive detail to guide redevelopment and ensure compatibility.

## RECOMMENDATION

Staff recommends the Comprehensive Plan be modified as shown below. Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a ~~striketrough~~. Text shown to be replaced is noted as such.

**MODIFY: Fairfax County Comprehensive Plan 2017 Edition – Area Plans, Area Plan IV, Springfield Planning District Overview [May 13, 2025], I-95 Corridor Industrial Area, Recommendations, Land Use, Land Unit C:**

### Land Unit C

This land unit, located west of Accotink Creek along both sides of Boston Boulevard, is planned for industrial use up to .50 FAR. The Virginia 95 Business Park occupies much of the land with low-rise buildings. Infill development should be of a compatible use and design with existing uses, and provide buffering to adjacent uses.

~~The 15-acre Parcel 99-1 ((12)) C; and Parcel 24,~~ located south and east of the junction of Boston Boulevard with Fullerton Road, is are planned for industrial uses up to .50 FAR. As an option, community-serving retail uses to include a vehicle fueling station may be appropriate if Fullerton Road between Boston Boulevard and the Fairfax County Parkway ~~Boudinot Drive~~ is designated as a six-lane facility, Cameron Brown Court to and Boston Boulevard is designated as a four-lane facility, Boston Boulevard from the entrance to the subject property east to Fullerton Road; is maintained as a four-lane facility. Boston Boulevard is not connected through to Rolling Road to the west, and the following conditions are met:

- The development is designed as a single integrated center and does not appear as a strip commercial center; architectural materials are utilized that are similar to existing buildings within the Virginia 95 Business Park; and the development is effectively screened and buffered from adjacent uses; ~~and consideration is given to berming around the periphery of the site;~~
- Building height is limited to a maximum height of 40 feet with an FAR not to exceed 0.25;
- Landscaping, lighting, and other features are provided along Fullerton Road and Boston Boulevard to continue the existing streetscape and; interior parking lot landscaping is provided on-site in accord with Fairfax County guidelines;
- Consideration is given to the logical design of vehicular circulation and queuing areas internal and external to the site;

- Where feasible, enhanced bicycle and pedestrian facilities should be provided along Fullerton Road and Boston Boulevard, that are appropriately placed and adequate in width with buffers and street trees;
- Stormwater runoff quantity and quality protection measures, with the goal of exceeding minimum requirements, should be provided to protect the Accotink Creek and its associated Environmental Quality Corridor. These measures should be incorporated into the development of the subject property, with emphasis given in these to measures to preventing hydrocarbon runoff; include high-quality stormwater treatment features that capture, clean, and slowly release stormwater over time; and include fuel and oil capturing devices;
- The slopes of the Accotink Creek outside the property limits are to remain undisturbed. Land disturbing activities along the slopes within the property limits should be minimized. Consideration will also be given to providing supplemental plantings on the slopes to the Accotink Creek within the property;
- Existing large parking lot islands and peripheral landscaping areas should be expanded to increase tree canopy coverage and slow stormwater entering Accotink Creek. All new landscape plantings should utilize native plant species and provide a range of native trees, shrubs, and perennial herbaceous plants;
- Access to the property is located on Boston Boulevard via a maximum of two (2) entrances common entrance with the adjacent property to the west (Tax Map 99-1((12))24);
- ~~Sufficient right of way is provided and specific frontage improvements along both Fullerton Road and Boston Boulevard are constructed as determined appropriate by Fairfax County as development and/or redevelopment occurs;~~
- The existing bridge over Accotink Creek is reconstructed as determined appropriate by Fairfax County; and
- The environmental impacts on the Accotink Creek of any bridge construction should be minimized; and
- ~~Prior to occupancy, interchange improvements constructed as part of the I-95 HOV project are available for use by traffic.~~

**COMPREHENSIVE LAND USE PLAN MAP:**

The Comprehensive Land Use Plan map will not change.

**TRANSPORTATION PLAN MAP:**

The Countywide Transportation Plan Map will not change.

**ATTACHMENTS:**

**Attachment I:** Adopted Comprehensive Plan Land Use Recommendation Citations

## ATTACHMENT I

### Adopted Comprehensive Plan Land Use Recommendation Citations

**Fairfax County Comprehensive Plan 2017 Edition – Policy Plan, Land Use [Amended Date: 6-28-2022], Countywide Objectives and Policies**

**“Objective 14: Fairfax County should seek to achieve a harmonious and attractive development pattern which minimizes undesirable visual, auditory, environmental and other impacts created by potentially incompatible uses.**

...

Policy b. Encourage infill development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems.

Policy c. Achieve compatible transitions between adjoining land uses through the control of height and the use of appropriate buffering and screening.

...

Policy h. Utilize landscaping and open space along rights-of-way to minimize the impacts of incompatible land uses separated by roadways.”

**Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Environment, Countywide Objective and Policies, Amended through 6-28-2022**

**“Objective 1: Preserve and improve air quality.**

...

Policy c. Support air quality improvement through tree preservation, tree planting and sensitive landscaping practices. Support and encourage the following during the reviews of development proposals:

- Maximization of tree preservation consistent with planned land use and good silvicultural practices.
- Maximization of tree planting/tree cover restoration consistent with planned land use and good silvicultural practices.
- Pursuit of energy-conscious landscaping efforts such as the planting of trees to provide shading of buildings during the summer months.
- Pursuit of landscaping practices that optimize the planting of native species of trees, shrubs and other vegetation in a manner that minimizes the need for mowing and other maintenance activities, particularly during the hotter months of the year.”

**“Objective 2: Prevent and reduce pollution of surface and groundwater resources.**

**Protect and restore the ecological integrity of streams in Fairfax County.**

Policy k. For new development and redevelopment, apply better site design and low impact development (LID) techniques such as those described below, and pursue commitments to reduce stormwater runoff volumes and peak flows, to increase groundwater recharge, and to increase preservation of undisturbed areas. In order to minimize the impacts that new development and redevelopment projects may have on the county's streams, some or all of the following practices should be considered where not in conflict with land use compatibility objectives:

- Minimize the amount of impervious surface created.
- Site buildings to minimize impervious cover associated with driveways and parking areas and to encourage tree preservation.
- Where feasible, convey drainage from impervious areas into pervious areas.
- Encourage cluster development when designed to maximize protection of ecologically valuable land.
- Encourage the preservation of wooded areas and steep slopes adjacent to stream valley EQC areas.
- Encourage fulfillment of tree cover requirements through tree preservation instead of replanting where existing tree cover permits. Commit to tree preservation thresholds that exceed the minimum Zoning Ordinance requirements.
- Where appropriate, use protective easements in areas outside of private residential lots as a mechanism to protect wooded areas and steep slopes.
- Encourage the use of open ditch road sections and minimize subdivision street lengths, widths, use of curb and gutter sections, and overall impervious cover within cul-de-sacs, consistent with county and state requirements.
- Encourage the use of innovative BMPs and infiltration techniques of stormwater management where site conditions are appropriate, if consistent with county requirements.
- Apply nonstructural best management practices and bioengineering practices where site conditions are appropriate, if consistent with county requirements.
- Encourage shared parking between adjacent land uses where permitted.

- Where feasible and appropriate, encourage the use of pervious parking surfaces in low-use parking areas.
- Maximize the use of infiltration landscaping within streetscapes consistent with county and state 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.

Proposals that include the use or storage of hazardous materials should provide adequate containment facilities, monitoring, and spill prevention strategies to protect surface and groundwater resources consistent with state regulations. Site investigations and remedial actions, as appropriate, should be pursued to ensure that site contamination on or near properties subject to development proposals will not present unacceptable health or environmental risks.

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.

The more restrictive type of Chesapeake Bay Preservation Area is known as the “Resource Protection Area (RPA).” With a few exceptions (e.g. water wells, recreation, infrastructure improvements, "water dependent" activities, and redevelopment), new development is prohibited in these areas. In Fairfax County, RPAs include the following features:

- water bodies with perennial flow;
- tidal wetlands;
- tidal shores;
- nontidal wetlands contiguous with and connected by surface flow to tidal wetlands or water bodies with perennial flow;
- a buffer area not less than 100 feet in width around the above features; and
- as part of the buffer area, any land within a major floodplain.

The other, less sensitive category of land in the Preservation Areas is called the "Resource Management Area (RMA)." Development is permitted in RMAs as long as it meets water quality goals and performance criteria for these areas. These goals and criteria include stormwater

management standards, maintenance requirements and reserve capacity for on-site sewage disposal facilities, erosion and sediment control requirements, demonstration of attainment of wetlands permits, and conservation plans for agricultural activities. In Fairfax County, RMAs include any area that is not designated as an RPA.

A *Chesapeake Bay Supplement* has been prepared to address a range of issues related to water quality protection and is incorporated by this reference as part of the Comprehensive Plan. This Supplement includes a map of the county’s Chesapeake Bay Preservation Area components as well as discussions and analyses of water quality issues as they relate to pollution sources, infill development, redevelopment, shoreline erosion control, and shoreline access.”

**“Objective 5: Minimize light emissions to those necessary and consistent with general safety.**

Policy a. Recognize the nuisance aspects of unfocused light emissions.”

**“Objective 6: Ensure that new development either avoids problem soil areas, or implements appropriate engineering measures to protect existing and new structures from unstable soils.**

Policy a: Limit densities on slippage soils, and cluster development away from slopes and potential problem areas.

Policy b: Require new development on problem soils to provide appropriate engineering measures to ensure against geotechnical hazards.”

...

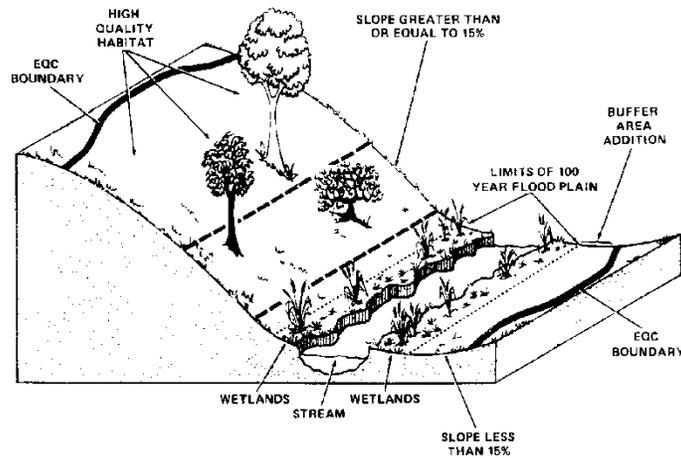
**“Objective 9: Identify, protect and enhance an integrated network of ecologically valuable land and surface waters for present and future residents of Fairfax County.**

Policy a: Identify, protect and restore an Environmental Quality Corridor system (EQC). (See Figure 4.) Lands may be included within the EQC system if they can achieve any of the following purposes:

- **Habitat Quality:** The land has a desirable or scarce habitat type, or one could be readily restored, or the land hosts a species of special interest. This may include: habitat for species that have been identified by state or federal agencies as being rare, threatened or endangered; rare vegetative communities; unfragmented vegetated areas that are large enough to support interior forest dwelling species; and aquatic and wetland breeding habitats (i.e., seeps, vernal pools) that are connected to and in close proximity to other EQC areas.
- **Connectivity:** This segment of open space could become a part of a corridor to facilitate the movement of wildlife and/or conserve biodiversity. This may include natural corridors that are wide enough to facilitate wildlife movement and/or the transfer of genetic material between core habitat areas.

- Hydrology/Stream Buffering/Stream Protection: The land provides, or could provide, protection to one or more streams through: the provision of shade; vegetative stabilization of stream banks; moderation of sheet flow stormwater runoff velocities and volumes; trapping of pollutants from stormwater runoff and/or flood waters; flood control through temporary storage of flood waters and dissipation of stream energy; separation of potential pollution sources from streams; accommodation of stream channel evolution/migration; and protection of steeply sloping areas near streams from denudation.
  
- Pollution Reduction Capabilities: Preservation of this land would result in significant pollutant reductions. Water pollution, for example, may be reduced through: trapping of nutrients, sediment and/or other pollutants from runoff from adjacent areas; trapping of nutrients, sediment and/or other pollutants from flood waters; protection of highly erodible soils and/or steeply sloping areas from denudation; and/or separation of potential pollution sources from streams.

The core of the EQC system will be the county's stream valleys. Additions to the stream valleys should be selected to augment the habitats and buffers provided by the stream valleys, and to add representative elements of the landscapes that are not represented within stream valleys. The stream valley component of the EQC system shall include the following elements (See Figure 4):



A TYPICAL ENVIRONMENTAL QUALITY CORRIDOR  
 Source: Fairfax County Office of Comprehensive Planning

**FIGURE 4**

- All 100 year flood plains as defined by the Zoning Ordinance;

- All areas of 15% or greater slopes adjacent to the flood plain, or if no flood plain is present, 15% or greater slopes that begin within 50 feet of the stream channel;
- All wetlands connected to the stream valleys; and
- All the land within a corridor defined by a boundary line which is 50 feet plus 4 additional feet for each % slope measured perpendicular to the stream bank. The % slope used in the calculation will be the average slope measured within 110 feet of a stream channel or, if a flood plain is present, between the flood plain boundary and a point fifty feet up slope from the flood plain. This measurement should be taken at fifty foot intervals beginning at the downstream boundary of any stream valley on or adjacent to a property under evaluation.

Modifications to the boundaries so delineated may be appropriate if the area designated does not benefit any of the EQC purposes as described above. In addition, some disturbances that serve a public purpose such as unavoidable public infrastructure easements and rights of way may be appropriate. Disturbances for access roads should not be supported unless there are no viable alternatives to providing access to a buildable portion of a site or adjacent parcel. The above disturbances should be minimized and occur perpendicular to the corridor's alignment, if practical, and disturbed areas should be restored to the greatest extent possible

In general, stormwater management facilities should not be provided within EQCs unless they meet one of the following conditions:

- They are consistent with recommendations of a watershed management plan that has been adopted by the Fairfax County Board of Supervisors; or
- They will:
  - Either:
    - Be more effective in protecting streams and better support goals of watershed management plans than stormwater management measures that otherwise would be provided outside of EQCs; or
    - Contribute to achieving pollutant reduction necessary to bring waters identified as impaired into compliance with state water quality standards or into compliance with a Municipal Separate Storm Sewer System (MS4) permit in a manner that would be more effective and/or less environmentally-disruptive than approaches that would be pursued outside of EQCs;

and

- Replace, enhance and/or be provided along with other efforts to compensate for any of the EQC purposes, as described above, that would be affected by the facilities.

When stormwater management facilities within the EQC are determined to be appropriate, encourage the construction of facilities that minimize clearing and grading, such as embankment-only ponds, or facilities that are otherwise designed to maximize pollutant removal while protecting, enhancing, and/or restoring the ecological integrity of the EQC.

The following efforts within EQCs support the EQC policy and should be encouraged:

- Stream stabilization and restoration efforts where such efforts are needed to improve the ecological conditions of degraded streams. Natural channel design methods should be applied to the greatest extent possible and native species of vegetation should be used.
- Replanting efforts in EQCs that would restore or enhance the environmental values of areas that have been subject to clearing; native species of vegetation should be applied.
- Wetland and floodplain restoration efforts.
- Removal of non-native invasive species of vegetation from EQCs to the extent that such efforts would not be in conflict with county ordinances; such efforts should be pursued in a manner that is least disruptive to the EQCs.

Other disturbances to EQCs should only be considered in extraordinary circumstances and only where mitigation/compensation measures are provided that will result in a clear and substantial net environmental benefit. In addition, there should be net benefits relating to most, if not all, of the EQC purposes listed above that are applicable to the proposed disturbances.

Preservation should be achieved through dedication to the Fairfax County Park Authority, if such dedication is in the public interest. Otherwise, EQC land should remain in private ownership in separate undeveloped lots with appropriate commitments for preservation. The use of protective easements as a means of preservation should be considered.

When preservation of EQC land is achieved through the development process it is appropriate to transfer some of the density that would otherwise have been permitted on the EQC land to the non-EQC portion of the property to provide an incentive for the preservation of the EQC and to achieve the other objectives of the Plan. The amount of density transferred should not create an effective density of development that is out of character with the density normally anticipated from the land use recommendations of the Plan. For example, town homes should not normally be built adjacent to an EQC in an area planned for two to three dwelling units per acre. Likewise, an increase in the effective density on the non EQC portion of a site should not be so

intense as to threaten the viability of the habitat or pollution reduction capabilities that have been preserved on the EQC portion of the site.

- Policy b. To provide an incentive for the preservation of EQCs while protecting the integrity of the EQC system, allow a transfer of some of the density from the EQC portion of developing sites to the less sensitive areas of these sites. The increase in effective density on the non-EQC portion of a site should be no more than an amount which is directly proportional to the percentage of the site that is preserved. Overall site yield will decrease as site constraints increase. Maximum density should be determined according to a simple mathematical expression based upon the ratio of EQC land to total land. This policy is in addition to other plan policies which impact density and does not supersede other land use compatibility policies.

The retention of environmental amenities on developed and developing sites is also important. The most visible of these amenities is the county's tree cover. It is possible to design new development in a manner that preserves some of the existing vegetation in landscape plans. It is also possible to restore lost vegetation through replanting. An aggressive urban forestry program could retain and restore meaningful amounts of the county's tree cover.”

**“Objective 10: Conserve and restore tree cover on developed and developing sites. Provide tree cover on sites where it is absent prior to development.**

- Policy a: Protect or restore the maximum amount of tree cover on developed and developing sites consistent with planned land use and good silvicultural practices.

- Policy b: Require new tree plantings on developing sites which were not forested prior to development and on public rights of way.”

...

**“Objective 13: Design and construct buildings and associated landscapes to use energy and water resources efficiently and to minimize short- and long-term negative impacts on the environment and building occupants.**

- Policy a. In consideration of other Policy Plan objectives, encourage the application of energy conservation, water conservation and other green building practices in the design and construction of new development and redevelopment projects. These practices may include, but are not limited to:

- Environmentally-sensitive siting and construction of development;
- Application of low impact development practices, including minimization of impervious cover (See Policy k under Objective 2 of this section of the *Policy Plan*);
- Optimization of energy performance of structures/energy-efficient design;
- Use of renewable energy resources;

- Use of energy efficient appliances, heating/cooling systems, lighting and/or other products;
- Application of best practices for water conservation, such as water efficient landscaping and innovative wastewater technologies, that can serve to reduce the use of potable water and/or reduce stormwater runoff volumes;
- Reuse of existing building materials for redevelopment projects;
- Recycling/salvage of non-hazardous construction, demolition, and land clearing debris;
- Use of recycled and rapidly renewable building materials;
- Use of building materials and products that originate from nearby sources;
- Reduction of potential indoor air quality problems through measures such as increased ventilation, indoor air testing and use of low-emitting adhesives, sealants, paints/coatings, carpeting and other building materials;
- Reuse, preservation and conservation of existing buildings, including historic structures;
- Retrofitting of other green building practices within existing structures to be preserved, conserved and reused;
- Energy and water usage data collection and performance monitoring;
- Solid waste and recycling management practices; and
- Natural lighting for occupants.

Encourage commitments to implementation of green building practices through certification under established green building rating systems for individual buildings (e.g., the U.S. Green Building Council's Leadership in Energy and Environmental Design for New Construction [LEED-NC®] or the U.S. Green Building Council's Leadership in Energy and Environmental Design for Core and Shell [LEED-CS®] program or other equivalent programs with third party certification). An equivalent program is one that is independent, third-party verified, and has regional or national recognition or one that otherwise includes

multiple green building concepts and overall levels of green building performance that are at least similar in scope to the applicable LEED rating system. Encourage commitments to the attainment of the ENERGY STAR<sup>®</sup> rating where available. Encourage certification of new homes through an established residential green building rating system that incorporates multiple green building concepts and has a level of energy performance that is comparable to or exceeds ENERGY STAR qualification for homes. Encourage the inclusion of professionals with green building accreditation on development teams. Encourage commitments to the provision of information to owners of buildings with green building/energy efficiency measures that identifies both the benefits of these measures and their associated maintenance needs.

Policy b. Within the Tysons Urban Center, Suburban Centers, Community Business Centers, Industrial Areas and Transit Station Areas as identified on the Concept Map for Future Development, unless otherwise recommended in the applicable area plan, where these zoning proposals seek at least one of the following:

- Development in accordance with Comprehensive Plan Options;
- Development involving a change in use from what would be allowed as a permitted use under existing zoning;
- Development at the Overlay Level; or
- Development at the high end of planned density/intensity ranges. For nonresidential development, consider the upper 40% of the range between by-right development potential and the maximum Plan intensity to constitute the high end of the range.

ensure that zoning proposals for nonresidential development or zoning proposals for multifamily residential development incorporate green building practices sufficient to attain certification through the LEED-NC or LEED-CS program or an equivalent program specifically incorporating multiple green building concepts, where applicable, and encourage an emphasis on energy efficiency and conservation.

Where developments with exceptional intensity or density are proposed (e.g. at 90 percent or more of the maximum planned density or intensity), ensure that higher than basic levels of green building certification are attained.

...

Policy g. Encourage provision of or readiness for charging stations and related infrastructure for electric vehicles within new development and redevelopment proposals, particularly for residential where other opportunities are not available”

...

**Fairfax County Comprehensive Plan 2017 Edition – Area Plans, Area Plan IV, Springfield Planning District Overview [May 13, 2025], District-Wide Recommendations, Environment**

DISTRICT-WIDE RECOMMENDATIONS

...

Environment

The Springfield Planning District typifies the environmental constraints and opportunities of older suburban sections of Fairfax County. While additional development is possible around the Franconia-Springfield Metro Station, this area is heavily constrained by geotechnical problems and the presence of freshwater wetlands. Environmental policies for Springfield should recognize these constraints and on the need for environmental improvement in the developed areas.

The Springfield Planning District also faces some environmental reclamation challenges. Prior land uses such as gravel mining operations in other locations, and natural constraints such as slippage-prone soils, rendered some areas infeasible to develop economically. As land with development potential has become scarce in this planning district, these environmentally constrained lands become subject to increasing development pressures. Plan environmental policies provide guidance for development in these areas.

Older, developed portions of the county often have fair to poor surface water quality. This is due primarily to nonpoint source pollution in the form of runoff which contains high levels of fertilizers, pesticides, sediment, and hydrocarbons. Older suburban areas such as Springfield do not have the benefit of state-of-the-art water quality control practices. They are a particular challenge in the county's efforts to improve surface water quality and meet the spirit of the Chesapeake Bay Preservation Act. In addition to surface water, a portion of the Springfield Planning District overlays an aquifer recharge area. Land uses that threaten groundwater quality, such as those characterized by high ratios of impervious surfaces associated with industrial and retail development, hazardous materials storage, and underground storage tanks, need special attention.

Slippage-prone, shrink-swell clays and unstable slopes are also environmental constraints in the district. Stream valleys and their associated tributaries make up a significant amount of the habitat that sustains urban wildlife. In the Springfield Planning District, the Accotink Creek Stream Valley is a destination for many forms of wildlife that travel along the tributary stream valley corridors. Maintaining or restoring corridor connections in and around the Accotink Stream Valley Park is important.

A comprehensive evaluation of existing environmental conditions at the FBNA site revealed petroleum hydrocarbon contamination at some locations, as well as PCB concentrations in three transformers that exceed federal guidelines. Clean-up of any contaminated sites at the FBNA is required prior to any dedication or development of the Fort Belvoir North Area site.

...

**Fairfax County Comprehensive Plan 2017 Edition – Area Plans, Area Plan IV, Springfield Planning District Overview [May 13, 2025], I-95 Corridor Industrial Area**

**I-95 CORRIDOR INDUSTRIAL AREA**

## CHARACTER

The I-95 Corridor Industrial Area is located along the east and west sides of I-95 in the Newington area near Accotink Creek. The area is characterized by a predominance of industrial, warehouse, fuel storage, vehicle repair, wholesale and commercial retail, "flex-space," and office uses.

Sensitive environmental areas, such as the Long Branch of Accotink Creek are in proximity to or within industrial sites. This area is located in the Accotink Creek watershed and its fairly extensive floodplains; the stream valleys of this channel affect most of the area. Because of its location in the Coastal Plain geologic province, this area is in a sensitive aquifer recharge zone and may contain slippage-prone swelling clays. The sensitive environmental areas also contain known and potential historic and prehistoric archaeological sites.

## CONCEPT FOR FUTURE DEVELOPMENT

The I-95 Corridor Industrial Area is recommended in the Concept for Future Development to retain an overall industrial orientation. Industrial Areas are intended primarily to provide suitable locations for industrially-related uses. Office and other commercial uses should be limited in these areas for the most part.

## MAJOR OBJECTIVES

Planning objectives for the I-95 Corridor Industrial Area include:

- Retain suitable locations for industrial uses;
- Redevelop the blighted industrial areas along Cinder Bed Road and the Long Branch of Accotink Creek north of Backlick Road; and
- Protect environmental quality corridors and provide public trail access.

## **Fairfax County Comprehensive Plan 2017 Edition – Area Plans, Area Plan IV, Springfield Planning District Overview [May 13, 2025], I-95 Corridor Industrial Area, Recommendations, Land Use, Land Unit C**

...

### **“Land Unit C**

This land unit, located west of Accotink Creek along both sides of Boston Boulevard, is planned for industrial use up to .50 FAR. The Virginia 95 Business Park occupies much of the land with low-rise buildings. Infill development should be of a compatible use and design with existing uses, and provide buffering to adjacent uses.

The 15-acre Parcel 99-1((12))C, located south and east of the junction of Boston Boulevard with Fullerton Road, is planned for industrial uses up to .50 FAR. As an option, community-serving retail uses may be appropriate if Fullerton Road between Boston Boulevard and Boudinot Drive is designated as a six-lane facility and Boston Boulevard is designated as a four-lane facility from the entrance to the subject property east to Fullerton

Road, Boston Boulevard is not connected through to Rolling Road to the west, and the following conditions are met:

- The development is designed as a single integrated center and does not appear as a strip commercial center; architectural materials are utilized that are similar to existing buildings within the Virginia 95 Business Park; the development is effectively screened and buffered from adjacent uses and consideration is given to berming around the periphery of the site;
- Building height is limited to a maximum height of 40 feet with an FAR not to exceed .25;
- Landscaping, lighting, and other features are provided along Fullerton Road and Boston Boulevard to continue the existing streetscape; interior parking lot landscaping is provided on-site in accord with Fairfax County guidelines;
- Water quality protection measures to protect the Accotink Creek Environmental Quality Corridor are incorporated into the development of the subject property, with emphasis given in these measures to preventing hydrocarbon runoff;
- The slopes of the Accotink Creek outside the property limits are to remain undisturbed. Land disturbing activities along the slopes within the property limits should be minimized. Consideration will also be given to providing supplemental plantings on the slopes to the Accotink Creek within the property;
- Access to the property is located on Boston Boulevard via a common entrance with the adjacent property to the west (Tax Map 99-1((12))24);
- Sufficient right-of-way is provided and specific frontage improvements along both Fullerton Road and Boston Boulevard are constructed as determined appropriate by Fairfax County as development and/or redevelopment occurs;
- The existing bridge over Accotink Creek is reconstructed as determined appropriate by Fairfax County;
- The environmental impacts on the Accotink Creek of any bridge construction should be minimized; and
- Prior to occupancy, interchange improvements constructed as part of the I-95 HOV project are available for use by traffic.”

**PROFFERS**

**DRAFT**

**COSTCO WHOLESALE CORPORATION**

**RZ-2023-MV-00023**

**Revised February 5, 2026**

Pursuant to Section 15.2-2303.A of the *Code of Virginia*, 1950, as amended, and Subsection 8100.2.D of the Fairfax County Zoning Ordinance, dated May 9, 2023 (hereinafter referred to as the “Zoning Ordinance”), Costco Wholesale Corporation, as owner and applicant (hereinafter referred to as the “Applicant”) in RZ-2023-MV-00023, SE-2023-MV-00045, and PCA-C-526-03 filed on property identified as Fairfax County Parcels 0991 12 C and 0991 12 0024 (hereinafter referred to as the “Application Property” or “Property”) hereby proffers the following, provided that the Board of Supervisors (the “Board”) approves (i) a rezoning of Parcel 0991 12 C and Parcel 0991 12 0024 to the C-6 District on the Application Property; (ii) special exception relief to enlarge the existing Costco retail operation and construct a vehicle fueling station; and (iii) the deletion of Parcel 0991 12 0024 from the previous rezoning case RZ C-526 and associated proffers. These proffers will replace and supersede all previous proffers approved for the Application Property. In the event this application is denied by the Board, these proffers will immediately be null and void.

1. GENERALIZED DEVELOPMENT PLAN

Development of the Application Property must be in substantial conformance with the Generalized Development Plan (the “GDP”) prepared by Bohler Engineering, dated December 29, 2025, and as further modified by these proffers. The Applicant must have the flexibility to make minor modifications to site design and improvements shown on the GDP based on final engineering and design, subject to the approval of the Director of Land Development Services (“LDS”).

2. MINOR MODIFICATIONS

Minor modifications to proffered conditions, special exceptions, or certain other approvals may be permitted as determined by the Zoning Administrator in accordance with the provisions of Subsection 8100.5 of the Zoning Ordinance, provided that such modifications substantially conform to the approved application and do not materially alter the character of the development.

3. MINOR VARIATIONS

Minor variations to the proffered conditions and the GDP may be approved in accordance with the provisions of Subsection 8100.5 of the Zoning Ordinance without the need for a Proffered Condition Amendment (“PCA”).

4. USES

The following uses will be permitted on the Application Property:

- A. Retail Sales, Large; and
- B. Vehicle Fueling Station.

5. LANDSCAPING

- A. General. Landscaping must be generally consistent with the quality, quantity and the locations shown on the development plans and must be non-invasive, predominantly native species and include a plant selection that includes species that will reduce the need for supplemental watering and the use of chemical fertilizers, herbicides and pesticides. All landscaping provided must be predominantly native to the mid-Atlantic region to the extent available and feasible, and must be non-invasive (meaning the Applicant must not use any plant species identified in the 2014, or latest version, of the Virginia Invasive Plant Species List published by the Virginia Department of Conservation and Recreation). The Applicant reserves the right, in consultation with and approval by the Forest Conservation Branch of Fairfax County Land Development Services (“FCON”) to modify the exact species to be used, such as when plant materials are not available or have been deemed by FCON to no longer be appropriate. Final selection of the type and location of vegetation and the design of landscaped areas and streetscape improvements/plantings shall be made as a component of the site plan approval process.
- B. Tree Inventory and Condition Analysis. The Applicant must submit a Tree Inventory and Condition Analysis as part of the first and all subsequent site plan submissions. The Tree Inventory and Condition Analysis must be prepared by a Certified Arborist or Registered Consulting Arborist (a “Project Arborist”) and must include elements of the to the Fairfax County Public Facilities Manual (“PFM”) Section 12-0307 deemed appropriate to the project site as determined by FCON.
- C. Tree Preservation Plan. The Applicant must submit a Tree Preservation Plan and Narrative as part of the first and all subsequent site plan submissions. The Tree Preservation Plan and Narrative must be prepared by a Project Arborist and must include elements of PFM Section 12-0309 deemed appropriate to the project site as determined by FCON.
- D. Project Arborist/Pre-construction Meeting. Prior to the pre-construction meeting the Applicant must have the approved limits of clearing and grading flagged with a continuous line of flagging. The Applicant must retain the services of a Project Arborist to attend the pre-construction meeting to review the limits of clearing and grading with an FCON representative to determine where adjustments to the clearing limits can be made to increase the area of the tree preservation and/or to increase the survivability of trees at the limits of clearing and grading. Such adjustments must be recorded by the Project Arborist and tree protection fencing must be implemented under the Project Arborist's supervision based on these adjustments.
- E. Tree Protection Fencing. The Applicant must provide appropriate tree protection devices, based on site conditions and proposed construction activities as reviewed and approved by FCON. Tree protection fencing must consist of four-foot-high welded

wire attached to six-foot steel posts driven 18 inches into the ground and spaced no further than 10 feet apart; or super silt fence.

- F. Tree Preservation Measures. Tree preservation measures must be clearly identified, labeled, and detailed on the Erosion and Sediment Control Plan sheets and Tree Preservation Plan. Tree preservation measures may include, but are not limited to, the following: root pruning, crown pruning, mulching, and watering. Specifications must be provided on the plan detailing how preservation measures must be implemented. Tree preservation activities must be completed during implementation of Phase 1 of the Erosion and Sediment Control Plan.
- G. Site Monitoring. The Applicant's Project Arborist must be present on-site during implementation of the Phase 1 Erosion and Sediment Control Plan and monitor any construction activities conducted within or adjacent to areas of trees to be preserved. Construction activities include, but may not be limited to, clearing, root pruning, tree protection fence installation, vegetation/tree removal, and demolition activities. During implementation of Phase 2 Erosion and Sediment Control Plan, the Project Arborist must visit the site on a regular basis to continue monitoring tree preservation measures and ensure that all activities are conducted as identified in the Tree Preservation Plan and approved by FCON. Written reports must be submitted to FCON and the LDS Site Development and Inspections Division ("SDID") site inspector detailing site visits. A monitoring schedule and Project Arborist reports must be described and detailed in the Tree Preservation Plan.
- H. Invasive Plant Species Management. At the time of site plan submission for the Application Property the Applicant will provide a management narrative for review and approval by FCON and the Fairfax County Park Authority ("FCPA") specifying the common and scientific name of invasive species proposed for management, the target area along the limits of clearing and within any tree preservation areas located inside of the clearing limits for management efforts, methods of control and disposal of invasive plants, timing of treatments and monitoring, duration of the management program, and potential replanting along the limits of clearing as may be needed. The Applicant must monitor the managed areas for a period of five (5) years upon substantial completion of the development.
- I. Landscape Planting Pre-Installation Meeting. Prior to installation of any plants to meet the requirements of the approved landscape planting plan, the contractor/developer must coordinate a pre-installation meeting on the site with the landscape contractor, FCON and FCPA staff, and any additional appropriate parties. Any proposed changes to planting locations, tree/shrub planting sizes, and species substitutions shown on the approved plan must be reviewed and must be approved by FCON and FCPA staff prior to planting. The installation of plants not approved by FCON and FCPA may require the submission of a revision to the landscape plan or removal and replacement with approved trees/shrubs prior to bond release.
- J. Soil Remediation. Soil in all planting areas and under adjacent walkways must be the subject of remedial action to restore planting areas to satisfy the cultural requirements of trees, shrubs and groundcovers specified in the landscape planting plan, with

attention to deep soil aeration, the addition of organic matter throughout the soil profile to at least 18-24 inches, and the addition of organic matter on top of the soil. Planting areas not used for walking or outdoor activities should be densely planted with native perennials to increase their habitat values and to avoid foot traffic and its attendant re-compaction of the amended soils. The Applicant will provide notes and details at the time of site plan review specifying how the soil will be restored for the establishment and long-term survival of landscape plants for review by FCON.

- K. Landscape Planting Plan. Concurrent with the first and all subsequent submissions of the site plan, the Applicant will provide a landscape planting plan and specifications to include the proposed interior parking lot landscaping and streetscape along Boston Boulevard for review and approval by FCON and FCPA. The landscape planting plan and specifications must incorporate the following sustainable landscape planting techniques designed to reduce maintenance requirements; and contribute to a cleaner and healthier environment with improved air quality, stormwater management, and resource conservation capabilities that can be provided by trees and other desirable vegetation:
- (i) The Applicant will reduce turf areas to minimize mowing operations and the resulting air pollution. Turf must be no more than seventy-five percent (75%) of the pervious area of the site; and
  - (ii) Mulched planting beds incorporating groups of trees and other lower-level vegetation must be used to provide a root zone environment favorable to trees and other vegetation.
- L. Tree Selection. Landscape planting implemented with the subdivision/site plan should be made up of groups of trees including larger overstory trees (Category III and IV as listed in PFM Table 12.17) together with smaller understory trees, (Category II) shrubs and groundcovers. In this application, it is acceptable for the 10-year projected canopies of overstory trees to overlap the canopies of understory trees as well as shrubs and groundcovers, as may occur in a multi-layer, wooded environment.
- M. Accotink Stream Valley Park Invasive Species Management Contribution. Prior to the issuance of the Non-Residential Use Permit (“Non-RUP”) for the vehicle fueling station on the Property, the Applicant must contribute to the FCPA the sum of Ten Thousand Dollars (\$10,000) to be earmarked and used for the removal and management of the overgrowth of invasive species within the Accotink Stream Valley Park.

## 6. ENVIRONMENTAL

- A. Parking Lot Salt. To reduce negative impacts to the environmental health of Accotink Stream Valley Park, any parking lot/fueling station surface treatment should include a salt pre-treatment with brine or use a salt alternative in accordance with the recommendations of the VDEQ Salt Management Strategy (“SaMS”) and will be included in the property management contract specifications. Salt should only be applied during freezing inclement weather only to paved surfaces where and when needed for safety. When no longer needed, excess or leftover salt must be removed for

reuse or disposed properly. Residual salt must not be swept or shoveled into planted landscape areas, wet ponds, or bioretention facilities. When not in use, salt should be stored in a covered area to protect it from precipitation.

- B. Debris Collection. To prevent waste and debris from entering local waterways, the Applicant will complete daily waste and debris collection throughout the Application Property, will locate dumpsters and trash compactors in a manner to minimize the potential for trash to flow into stormwater inlets and will regularly monitor dumpsters and trash compactors to ensure they are covered and properly maintained.
- C. Erosion Control. To reduce negative impacts to water quality in Accotink Stream Valley Park, the Applicant will use erosion and sediment controls during construction such as double silt fences, additional monitoring after storm events, and covering exposed soils more quickly than that allowed by regulation. All temporary and permanent stabilization for erosion and sediment control should exclude any non-native invasive species. All seed mixes provided with the site plan, including seed mixes used for temporary and permanent stabilization will be native to this region of Virginia to the maximum extent possible and will not contain species known to be non-native and invasive in Fairfax County, to provide the greatest benefit for wildlife onsite and on adjacent FCPA property.
- D. Land Disturbance within RPA. Any land disturbance or construction of the fence within the onsite Resource Protection Areas (“RPA”), Environmental Quality Corridor (“EQC”) or conservation easement must be performed by hand without heavy machinery (unless there is a worker safety issue for performance by hand). The Applicant will ensure construction techniques are sensitive to tree roots in order to minimize impact on existing vegetation.
- E. Environmental Quality Corridor. Portions of the site area include EQC as delineated on the GDP. This EQC boundary must be delineated and appropriately labeled on the site plan, and lots must not be platted within the EQC area. Only those encroachments shown on the approved plans for fence installation may be permitted. Vegetation within the EQC must be restored through removal of invasive species and incorporation of native plantings, as approved by FCON. The Applicant must monitor the revegetated areas for a period of five (5) years from installation to ensure a survival rate of at least 50% of the planted material
- F. Fencing. As shown on Sheet C-4 of the GDP, the Applicant will install a 6-foot-tall chain link fence generally along the Property’s southern perimeter adjacent to the Accotink Stream Valley Park. Signage will also be placed on the fence to discourage dumping into the stream valley.

## 7. ARCHITECTURAL DESIGN

- A. Proposed Building Expansions. The architectural design of the proposed building additions must be in substantial conformance with the elevations shown on Sheet A-3 of the GDP, including bulk, mass, type, and quality of materials. The primary building materials will be limited to brick, stone, cementitious siding/shingles or other similar

masonry materials. The elevations may be revised as a result of final design and engineering so long as the character and quality of the building additions remain in substantial conformance with that shown on the GDP.

- B. Proposed Vehicle Fueling Station. The architectural design of the proposed vehicle fueling station, including the canopy, must be in substantial conformance with the elevations shown on Sheet A-2 of the GDP, including bulk, mass, type, and quality of materials. The elevations may be revised as a result of final design and engineering so long as the character and quality of the fueling station remains in substantial conformance with that shown on the GDP.

## 8. PARKING SPACES

- A. Concurrently with the first site plan, the Applicant must designate eight (8) universal Level 3 Electric Vehicle Charging Spaces to support rapid charging of electric vehicles, which must be fully wired and functional at the time of issuance of the Non-RUP for the Vehicle Fueling Station. The Applicant reserves the right to relocate and/or install additional charging stations with preparation of the site plan.
- B. The Applicant must provide three (3) signed and reserved parking spaces for use by FCPA staff and volunteers during non-peak days (as set by the Store Manager but typically, Monday through Wednesday) and between the hours of 8am and 2pm (excluding the period between Thanksgiving and New Years Day). Such days and times shall be posted on the parking spot signs for such spaces. The spaces may be used by FCPA for the access to and cleaning of the Accotink Stream Valley Park. The Applicant must construct an access gate or other means of ingress and egress to the Accotink Stream Valley Park adjacent to the three (3) spaces and must provide formal permission for FCPA staff and volunteers to access the park through the Property. The Applicant will coordinate with FCPA to locate the access gate to ensure its location is safe for entering the park due to the presence of steep slopes. The agreed upon location of the access gate and three (3) parking spaces will be shown on the site plan.
- C. Required Parking. Parking will be provided in accordance with the parking requirements of Article 6 of the Zoning Ordinance and any approved future parking adjustment. Minor modifications (increases or decreases) to the number of parking spaces as shown on the GDP are permitted provided that (1) the number of parking spaces is compliant with the minimum parking requirements for the approved uses established by the Zoning Ordinance and any associated adjustments approved by the Board or otherwise allowed by the Ordinance; and (2) that the location and configuration of the parking remains in substantial conformance with that on the GDP.
- D. Future Zoning Ordinance Amendments. The Applicant may at its discretion opt into any future Zoning Ordinance revisions to the minimum parking requirements without the need for a PCA, General Development Plan Amendment or CDPA/FDPA.

## 9. STORMWATER MANAGEMENT

Subject to the approval of LDS, the Applicant must implement a Stormwater Management (“SWM”) and Best Management Practices (“BMP”) plan to control the quantity and quality of stormwater runoff from newly disturbed areas of the Applicant Property. The Applicant must provide SWM facilities, to include Low Impact Development (“LID”) techniques, as generally shown on the GDP with the site plan. The Applicant must meet and exceed the minimum state and Fairfax County requirements for SWM quantity and quality, unless otherwise waived or modified.

- A. Vehicle Fueling Station Runoff. The Applicant must treat all runoff associated with fueling activities at the proposed vehicle fueling station within an oil/water separator.
- B. Alternate/Additional Measures. The Applicant reserves the right to pursue alternate and/or additional stormwater management measures provided the same are in substantial conformance with the GDP as allowed by the PFM and Chapter 124 of the Fairfax County Code. Said alternative and/or additional stormwater management measures must not include a request for the use of off-site nutrient credits.
- C. Subsequent Regulations. Should new stormwater management regulations be issued affecting the Application Property, the Applicant must have the right to accommodate necessary changes to its stormwater/BMP facility design(s) without the requirement of a PCA, an amendment to the GDP, or the need to gain approval of any Special Exception relief or administrative modifications to the GDP or proffers, provided the facility design(s) substantially conform with the GDP.

## 10. GEOTECHNICAL STUDY

Prior to site plan approval, the Applicant must submit a geotechnical study for review and approval by LDS. All recommendations of the study must be implemented.

## 11. PEDESTRIAN INFRASTRUCTURE

The Applicant will provide for improved pedestrian connectivity and safety, including sidewalks, curb ramps and crosswalks, as generally shown on Sheet C-4 of the GDP. Such improvements must be completed prior to the issuance of the Non-RUP for the vehicle fueling station.

## 12. BICYCLE PARKING

The Applicant will provide bicycle parking as generally shown on Sheet C-4 of the GDP.

## 13. SIGNS

Signs for the Application Property must be provided in accordance with the requirements of Article 7 of the Zoning Ordinance. The Applicant reserves the right for itself, its successors or assigns, to pursue appropriate signage relief at a later date without the

necessity of a PCA or an amendment to the GDP. The Applicant must select the materials, dimensions, content, and location of the signs in accordance with the policies of the FCPA and the Zoning Ordinance.

#### 14. MISCELLANEOUS

- A. Due Diligence. Notwithstanding the foregoing, upon demonstration that, despite diligent efforts or due to factors beyond the Applicant's control, proffered improvements provided herein are delayed beyond the timeframes specified, the Zoning Administrator may agree to a later date for completion of such improvements without the necessity of a PCA or an amendment to the GDP.
- B. Severability/Future Applications. Any portion of the Application Property may be the subject of a rezoning, special exception, special permit, variance, GDP, PCA, or other zoning action without the joinder and/or consent of the applicant/owner(s) of the remaining land area provided that such application complies with the Zoning Ordinance. Previously approved proffered conditions or development conditions applicable to a particular portion of the Application Property that is not the subject of such an application will remain in full force and effect.
- C. Successors and Assigns. These proffers will bind and inure to the benefit of the Applicant and its successors and assigns. Each reference to "Applicant" in this proffer statement will include within its meaning and will be binding upon the Applicant's successor(s) in interest and/or the owners from time to time of any portion of the Application Property during the period of their ownership. If portions of the Application Property are sold or otherwise transferred, the associated proffers will become the obligation of the purchaser or other transferee and will no longer be binding on the seller or other transferor.
- D. Counterparts. These proffers may be executed in one or more counterparts, each of which, when so executed and delivered, will be deemed an original, and all of which taken together will constitute but one and the same document.

[SIGNATURE ON NEXT PAGE]

**OWNER/APPLICANT**

Costco Wholesale Corporation

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By:  
Its:

**PROPOSED DEVELOPMENT CONDITIONS****SE-2023-MV-00045****February 12, 2026**

If it is the intent of the Board of Supervisors to approve SE-2023-MV-00045, located at Tax Map 99-1((12)) C and 24, to permit modifications to site conditions for the expansion of the existing retail sales, large building and vehicle fueling station, staff recommends that the Board condition the approval by requiring conformance with the following development conditions.

1. This Special Exception (SE) is granted for and runs with the land indicated in this application and is not transferable to other land.
2. This SE is granted only for the purpose(s), structure(s), and/or use(s) indicated on the SE Plat, as qualified by these development conditions.
3. Any plan submitted pursuant to this SE must be in substantial conformance with the approved SE Plat entitled "Costco Wholesale" prepared by Bohler, dated December 29, 2025, consisting of seventeen sheets, and these conditions. Minor modifications to the approved Special Exception may be permitted pursuant to Section 8100.5 of the Zoning Ordinance.
4. Before commencing operation of the vehicle fueling station, the applicant will conduct an education campaign to advise Costco membership on future site internal traffic patterns and the operation of the primary and secondary ingress/egress points on Boston Boulevard. A year after opening the vehicle fueling station, the applicant will also evaluate the operation of site internal traffic patterns to see if any modifications or improvements are necessary to ease traffic flow into the site.
5. Pursuant to the Zoning Ordinance, this Special Exception will automatically expire, without notice, thirty-six (36) months after the date of approval unless construction has commenced and been diligently prosecuted, in conformance with this SE approval. 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.

The above proposed conditions are staff recommendations and do not reflect the position of the Board of Supervisors unless and until adopted by the Board of Supervisors.

This approval, contingent on the above noted conditions, does not relieve the applicant from compliance with the provisions of any applicable ordinances,

regulations, or adopted standards. The applicant is responsible for obtaining the required Non-Residential Use Permit through established procedures and this Special Exception will not be valid until this has been accomplished.