



# FAIRFAX COUNTY

DATE OF BOARD MOTION: 10/05/92  
PLANNING COMMISSION: 11/18/92  
BOARD OF SUPERVISORS: 12/07/92 at 3:30 p.m.

V I R G I N I A

November 4, 1992

## STAFF REPORT

APPLICATION PCA 86-W-001-4/FDPA 86-W-001-2

### SULLY DISTRICT

#### BOARD OF SUPERVISOR'S OWN MOTION

PARCEL:	56-1 ((15)) 14
ZONING:	PDC
ACREAGE:	87.60 acres
FAR:	0.27
USE:	Government Center/Office
REQUEST:	Proffered Condition Amendment to modify Proffer #10 to permit parking flexibility and Final Development Plan Amendment to add development conditions to permit public use, office, commuter parking and special events.

#### STAFF RECOMMENDATIONS:

Staff recommends that PCA 86-W-001-4 be approved subject to the execution of the proffers dated November 4, 1992 and contained in Appendix 1.

Staff recommends that FDPA 86-W-001-2 be approved subject to the proposed development conditions dated November 4, 1992 and contained in Appendix 2.

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

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

For information, contact the Zoning Evaluation Division, Office of Comprehensive Planning, 12055 Government Center Parkway, Suite 801, (703) 324-1290.

LK/110



**OFFERED CONDITION AMENDMENT / FINAL DEVELOPMENT PLAN AMENDMENT**

**PCA 86-W-001-4**

**FDPA 86-W-001-2**

86-W-001-4  
LSD 10/3/92

BOARD OF SUPERVISOR'S, ONE MOTION  
PROFFERED CONDITION AMENDMENT  
PROPOSED: TO AMEND THE PROFFERS FOR RE 86-W-001  
TO PERMIT PARKING FLEXIBILITY

APPROX: 87.60 ACRES OF LAND; DISTRICT - SALT  
LOCATED: ON THE N. SIDE OF GOVERNMENT CTR. PKWY.  
ACROSS FROM ITS INTERSECTION WITH FORUM DR.

zoning: PDC  
 overlay district(s):  
 tax map: 056-1- /15/ /0014

DA 86-W-001-2  
FILED 10/3/92

BOARD OF SUPERVISOR'S, ONE MOTION  
FINAL DEVELOPMENT PLAN AMENDMENT  
PROPOSED: TO AMEND THE DEVELOPMENT CONDITIONS FOR THE  
FINAL DEVELOPMENT PLAN FOR RE 86-W-001 TO PERMIT PUBLIC  
USE, OFFICE, CURBIDE PARKING AND SPECIAL EVENTS

APPROX: 87.60 ACRES OF LAND; DISTRICT - SALT  
LOCATED: ON THE N. SIDE OF GOVERNMENT CTR. PKWY.  
ACROSS FROM ITS INTERSECTION WITH FORUM DR.

zoning: PDC  
 overlay district(s):  
 tax map: 056-1- /15/ /0014



**PROFFERED CONDITION AMENDMENT /**

**FINAL DEVELOPMENT PLAN AMENDMENT**

**PCA 86-W-001-4**

**FDPA 86-W-001-2**

86-W-001-4  
LED 10/5/92

BOARD OF SUPERVISOR'S, ONE MOTION  
PROFFERED CONDITION AMENDMENT  
PROPOSED: TO AMEND THE PROFFERS FOR RZ 86-W-001  
TO PERMIT PARKING FLEXIBILITY

DA 86-W-001-2  
FILED 10/5/92

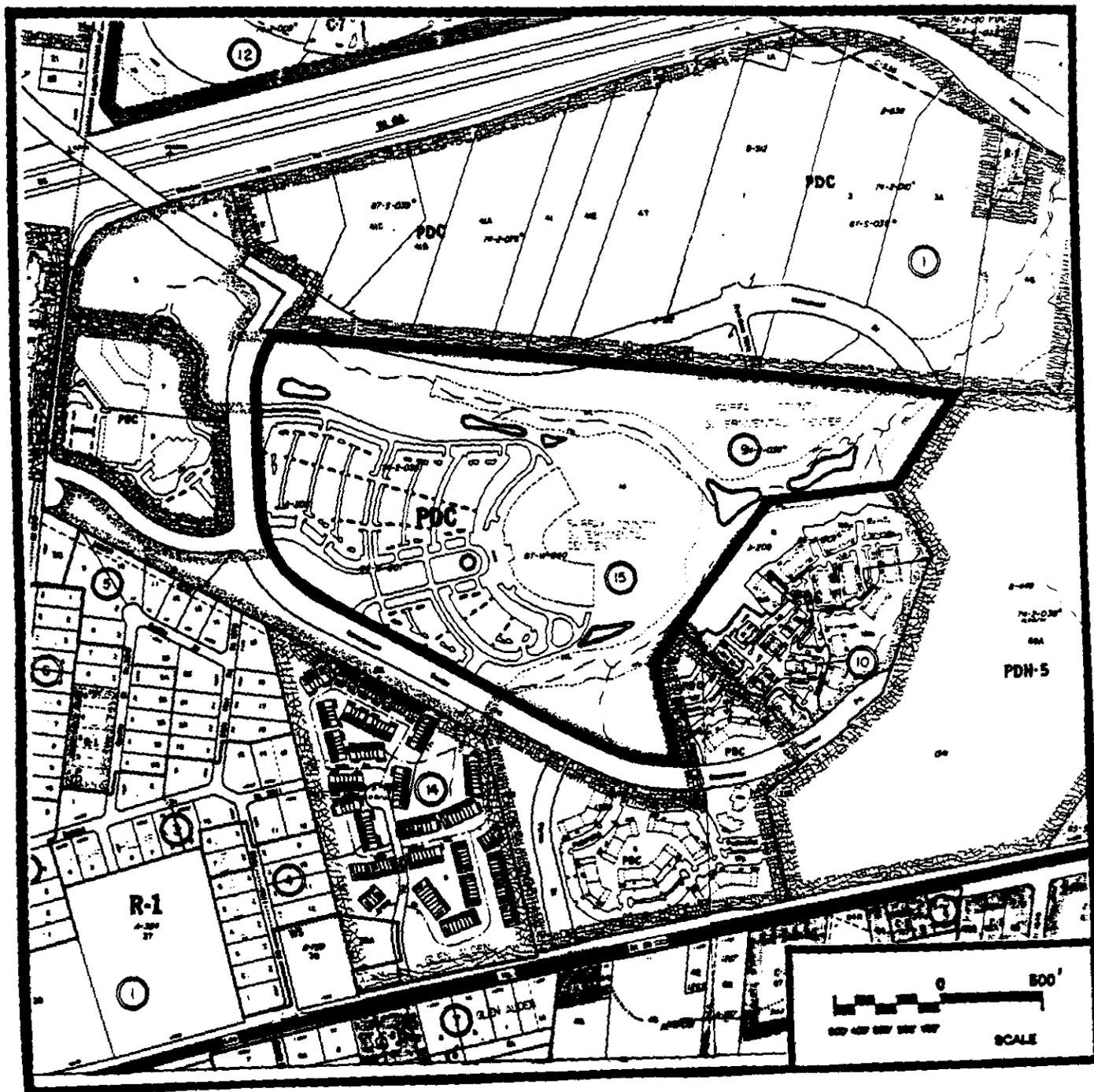
BOARD OF SUPERVISOR'S, ONE MOTION  
FINAL DEVELOPMENT PLAN AMENDMENT  
PROPOSED: TO AMEND THE DEVELOPMENT CONDITIONS FOR THE  
FINAL DEVELOPMENT PLAN FOR RZ 86-W-001 TO PERMIT PUBLIC  
USE, OFFICE, COMPUTER PARKING AND SPECIAL EVENTS

APPROX: 87.60 ACRES OF LAND; DISTRICT - SALLY  
LOCATED: ON THE W. SIDE OF GOVERNMENT CTR. PKWY.  
ACROSS FROM ITS INTERSECTION WITH FORUM DR.

APPROX: 87.60 ACRES OF LAND; DISTRICT - SALLY  
LOCATED: ON THE W. SIDE OF GOVERNMENT CTR. PKWY.  
ACROSS FROM ITS INTERSECTION WITH FORUM DR.

ZONING: PDC  
OVERLAY DISTRICT(S):  
TAX MAP: 056-1- /15/ /0014

ZONING: PDC  
OVERLAY DISTRICT(S):  
TAX MAP: 056-1- /15/ /0014



## **DESCRIPTION OF THE APPLICATION**

The two concurrent applications are Board's Own Motions to modify Proffer #10 of the proffers accepted in conjunction with the approval of PCA 86-W-001-2 and add two development conditions in order to allow flexibility in parking and to permit the establishment of commuter parking and bus stop location(s) at the Fairfax County Government Center (Land Bay C). No change is being proposed to the approved Conceptual/Final Development Plan. A description of each of the applications is listed below:

PCA 86-W-001-4 - Proffered Condition Amendment (PCA) to modify Proffer #10 accepted in conjunction with the approval of PCA 86-W-001-2 to reduce the required parking from 5.0 parking spaces per 1,000 square feet of net floor area to a number that more closely meets actual needs, provided that this number still complies with the Zoning Ordinance parking requirement and is approved by the Board of Supervisors prior to Phase II site plan approval. If the amount of parking to be provided as determined by the Board is less than shown on the Conceptual/Final Development Plan, all or portions of the parking deck shown on the Conceptual/Final Development Plan may be eliminated.

FDPA 86-W-001-2 - Final Development Plan Amendment (FDPA) to add two development conditions. The use designation for Land Bay C as depicted on the Final Development Plan is government center/office. One proposed development condition states that the use designation for Land Bay C is public use/office. The proposed "public use" designation reflects the Zoning Ordinance terminology and more accurately reflects the existing uses on site. The second development condition allows a portion of the parking lot to be used for a commuter parking lot with associated bus stops, pull-offs and/or bus shelters; special events such as the Fairfax Fair; and such other uses as the Board of Supervisors may deem appropriate.

## **BACKGROUND**

At the time that the Government Center site was rezoned, the Board of Supervisors was concerned that sufficient parking be provided to accommodate the activities that occur in the center and to avoid the parking shortage problems that were experienced at the Massey Building. Therefore, the Board required that Phase 1 parking be provided at a rate of 4.8 spaces per 1,000 square feet of net floor area and that parking for the ultimate Phase 1 and Phase 2 build-out be provided at a rate of 5.0 spaces per 1,000 square feet of net floor area which is in excess of the current Zoning Ordinance parking requirement of 2.6 parking spaces per 1,000 square feet of gross floor area. There are currently a total of 2,831 structured and surface parking spaces that were constructed as part of Phase 1.

The Interstate 66 High Occupancy Vehicle (HOV) lanes are presently under construction between Route 50 and the Capital Beltway and are expected to be open to traffic by the end of 1992. In order to ensure that the HOV lanes are fully utilized, it is important to encourage the use of the HOV lanes by carpools and express buses. Because the Government Center parking lot is not fully utilized on a daily basis, the Board of Supervisors initiated these two concurrent applications to permit the establishment of a commuter parking lot and bus stop location(s) on the site.

**LOCATION AND CHARACTER****Site Description:**

The application property is Land Bay C of the 221 acre mixed use Governmental Center Complex. Land Bay A will contain hotel and commercial structures; Land Bay B will contain three office buildings (two built, one future); Land Bay C contains the existing Government Center; and Land Bay D contains existing townhouses and multi-family residences.

**Existing Use:** Fairfax County Governmental Center

**Surrounding Area Description:**

<b>Direction</b>	<b>Use</b>	<b>Zoning</b>	<b>Plan</b>
North	vacant*	PDC	Office/Mixed Use/Hotel
South	townhouse and multi-family (Land Bay D)	PDC, PDH-8	Office/Mixed Use/ Public Facilities/ Residential
East	vacant/multi-family (Land Bay D)	PDH-5, PDC	Office/Mixed Use Facility/Residential
West	Office (Land Bay B)	PDC	Office/Mixed Use/ Public Facility

\* The 114.53 acre mixed use development known as Fairfax Corner was approved by the Board of Supervisor's on 9/24/90 with the approval of PCA 87-S-039. The development was approved with an overall FAR of 0.35 and includes approximately 1.75 million square feet of office, commercial, residential, and hotel uses.

**BACKGROUND****Site History:**

<b>Application</b>	<b>Date</b>	<b>Use</b>	<b>BOS Action</b>
RZ 86-W-001	03/10/86	Government Center mixed use	Approved <sup>1</sup>
RZ 87-W-040/ CDPA 86-W-001-1/ FDP 86-W-001	08/03/87	Government Center mixed use	Approved <sup>2</sup>
RZ 86-P-089/ PCA/CDPA 86-W-001-2/ FDPA 86-W-001-1/	08/01/88	Government Center mixed use	Approved <sup>3</sup>
PCA 86-W-001-3/ PCA 86-P-089	04/08/91	Government Center mixed use	Approved <sup>4</sup>

1. This action rezoned 216.58 acres from the R-1 and PDH-5 Districts to the PDC District and approved a Conceptual Development Plan (CDP) containing two options for development.
2. This action rezoned a 0.03 acre cemetery located in the middle of Land Bay C, deleted one of the CDP options, amended the approved CDP, and approved a Final Development Plan (FDP).
3. RZ 86-P-089 rezoned 3.29 acres from the R-1 District to the PDC District. PCA 86-W-001-2 effectuated a land swap with the Fair Lakes Partnership which resulted in the incorporation of 3.29 acres which were the subject of RZ 86-P-089 into Land Bay A of the Government Center site. Approval of the application also deleted approximately two acres on the western boundary of Land Bay A which were subsequently incorporated into the Fair Lakes Development as the subject of PCA/CDPA 82-P-069-4. A Conceptual/Final Development Plan was also approved. Relevant excerpts from the approved proffers, the development conditions, and a reduction of the approved Conceptual/Final Development Plan are contained in Appendices 3 through 5, respectively.
4. This application amended the proffers so that the management and ownership structure of the recreation facilities in Land Bay D were revised.

## **COMPREHENSIVE PLAN PROVISIONS (See Appendix 6)**

**Plan Area:** Area II

**Plan Sector/District:** Fairfax Center Area - Subunit P1

**Comprehensive Plan Map:** Suburban Center (non-core)

## **ANALYSIS**

### **Land Use/Environmental Analysis (Appendix 6)**

Staff believes that the proposed use and intensity are in conformance with the Comprehensive Plan's land use and environmental recommendations for this site. There are no significant design or compatibility issues posed by these applications. Staff also believes that the proposal will contribute to the implementation of the County's Air Quality Objective.

### **Transportation Analysis (Appendix 7)**

The Transit Operations Division supports the establishment of a park-and-ride facility at the Government Center because it would be an efficient and cost effective way to encourage public transportation usage in the Interstate 66 Corridor. The I-66 High Occupancy Vehicle (HOV) facility is expected to open in the near future. It is important to the success of the HOV facility that commuter parking lots be established in the I-66 corridor, including a location to serve residents of the Government Center and Fair Lakes neighborhoods.

Metrobus Route 20A currently provides rush hour service between the Fairfax County Government Center and the Vienna Metrorail Station. The Transit Operations Division believes that a Government Center park-and-ride facility would add ridership to this bus line and improve its productivity. Staff also believes that a park-and-ride lot at the Government Center would not conflict with the current use of the facility because of the large amount of surplus parking which exists at the Government Center. It is the Transit Operations Division's understanding that initially 200 parking spaces would be available to commuters and that the Board may discontinue allowing commuter parking at some time in the future, if the Board so chooses. During the week of the annual Fairfax Fair, alternative arrangements can be made for commuter parking. A proposed development condition in Appendix 2 addresses this issue.

### **Public Facilities**

These applications would have no impact on public facilities.

## **ZONING ORDINANCE PROVISIONS**

Because no change has been made to the approved Conceptual/Final Development Plan; the previously accepted proffers and development conditions have been reaffirmed; and the number of parking spaces will meet Zoning Ordinance requirements, there are no Zoning Ordinance issues.

## **CONCLUSIONS AND RECOMMENDATIONS**

### **Staff Conclusions**

Staff believes that the establishment of a park-and-ride facility at the Government Center would be an efficient and cost effective way to encourage public transportation usage in the Interstate 66 Corridor. Staff also believes that the reduction of the parking requirement for Land Bay C of the Government Center to a number that more closely approximates needs and still meet the Zoning Ordinance requirements would potentially result in cost savings for the future construction of Phase 2 of the Government Center.

### **Staff Recommendations**

Staff recommends that PCA 86-W-001-4 be approved subject to the execution of the proffers dated November 4, 1992 and contained in Appendix 1.

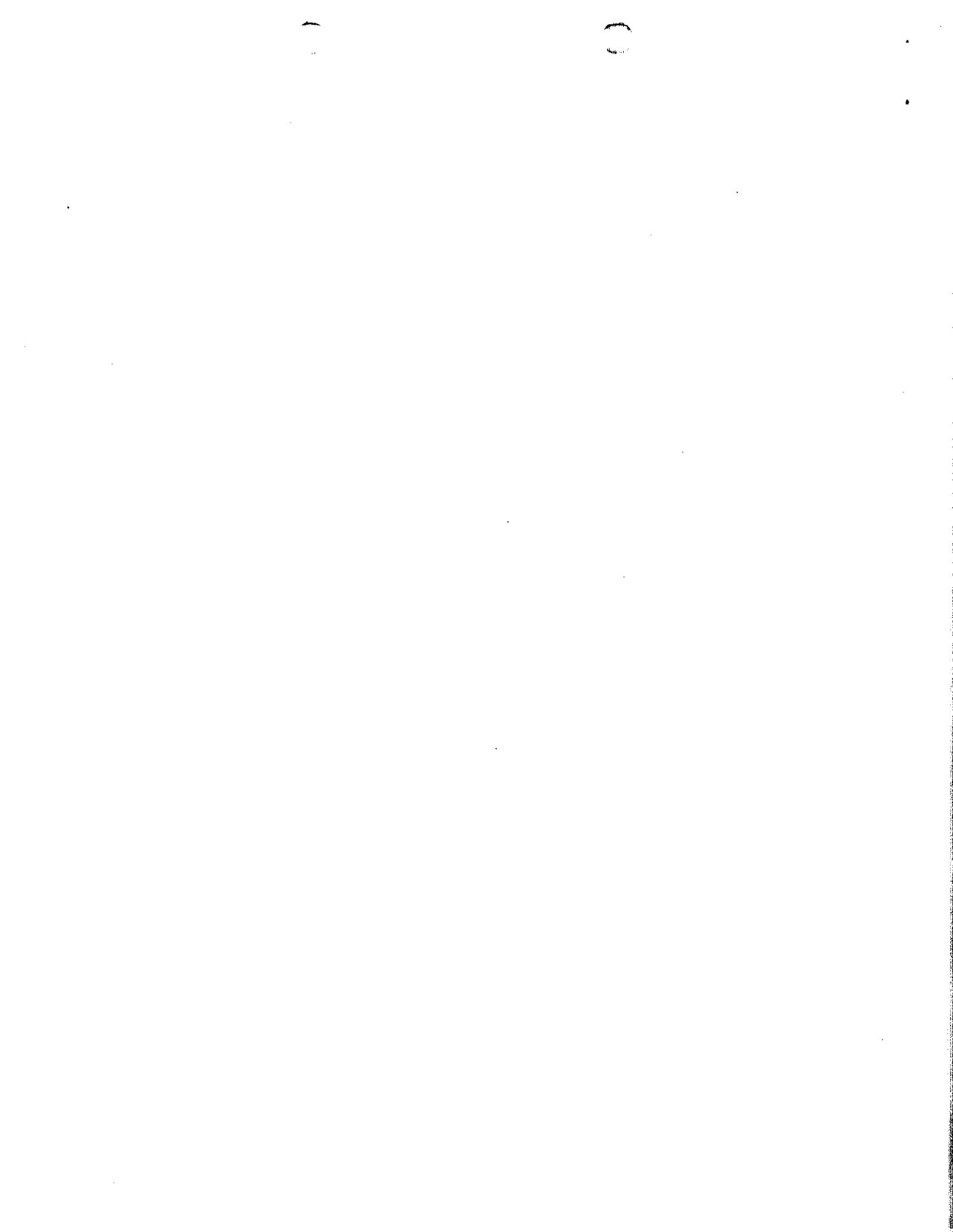
Staff recommends that FDPA 86-W-001-2 be approved subject to the proposed development conditions dated November 4, 1992 and contained in Appendix 2.

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

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

## **APPENDICES**

1. Proposed November 4, 1992 Draft Proffers
2. Proposed Development Conditions
3. Selected Excerpts from the Proffers Accepted in Conjunction with the Approval of FDPA 86-W-001-1, PCA/CDPA 86-W-001-2 and RZ 86-P-089
4. Development Conditions Accepted in Conjunction with the Approval of FDPA 86-W-001-1, PCA/CDPA 86-W-001-2 and RZ 86-P-089
5. Approved Conceptual/Final Development Plan
6. Land Use/Environmental Comments
7. Comments from the Office of Transportation
8. Glossary of Terms



Draft Proffers/Development Conditions

PCA 86-W-001-4

November 4, 1992

Pursuant to Section 15.1-491(a) of the Code of Virginia 1950 edition as amended, subject to the Board of Supervisors approval of the Proffered Condition Amendment, applicant proffers the following amended condition. All previous proffers/development conditions shall remain in full force and effect except this Amended Condition shall add a second paragraph to proffer number A.10 dated July 25, 1988 and approved on August 1, 1988 by the Board of Supervisors for Tax Map 56-1 ((15)) 14 (Land Bay C).

A. LAND USE

10. Although the parking tabulation shown on the Conceptual/Final Development Plan is 5 parking spaces per 1,000 square feet of net floor area, the amount of parking to be provided for Land Bay C shall be sufficient to provide adequate parking for employees, County vehicles and visitors. At no time shall the amount of parking for the use be less than that required by the Zoning Ordinance. Prior to the approval of the site plan for Phase II of the Government Center building, a determination shall be made by the Board of Supervisors as to the actual amount of parking to be provided within Land Bay C. If the amount of parking to be provided as determined by the Board is less than that shown on the Conceptual/Final Development Plan, all or portions of the parking deck shown on the Conceptual/Final Development Plan may be eliminated.

BOARD OF SUPERVISORS OF  
FAIRFAX COUNTY, VIRGINIA

By: \_\_\_\_\_  
William J. Leidinger  
County Executive



PROPOSED DEVELOPMENT CONDITIONS

FDPA 86-W-001-2

November 4, 1992

If it is the intent of the Board of Supervisors to approve FDPA 86-W-001-2 located at Tax Map 56-1 ((15)) 14, staff recommends that the approval be subject to the following development conditions in addition to the previously approved development conditions:

1. The use designation for Land Bay C shall be public use/office.
2. A portion of the parking lot may be used for a commuter parking lot, special events such as the Fairfax Fair, and such others uses as the Board of Supervisors may deem appropriate. In association with the commuter parking lot, one or more bus stops, pull-offs and or bus shelters may be established on the site in locations to be determined by the Department of General Services after consultation with the Office of Transportation.

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



PROFFERS/DEVELOPMENT CONDITIONS

FDPA 86-W-001-1

CDPA 86-W-001-2

PCA 86-W-001-2

RZ 86-P-089

July 25, 1988

Pursuant to Section 15.1-491(a), Code of Virginia, 1950 edition, as amended, subject to the Board of Supervisors' approval of the rezoning Conceptual Development Plan Amendment and Final Development Plan Amendment and Proffered Condition Amendment permitting 1,024,014 gross square feet of Government Center use, 1,414,592 gross square feet of commercial/office and 733,180 gross square feet of residential uses, Applicant proffers to the following development conditions:

A. LAND USE

1. The maximum Gross Floor Area (GFA) for the entire 217.64 acre site shall be 3,171,786 gross square feet which is approximately a 0.3347 FAR, with approximate FARs of the following: (a) 0.43 in Land Bay A which is 642,926 square feet, (b) 0.54 in Land Bay B which is 771,666 square feet, (c) 0.2 in Land Bay C which is 1,024,014 square feet, and (d) 0.33 in Land Bay D which is 733,180 square feet. The subject property shall be developed in conformance with the Conceptual Development Plan Amendment and Final Development Plan Amendment (CDPA/FDPA) revised through June 24, 1988, prepared by William H. Gordon Associates, and the Illustrative Landscape Plans dated May 23, 1988 as revised through June 24, 1988, prepared by Land Design Research, Inc.

2. Rezoning and PCA/CDPA/FDPA for Land Bays A and C are contingent upon acquisition of the Ballard Place right of way. If the state does not convey said right of way, a PCA/CDPA/FDPA shall be required as determined by the Zoning Administrator.

3. In accordance with the Fairfax County Zoning Ordinance, heights of buildings shall be in conformance with the heights as shown on the CDPA/FDPA with no portion of any building exceeding approximately 120 feet. Heights shall be consistent with the table titled "Summary of Building Heights for Land Bay A & B" as shown on the FDPA for heights and Land Bays A and B.

Consistent with the Fairfax County Zoning Ordinance, mechanical penthouses shall be permitted on the 120 foot office buildings in Land Bays A and B provided they meet the following standards as determined by DEM:

o They comprise less than twenty-five percent (25%) of the roof area of the building.

o Said mechanical penthouses do not exceed 20 feet in height.

o Said mechanical penthouses are located in the middle of the building.

o Said mechanical penthouses are architecturally clad with materials of a texture and color compatible with materials of the building upon which they are situated.

3. All Final Development Plan Amendments for the site shall be the subject of public hearings before the Planning Commission and the Board of Supervisors and subject to final approval by the Board of Supervisors.

4. All FDP Amendments shall be in general accordance with the Fairfax Center Area design criteria.

5. All signage other than that required by VDOT for the subject property shall be addressed through a Comprehensive Signage Plan pursuant to Section 12-210 of the Zoning Ordinance subject to public hearing and approval by the Board of Supervisors.

6. An indoor recreation center consisting of approximately 9,550 gross square feet for County employee use shall be provided within Land Bay C, and a day care center for County employee use shall be provided in Land Bay B (Building B-3) and shall be opened prior to or concurrent with the occupancy of Phase I of the Government Center.

7. The day care center for County employee use located in building B-3 shall consist of approximately 7,100 net square feet and will be designed for up to 100 children and 22 staff members. Normal hours of operation for this center will not exceed 6:30 a.m. to 6:30 p.m. An outside play area as required by Article 9-309 of the Fairfax County Zoning Ordinance shall consist of 2,000 square feet and shall be enclosed by a fence composed of material that is architecturally compatible with the building facade. The play area will contain an interior fence, subdividing the space into two distinct play areas. No more than 20 children shall utilize the total play area at any one time.

8. Other than the child care center in B3, Board approval of a Special Exception or FDPA shall be required for establishment of any additional child care centers or nursery schools.

9. Sufficient Gross Floor Area (GFA) shall be reserved for development of a cultural center for the public sector

portion of this development, in conformance with the use limitations of the PDC District.

⑩ In the event that the Board of Supervisors amends the requirement for parking in the Fairfax County Zoning Ordinance, the Applicant may, as permitted by the Zoning Administrator, provide the lesser amount of parking between the approved Plan and the amended Ordinance, without the necessity of legislative approval or any further amendments to this Development Plan.

## B. RESIDENTIAL

1. Energy conservation measures similar to the Virginia Power Energy Savers Program shall be provided for the residential units.

2. Garages may not be converted into living space or to any use other than for the parking of vehicles. A covenant setting forth this use restriction shall be recorded among the Fairfax County Land records prior to the sale of any lots. The covenant shall run to the benefit of the homeowners' association and to Fairfax County and shall be approved prior to recordation by the County Attorney. Each initial residential sales contract shall expressly contain this use restriction.

3. Recreational amenity facilities for Land Bay D shall consist of at least a community center, swimming pool, two tennis courts, tot lots, and trail systems as shown on the CDPA/FDPA, and shall be available for use by the issuance date for the 300th residential use permit for the residential component. All owners and residents within Land Bay D shall be provided equal access to all recreational facilities within Land Bay D.

4. Memberships to the community center including pool and tennis courts within Land Bay D shall be limited to the owners and residents of the multifamily units and single family attached units in Land Bay D. There shall be a single "umbrella" homeowners' association established for the purpose of owning and operating the community center, including the pool and tennis courts. All residents and owners within Land Bay D shall be members. The cost of operating these facilities shall be incorporated as part of the rental fee for multifamily units, and shall be incorporated as part of the homeowners' association fee for the single-family attached units. Any multifamily apartments which are converted from rental units to condominiums shall also have incorporated, as part of the condominium association fees, the pool membership fees.

5. The swimming pool as shown on the CDPA/FDPA in Land Bay D shall be subject to the following conditions:



AUGUST 1, 1988

PROPOSED DEVELOPMENT CONDITIONS

RZ 86-P-089

PCA/CDPA 86-W-001-2

FDPA 86-W-001-1

In the event the Board of Supervisors shall approve RZ 86-P-089, PCA/CDPA 86-W-001-2 and FDPA 86-W-001-1, development of the subject property shall be subject to all terms and conditions proffered and accepted by the Board of Supervisors and further qualified by and subject to the following terms and conditions:

1. Upon demand by the County, necessary right-of-way shall be dedicated along the entire Interstate 66 frontage of Land Bay A to accomplish the construction of HOV lanes as determined by VDOT, provided that no revision to the location of buildings, parking structures or roadways is required.
2. If the footprint of parking structure P1 in Land Bay A is reduced in size, then such reduction shall occur in the southeast corner closest to the intersection of West Ox Road and Interstate 66 to accommodate the potential construction of HOV lanes.
3. In the event direct feeder bus service between the application property, other area development, and the Vienna Metro Station is not provided by the public sector, peak hour shuttle bus service to the Vienna Metro Station shall be implemented in cooperation with other major developments in the immediate area as determined by the Office of Transportation.
4. The \$430,000.00 proffered for traffic signal installation shall be paid to Fairfax County in three equal installments at the time of site plan approval for the last building within Land Bays A, B and D.
5. Off-site transitions as determined by VDOT shall be constructed by the applicant within available right-of-way.



# AREA TABULATIONS

TOTAL AREA OF THIS FINAL DEVELOPMENT PLAN = 217.64054 ACRES  
 BOUNDARY SURVEY CONDUCTED BY WILLIAM H. GORDON ASSOCIATES, INC. IN  
 MARCH AND APRIL OF 1987.  
 TOTAL F.A.R. OF THIS FDP AMENDMENT = 0.33456  
 TOTAL F.A.R. OF APPROVED FINAL DEVELOPMENT PLAN = 0.33506

SITE	SITE AREA	BUILDING	GFAL (SF) (APPROX.)	F.A.R.	USE	# OF FLOORS	MAX. BLDG. HIGHT
LAND BAY A	34.08 AC. 1,484,511 SF	A1 A2	184,926 229,000		10 10	10 10	120 120
		A3	229,000		10	10	120
		TOTAL LAND BAY A	642,926	0.433			
LAND BAY B	32.90 AC. 1,433,124 SF	B1 B2	248,333 248,333		10 10	10 10	120 120
		B3	275,000		10	10	120
		TOTAL LAND BAY B	771,666	0.530			
LAND BAY C	100.90 AC. 4,356,000 SF	C1	1,024,014 (11)	0.235	5	5	120
LAND BAY D	50.66 AC. 2,206,787 SF		733,180	0.332			
TOTAL SITE	217.64 AC. 9,480,432 SF		3,171,786	0.33456			

(1) 958,000 SF (FDP) + 52,874 SF (LAND BAY A) + 13,946 SF (BALLARD PLACE)

# DENSITY TABULATIONS FOR LAND BAY D (RESIDENTIAL)

TOTAL AREA OF LAND BAY D =	50.66 ACRES
PROPOSED F.A.R. FOR LAND BAY D =	2,206,787 SF
PROPOSED RESIDENTIAL:	0.332
192 TOWNHOUSES @	1,723 SF OF GFA/ UNIT =
406 GARDEN APARTMENTS @	995 SF OF GFA/ UNIT =
TOTAL	331,200 SF
	491,980 SF
	733,100 SF
	12 UNITS/ACRE

# OPEN SPACE TABULATIONS

SITE	OPEN SPACE REQUIRED	OPEN SPACE PROVIDED	% OPEN SPACE WITHIN EOC
LAND BAY A	15% OF GROSS AREA OF SITE	40%	65%
LAND BAY B	15% OF GROSS AREA OF SITE	35%	N/A
LAND BAY C	15% OF GROSS AREA OF SITE PLUS 20 SF TIMES NO. OF COMPACT CARS (2)	60%	31%
LAND BAY D	15% OF GROSS AREA OF SITE	45%	7%
(2) LAND BAY C: 20 SF =	1,099 CARS =	21,980 SF	
	0.5% THEREFORE, TOTAL REQUIRED =	15.5%	

# PARKING STRUCTURES

STRUCTURE	LOCATION	# OF LEVELS	STRUCTURE HEIGHT (FT.) (3)	EFFECTIVE HEIGHT (FT.) (3)
P1	LAND BAY A	6	50	40
P2	LAND BAY B	5/6	40/50	35/45
P3	LAND BAY C	6	50	30/40
P4	LAND BAY D	2	UNDER BLDG.	40
P5	LAND BAY C	2	10	N/A
P7	LAND BAY C	2	10	10

(3) STRUCTURE HEIGHT IS DEFINED AS THE DIFFERENCE BETWEEN THE ELEVATION OF THE LARGEST PARKING DECK AND THE ELEVATION OF THE UPPERMOST PARKING DECK. EFFECTIVE HEIGHT IS DEFINED AS THE DIFFERENCE BETWEEN THE ELEVATION OF THE AVERAGE FINISHED GRADE AROUND THE STRUCTURE AND THE ELEVATION OF THE UPPERMOST PARKING DECK.

# RECREATIONAL OPEN SPACE

SITE	RECREATIONAL SPACE PROVIDED	ITEMS PROVIDED
LAND BAY A	0.5 %	TRAILS
LAND BAY B	N/A	N/A
LAND BAY C	5.0 %	TRAILS
LAND BAY D	2.5 %	TRAILS / TENNIS COURTS / COMMUNITY CENTER / TOT LOTS

# PARKING TABULATIONS

SITE	BUILDING	(4) SPACES REQUIRED	REGULAR SPACES PROVIDED	(5) COMPACT SPACES PROVIDED	TOTAL SPACES PROVIDED	LOADING SPACES REQUIRED	LOADING SPACES PROVIDED	HANDICAP SPACES REQUIRED	HANDICAP SPACES PROVIDED
LAND BAY A	A1	304 (6)	304	0	304	5	5	4	4
	A2	824 (7)	618	206	824	2.5 (13)	2.5	9	9
	A3	824 (7)	618	206	824	2.5 (13)	2.5	9	9
	ADDITIONAL	41 (8)	41	0	41	N/A	N/A	N/A	N/A
LAND BAY A TOTALS		1,993	1,581	412	1,993	10	10	22	22
LAND BAY B	B1	894 (7)	679	224	894	2.5 (13)	2.5	10	10
	B2	894 (7)	679	224	894	2.5 (13)	2.5	10	10
	B3	990 (7)	742	248	990	5	5	11	11
	ADDITIONAL	76 (9)	57	19	76	N/A	N/A	N/A	N/A
LAND BAY B TOTALS		2,854	2,139	715	2,854	10	10	31	31
LAND BAY C	C1	4,096 (7)	2,997	1,099	4,396 (10)	5	5	42	42
LAND BAY D		1,066 (11)	1,065		1,065 (12)	N/A	N/A	0	0

(4) SPACES REQUIRED BY FAIRFAX COUNTY ZONING ORDINANCE FOR OFFICE USE.

(5) COMPACT CAR SPACES ARE PROPOSED IN LAND BAYS A, B & C. TOTAL NUMBER OF COMPACT SPACES NOT TO EXCEED 25 % OF TOTAL. IN LAND BAY C, SPACES ARE COMPUTED AT 25 % OF TOTAL SPACES PROVIDED.

(6) REQUIRED PARKING FOR HOTEL BASED UPON THE FOLLOWING:

250 ROOMS @ ONE SPACE PER ROOM PLUS 4 SPACES PER 50 ROOMS = 250 + 20 =	270
RESTAURANT = SEE NOTE (8) BELOW.	
LOUNGE = 60 SEATS @ 1 SPACE PER 4 SEATS PLUS	
10 EMPLOYEES @ 1 SPACE PER EACH 2 EMPLOYEES = 15 + 5 =	20
CONFERENCE ROOM = 3,000 SF [NFA] @ 4.5 SPACES PER 1,000 SF [NFA] = 4.5 x 3 =	14
<b>TOTAL</b>	<b>304</b>

(7) REQUIRED PARKING IS COMPUTED BASED UPON THE FOLLOWING:

- a.) OFFICE USE PARKING REQUIREMENTS @ 4.5 SPACES PER 1,000 SF NFA IN LAND BAYS A & B.
- b.) NET FLOOR AREA (NFA) = 80 % OF GROSS FLOOR AREA (GFA).
- c.) IN LAND BAY C, OFFICE USE COMPUTED @ 5.0 SPACES PER 1,000 SF.

(8) ADDITIONAL PARKING REQUIRED FOR SPECIFIC USES IN LAND BAY A:

RETAIL = 17,000 SF [NFA] @ 5 SPACES FOR FIRST 1,000 SF PLUS 6 SPACES FOR EACH ADDITIONAL 1,000 SF =	101
RESTAURANT = 100 SEATS @ ONE SPACE PER 4 SEATS PLUS	
10 EMPLOYEES @ 1 SPACE PER EACH 2 EMPLOYEES = 25 + 5 =	30
<b>TOTAL</b>	<b>131</b>

EQUIVALENT OFFICE SPACES:

17,000 PLUS 3,000 SF = 20,000 SF [NFA]  
 20,000 SF NFA @ 4.5 SPACES PER 1,000 SF [NFA] = 90 SPACES  
 THEREFORE, 131 SPACES LESS 90 SPACES = 41 ADDITIONAL SPACES

(9) ADDITIONAL PARKING REQUIRED FOR SPECIFIC USES IN LAND BAY B:

RESTAURANT = 467 SEATS @ ONE SPACE PER 4 SEATS PLUS [ 14,000 SF ]	
42 EMPLOYEES @ 1 SPACE PER EACH 2 EMPLOYEES = 117 + 21 =	138
CHILD CARE = 7,100 SF AND 25 EMPLOYEES AT 2 SPACES PER EACH 3 EMPLOYEES PLUS	
100 CHILDREN @ 0.16 SPACES PER CHILD = 17 + 16 =	33
<b>TOTAL</b>	<b>171</b>

EQUIVALENT OFFICE SPACES:

14,000 SF PLUS 7,100 SF = 21,100 SF [NFA]  
 21,100 SF NFA @ 4.5 SPACES PER 1,000 SF [NFA] = 95 SPACES  
 THEREFORE, 171 SPACES LESS 95 SPACES = 76 ADDITIONAL SPACES

(10) THE TOTAL SPACES PROVIDED FOR LAND BAY C INCLUDE ALLOCATION FOR 300 COUNTY VEHICLE SPACES. PARKING IS TO BE PROVIDED AS 2,893 SPACES UNDER PHASE I AND 1,503 SPACES UNDER PHASE II.

(11) LAND BAY D REQUIRED PARKING TABULATIONS ARE BASED ON RESIDENTIAL USE.

TOWNHOMES:	192 UNITS @ 2.3 SPACES PER UNIT =	442
APARTMENTS:	404 UNITS @ 1.5 SPACES PER UNIT =	606
COMMUNITY CENTER:	18 SPACES AS PER PROFFER BSE =	18
<b>TOTAL</b>		<b>1,066</b>

(12) TOTAL SPACES PROVIDED IN LAND BAY D INCLUDE GARAGE, CARPORT, VISITOR AND RECREATIONAL VEHICLE (RV) PARKING SPACES. CARPORT LOCATIONS ARE CONCEPTUAL. FINAL LOCATIONS WILL BE DETERMINED AT TIME OF FINAL DESIGN OF SITE PLAN. A MAXIMUM OF SIXTY (60) CARPORT SPACES WILL BE PROVIDED. THE LOCATION INDICATED ON THE FDPA FOR RVs WILL BE STRIPED FOR REGULAR CAR SPACES AND WILL ONLY BE RESTRIPTED IN THE FUTURE TO ACCOMMODATE RVs IF DEEMED NECESSARY BY PROPERTY MANAGEMENT.

(13) LOADING SPACES FOR BUILDINGS A2 AND A3, AND B1 AND B2 ARE BASED UPON A SINGLE USE [OFFICE] ON THE LOT.

## FAIRFAX COUNTY, VIRGINIA

## MEMORANDUM

TO: Barbara A. Byron, Director DATE: 29 Oct. 92  
Zoning Evaluation Division, OCP

FROM: *Bruce G. Douglas*  
Bruce G. Douglas, Chief  
Environment and Development Review Branch, OCP

FILE NO.: ZONING 1112

SUBJECT: Planning Analysis and Environmental Assessment for:  
PCA 86-W-001-4 & FDPA 86-W-001-2

This memorandum, prepared by Bruce G. Douglas, includes citations from the Comprehensive Plan that list and explain land use and design policies for this property. The application requests development condition and proffer amendments to permit commuter parking on the government center parking lot.

**COMPREHENSIVE PLAN CITATIONS:**

The 87.60-acre property is located in the Land Unit P of the Fairfax Center Area in Area II. An assessment of the proposal for conformance with the land use and environmental recommendations of the Comprehensive Plan should be guided by the following citations from the Plan:

On page 166 of the 1991 edition of the Area III Plan as amended through March 9, 1992, under the heading "Recommendations Sub-unit P1," the Plan states:

"This sub-unit contains the Fairfax County Government Center. . . . Sub-unit P1 . . . {is} planned for office-mixed-use and the overall FAR should not exceed .35."

On page 85 of the 1990 Policy Plan under the heading "Environment Pollution", the Comprehensive Plan states:

"Objective 1: Preserve and improve air quality.

Policy a. Establish land use patterns and transportation facilities that encourage the use of public transportation and reduce trip lengths to reduce emissions of oxides of nitrogen, carbon monoxide, and hydrocarbons from automobiles."

The Comprehensive Plan map shows that the property is planned for Suburban Center (non-core).

Barbara A. Byron  
PCA 86-W-001-4 & FDPA 86-W-001-2  
Page Two

**PLANNING ANALYSIS:**

The application and development plan have been evaluated according to the Comprehensive Plan guidance cited above. The proposed use and intensity are in conformance with the Comprehensive Plan recommendations for this site. There are no significant design or compatibility issues posed by the development plan. The proposal will contribute to the implementation of the County's Air Quality Objective.

BGD



Ms. Barbara A. Byron  
October 28, 1992  
Page Two

spaces would be available to commuters and that the Board may discontinue allowing commuter parking at some time in the future, if it so chooses. During the week of the annual Fairfax Fair, alternative arrangements can be made for commuter parking.

If you have any questions about this matter, please contact Dean Dike of this Office at 324-1197.

AJS/DCD:sks

cc: Shiva K. Pant, Director, Office of Transportation  
Robert L. Moore, Chief, Transportation Planning Division

## GLOSSARY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Abbreviations Commonly Used in Staff Reports**

A&F	Agricultural & Forestal District	PDC	Planned Development Commercial
ADU	Affordable Dwelling Unit	PDH	Planned Development Housing
ARB	Architectural Review Board	PFM	Public Facilities Manual
BMP	Best Management Practices	PPRB	Permit, Plan Review Branch
BOS	Board of Supervisors	PRC	Planned Residential Community
BZA	Board of Zoning Appeals	RMA	Resource Management Area
COG	Council of Governments	RPA	Resource Protection Area
CBC	Central Business Center	RUP	Residential Use Permit
CDP	Conceptual Development Plan	RZ	Rezoning
DEM	Department of Environmental Management	SE	Special Exception
DDR	Division of Design Review, DEM	SP	Special Permit
DP	Development Plan	TDM	Transportation Demand Management
DPW	Department of Public Works	TMA	Transportation Management Association
DU/AC	Dwelling Units Per Acre	TSA	Transit Station Area
EQC	Environmental Quality Corridor	TSM	Transportation System Management
FAR	Floor Area Ratio	UP & DD	Utilities Planning and Design Division, DPW
FDP	Final Development Plan	UMTA	Urban Mass Transit Association
GDP	Generalized Development Plan	VC	Variance
GFA	Gross Floor Area	VDOT	Virginia Dept. of Transportation
HCD	Housing and Community Development	VPD	Vehicles Per Day
LOS	Level of Service	VPH	Vehicles per Hour
Non-RUP	Non-Residential Use Permit	WMATA	Washington Metropolitan Area Transit Authority
OCP	Office of Comprehensive Planning	ZAD	Zoning Administration Division, OCP
OT	Office of Transportation	ZED	Zoning Evaluation Division, OCP
PD	Planning Division		