



APPLICATION ACCEPTED: June 19, 2012
PLANNING COMMISSION: November 29, 2012

County of Fairfax, Virginia

November 15, 2012

STAFF REPORT

CSPA C-696-02

DRANESVILLE DISTRICT

APPLICANT:	JLB Dulles LLC
ZONING:	PDC
PARCEL(S):	15-4 ((5)) 2B & 3A
ACREAGE:	8.07 acres
PLAN MAP:	Mixed Use
PROPOSAL:	Amend the previously approved Comprehensive Sign Plan associated with RZ-C-696 to permit sign modifications for Buildings I & K.

STAFF RECOMMENDATIONS:

Staff recommends approval of CSPA C-696-02 subject to the proposed development conditions in Appendix 1.

It should be noted that it is not the intent of staff to recommend that the Planning Commission, 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.

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

Laura B. Gumkowski

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



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

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



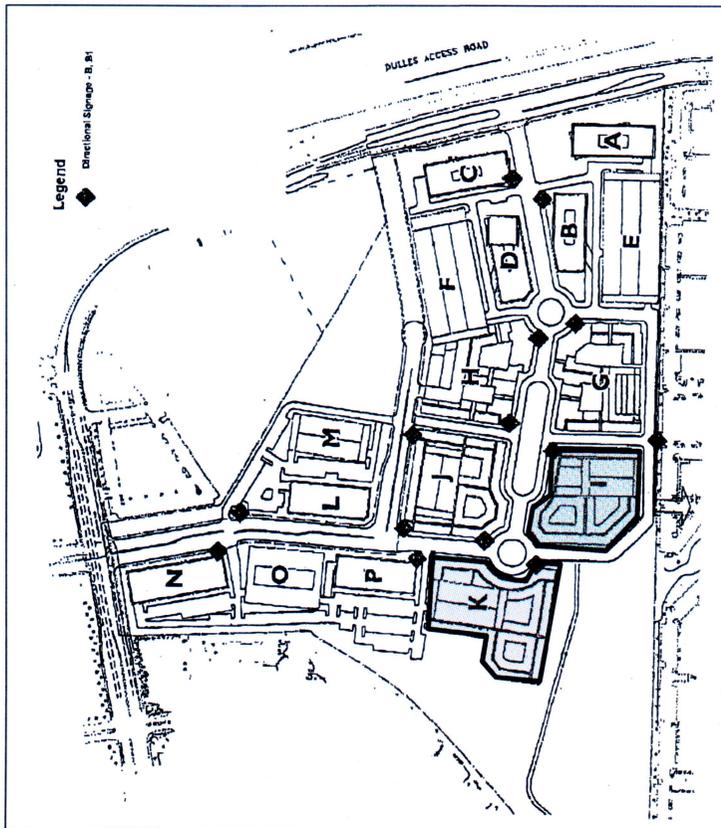
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**A GLOSSARY OF TERMS FREQUENTLY
USED IN STAFF REPORTS WILL BE
FOUND AT THE BACK OF THIS REPORT**

DESCRIPTION OF THE APPLICATION

Proposal

The applicant, JLB Dulles LLC, is requesting approval of an amendment to the Comprehensive Sign Plan (CSP) for a residential portion, (Buildings I & K) of the mixed-use development known as Dulles Station. The original CSP for the development, CSP C-696, was approved on July 9, 2003; although it provided guidance for the location, size and material of various commercial, retail, directional and regulatory signs, it did not address residential signage. CSPA C-696, approved signage for a portion of the multi-family residential development (Buildings H and J). Therefore, the purpose of this CSPA is to request approval for signage for two new residential buildings, identified as Buildings I and K.



As shown in the Comprehensive Sign Plan Amendment, the newly proposed residential signs are wall-mounted. There are a total of nine signs included in the proposal. Two of the signs are identical "blade signs," measuring approximately 45.4 square feet each. One of the blade signs will be mounted on Building I at its entrance along Dulles Station Boulevard, and the other will be mounted on Building K at its entrance on Sayward Boulevard. A third proposed sign is an "awning sign," measuring approximately 22 square feet, which will be mounted above the entrance to Building K along the traffic circle on the intersection of Sayward Boulevard and Dulles Station Boulevard. The remaining six signs are all blade signs that

direct visitors to loading and parking areas. The size of the blade signs are 8.1 square feet each.

The proposed development conditions and the applicant's statement of justification are contained in Appendices 1 and 2 of this report.

LOCATION AND CHARACTER

Site Description

The 8.07 acre property, zoned PDC, is part of the 64-acre development known as Dulles Station. It is located on the south side of Dulles Airport Access Road, with frontage on Dulles Station Boulevard and Sayward Boulevard. The site is currently being developed with internal infrastructure and building improvements.

SURROUNDING AREA DESCRIPTION			
Direction	Use	Zoning	Plan
North	Multi-family Residential	PDC	Dulles Suburban Center, Land Unit A for Mixed Use
South	Vacant	PDC	Dulles Suburban Center, Land Unit A for Mixed Use
East	Low Rise Office	I-4	Dulles Suburban Center, Land Unit A for Mixed Use
West	Motel with restaurant and other commercial development	PDC	Dulles Suburban Center, Land Unit A for Mixed Use

BACKGROUND

A summary of the complete history of the Dulles Station development is contained in Appendix 4. The original sign plan was approved on January 9, 2003, and the first amendment was approved on October 25, 2006. Copies of the current CSP and applicable development conditions, are contained in Appendix 3.

COMPREHENSIVE PLAN PROVISIONS (Appendix 4)

- Plan Area:** III
- Planning District:** Upper Potomac Planning District
- Planning Sector:** Dulles Suburban Center, Land Unit A
- Plan Map:** Mixed Use
- Plan Text:** Relevant Comprehensive Plan Text is contained in Appendix 5 for reference.

Comprehensive Sign Plan Amendment (Copy at front of staff report)

Title of Plan: ICON, JLB Partners, Comprehensive Sign Plan-
Icon at Dulles Station

Prepared By: Art Display Co.

Original and Revision Dates September 4, 2012

The current changes to the Comprehensive Sign Plan Amendment (CSPA) are nine pages, including the title page. The affected pages are attached to the proposed development conditions in Appendix 1. Staff is continuing to work with the applicant to incorporate these changes into the complete CSP document, which will be delivered to the Planning Commission prior to the hearing. The first page of the attachment shows the locations of the proposed signs; the second page depicts the dimensions of the proposed awning sign; the third page is the proposed illuminated blade signs and measurements; the fourth page is the non-illuminated blade signs and measurements; the fifth, sixth, seventh and pages show the proposed locations of the non-illuminated signs; and the eighth page is a computer rendering of the address numerals.

The following table provides a summary of the three newly proposed signs by type, number and size, as well as a comparison of the proposed signs to the maximum permitted by the Zoning Ordinance absent approval of a Comprehensive Sign Plan:

Sign Type/Description	Number of Proposed Signs	Proposed Sign Area	Article 12 Allowable Sign Area	Zoning Ordinance Section	Difference Proposed Vs. Allowable
Awning Sign	Total of 1 @ 9' 5" x 36.75"	22 s.f	12 s.f. per building; 30'	12-202	10 s.f. greater area than Zoning Ordinance
Illuminated Blade Signs	Total of 2 @ 38" x 11'8"	45.4 s.f	12 s.f per building; 30'	12-202	Blade signs are mounted 4'4" higher on the wall than allowed by the Zoning Ordinance
Non-Illuminated Blade Signs	Total of 4 @ 26" x 36.5"	8.1 s.f.	No maximum	12-202	N/A

ANALYSIS

Land Use Analysis

The Dulles Suburban Center is planned for a complementary mix of land uses including residential, office, hotel and support retail uses. Signage guidelines within the Dulles Suburban Center section of the Comprehensive Plan emphasize a signage style to be carried about consistently at major roads entering the complex and at building site entries. This signage should also establish a distinctive theme and identity, and eliminate visual clutter. Building-mounted signs are especially encouraged.

In order to achieve this objective, staff is proposing a development condition to require that all signs be constructed in substantial conformance with the signage shown. While the square footage of the proposed signs are actually somewhat larger than that permitted by the Zoning Ordinance and the blade signs are mounted 4'4" higher than permitted, the proposed signs are harmonious with the surrounding residential building signage, which were approved in CSPA C-696 (See Appendix 3). Being building-mounted, the signage also reduces visual clutter.

Environmental Analysis

No environmental issues were identified with this application

Transportation Analysis (Appendix 6)

No transportation issues were identified with this application.

ZONING ORDINANCE PROVISIONS (Appendix 7)

Section 12-210 of the Zoning Ordinance, allows the Planning Commission to approve a Comprehensive Sign Plan for developments within a "P" District as an alternative to the provisions contained in Article 12 of the Zoning Ordinance. This provision requires that a Comprehensive Sign Plan show the location, size, height and extent of all signs within the "P" District, or section of the "P" District, as well as the nature of the information being displayed on the signs. Part 1 states that developments must conform to the character and type as recommended with the Comprehensive Plan. In addition, the proposed signs should be harmonious with the development and should be located and sized to ensure convenience to the visitor, user or occupant of the development, while not adding to street clutter or otherwise detracting from the planned unit nature of the development and the architectural design elements. Paragraph 4 of Section 12-210 of the Zoning Ordinance states that all signage shall be in accordance with the general and design standards for all planned developments as set forth in Part 1 of Article 16.

It is staff's position that, with the proposed development conditions set forth in Appendix 1, the proposed Comprehensive Sign Plan Amendment in conformance with

the Zoning Ordinance provisions relative to the requirement for the information illustrating location, extent of signage and information illustrating location, extent of signage and information to be displayed and will be compatible with other signs within the previously approved CSPA for the Dulles Station development.

CONCLUSIONS AND RECOMMENDATIONS

Staff Conclusions

The proposed Comprehensive Sign Plan Amendment is consistent with the adopted Comprehensive Plan, and meets applicable provisions of the Zoning Ordinance with the adoption of the proposed development conditions and will be consistent with other previously approved signage for the Dulles Station development.

Recommendation

Staff recommends that CSPA C-696-02 be approved subject to the development conditions contained in Appendix 1.

It should be noted that it is not the intent of staff to recommend that the Planning Commission, 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 Planning Commission.

APPENDICES

1. Proposed Development Conditions
2. Statement of Justification
3. CSPA C-696 development conditions, sign elevations and sign locations
4. Zoning History – Dulles Station Development
5. Comprehensive Plan Provisions
6. Transportation Analysis
7. Applicable Zoning Ordinance Provisions
8. Glossary of Terms

DEVELOPMENT CONDITIONS

CSPA C-696-02

November 15, 2012

If it is the intent of the Planning Commission to approve CSPA C-696-02, located at Tax Map 15-4 ((5)) 2B and 3A, to allow a Comprehensive Sign Plan Amendment (CSPA) pursuant to Section 12-210 of the Fairfax County Zoning Ordinance, staff recommends that the Planning Commission condition the approval by requiring conformance with the following development conditions, which amend the previously approved CSP conditions for the application property (Building I and K) only.

1. This Comprehensive Signage Plan is granted for and runs with the land indicated in this application and is not transferable to other land. Minor deviations in sign location, design and area may be permitted when the Zoning Administrator determines that such deviations are minor and are in substantial conformance with the Comprehensive Signage Plan.
2. This "Comprehensive Sign Plan, Icon at Dulles Station" prepared by Art Display Co. and dated September 4, 2012 and is approved only for those signs shown on the Comprehensive Signage Plan (See Attachment 1). In addition, signs allowed by Section 12-103 in the Zoning Ordinance may be permitted, as qualified by these development conditions.
3. A matrix shall be provided to the Zoning Administrator prior to the issuance of the first sign permit and all subsequent sign permits which includes the tenant name, address, sign type, sign height, sign area, and Non-Residential Use Permit number and/or any other pertinent information deemed necessary by the Zoning Administrator in order to allow efficient tracking of all signage to be provided on site. Each sign permit shall be accompanied by a letter from the property owner, manager and/or agent of the property stating that the requested sign has been reviewed for compliance with this approval.
4. Traffic regulatory signage shall meet the Manual on Uniform Traffic Control Devices (MUTCD) and Virginia Department of Transportation (VDOT) standards. All street signage shall be subject to VDOT approval.
5. All signs shall be consistent with the color palette, typography and the use of logos indicated in the Comprehensive Signage Plan.
6. No visible suspension rods or cables shall be used on the residential canopy signage. Instead, such signs shall be mounted using support brackets or by utilizing some other method precluding the necessity for visible suspension rods/cables.

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

This approval, contingent on the above noted conditions, shall not relieve the applicant from compliance with the provisions of any applicable ordinances, regulations, or adopted standards. Sign permits must be obtained from Fairfax County for each and every sign erected pursuant to this Comprehensive Sign Plan. The applicant shall be himself responsible for obtaining the required Sign Permits through established procedures.

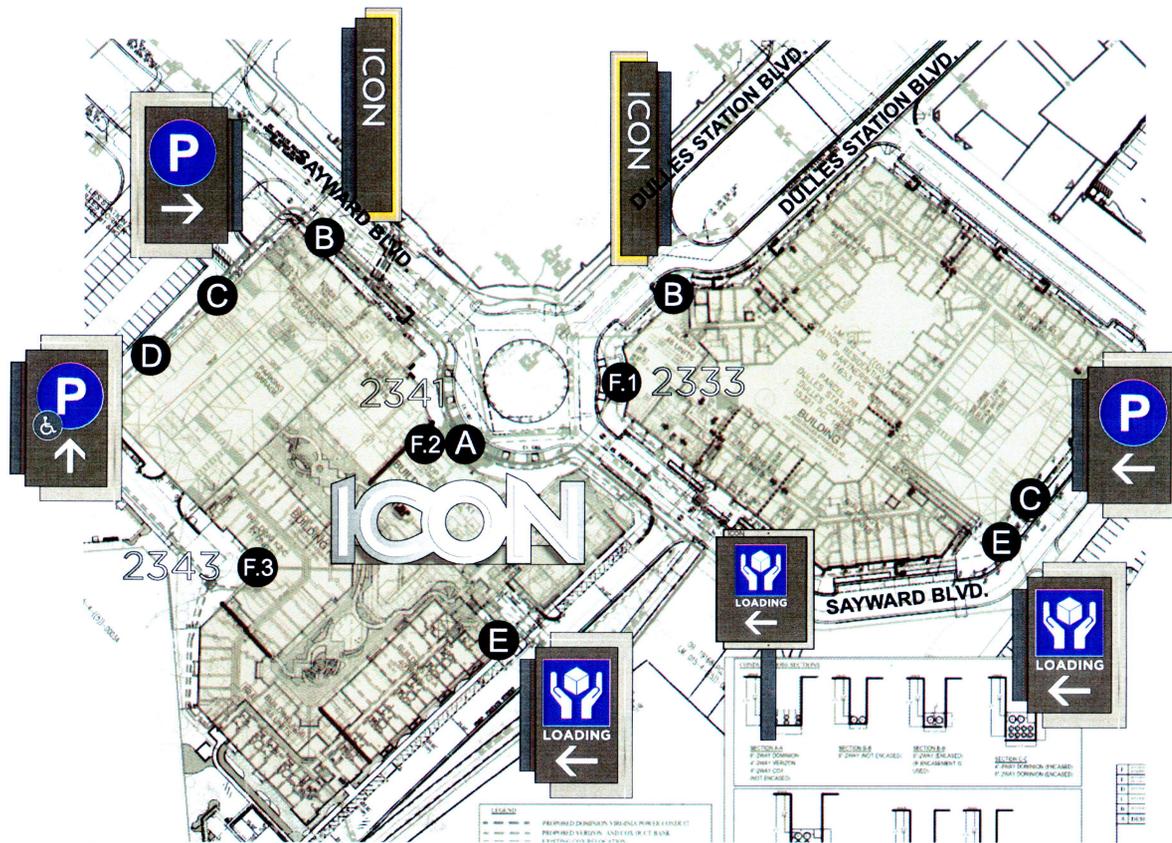
ICON

JLB PARTNERS

COMPREHENSIVE SIGN PLAN - ICON AT DULLES STATION - 9.04.2012

PREPARED BY





PREPARED & PROVIDED BY:

ART DISPLAY CO.
 401 HAMPTON PARK BLVD.
 CAPITOL HEIGHTS, MD 20743
 (PH) 240-765-1400
 (FAX) 240-765-1401
 WWW.ARTDISPLAYCO.COM

SAVED AS:

0621-01CB JLB Partners - Icon at Dulles (Comprehensive Sign Plan)

SALESPERSON:

ARTHUR GOLDBERG

DESIGNER:

CHRIS BATY

CLIENT / PROJECT:

ICON
 JLB PARTNERS

REVISIONS

NO.	BY	DATE	NO.	BY	DATE	NO.	BY	DATE	NO.	BY	DATE
1	CB	09/05/12									

NOTES:

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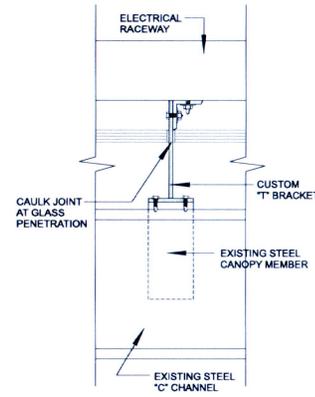
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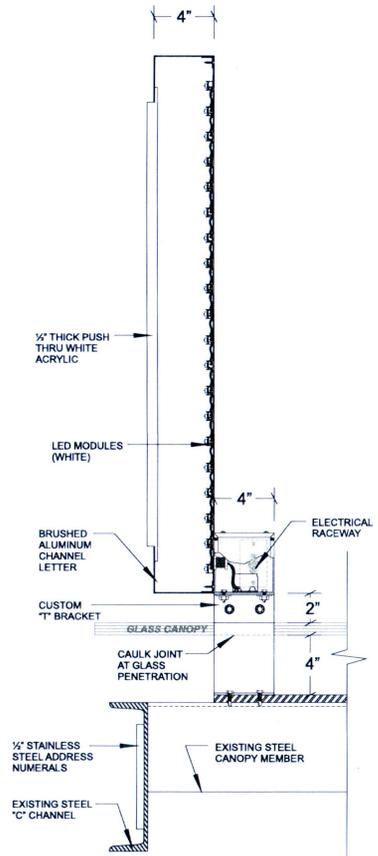
QTY (1X) FACE LIT CHANNEL LETTERS W/ RACEWAY

- 4" DEEP FACE LIT FABRICATED BRUSHED ALUMINUM CHANNEL LETTER WITH 1/2" THICK TRANSLUCENT WHITE PUSH THRU ACRYLIC; INTERNALLY ILLUMINATED WITH WHITE LEDS
- CHANNEL LETTERS BOLTED TO EXTRUDED ALUMINUM ELECTRICAL RACEWAY; ALL WIRING AND TRANSFORMERS ARE CONCEALED WITHIN RACEWAY
- 1/2" THICK CUSTOM FABRICATED "T" BRACKET MOUNTED TO EXISTING STEEL/GLASS CANOPY AND EXTENDS ABOVE GLASS SURFACE TO RECEIVE CHANNEL LETTER RACEWAY; CAULK JOINTS AT ALL AREAS OF GLASS PENETRATION

SIGN AREA = 22 SQFT



MOUNTING DETAIL
SCALE: 1 1/2"=1' 0"



SECTION DETAIL
SCALE: 1 1/2"=1' 0"



PARTIAL ELEVATION
SCALE: 3/8"=1' 0"

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DESIGNER:

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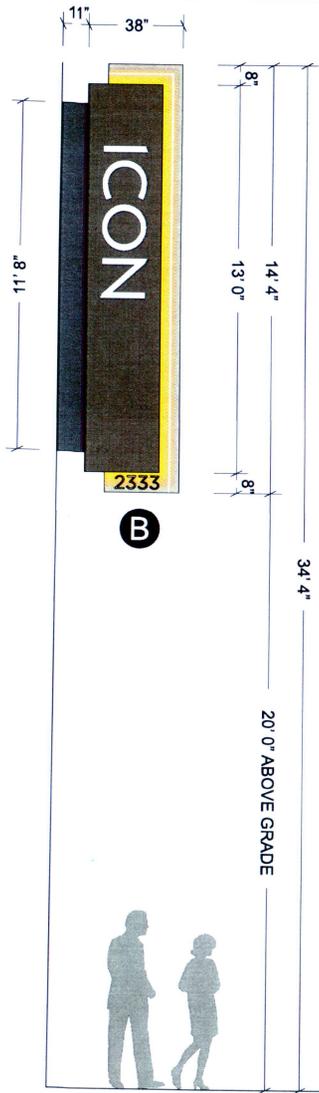
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CAPITOL HEIGHTS, MD 20743
(PH) 240-765-1400
(FAX) 240-765-1401
WWW.ARTDISPLAYCO.COM



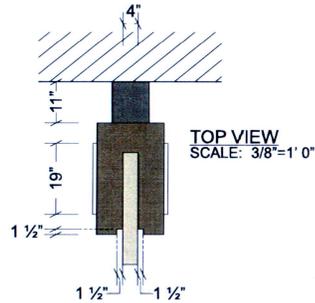
PROFILE VIEW
SCALE: 1/2"=1' 0"

QTY (2X) ILLUMINATED BLADE SIGNS

- DOUBLE FACED FABRICATED ALUMINUM BLADE SIGNS PAINTED PMS 410 C AND PMS 407 C; REVEALS TO BE ILLUMINATED WITH YELLOW LED TUBES FOR "HALO EFFECT"
- TRANSLUCENT WHITE ACRYLIC CUT IN PUSH THRU "ICON" LOGO ILLUMINATED WITH WHITE LEDS
- ALL MOUNTING HARDWARE CONCEALED WITHIN FABRICATED ALUMINUM COVER PAINTED GRAY PMS 431 C
- QTY (1X) SET OF NUMERALS TO READ 2333 AND (1X) 2341

SIGN AREA = 45.4 SQFT

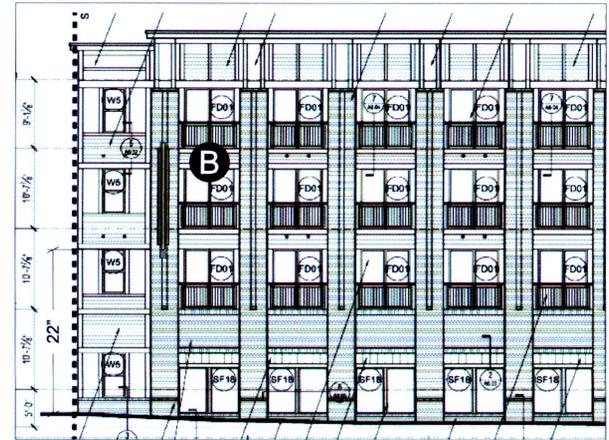
- PMS 410 C
- PMS 407 C
- WHITE
- PMS 431 C
- POLISHED STAINLESS STEEL



TOP VIEW
SCALE: 3/8"=1' 0"



PROFILE VIEW
SCALE: 3/8"=1' 0"



BUILDING I (2333) - CORNER ELEVATION
SCALE: 1/16"=1' 0"



BUILDING K (2341) - NORTH ELEVATION
SCALE: 1/16"=1' 0"

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401 HAMPTON PARK BLVD.
CAPITOL HEIGHTS, MD 20743
(PH) 240-765-1400
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WWW.ARTDISPLAYCO.COM

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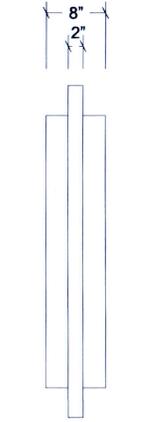
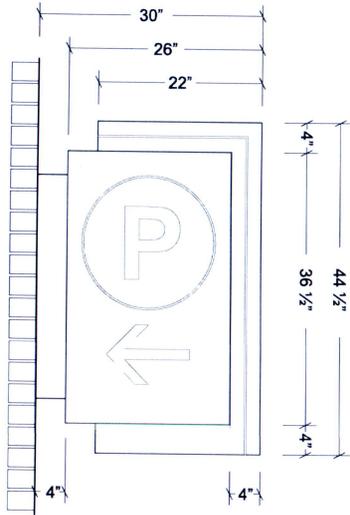
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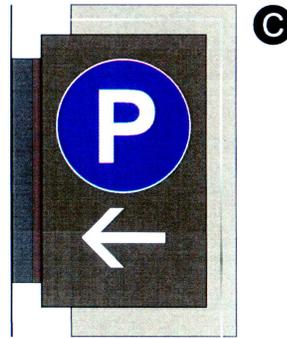
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PROFILE VIEW
SCALE: 3/4"=1' 0"

FACE VIEW
SCALE: 3/4"=1' 0"

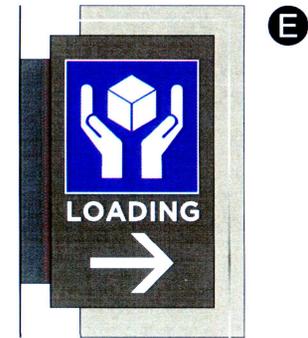


SIGN C - QTY (2X)
(DOUBLE FACED)

FACE VIEW
SCALE: 3/4"=1' 0"



SIGN D - QTY (1X)
(SINGLE FACED)



SIGN E - QTY (2X)
(DOUBLE FACED)

NON-ILLUMINATED BLADE SIGNS

- QTY (4X) DOUBLE FACED FABRICATED ALUMINUM BLADE SIGN DIRECTIONALS PAINTED PMS 410 C
- QTY (1X) SINGLE FACED HANDICAPPED PARKING BLADE SIGN DIRECTIONAL
- SCREEN PRINTED GRAPHICS AND COPY TO MATCH SPECIFIED PANTONE COLORS
- ALL MOUNTING HARDWARE CONCEALED WITHIN FABRICATED ALUMINUM COVER PAINTED GRAY PMS 431 C

SIGN AREA = 8.1 SQFT

	PMS 410 C		PMS 407 C		METALLIC SILVER
	PMS 431 C		PMS 2728 C		WHITE

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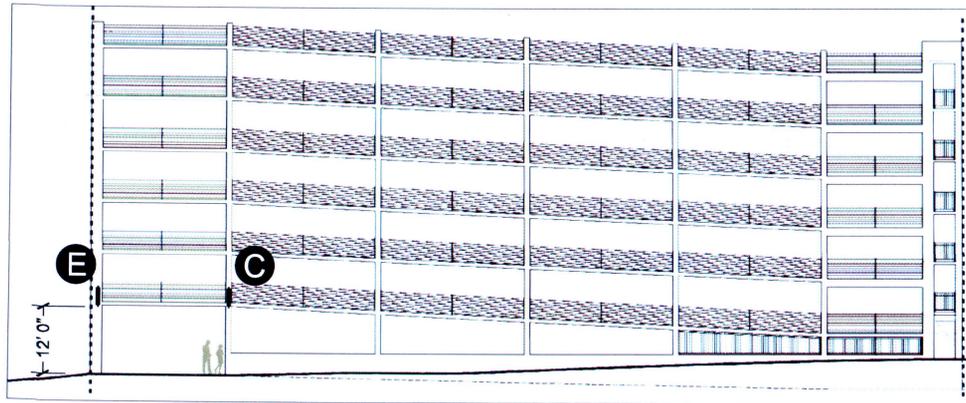
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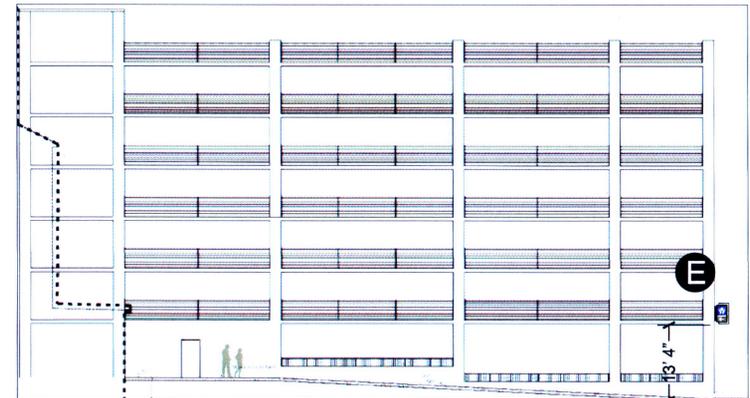
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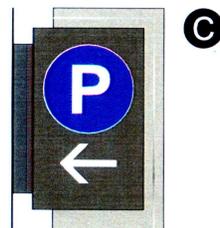
BUILDING I - SOUTHEAST ELEVATION
SCALE: 3/16"=1' 0"



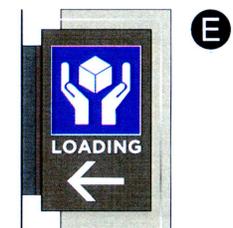
BUILDING I - SOUTHWEST ELEVATION
SCALE: 3/16"=1' 0"



SIGN E - DOUBLE FACED



SIGN C - DOUBLE FACED



SIGN E - DOUBLE FACED

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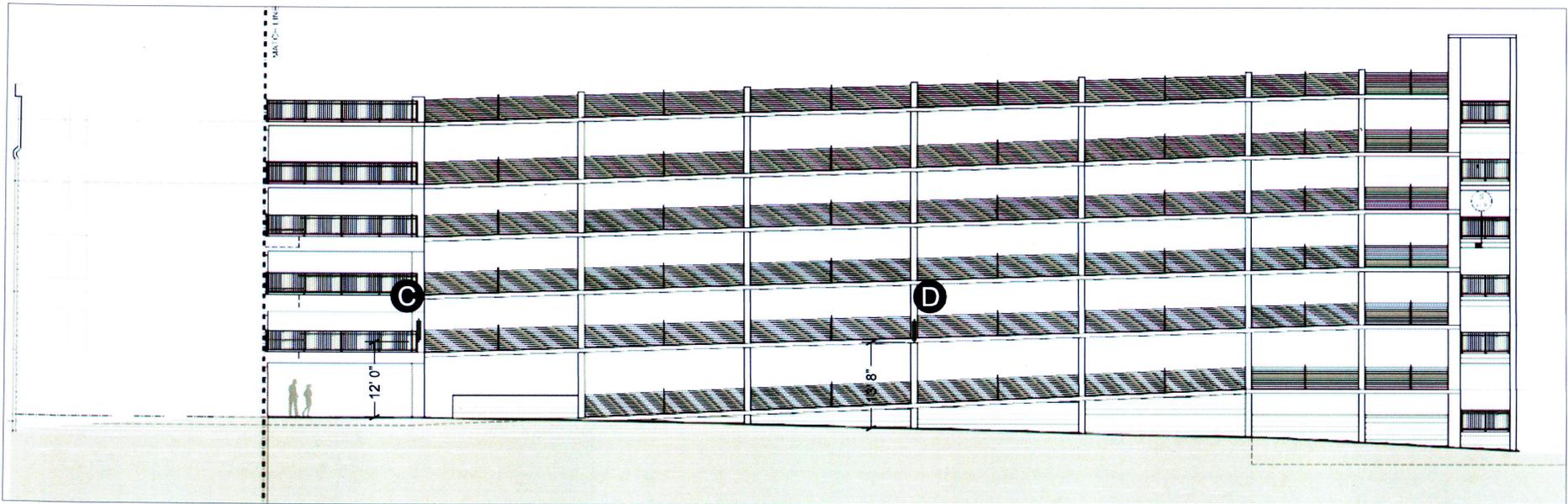
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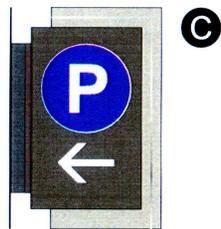
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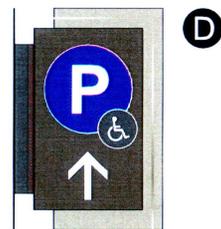
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BUILDING K - WEST ELEVATION
SCALE: 1/16"=1' 0"



SIGN C - DOUBLE FACED



SIGN D - SINGLE FACED

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CAPITOL HEIGHTS, MD 20743
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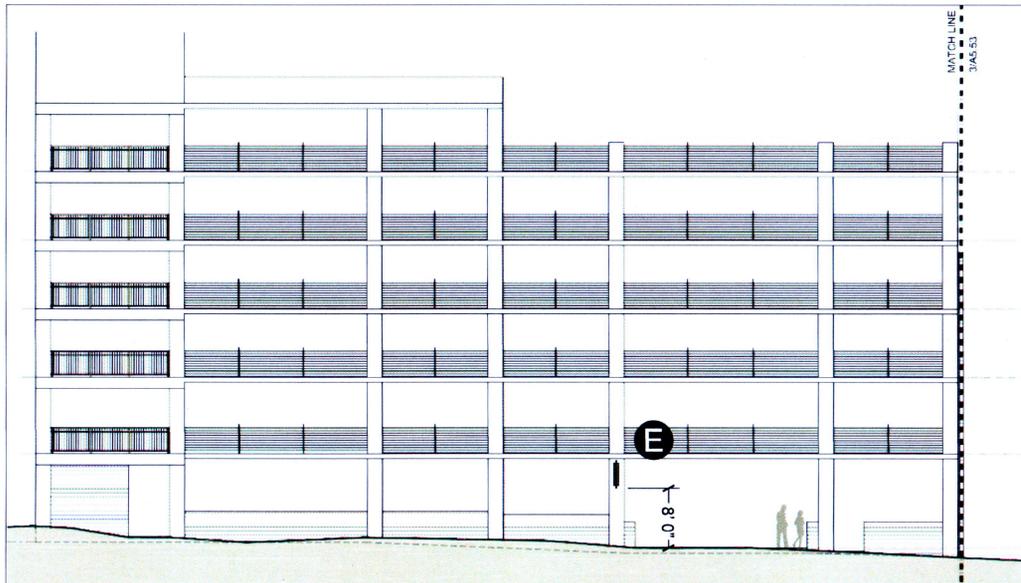
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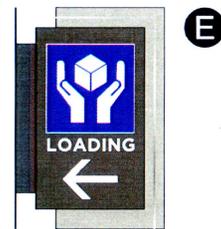
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BUILDING K - EAST ELEVATION
 SCALE: 1/16"=1' 0"



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 SKETCH COLORS ARE LIMITED BY PRINTING TECHNOLOGY AND MAY NOT REFLECT THE EXACT COLORS OF THE FINISHED PRODUCT. SIGNS SHOWN ON PHOTOS MAY NOT REPRESENT ACTUAL SIZE AND PROPORTION TO BUILDING.

APPROVED BY:

CLIENT	PRODUCTION
SALES/PM	INSTALLATION

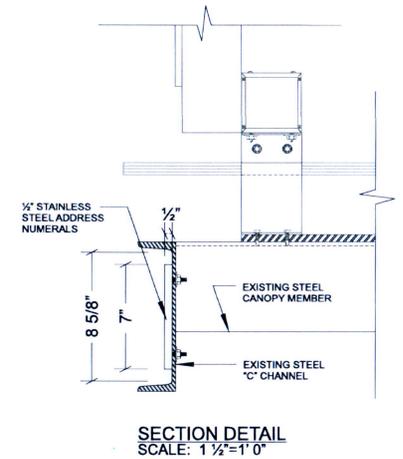
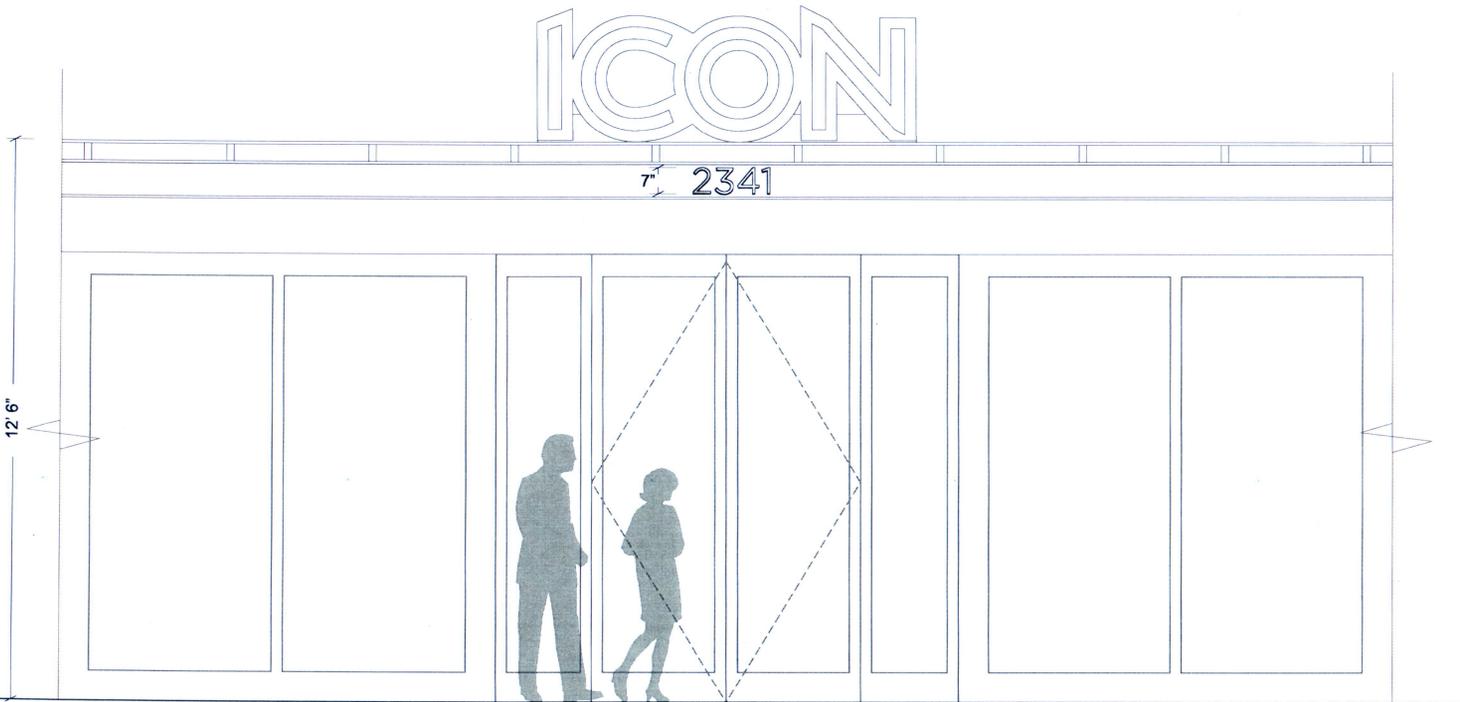
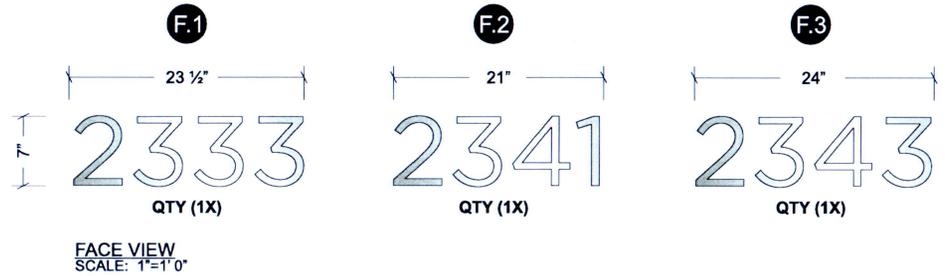
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7

QTY (3X) BRUSHED STAINLESS STEEL ADDRESS NUMERALS

- 7" H X 1/2" THICK BRUSHED STAINLESS STEEL ADDRESS NUMERALS
- NUMERAL TO BE STUD MOUNTED DIRECTLY TO EXISTING STEEL "C" CHANNEL CANOPY MEMBER CENTERED UNDERNEATH NEW CHANNEL LETTERS AS SHOWN
- FONT USED: GOTHAM

SIGN AREA = 1.2 SQFT



PARTIAL ELEVATION
SCALE: 3/8"=1'0"

PREPARED & PROVIDED BY: 401 HAMPTON PARK BLVD. CAPITOL HEIGHTS, MD 20743 (PH) 240-765-1400 (FAX) 240-765-1401 WWW.ARTDISPLAYCO.COM	SAVED AS: 0621-01CB JLB Partners - Icon at Dulles (Comprehensive Sign Plan)	CLIENT / PROJECT: 	REVISIONS: <table border="1"> <thead> <tr> <th>NO.</th> <th>BY</th> <th>DATE</th> <th>NO.</th> <th>BY</th> <th>DATE</th> <th>NO.</th> <th>BY</th> <th>DATE</th> <th>NO.</th> <th>BY</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>CB</td> <td>09/05/12</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>										NO.	BY	DATE	NO.	BY	DATE	NO.	BY	DATE	NO.	BY	DATE	1	CB	09/05/12										NOTES: DESIGNS AND SKETCHES ARE SOLE PROPERTY OF ART DISPLAY COMPANY AND MAY NOT BE USED OR REPRODUCED WITHOUT PERMISSION. SKETCH COLORS ARE LIMITED BY PRINTING TECHNOLOGY AND MAY NOT REFLECT THE EXACT COLORS OF THE FINISHED PRODUCT. SIGNS SHOWN ON PHOTOS MAY NOT REPRESENT ACTUAL SIZE AND PROPORTION TO BUILDING.	APPROVED BY:		PAGE: 8
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1	CB	09/05/12																																						
SALESPERSON: ARTHUR GOLDBERG	DESIGNER: CHRIS BATY	CLIENT	PRODUCTION	SALES/PM	INSTALLATION																																			



Elizabeth D. Baker
Senior Land Use Planner
(703) 528-4700 Ext. 5414
ebaker@arl.thelandlawyers.com

**WALSH COLUCCI
LUBELEY EMRICH
& WALSH PC**

May 10, 2012

Barbara C. Berlin
Director
Fairfax County Department of Planning & Zoning
Zoning Evaluation Division
12055 Government Center Parkway, Suite 801
Fairfax, Virginia 22035

Re: Application for Comprehensive Sign Plan Amendment
JLB Dulles LLC
Dulles Station, Tax Map 15-4 ((5)) 2B and 3A

Dear Ms. Berlin:

Please accept this letter as a statement of justification for an amendment to the Comprehensive Sign Plan governing Dulles Station, a mixed-use developed located south of the Dulles Toll Road with frontage on both sides of Dulles Station Boulevard.

The Applicant, JLB Dulles LLC, is requesting approval of an amendment to the Comprehensive Sign Plan (CSPA) for two residential buildings identified as Buildings I and K. The original Comprehensive Sign Plan for the development, CSP C-696, was approved on January 9, 2003. Although it provided guidance for the location, size and materials of various commercial, retail, directional and regulatory signs, it did not address residential signage. On October 25, 2006, CSPA C-696 was approved permitting signage for two residential buildings, identified as Buildings H and J. Buildings I and K are now under construction and the Applicant seeks appropriate building signage.

The proposed residential signs are wall-mounted. Two of the signs are identical "blade signs," measuring approximately 46 square feet. One of the blade signs will be mounted on Building I along Dulles Station Boulevard and the other will be mounted on Building K along Sayward Boulevard. The third proposed sign is a "canopy" sign measuring approximately 22 square feet, which will be mounted above the entrance to Building K at the intersection of Dulles Station Boulevard and Sayward Boulevard.

Graphics depicting the signage include:

1. The canopy sign design on Building K.

2. The blade sign design and location for Building K.
3. The blade sign design and location for Building I.
4. A rendered perspective of Building K with proposed canopy signage.
5. An overall Dulles Station site plan highlighting sign locations for Buildings I and K.

The following table provides a summary of the three newly proposed signs by type, number and size, as well as a comparison of the proposed signs to the maximum permitted by the Zoning Ordinance absent approval of a Comprehensive Sign Plan:

Sign Type/Description	Number of Proposed Signs	Proposed Sign Area and Height	Article 12 Allowable Sign Area and Height	Zoning Ordinance Section	Difference Proposed Vs. Allowable
Canopy Entrance Identification (Building K)	Total of 1 @ 8'2" x 32"	22 SF; 15'2"	12 SF per building; 30'	12-105, Par. 1; 12-202 Par. 2	<ul style="list-style-type: none"> • 34 SF greater sign area for Building I (which only has a blade sign) • 56 SF greater sign area for Building K (which has blade and canopy signs). • Blade signs are mounted 4'4" higher on the wall than allowed.
Building Identification "Blade Sign" (Buildings I & K)	Total of 2 @ 14'4" x 38"	46 SF each; 34'4"	12 SF per building; 30'	12-105 Par. 3.B.(1); 12-202 Par. 2	

Article 12 of the Sign Ordinance provides very limited signage for multi-family residential building. The Ordinance allows a maximum of 12 SF per building. For the large scale of these two residential buildings, 12 SF is not sufficient. While the proposed signs are larger than that permitted in Article 12, these signs are attractive, well-designed signs and in character with the other approved signage in Dulles Station.

The 8.07 acre Subject Property is located in Land Unit A of the Dulles Suburban Center of the Area III Comprehensive Plan (the "Plan"). The Plan includes Design Guidelines for Dulles Suburban Center under the heading "Signage/Street Furniture." The Plan recommends that developments:

"Create a signage style for a given development complex and carry it out consistently at major roads entering the complex and at building site entries.

Comprehensive sign systems that establish a distinctive theme and identity and eliminate visual clutter are desirable. Building-mounted signs...are encouraged. Free-standing and pole-mounted signs are discouraged."

The Applicant's proposed signage is in keeping with the Plan guidance and will ensure the continuation of the high quality nature of Dulles Station.

Very truly yours,

WALSH, COLUCCI, LUBELEY, EMRICH & WALSH, P.C.

A handwritten signature in cursive script, appearing to read "Elizabeth D. Baker".

Elizabeth D. Baker
Senior Land Use Planner

EDB/kkf

APPROVED DEVELOPMENT CONDITIONS**CSPA C-696****October 25, 2006**

If it is the intent of the Planning Commission to approve CSPA C-696, located at Tax Map 15-4 ((5)) 7A1 and 7A2, to allow a Comprehensive Sign Plan Amendment (CSPA) pursuant to Section 12-210 of the Fairfax County Zoning Ordinance, staff recommends that the Planning Commission condition the approval by requiring conformance with the following development conditions, which supersede the previously approved CSP conditions.

1. This Comprehensive Signage Plan is granted for and runs with the land indicated in this application and is not transferable to other land. Minor deviations in sign location, design and area may be permitted when the Zoning Administrator determines that such deviations are minor and are in substantial conformance with the Comprehensive Signage Plan.
2. This "Comprehensive Sign Plan" prepared by RTKL Associates Inc. and dated October 29, 2002 and revised through October 4, 2006 is approved only for those signs shown on the Comprehensive Signage Plan. In addition, signs allowed by Section 12-103 in the Zoning Ordinance may be permitted, as qualified by these development conditions.
3. A matrix shall be provided to the Zoning Administrator prior to the issuance of the first sign permit and all subsequent sign permits which includes the tenant name, address, sign type, sign height, sign area, and Non-Residential Use Permit number and/or any other pertinent information deemed necessary by the Zoning Administrator in order to allow efficient tracking of all signage to be provided on site. Each sign permit shall be accompanied by a letter from the property owner, manager and/or agent of the property stating that the requested sign has been reviewed for compliance with this approval.
4. The maximum aggregate sign area of office building-mounted signage shall not exceed 400 square feet and no one sign shall exceed 200 square feet per office building.
5. No ground-mounted building signage (types E7, E7.1) shall be located within five feet of the street line.
6. No building-mounted signage shall project more than three feet from the building face except the Primary Garage Entrance Identity (G2.1, G2.2 and G2.3) Signs, which may project up to five feet from the building face. In no

case shall building-mounted signage be within five feet of the street line, nor shall it interfere with sight distance. Three-dimensional signage shall be classified as building-mounted signage (E4) and shall be calculated as part of the signage limit for building-mounted signage at 1.5 square feet of signage per linear frontage. No tenant shall have more than 100 square feet of three-dimensional signage.

7. Traffic regulatory signage shall meet the Manual on Uniform Traffic Control Devices (MUTCD) and Virginia Department of Transportation (VDOT) standards. All street signage, including the design co-locating the Dulles Station logo on the street signs, shall be subject to VDOT approval.
8. Office and residential buildings shall be limited to no more than one ground-mounted sign (E7, E7.1) per building.
9. All freestanding permanent signs shall meet the location standards set forth in Section 2-505 of the Zoning Ordinance.
10. All signage lighting shall be internal or directed downward.
11. All signs shall be consistent with the color palette, typography and the use of logos indicated in the Comprehensive Signage Plan.
12. No visible suspension rods or cables shall be used on the residential canopy signage (type ID.4). Instead, such signs shall be mounted using support brackets or by utilizing some other method precluding the necessity for visible suspension rods/cables.

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

This approval, contingent on the above noted conditions, shall not relieve the applicant from compliance with the provisions of any applicable ordinances, regulations, or adopted standards. Sign permits must be obtained from Fairfax County for each and every sign erected pursuant to this Comprehensive Sign Plan. The applicant shall be himself responsible for obtaining the required Sign Permits through established procedures.



COMPREHENSIVE SIGNAGE PLAN MANUAL

Dulles Station

Prepared for:
Crimson Partners
Herndon, Virginia

By:
RTKL Associates, Inc
Washington, DC
and
Lorenc + Yoo Design
Roswell, Georgia

Prepared for:
Crimson Partners
Herndon, Virginia

29 October 2002,
revised 4 October 2006

As Proposed by CSPA C-696

Dulles Station

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D3 Fire Lane Signage	rs4
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E3 Secondary Tenant Identity	b4
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G2.3 Primary Garage Entrance Identity and Clearance Bar (Alt. C)	b10

Storefront Signage

E4 Retail/Restaurant Tenant Identity	ss2
E4.1 Retail/Restaurant Tenant Identity	ss2
E4.2 Retail/Restaurant Tenant Identity	ss3



SECTION I

General Information



INTRODUCTION & GENERAL CONTENT

The Dulles Station Comprehensive Sign Plan has been developed to provide the framework for a distinctive, attractive, orderly and flexible signage system. The designs contained in this manual are illustrative and generally convey the size, type and style of the signage planned for the development and may vary from the final product. To the extent that dimensions are noted, these are maximum dimensions.

The intent of Dulles Station is to create a memorable mixed use urban environment where the pedestrian experience and a retail / street level experience are of primary importance and to provide tasteful yet distinctive signage for corporate tenants seeking identity from the Dulles Area Access Road.

The system has been designed to create an image of dignity and quality as well as excitement and vitality. The system responds well to the materials, colors and attention to detail in the architectural environment. The messages are as clear and concise as possible; type is sized for readability at each location; materials and finishes are selected for optimum durability.

The Dulles Station Comprehensive Sign Plan supports the architectural and urban goals of the project, which are to create a high quality background against which individual retail tenants are encouraged to express their creativity and distinctive character. The sign system must serve the traditional functions to orient, direct and regulate vehicular and pedestrian traffic, as well as to identify the multiple parts and uses of the project.

Dulles Station is a unique center where office, residential and retail uses are mixed both horizontally and vertically. The street level retail uses are concentrated in a manner that forms an urban retail center with office and hotel uses rising above this platform. The sign system outlined herein is designed to adequately identify each of the independent uses in this highly independent environment. Fundamental to this sign system are the following:

1. Since Dulles Station will be developed incrementally, the sign system contributes to setting the image and standards for future phases.
2. This manual sets the parameters for signs that are not specifically designed at this time and allows signs that fall within these parameters.
3. The signage district created by this manual would also permit signage that is allowed by right under the Zoning Ordinance.
4. Any specific messages used throughout the manual are for illustrative purposes only. Tenant names may change from time to time.
5. One project marketing sign per building shall be permitted and shall comply with the following:

Size: Maximum 600 sf. (20'x30').

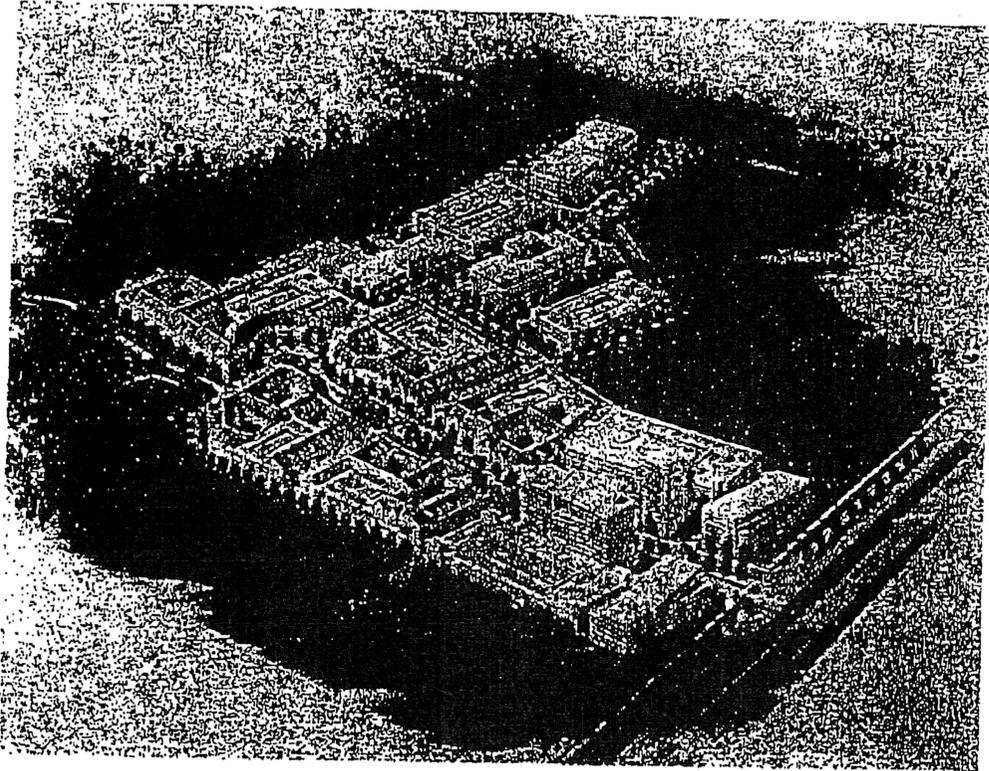
Message: Information restricted to the specific building and/or development.

Design: Each sign shall contain the Dulles Station Logo, and use type faces consistent with those outlined in this document. Images are permitted and are limited to architectural illustrations. Logos of companies associated with the project shall be permitted.

Location: Signs shall be located along Dulles Station Boulevard to the south circle and from the south circle to Horse Pen Road. Up to four (4) signs shall be permitted along Fox Mill Road and two at Horse Pen Road.



ILLUSTRATIVE AERIAL VIEW



Dulles Station is planned as a highly varied mixed use environment focused on the urban core. The ultimate development will include such uses as residential, office, hospitality and retail.





SIGNAGE STANDARDS

Dulles Station

Matrix Wide

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890

Matrix Bold

ABCDEFGHIJKLMNOPQRSTUVWXYZabcdefghijklmnopqrstuvwxyz
1234567890

Trade Gothic Condensed No. 18

ABCDEFGHIJKLMNOPQRSTUVWXYZabcdefghijklmnopqrstuvwxyz
1234567890

Trade Gothic Bold Condensed No. 20

ABCDEFGHIJKLMNOPQRSTUVWXYZabcdefghijklmnopqrstuvwxyz
1234567890

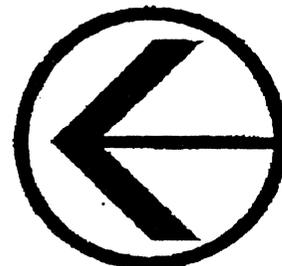
PROJECT TYPEFACES



PROJECT LOGO



PROJECT SEAL



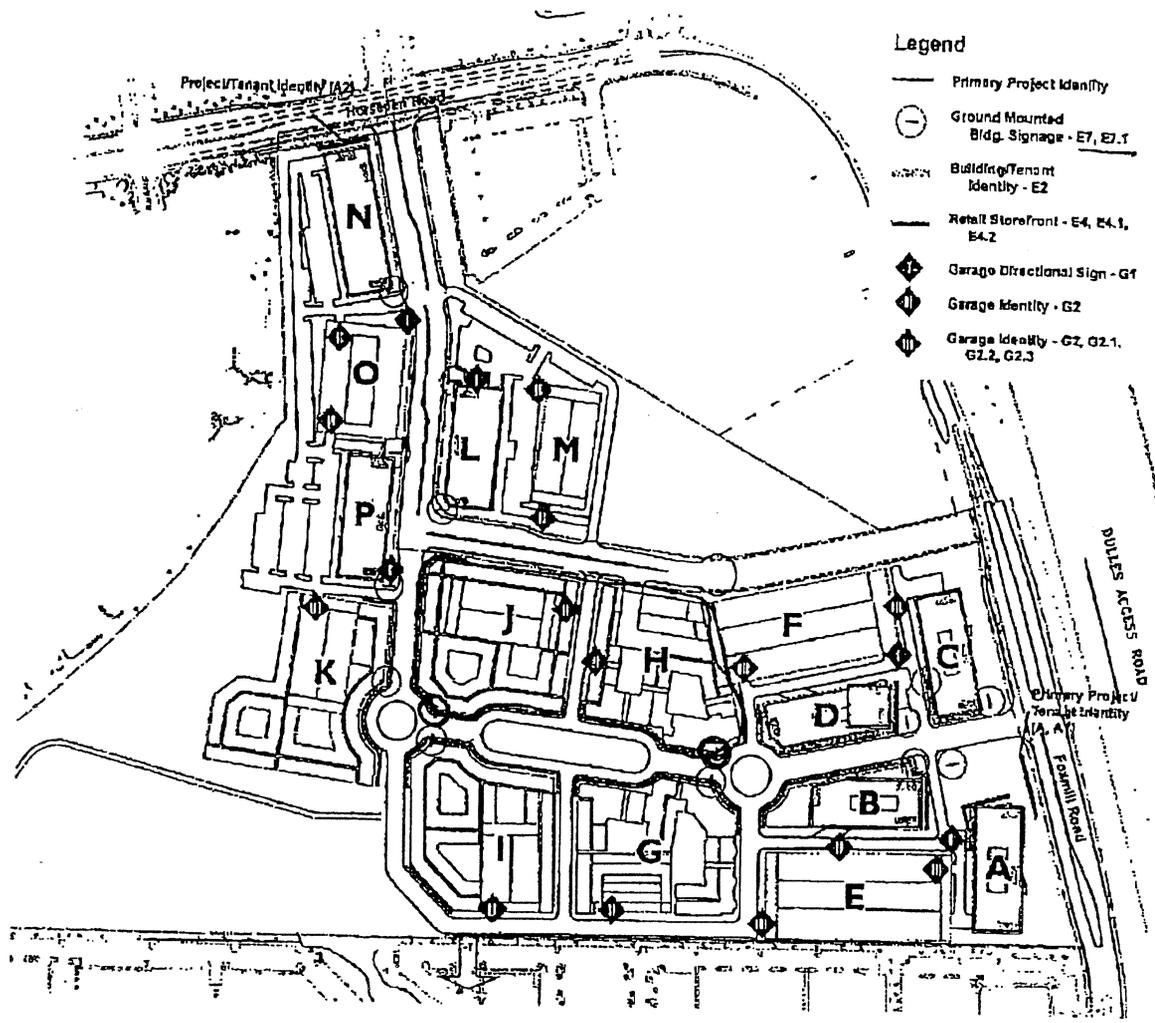
PROJECT ARROW



SECTION II

Signage and Graphic Area Plan

PROJECT IDENTITY/TENANT/RETAIL/GARAGE SIGNAGE LOCATION PLAN



Legend

- Primary Project Identity
- Ground Mounted Bldg. Signage - E7, E7.1
- Building/Tenant Identity - E2
- Retail Storefront - E4, E4.1, E4.2
- ◆ Garage Directional Sign - G1
- ◆ Garage Identity - G2
- ◆ Garage Identity - G2, G2.1, G2.2, G2.3

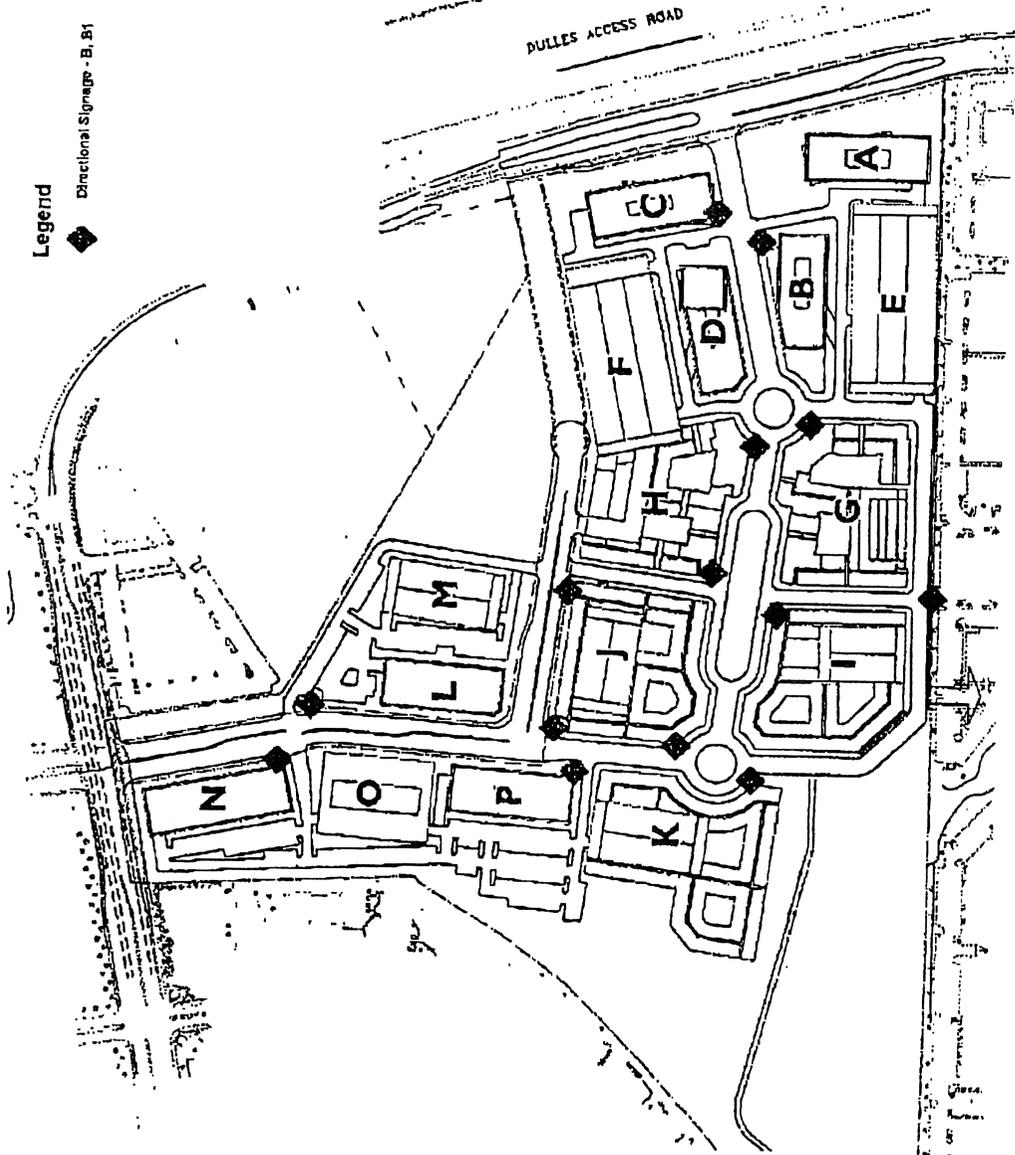
- Building A (Office) types: E1, E2, E3, E4, E4.1, E4.2 E5, E2, E2.1
- Building B (Office) types: E1, E2, E3, E4, E4.1, E4.2 E5, E7, E7.1
- Building C (Office) types: E1, E2, E7, E7.1, E4.1, E4.2 E5, E7, E7.1
- Building D (Office) types: E1, E2, E3, E4, E4.1, E4.2 E5, E7, E7.1
- Building E (Parking) types: G1, G2, G2.1, G2.2, G2.3
- Building F (Parking) types: G1, G2, G2.1, G2.2, G2.3
- Building G (Residential) types: E4, E4.1, E4.2, E7, E2.1
Parking Deck: G1
- Building H (Residential) types: E4, E4.1, E4.2, E7, E2.1
Parking Deck: G1
- Building I (Residential) types: E4, E4.1, E4.2, E7, E2.1
Parking Deck: G1
- Building J (Residential) types: E4, E4.1, E4.2, E7, E2.1
Parking Deck: G1
- Building K (Residential) types: E4, E4.1, E4.2, E7, E2.1
Parking Deck: G1, G2, G2.1, G2.2, G2.3, G2.3
- Building L (Office) types: E1, E2, E3, E4, E4.1, E4.2 E5, E2, E2.1
- Building M (Parking) types: G1, G2
- Building N (Office) types: E1, E2, E3, E4, E4.1, E4.2 E5, E7, E7.1
- Building O (Parking) types: G1, G2
- Building P (Office) types: E1, E2, E3, E4, E4.1, E4.2 E5, E2, E2.1

Note: If the intended primary use of any building changes, then the signage types designations for a building with a similar primary use will be used.

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BUS STOP/DIRECTIONAL SIGNAGE LOCATION PLAN

5





SECTION III

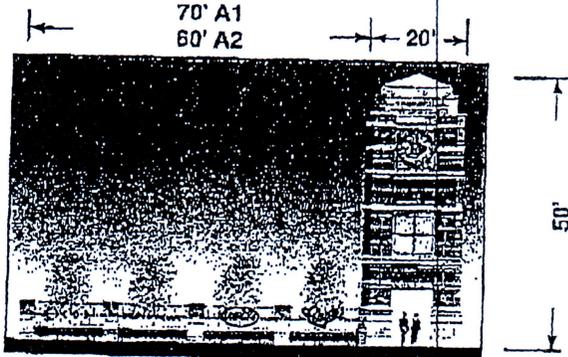
Sign Descriptions



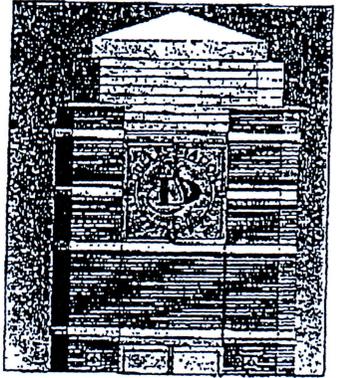
Freestanding Signage



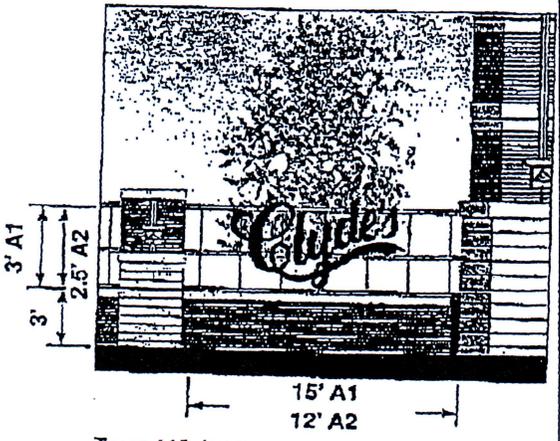
FREESTANDING SIGNAGE: PRIMARY PROJECT IDENTITY - A, A1 & A2



Type A & A1 Signage - Primary Project and Tenant Identity.



Type A Signage - Primary Project Identity.



Types A1 & A2 Signage - Tenant Identity.

Description
Masonry tower with project identification and a low retaining wall designed as a festive gateway to Dulles Station and to display tenant/residential project identification signage.

Messages
Type A
DULLES STATION
(LOGO)
ESTABLISHED 2000

Types A1, A2
(TENANT NAME A)
(TENANT NAME B)
(TENANT NAME C)
(TENANT NAME D)
(TENANT NAME E)
(TENANT NAME F)

Area
Type A
1 sign @ 49 SF (each side); 196 SF total requested

Type A1
1 sign @ 45 SF (image area);
Maximum number of panels possible: 4 x 45: 180 SF.

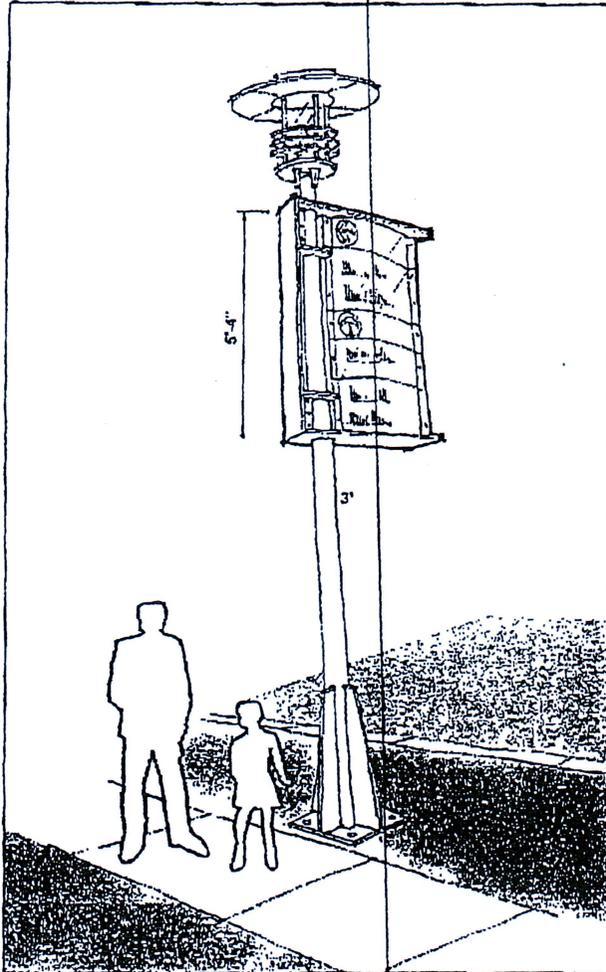
Type A2
1 sign @ 30 SF (image area);
Maximum number of panels possible: 4 x 30: 120 SF.

Lighting
Signs shall be either lit with sign-mounted downlights or backlit.





FREESTANDING SIGNAGE: LAMP POST MOUNTED DIRECTIONAL SIGNAGE - B



Typical Type B Signage - Lamp Post Mounted Directional Signage.

Description

Trailblazer signs occur at or near major decision points to direct visitors to office buildings, parking and adjacent roadways. Post mounted structure is framed and braced with painted metal panels. Sign is double-sided; arrow directions are reversed on opposite side.

Messages

Messages are generic in nature and vary per location - refer to message schedule. Will not include tenant identity signage.

Area

16 SF each. Location and quantity to be determined, but shall be consistent with overall project lighting plan.

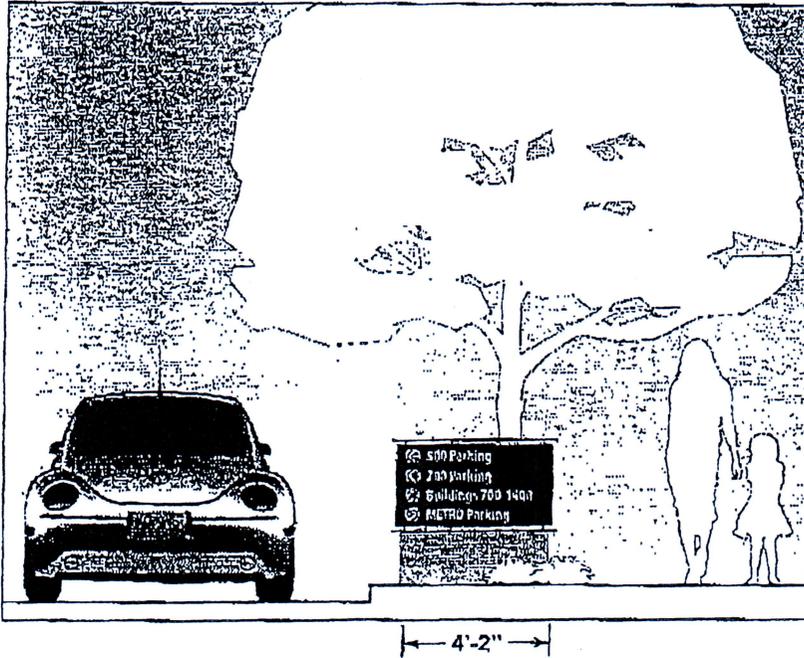
Lighting

Sign shall be either backlit or lit with downlights at top of sign.





FREESTANDING SIGNAGE **GROUND MOUNTED DIRECTIONAL SIGNAGE - B1 (ALTERNATE A)**



Typical Type B1 Signage - Ground Mounted Directional Signage.

Description

Trailblazer signs occur at or near major decision points to direct visitors to office buildings and parking. Sign is double-sided. Infill panels are Dulles Station, Blue (Pantone 281 CV).

Signs will be located in planting strip at side of RoW, or outside of main pedestrian path in paved areas. Exact locations to be determined, but signs shall be kept clear of main pedestrian circulation paths as per types E7 and E7.1.

Messages

Messages are generic in nature and vary per location - refer to message schedule.

Area

15 SF each side. Location and quantity to be determined.

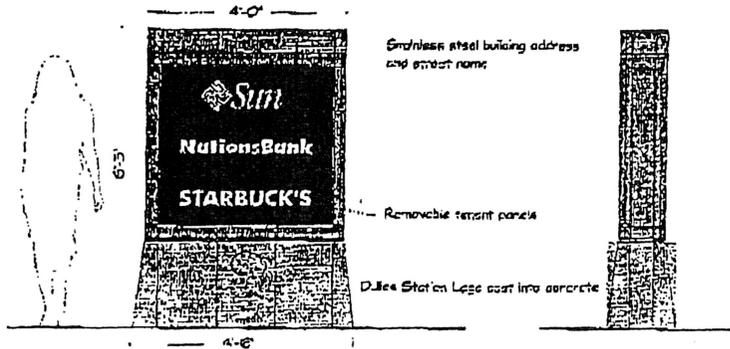
Lighting

Signs are either lit with sign-mounted downlights or backlit.





FREESTANDING SIGNAGE: GROUND MOUNTED BUILDING SIGNING - E7 & E7.1



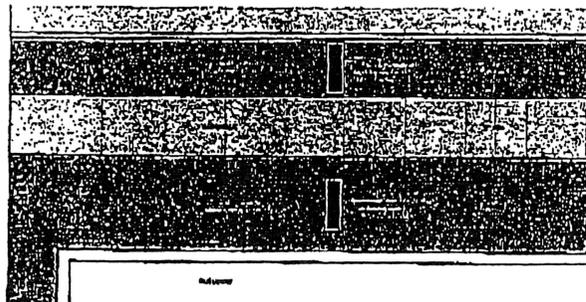
Typical Type E7 Signage - Ground Mounted Building Signage.



Typical Type E7.1 Signage - Single Tenant.



Typical Type E7.1 Signage - Dual Tenants.



Typical Monument Sign Layout Plan, Types E7 & E7.1

Description

Sign will identify office buildings, listing up to 3 tenant names each. The structure is framed and braced with painted metal panels and a concrete base. Sign is double-sided. Infill panels are Dulles Station Blue (Pantone 281 CV).

Signs will be located in planting strip at side of RoW, or outside of main pedestrian path in paved areas. Exact locations to be determined.

Messages

Type E7

300 (Address may vary)
DULLES STATION BLVD
(single tenant name)

Type E7.1

300 (Address may vary)
DULLES STATION BLVD
(up to three tenant names)

Area

Type E7

25 SF (each side) One per Building.

Type E7.1

25 SF (each side) One per Building.

Lighting

Signs are either lit with sign-mounted downlights or backlit.

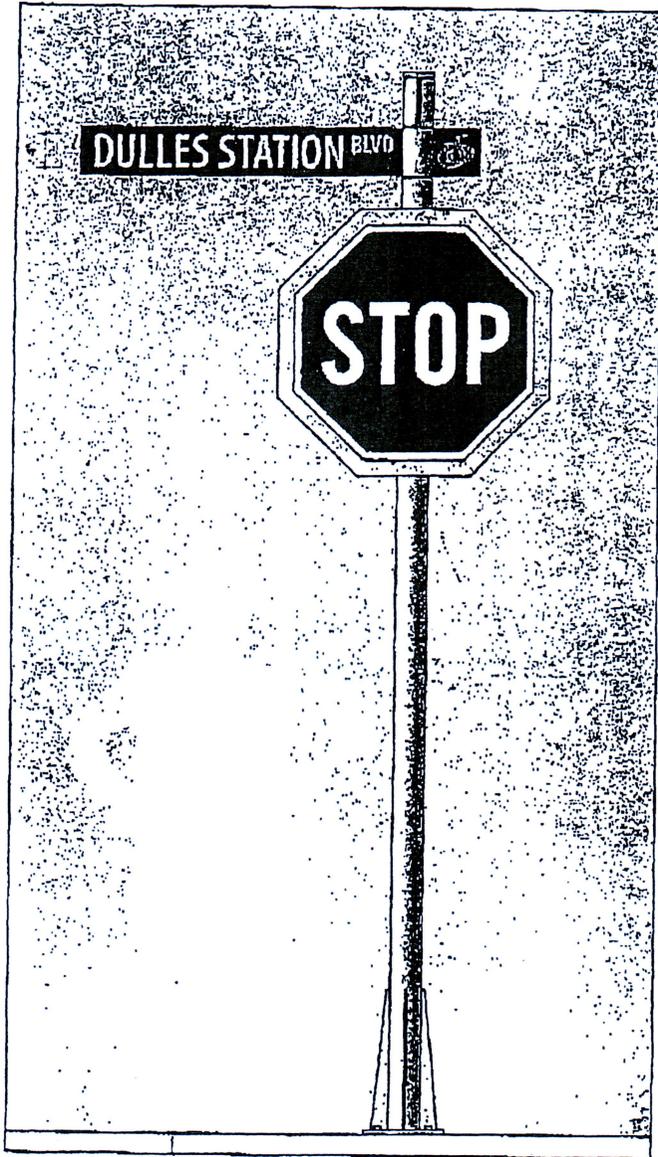




Regulatory Signage



REGULATORY SIGNAGE: STOP/STREET COMBINATION SIGNAGE - D1



Typical Type D1 Signage - Stop/Street Combination Signage.

Description

Post mounted signs on any private road within Dulles Station to regulate vehicular traffic. (Subject to V.D.O.T. approval).

Signs are designed to coordinate throughout existing and future Dulles Station project development.

Note

Stop sign may occur without street sign attachment. Locations to be determined.

Messages

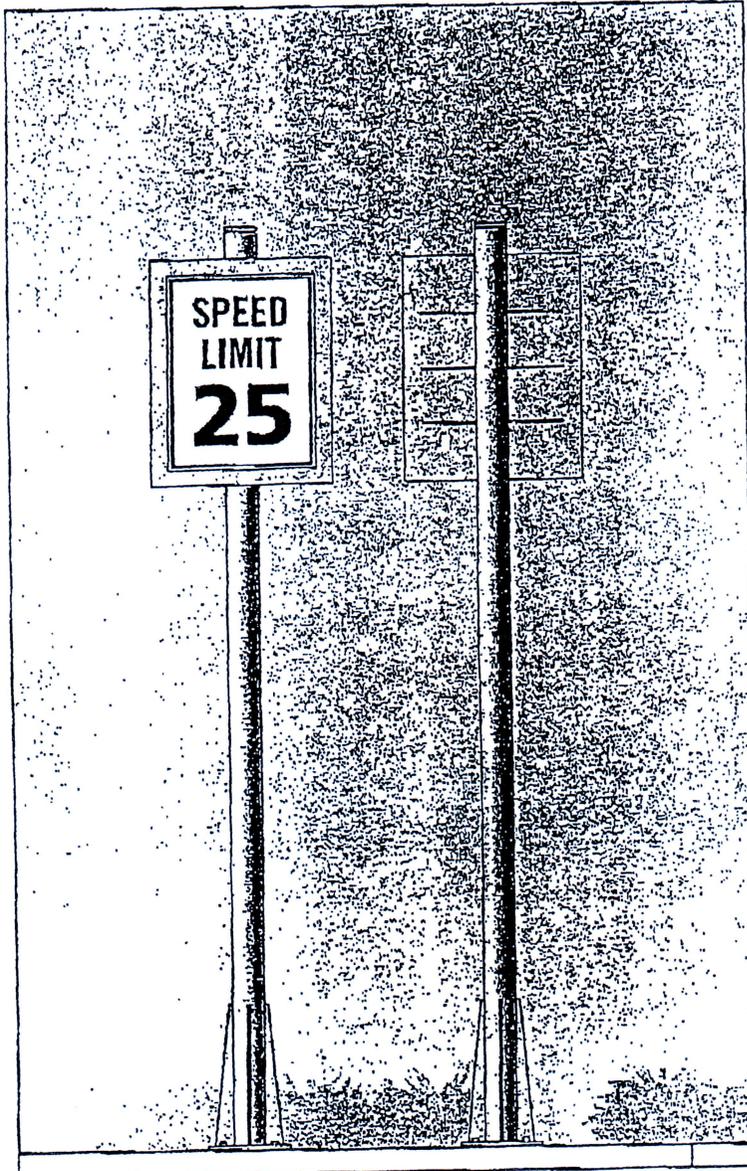
V.D.O.T. approved copy and symbols

Area

(Not Applicable); Location and quantity to be determined per Fairfax County PFM.



REGULATORY SIGNAGE **SPEED LIMIT SIGNAGE - D2**



Typical Type D2 Signage - Speed Limit Signage.

Description

Post mounted signs on any private road within Dulles Station to regulate vehicular traffic. (Subject to V.D.O.T. approval).

Signs are designed to coordinate throughout existing and future Dulles Station project development.

Messages

V.D.O.T. approved copy and symbols

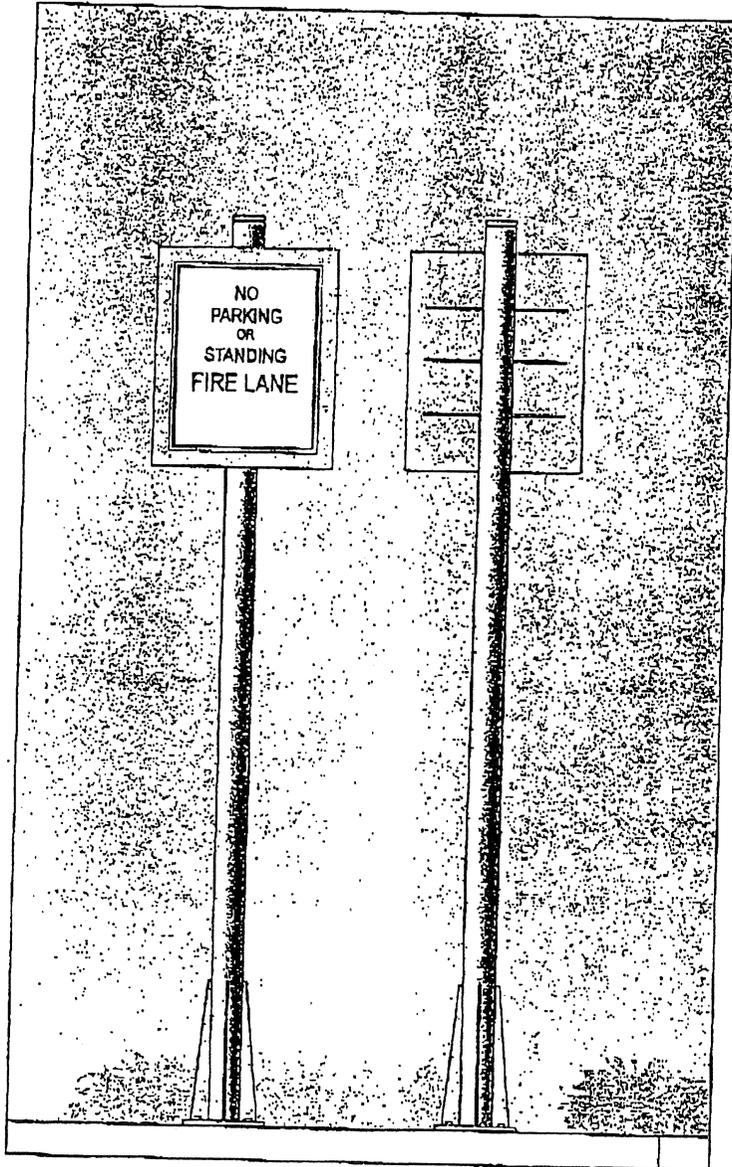
Area

(Not Applicable); Location and quantity to be determined per Fairfax County PFM.





REGULATORY SIGNAGE: FIRE LANE SIGNAGE - D3



Typical Type D3 Signage - Fire Lane Signage.

Description

Post mounted signs on any private road within Dulles Station to regulate vehicular traffic on public streets and to establish parking regulations on private streets. (Signs on public streets Subject to V.D.O.T. approval)

Signs are designed to coordinate throughout existing and future Dulles Station project development.

Messages

V.D.O.T. approved copy and symbols where necessary on public streets and for safety.

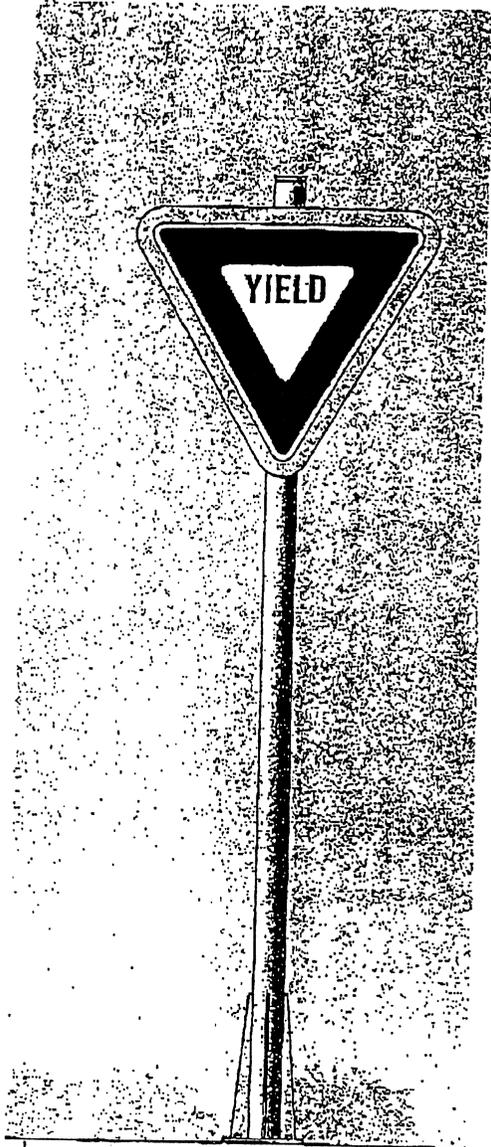
Area

(Not Applicable); Location and quantity to be determined per Fairfax County PFM.





REGULATORY SIGNAGE: **YIELD SIGNAGE - D4**



Typical Type D4 Signage -Yield Signage.

Description

Post mounted signs on any private road within Dulles Station to regulate vehicular traffic. (Subject to V.D.O.T. approval).

Signs are designed to coordinate throughout existing and future Dulles Station project development.

Messages

V.D.O.T. approved copy and symbols

Area

(Not Applicable); Location and quantity to be determined per Fairfax County PFM.

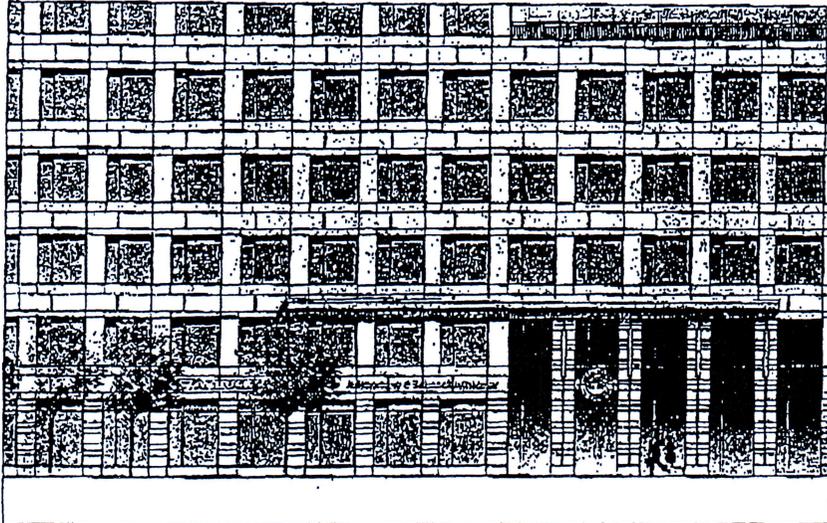




Building Signage



BUILDING MOUNTED SIGNAGE: BUILDING IDENTITY - E1



Typical Type E1 Signage - Building Identity.

Description

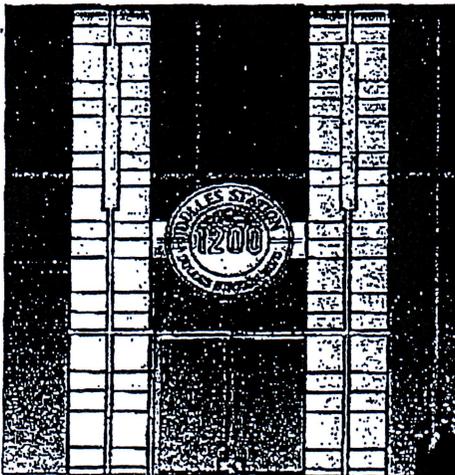
Suspended non-illuminated dimensional metal disc sign with applied dimensional metal copy and a natural metal finish.

Messages

1200 DULLES STATION (address may vary)
(LOGO)

Area

One per building entrance. 15 SF each



Typical Type E1 Signage - Detail.

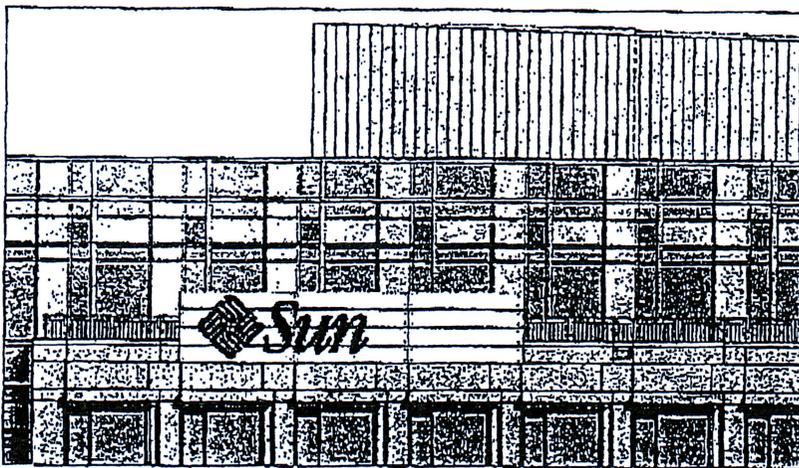




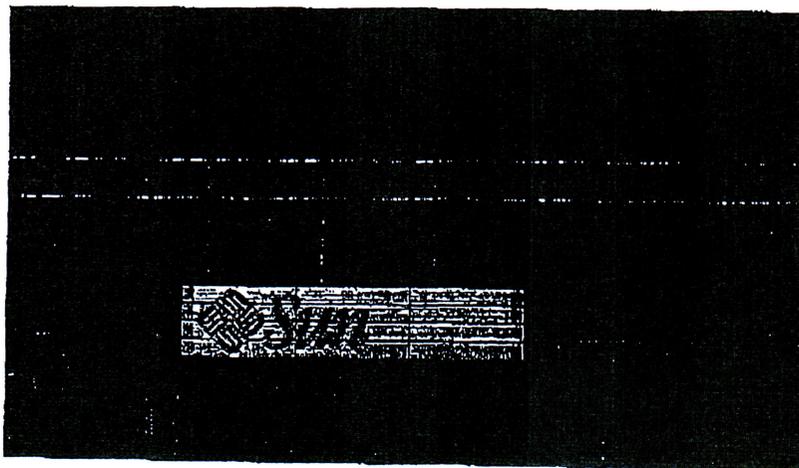
BUILDING-MOUNTED SIGNAGE: PRIMARY OFFICE TENANT IDENTITY - E2



Typical Type E2 Signage - Detail.



Typical Type E2 Signage - Primary Office Tenant Identification (Signage shown does not necessarily reflect actual tenant).



Typical Type E2 Signage - Detail / Evening Illumination.

Description

Internally illuminated letters (trade name, etc.) secured to building at architecturally appropriate location.

One sign location will be available on each side of the building as long as there are no more than 3 office signs per building.

Tenant Signage Concepts

- All neon tubing will be installed in accordance with local electrical codes.
- Exposed neon may be allowed as a design element.
- Signs must be of the highest quality design and construction. Seams in the letter face and light leaks are not permitted.

Prohibited Signage

- Exposed or surface mounted box (cabinet) type signs with acrylic face and painted and/or vinyl graphics.
- Noise making or odor producing signs.

Messages

Limited to trade name, logo, decorative, ornamental or illustrative image.

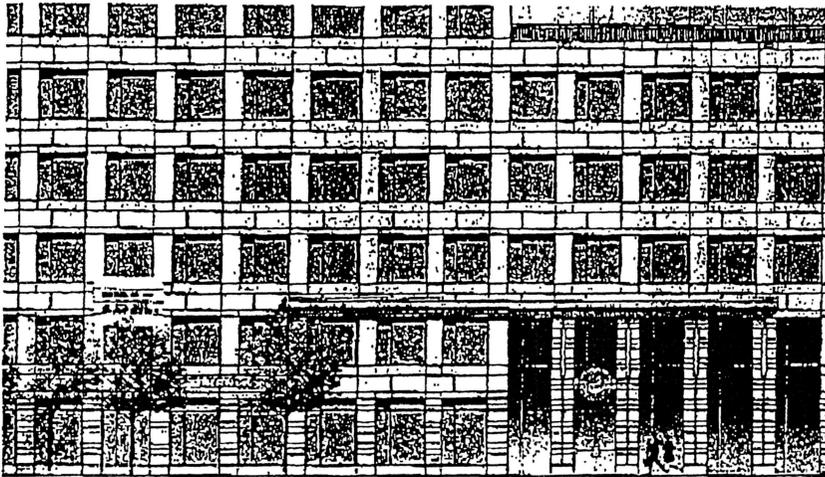
Area

Up to 200 SF per sign area indicated. Maximum of 3 per building. Signs shall be located above finish elevation of top occupied floor of building.

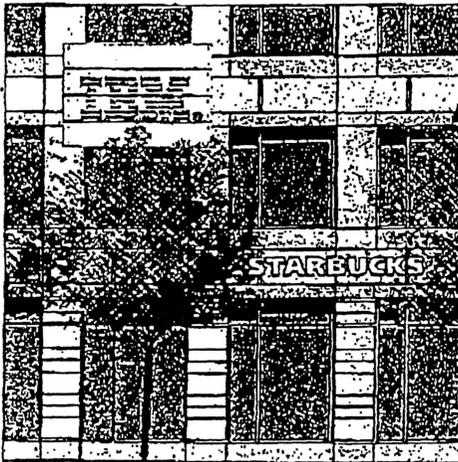
b3



BUILDING-MOUNTED SIGNAGE. SECONDARY OFFICE TENANT IDENTITY - E3



Typical Type E3 Signage - Secondary Tenant Identification (Signage shown does not necessarily reflect actual tenants).



Typical Type E3 Signage - Detail.

Description

Internally illuminated letters (trade name, etc.) secured to building at architecturally appropriate location.

Tenant Signage Concepts

- All neon tubing will be installed in accordance with local electrical codes.
- Exposed neon may be allowed as a design element.
- Signs must be of the highest quality design and construction. Seams in the letter face and light leaks are not permitted.

Prohibited Signage

- Exposed or surface mounted box (cabinet) type signs with acrylic face and painted and/or vinyl graphics.
- Noise making or odor producing signs.

Messages

Limited to trade name, logo, decorative, ornamental or illustrative image.

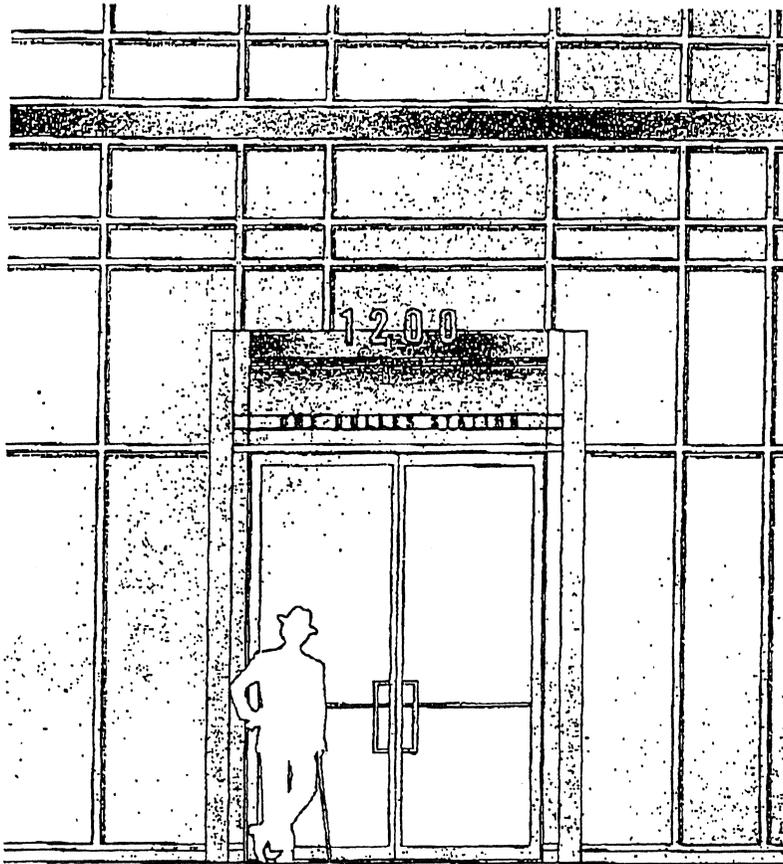
Area

Up to 100 SF per sign area indicated. Maximum of 2 per building, and no more than 2 on any one side. Signs shall be located at or below second floor.

b4



BUILDING-MOUNTED SIGNAGE: OFFICE BUILDING ADDRESS - E5



Description

Dimensional metal letters fastened to the architectural entry vestibule at the main entry into the office building.

Messages

1200 (address may vary)
TOWER ONE
(LOGO) (LOGO)

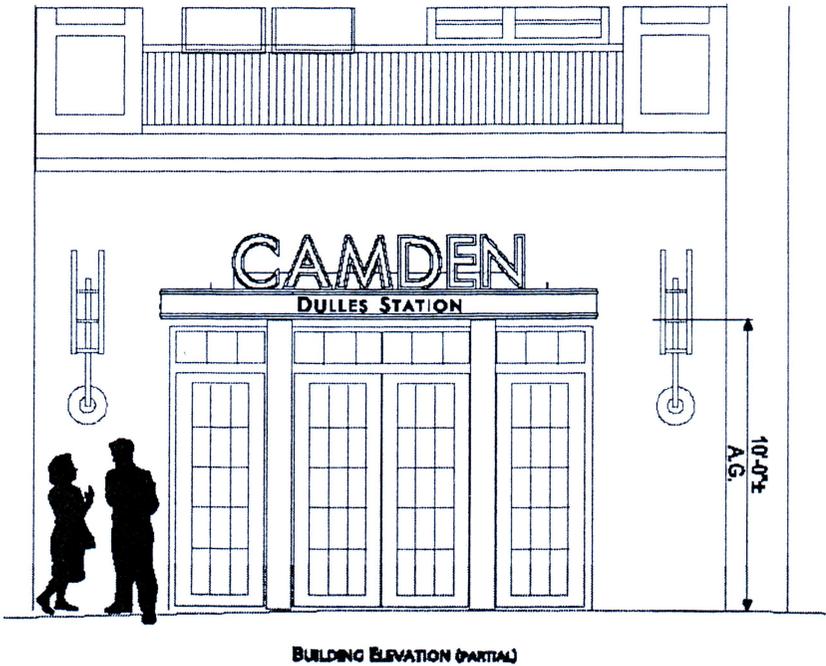
Area

Signs (quantity to be determined) are 4 SF each.

Typical Type E5 Signage - Office Building Address.



**BUILDING MOUNTED SIGNAGE: RESIDENTIAL SIGNAGE - E6
FOR BUILDING H & J Only**



Description

Custom fabricated aluminum sign canopy construction with curved face & flat bar banding. Letter platform provided for fabricated aluminum channel letterform.

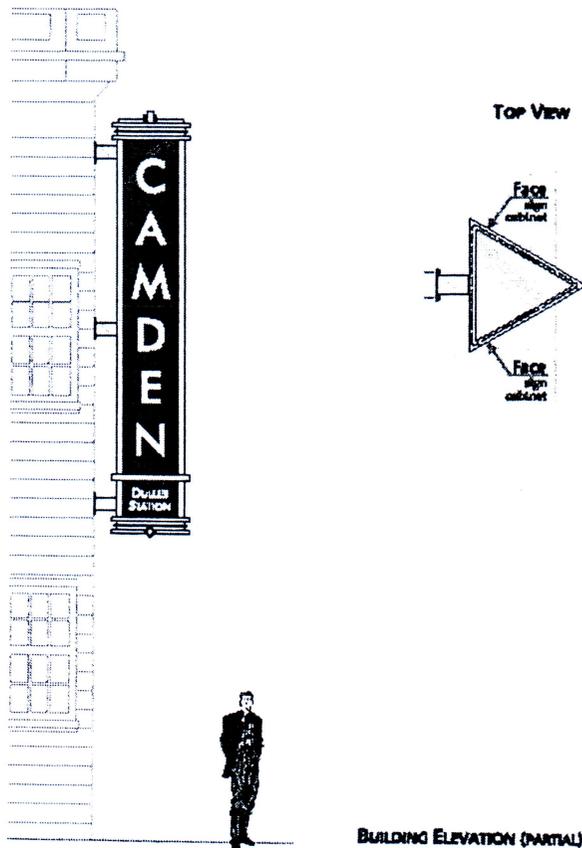
Message

Property Name (Will Vary)

Lighting

Internal illumination required for down lighting effect & illumination of routed letter graphics.

Within letterform consists a single row of WHITE neon tubing [required for "halo" effect].



Description

Custom fabricated aluminum sign structure with wrap around banding. Sign to have (2) faces

Message

Property Name (Will Vary)

Lighting

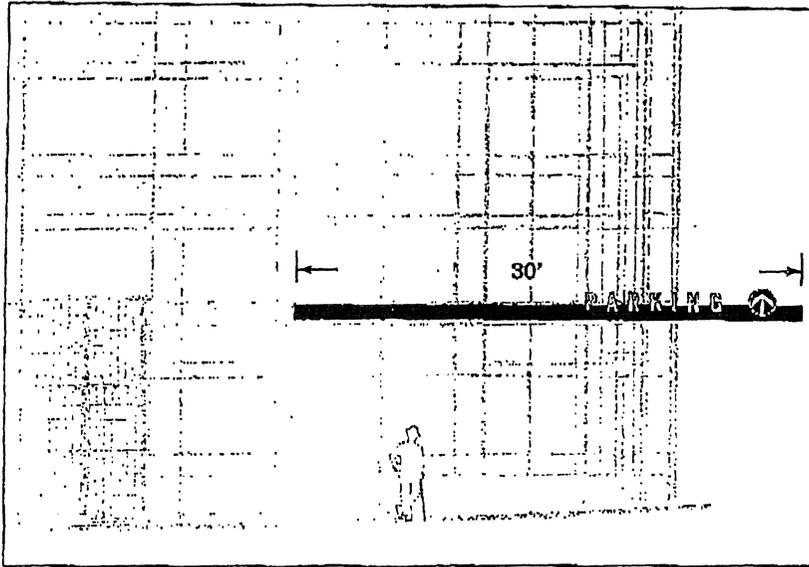
Internal illumination required for illumination of routed letter graphics.

Sign also consists of single row of Concealed WHITE neon tubing which cast a light on faces ["halo" effect].

**These Signs as Proposed with
Amendment Application: CSPA C-696**



GARAGE-MOUNTED SIGNAGE: HORIZONTAL GARAGE DIRECTIONAL - G1



Type G1 Signage - Vertical Garage Identity.

Description

Individual non-illuminated letters with a painted metal disc mounted to the architectural canopy of glass stairwell.

Messages

PARKING ↑

Area

Signs (quantity to be determined) are 40 SF each.

Location

As shown on plan, but may vary.

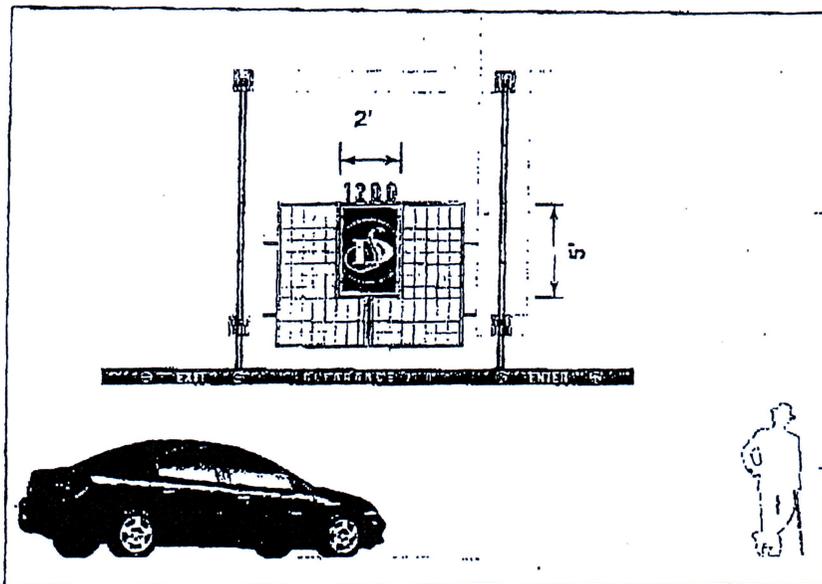
Lighting

Signs are either lit with sign-mounted downlights or backlit.

b6



GARAGE-MOUNTED SIGNAGE: PRIMARY OR SECONDARY ENTRANCE IDENTITY - G2



Typical Type G2.1 Signage - Primary or Secondary Garage Identity.

Description

Dimensional metal letters secured to architectural grillwork. Painted clearance bar is suspended from metal rods located over the entry lane.

Messages

1200 (address may vary)
(LOGO)

⊖ EXIT ⊖
↑ CLEARANCE 7'-0" ↑
↑ ENTER ↑

Area

Signs are 10 SF each. One per garage entrance.

Location

May be mounted over any garage entrance.

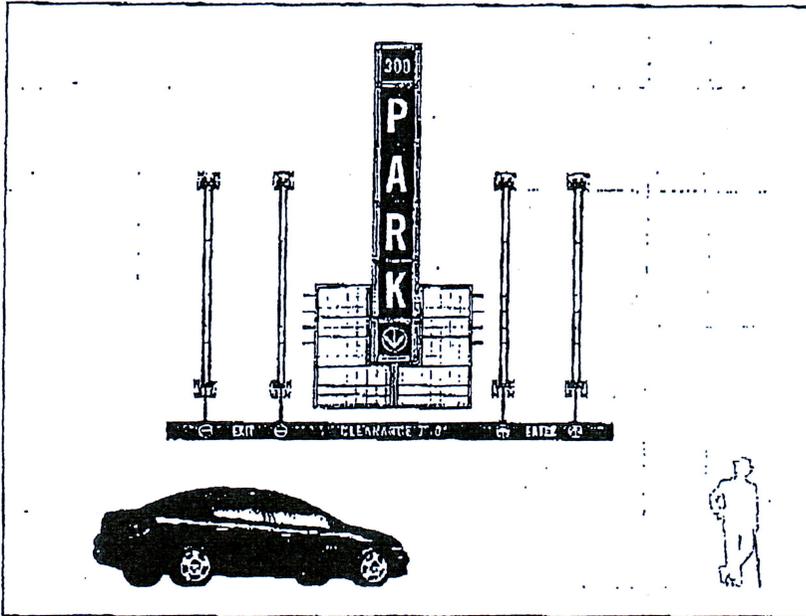
Lighting

Signs are either lit with sign-mounted downlights or backlit.

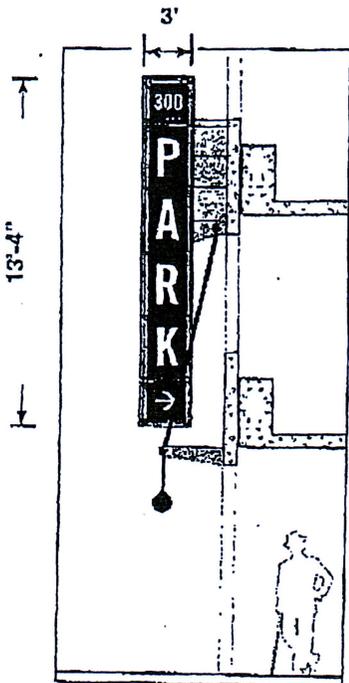




GARAGE-MOUNTED SIGNAGE: PRIMARY GARAGE ENTRANCE IDENTITY - G2.1 (ALTERNATE A)



Typical Type G2 Signage - Front Elevation (a).



Typical Type G2 Signage - Side Elevation (c).

Description

3 sided framed and braced structure with painted metal panels. Painted clearance bar is suspended from metal rods located over the entry lane. Located only at Buildings E and/or F.

Messages

Side a

300 (address may vary)
PARK



Side b

300 (address may vary)
PARK



Side c

300 (address may vary)
PARK



Area

120 sf (three sides combined).
One per building.

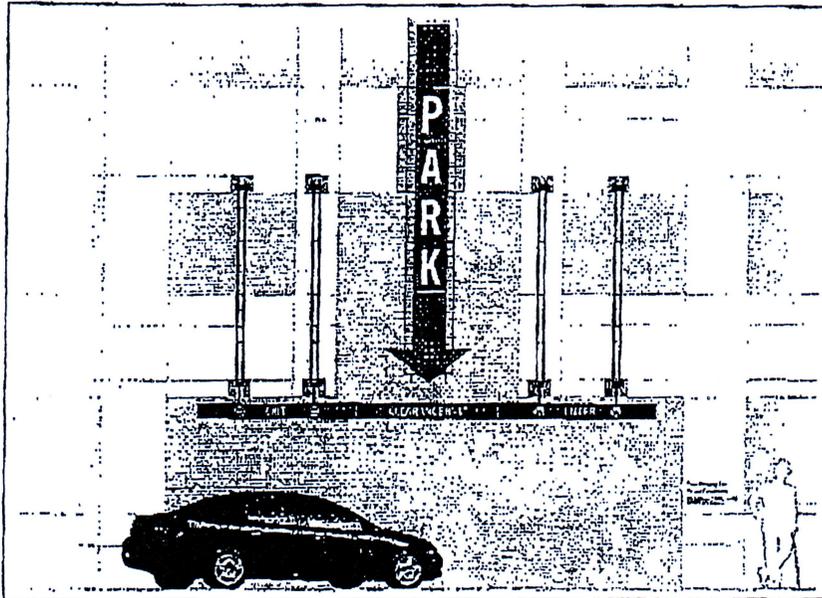
Lighting

Signs are either lit with sign-mounted downlights or backlit.

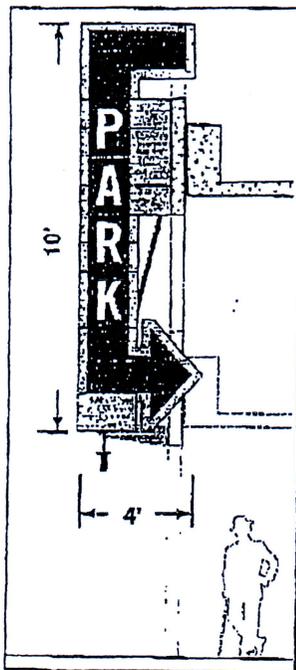




GARAGE-MOUNTED SIGNAGE: PRIMARY ENTRANCE IDENTITY - G2.2 (ALTERNATE B)



Typical Type G2.2 Signage - Front Elevation (a).



Typical Type G2.2 Signage - Side Elevation (c).

Description

Dimensional arrowform with internally illuminated dimensional letters. Painted clearance bar is suspended from metal rods located over the entry lane. Located only at Buildings E and/or F.

Messages

Side a

PARK

⊖ EXIT ⊖

CLEARANCE 8'-1"

↑ ENTER ↑

Side b

PARK

Side c

PARK

Area

120 sf (three sides combined).
One per building.

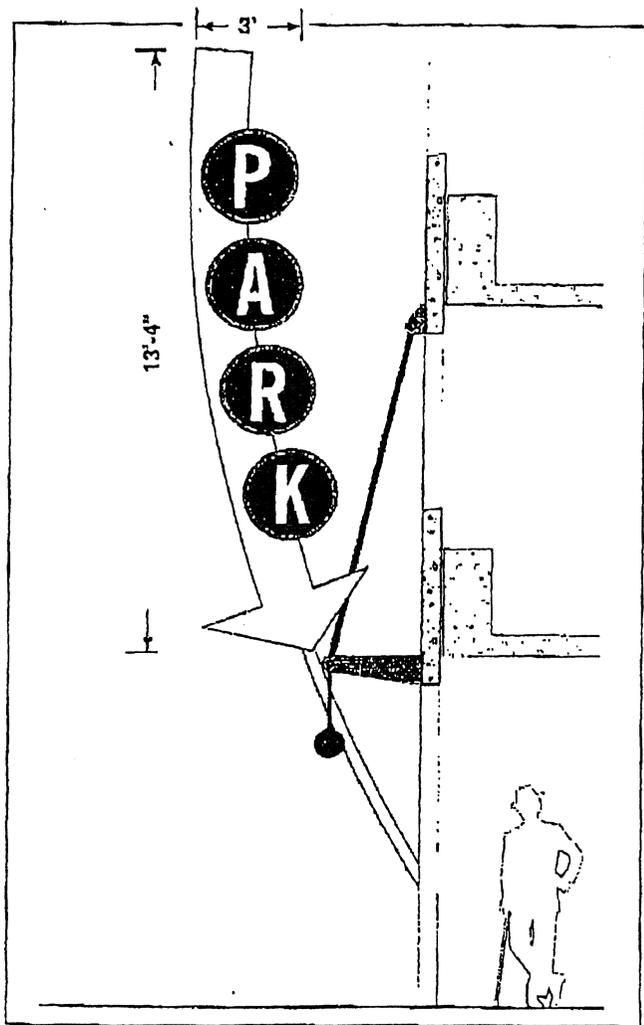
Lighting

Signs are either lit with sign-mounted downlights or backlit.





GARAGE-MOUNTED SIGNAGE: PRIMARY ENTRANCE IDENTITY - G2.3 (ALTERNATE C)



Typical Type G2.3 Signage - Side Elevation (b).

Description

Dimensional arrowform with halo illuminated discs and copy. Painted clearance bar is suspended from metal rods located over the entry lane. Located only at Buildings E and/or F.

Messages

PARK
 ⊖ EXIT ⊖
 CLEARANCE 8'-11"
 ↑ ENTER ↑

Area

120 sf (two sides combined).
One per building.

Lighting

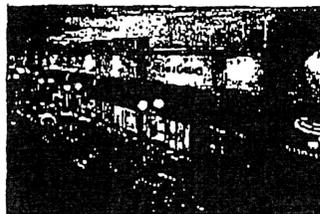
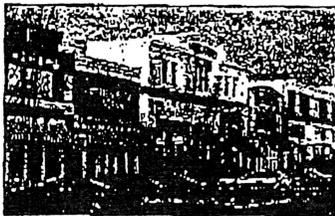
Signs are either lit with sign-mounted downlights or backlit.



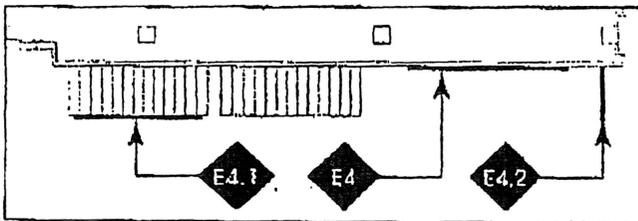
Storefront Signage



TYPICAL STOREFRONT SIGNAGE RETAIL TENANT IDENTITY - E4, E4.1 & E4.2



E4 & E4.2 Signage - Similar Examples



Typical Type E4, E4.1 & E4.2 Signage - Diagrammatic Plan.

Storefront Signage Concepts

Creativity, uniqueness, and high-quality graphics shall characterize the signage at Dulles Station. The presence of awnings and canopies is also conceived as part of the architectural concept. A variety of colors, types, materials and techniques is encouraged in order to contribute to the liveliness of the urban streetscape.

Description

Each tenant may have a combination of storefront, blade and awning signs. 3-Dimensional signs are also permitted. Services associated with primary building use may also use these standards. It is the intent of this sign plan to allow for the flexibility needed should a tenant vacate a large space with one sign, for example, and be replaced by four or five tenants requiring five signs total along the same total building frontage.

Prohibited Signage

- Exposed or surface mounted box (cabinet) type signs with acrylic face and painted and/or vinyl graphics.
- Noise making or odor producing signs.
- Signs which are not professional in appearance.

Messages

Limited to trade name, logo, decorative, ornamental or illustrative image.

Lighting

Signs shall be either lit with sign-mounted downlights or backlit.

Area

The sum of the areas for all three signage types shall not exceed 1.5 SF per linear foot of leased building frontage. Additionally:

Type E4.1 (Awning)

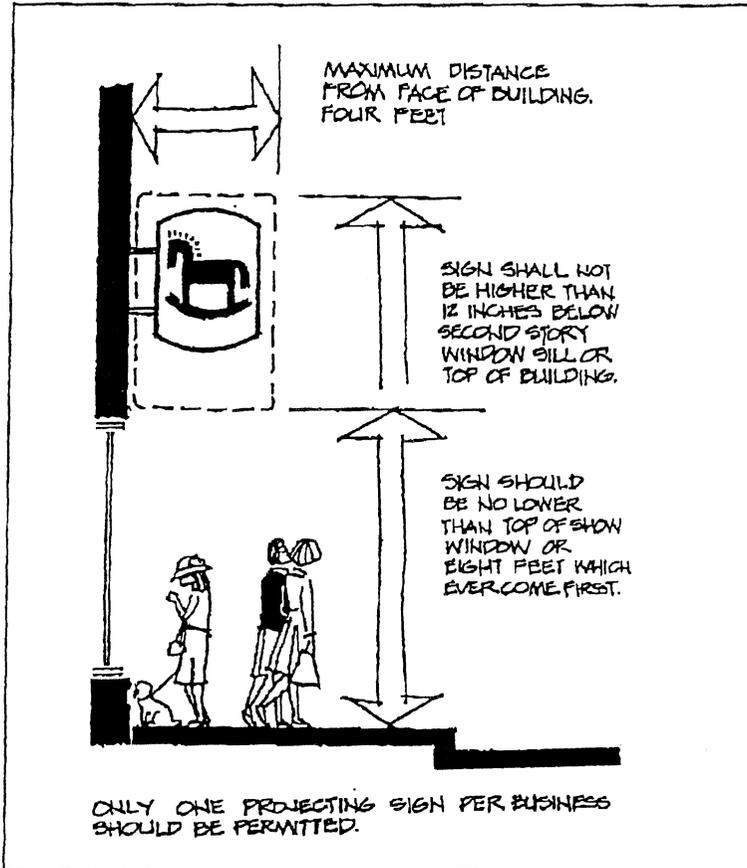
0.5 SF per linear foot of leased building frontage.

Type E4.2 (Blade)

See sheet ss3.



TYPICAL STOREFRONT SIGNAGE: RETAIL TENANT IDENTITY - E4.2



Typical Type E4.2 Signage - Detail

Description

Store Facade blade signs are required to have a decorative appearance that compliments the store facade design and enhances the tenants store appearance. Decorative elements such as three dimensional sculptural panels are encouraged.

Area

10 SF per sign. Tenants with 5,000 GSF or less are permitted one E4.2 sign. Tenants exceeding 5,000 GSF or whose leased area occupies the corner of a building are permitted up to two E4.2 signs.

3-D Signs

3-Dimensional (non-blade type) may protrude up to 6'-0" from the face of building. Maximum aggregate area shall be 100 SF, measured as the sum of the projected elevations of the front and two sides perpendicular to the face of building. By this method, a spherical sign of radius 3'-0" shall be understood to comprise three sides, each of area 28.3 SF ($3' \times 3' \times \pi$), for a total of 84.9 SF. A spherical sign of radius 4'-0" (151 SF) would not be permitted.

Zoning History - CSPA C-696-02

Application	Date	Description
RZ/FDP C-696	August 25, 1975	Rezoned 63.12 acres from the RE-1 District to the PDC District with maximum of 0.33 FAR.
PCA/FDPA C-696	August 7, 1989	Increased the FAR to 0.70 for the development of office, hotel and retail uses.
PCA/FDPA C-696-2	October 16, 2000	Increased the FAR to 0.99 for the development of office, retail and multi-family.
PCA C-696-3	August 6, 2001	Amended the proffers related to off-site transportation improvements.
PCA C-696-4	April 29, 2002	Amended the proffers related to phasing, retail uses in residential and office buildings and conversion of office building to a hotel.
CSP C-696	January 9, 2003	Approved Comprehensive sign plan for commercial, retail, directional and regulatory signs.
PCA C-696-5	March 27, 2006	Amended proffer relating to offsite transportation improvements to make a monetary contribution to pay for the proffered improvement rather than acquiring the land and physically constructing the improvement themselves.
PCA C-696-6	July 31, 2006	To add an option to permit the construction of two hotels on Land Bay IV.
CSPA C-696	October 25, 2006	Amended CSP to provide residential signage for buildings H and J.
PCA C-696-7/ SE 2008-HM-018	September 22, 2008	Amended proffer relating to the term restaurant to include eating establishments and fast food restaurants. The SE allowed fast food restaurants in previously approved residential structures.

On August 25, 1975, the Board of Supervisors approved RZ C-696, which rezoned the subject property from the RE-1 District (Residential -1 dwelling unit per acre) to the PDC District (Planned Development Commercial). In addition, the Planning Commission approved the Final Development Plan for a convention center, commercial office space and research and development at an overall Floor Area Ratio (FAR) of 0.33.

Zoning History - CSPA C-696-02

On August 7, 1989, the Board of Supervisors approved PCA/FDPA C-696 to allow an increase in the FAR from 0.33 to 0.70; and to revise the site design to include office, hotel and retail uses.

CSPA C-696 Page 3

On October 16, 2000, the Board of Supervisors approved PCA C-696-02 to amend the Conceptual Development Plan and proffers to permit the development of office, retail, and multifamily uses at an overall FAR of 0.99. The Final Development Plan Amendment approved 1,505,000 square feet for office and 1,210,000 square feet for multifamily development.

On August 6, 2001, the Board of Supervisors approved PCA C-696-03 to amend the proffers to modify the timing of off-site transportation improvements on Fox Mill and Centreville Roads. There were no revisions to the previously approved Conceptual/Final Development Plan Amendment.

On April 29, 2002, the Board of Supervisors approved PCA C-696-04 to modify the phasing of the development; provide a minimum amount of retail, restaurant, service uses and/or combination of residential and retail, office or service use in specific office and multifamily buildings; and to permit the option to provide hotels and/or health club/commercial recreation use(s) in lieu of specific office buildings.

On January 9, 2003, the Board of Supervisors approved Comprehensive Sign Plan

CSP-696 for commercial, retail, directional and regulatory signs.

On March 27, 2006, the Board of Supervisors approved PCA C-696-05 to amend Transportation Proffer #5 to permit the a monetary contribution to pay for offsite transportation improvements rather than acquiring the land and physically constructing the improvements.

On July 31, 2006, the Board of Supervisors approved PCA C-696-06 to permit an option to the approved CDPA/FDPA to allow the construction of two hotels on Land Bay IV while retaining the ability to reallocate the density between Land Bays III and IV provided that the combined 425,000 gross square-foot cap previously approved for these land bays is not exceeded.

On October 25, 2006, the Planning Commission approved CSPA C-696 to permit a Comprehensive Sign Plan Amendment for the residential portion of the Dulles Station at Dulles Corner mixed use development.

On September 22, 2008, the Board of Supervisors approved PCA C-696-7/SE 2008-HM-018 to amend the approved proffers associated with RZ C-696 previously approved for mixed use development consisting of office, hotel, retail and residential uses to clarify the principle and secondary uses permitted on the

Zoning History - CSPA C-696-02

site and to clarify the proffered term "restaurant" to include eating establishments and fast food restaurants per the Zoning Ordinance definitions. The SE application seeks approval of a Category 5 special exception to permit fast food restaurants in previously approved residential structures pursuant to Sections 9-502 and 6-206 Par 10b of the Zoning Ordinance.

LAND UNIT A

CHARACTER

This land unit is bounded on the north by the Dulles Airport Access and Toll Road (DAAR), on the east by Centreville Road, on the south by Frying Pan Road, and on the west by Route 28, Washington Dulles International Airport and the Loudoun County line. Land Unit A encompasses the highest planned intensities in the Dulles Suburban Center (Figure 12). Figure 13 illustrates the relationship of the proposed transit station platform, and $\frac{1}{4}$ and $\frac{1}{2}$ mile distances from this station platform, to Land Unit A.

This land unit consists of approximately 645 acres. Existing development includes Dulles Corner, developed with mid- and high-rise office and hotel uses; the low- and mid-rise office uses of the Dulles Technology Center; multi-family residential uses; and a number of single-family attached communities. There is also a substantial amount of vacant land, including a large area of farm land which was formerly in an agricultural and forestal district. The Merrybrook Run Stream Valley traverses the land unit and represents a constraint upon development and a natural open space amenity for the adjacent properties.

Transit improvements are proposed for the DAAR corridor. An Environmental Impact Statement (EIS) in tandem with input from the public and local stakeholders resulted in the Locally Preferred Alternative of extending Metrorail to the Washington Dulles International Airport and beyond. The extension would be carried out in two phases with the first phase proceeding to the west of Wiehle Avenue in Reston, and the second phase proceeding to Route 722 in Loudoun County. A transit station location is recommended in Land Unit A near the Route 28/DAAR interchange as part of the Route 28/CIT Transit Station Area (as shown in Figure 13).

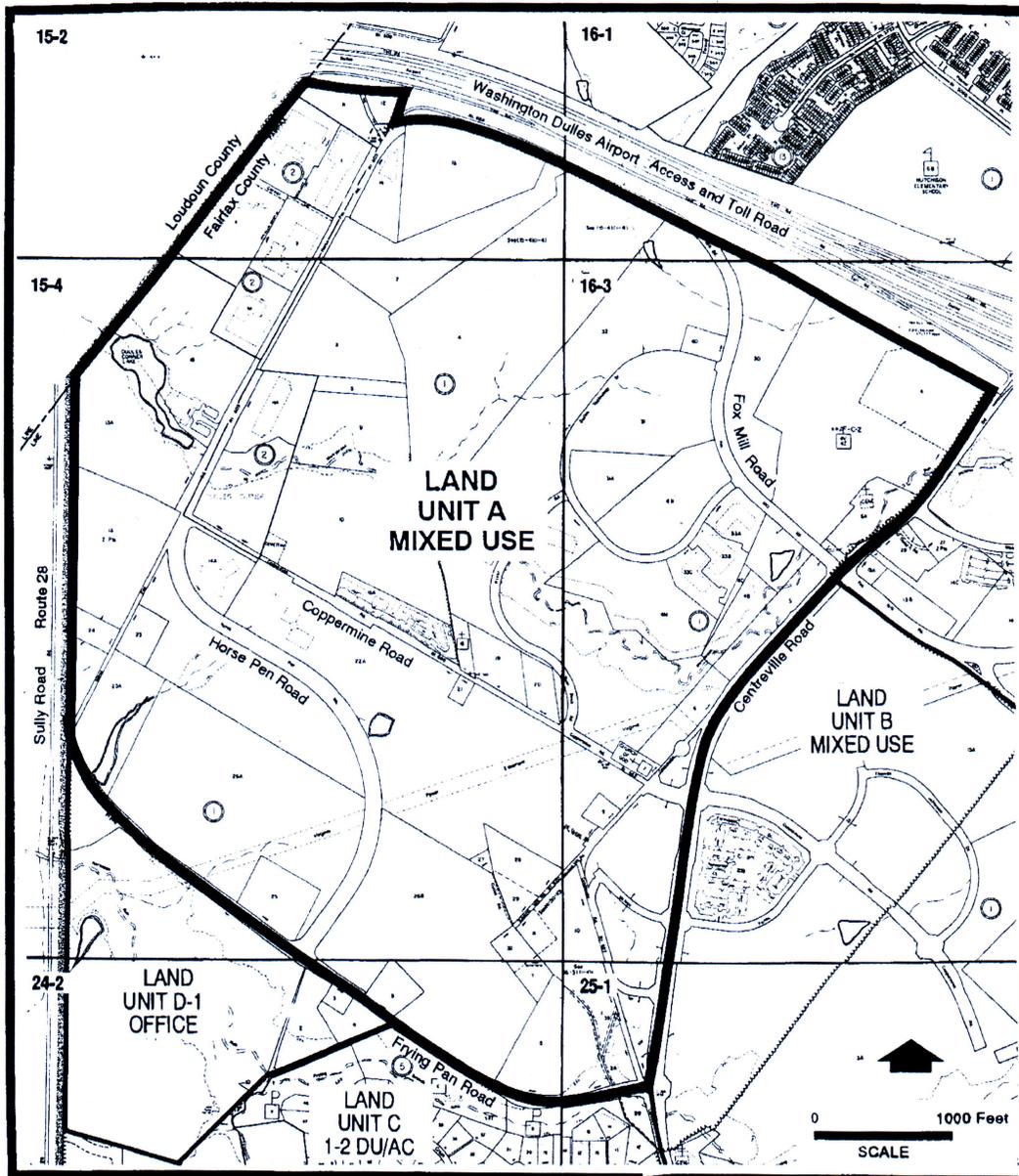
RECOMMENDATIONS

Land Use

General Land Unit Recommendations

This land unit is planned for a complementary mix of land uses including office, hotel and support retail at .50-1.0 FAR, except as may be described in "Other Recommendations." Optional residential uses should be considered as part of mixed-use projects or in accordance with the site-specific and other recommendations set forth below. A cohesive mixture of residential and non-residential uses should provide convenience to those who live and work in the area. Development in this land unit should provide for the incorporation of possible future transit related facilities and pedestrian access to transit.

A core area within Land Unit A is envisioned as a transit station mixed-use area and has been designated as part of the Route 28/CIT Transit Station Area. It includes high density residential uses, of relatively greater land use intensity and urban scale than most other areas in the Dulles Suburban Center. In addition to the higher intensities, the highest urban design standards are envisioned for this area. As planned, this core is large enough for the development of an urban concentration of uses, yet small enough to promote pedestrian circulation throughout the area. The pedestrian network should link the residential areas, community facilities and employment centers to any future transit site. The Urban Design Guidelines in the Reston-Herndon Suburban Center and



LAND UNIT A
LOCATION AND COMPREHENSIVE PLAN MAP DESIGNATION

FIGURE 12

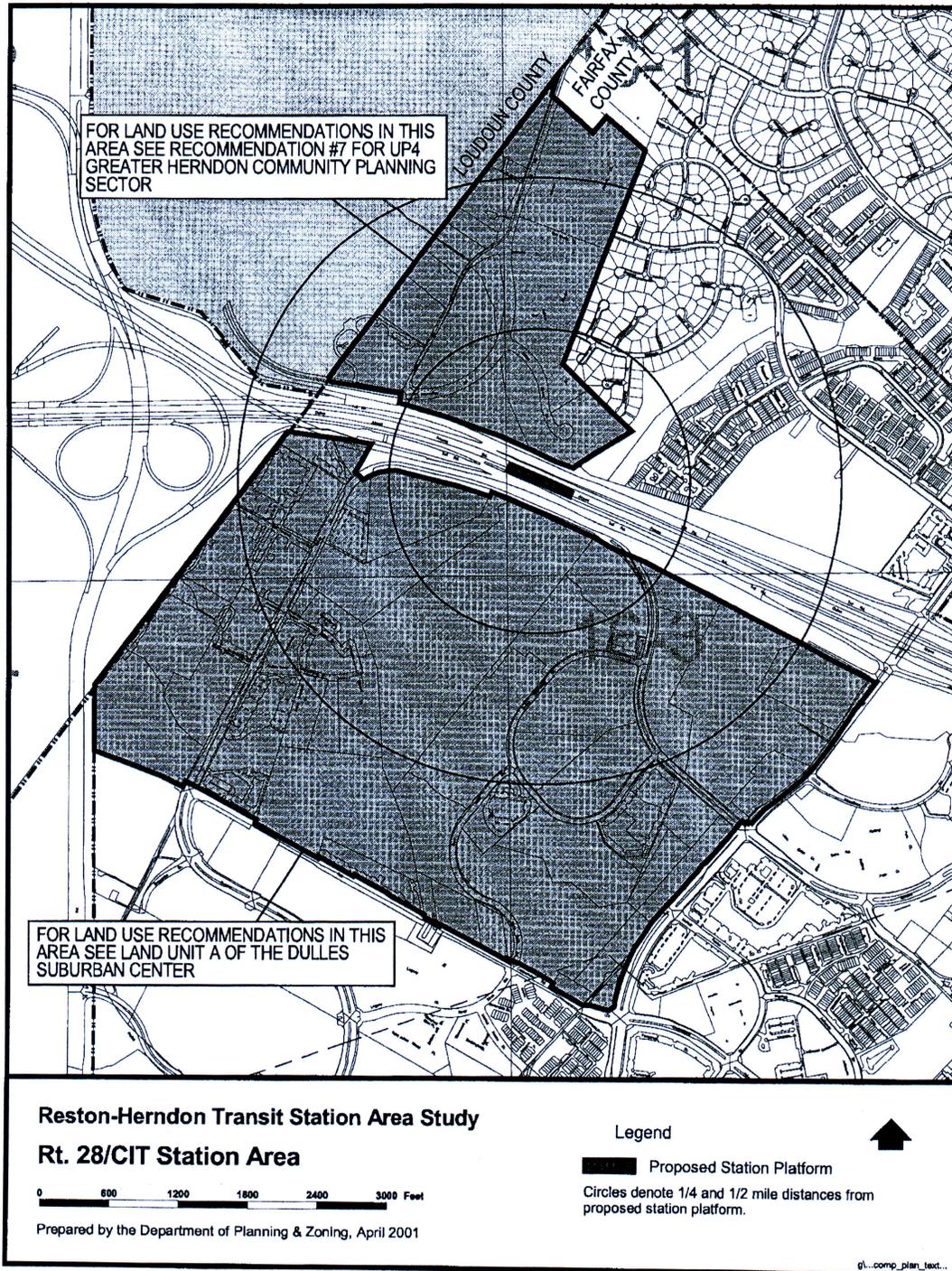


FIGURE 13

Transit Station Areas section of the Plan apply to development in the portion of Land Unit A located north of Coppermine Road.

It is important that mixed-use projects that include residential use be phased to ensure the development of both the residential and non-residential components. This phasing requires that the residential and non-residential components be developed at the same time or that a substantial portion of the non-residential development be in place prior to residential development. All residential components should be of sufficient size to create a viable residential community and to ensure that a high quality living environment can be created through the provision of a well-designed project with active recreation and other site amenities.

In general, development intensities should be highest along Horse Pen Road, the central spine road, and should transition down both at the southern periphery of the land unit defined by Frying Pan Creek and transition toward the northeast to maintain campus office densities in those areas outside of the Route 28/CIT Transit Station Area core.

Core Area Recommendations

Higher intensity development, envisioned as being served by Metrorail, is an appropriate option within Land Unit A. The higher intensities allowed by this option are only appropriate once construction of the rail extension in the vicinity of this transit station area has been fully funded for the rail phase. The evaluation of development proposals under this option will be based on the degree to which the following criteria are met:

1. One transit-oriented core should be developed on land that is generally within one-quarter mile of the future transit station. The core of Land Unit A should provide a focal point for development in this land unit.
2. High density residential use should be developed as integral elements of the core. Residential projects should be developed adjacent to the commercial uses, and should help transition into medium density uses away from the core.
3. Land uses supporting day and nighttime activities in the core should be encouraged.
4. Consolidation of parcels or integrated development should be achieved to provide high quality development.
5. Merrybrook Run should be preserved as an integrated element of the Dulles Greenway Open Space system. It should function as a linear park. It may include water features and trails that facilitate pedestrian traffic through the land unit, and which link to the countywide trail system.
6. Supporting retail should be developed as integral elements of developments within the land unit.
7. High urban design standards should be achieved, to include high quality architecture, landscaping and buffering, both internally and along peripheries. Visually attractive streetscapes and other amenities should be provided. Parking facilities should be well screened and buffered.



County of Fairfax, Virginia

MEMORANDUM**DATE:** October 17, 2012

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

FROM: Angela Kadar Rodeheaver, Chief
Site Analysis Section
Department of Transportation 

FILE: 3-4 (RZ -C-696)

SUBJECT: Transportation Impact Addendum

REFERENCE: CSPA-C-696-02; JLB Dulles LLC; Dulles Station
Traffic Zone: 1731
Land Identification Map: 15-4 ((03)) 2B, 3A

Transmitted herewith are comments from the Department of Transportation with respect to the referenced application. These comments are based on the revised Comprehensive Sign Plan that eliminates the use of free-standing monument signs.

This department does not object to the subject request.

AKR/ak C:CSPAC696-02DullesStationAddendum

FAIRFAX COUNTY ZONING ORDINANCE

- (1) If building-mounted, such sign shall not exceed a height of ten (10) feet above grade.
 - (2) If freestanding, such sign shall not exceed a height of four (4) feet or be located closer than ten (10) feet to any lot line.
- N. Any other use located in structures that do not have the exterior appearance of a single family detached dwelling and uses which are predominantly outdoor uses such as golf courses, marinas and cemeteries may be permitted one (1) building-mounted sign and one (1) freestanding sign. No such sign shall exceed a sign area of twelve (12) square feet and the combined total sign area for a given use shall not exceed twenty (20) square feet.
- (1) If building-mounted, such sign shall not exceed a height of twenty (20) feet above grade.
 - (2) A freestanding sign shall not exceed a height of ten (10) feet or be located closer than ten (10) feet to any lot line.

12-209 Accessory Service Uses

Accessory service uses as permitted by the provisions of Part 2 of Article 10 shall be permitted one (1) building-mounted sign not to exceed fifteen (15) square feet in area for all such uses in a given building. Such signs shall be calculated as part of the sign area permitted for the building by the provisions of this Article.

12-210 Uses in P Districts

The provisions set forth in the preceding Sections shall be applicable to signs accessory to uses in P districts. However, in keeping with the intent to allow flexibility in the design of planned developments, the following options may be applicable to signs in the P districts:

1. As an alternative, signs may be permitted in a P district in accordance with a comprehensive plan of signage subject to the approval of the Planning Commission following a public hearing conducted in accordance with the provisions of Sect. 18-109. The comprehensive plan of signage shall show the location, size, height and extent of all proposed signs within the P district or section thereof, as well as the nature of the information to be displayed on the signs.
2. In addition, within a PRC District or the Tysons Corner Urban Center as designated in the adopted comprehensive plan, a plan for off-site directional signs which identify destinations or locations within the district or center such as commercial centers, residential areas, public uses or community facilities may be approved by the Planning Commission following a public hearing conducted in accordance with Sect. 18-109; provided, however, that written notice to property owners and adjacent property owners shall not be required. The plan for off-site signs shall show the location, size, height and extent of all signs encompassed within the plan as well as the nature of the information to be displayed on each sign. All such signs shall be located within the PRC District or the Tysons Corner Urban Center, as applicable.

SIGNS

3. Any application submitted pursuant to Par. 1 or 2 above may be made by any property owner, owner of an easement, lessee, contract purchaser or their agent or within the Tysons Corner Urban Center, an application pursuant to Par. 2 above may be made by a public agency or County recognized redevelopment organization or authority. Such application shall be accompanied by a statement setting forth the names of the record owners of the properties upon which such signs are proposed to be located and a fee as set forth in Sect. 18-106. In the event an application pursuant to Par. 2 above is made within the Tysons Corner Urban Center to include property not zoned PTC, such directional signs shall not impact the amount or size of signage otherwise permitted on such property.

When such application requests permission to erect a sign on property owned by someone other than the applicant, then such application shall be accompanied by a written statement signed by the record owners of such properties which indicates their endorsement of the application.

4. The above-cited signage options shall be in accordance with the standards for all planned developments as set forth in Part 1 of Article 16. All proposed signs shall be in scale and harmonious with the development and shall be so located and sized as to ensure convenience to the visitor, user or occupant of the development while not adding to street clutter or otherwise detracting from the planned unit nature of the development and the purposes of architectural and urban design elements.

GLOSSARY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

DEVELOPMENT PLAN: A graphic representation which depicts the nature and character of the development proposed for a specific land area: information such as topography, location and size of proposed structures, location of streets trails, utilities, and storm drainage are generally included on a development plan. A development plan is 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.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

TRANSPORTATION SYSTEM MANAGEMENT (TSM) PROGRAMS: This term is used to describe a full spectrum of actions that may be applied to improve the overall efficiency of the transportation network. TSM programs usually consist of low-cost alternatives to major capital expenditures, and may include parking management measures, ridesharing programs, flexible or 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	PDH	Planned Development Housing
ADU	Affordable Dwelling Unit	PFM	Public Facilities Manual
ARB	Architectural Review Board	PRC	Planned Residential Community
BMP	Best Management Practices	RC	Residential-Conservation
BOS	Board of Supervisors	RE	Residential Estate
BZA	Board of Zoning Appeals	RMA	Resource Management Area
COG	Council of Governments	RPA	Resource Protection Area
CBC	Community Business Center	RUP	Residential Use Permit
CDP	Conceptual Development Plan	RZ	Rezoning
CRD	Commercial Revitalization District	SE	Special Exception
DOT	Department of Transportation	SEA	Special Exception Amendment
DP	Development Plan	SP	Special Permit
DPWES	Department of Public Works and Environmental Services	TDM	Transportation Demand Management
DPZ	Department of Planning and Zoning	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, DPWES
FDP	Final Development Plan	VC	Variance
GDP	Generalized Development Plan	VDOT	Virginia Dept. of Transportation
GFA	Gross Floor Area	VPD	Vehicles Per Day
HC	Highway Corridor Overlay District	VPH	Vehicles per Hour
HCD	Housing and Community Development	WMATA	Washington Metropolitan Area Transit Authority
LOS	Level of Service	WS	Water Supply Protection Overlay District
Non-RUP	Non-Residential Use Permit	ZAD	Zoning Administration Division, DPZ
OSDS	Office of Site Development Services, DPWES	ZED	Zoning Evaluation Division, DPZ
PCA	Proffered Condition Amendment	ZPRB	Zoning Permit Review Branch
PD	Planning Division		
PDC	Planned Development Commercial		