



APPLICATION ACCEPTED: April 21, 2014
PLANNING COMMISSION: September 11, 2014

County of Fairfax, Virginia

August 27, 2014

STAFF REPORT

APPLICATION CSPA 84-D-049-03

PROVIDENCE DISTRICT

APPLICANT: Homart Newco One, Inc.

ZONING: PDC, SC and HC

PARCELS: 29-4 ((10)) 0001C1

ACREAGE: 23.62 acres

PLAN MAP: Retail Mixed Use

PROPOSAL: Amend the approved comprehensive sign plan for the Tysons Galleria to permit replacement of existing monument, garage, and mall entrance signs, as well as provide two new monument signs.

STAFF RECOMMENDATIONS:

Staff recommends approval of CSPA 84-D-049-03 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, 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 recommendation of staff; it does not reflect the position of the Planning Commission.

The approval of this rezoning 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.

Bob Katai

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/



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; TTY 711 (Virginia Relay Center).

O:\bkatai\Galleria CSPA\Staff Report and Conditions\Staff Report Cover 082714



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

Comprehensive Sign Plan Amendment

CSPA 84-D -049-03

Applicant:
Accepted:
Proposed:
Area:

HOMART NEWCO ONE INC.
04/21/2014
COMPREHENSIVE SIGN PLAN AMENDMENT
23.62 AC OF LAND; DISTRICT - PROVIDENCE

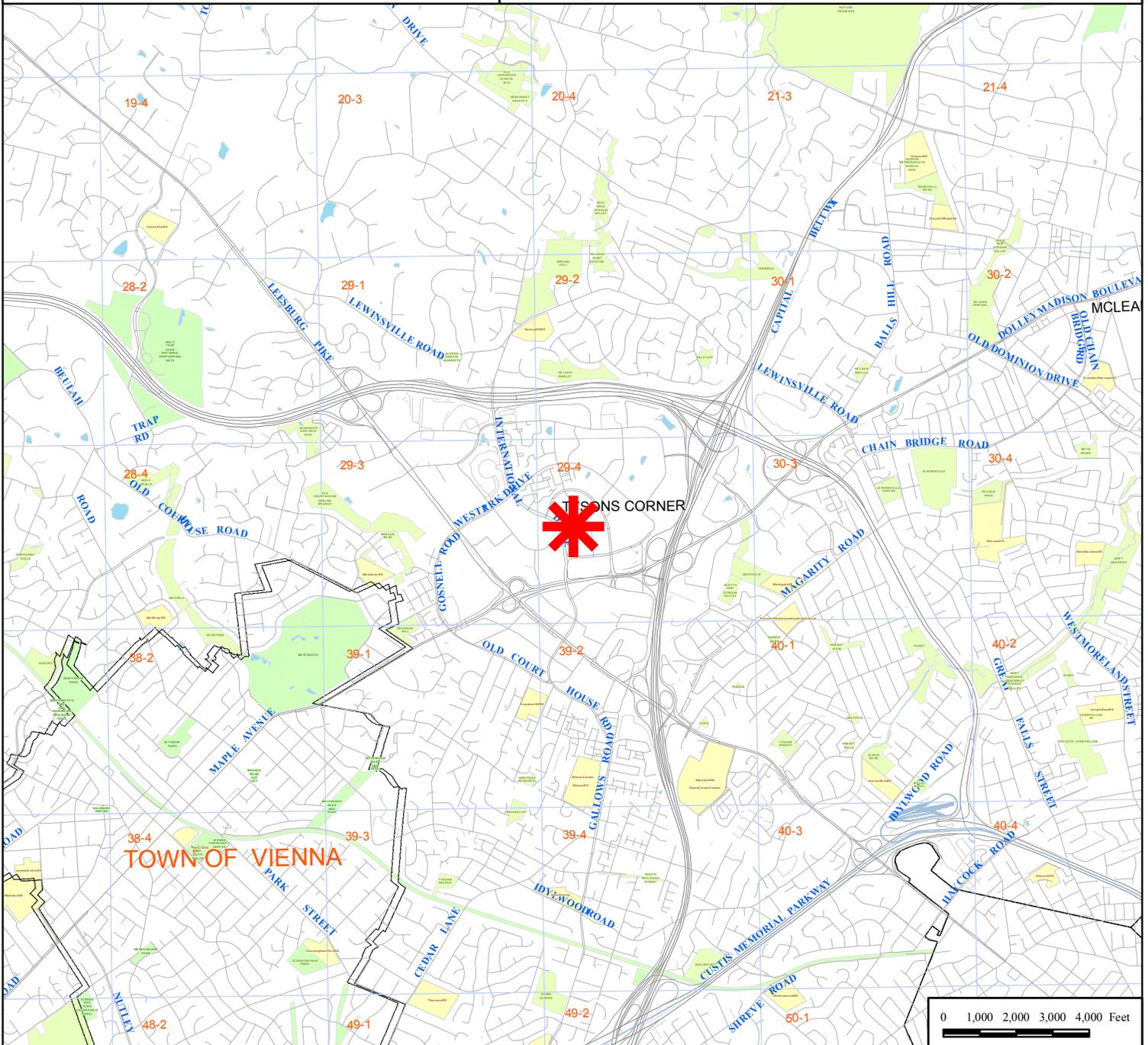


Zoning Dist Sect:
Located:

NORTHEAST QUADRANT OF THE INTERSECTION
OF INTERNATIONAL DRIVE AND GALLERIA DRIVE

Zoning:
Overlay Dist:
Map Ref Num:

PDC
SC HC
029-4- /10/ /0001C1



Comprehensive Sign Plan Amendment

CSPA 84-D -049-03

Applicant:
Accepted:
Proposed:
Area:

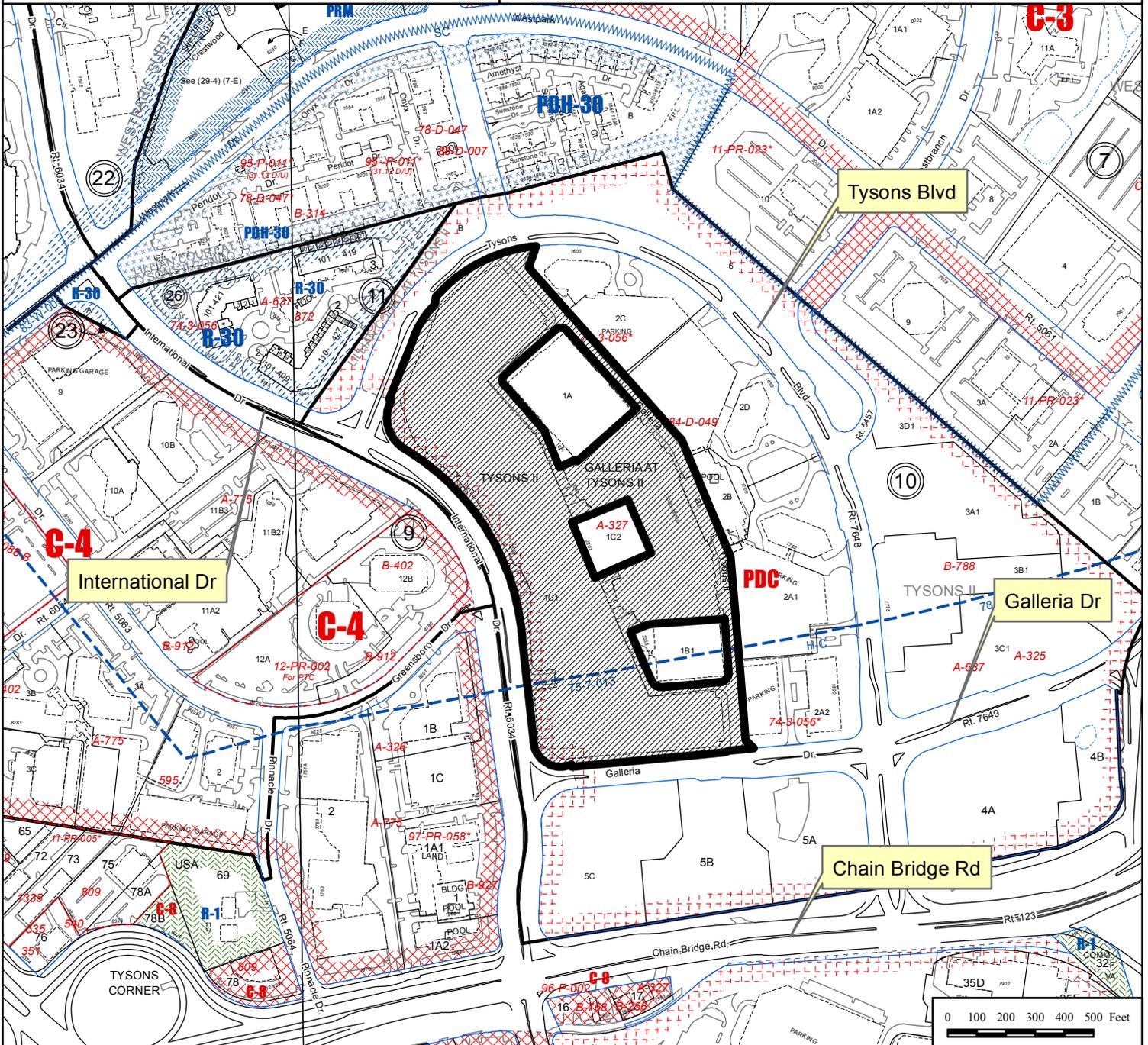
HOMART NEWCO ONE INC.
04/21/2014
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Zoning Dist Sect:
Located:

NORTHEAST QUADRANT OF THE INTERSECTION
OF INTERNATIONAL DRIVE AND GALLERIA DRIVE

Zoning: PDC
Overlay Dist: SC HC
Map Ref Num: 029-4- /10/ /0001C1



SCOPE OF PROPOSED WORK

M MONUMENT SIGNS

CURRENTLY THERE ARE (2) EXISTING SIGNS THAT ARE IN DISREPAIR. PROPOSAL TO REPLACE WITH NEW SIGNS UTILIZING THE SAME SQUARE FOOTAGE, AND UPDATING COPY TO NEW IDENTIFICATION FONT. PROPOSAL TO ERECT (2) ADDITIONAL MONUMENT SIGNS TO ACCOMMODATE THE NEED TO ALERT TRAVELERS TO THE MALL, THAT THEY ARE AT THEIR DESTINATION

G GARAGE SIGNS

CURRENTLY THERE ARE (4) EXISTING GARAGE IDENTIFICATION SIGNS. PROPOSAL TO REPLACE USING NEW MALL IDENTIFICATION FONT.

E MALL ENTRANCES

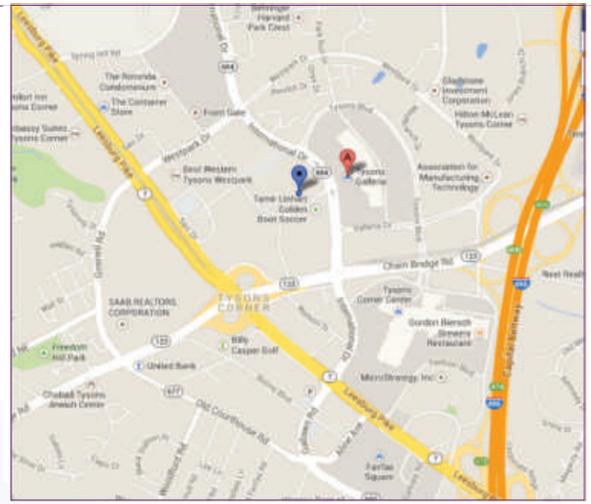
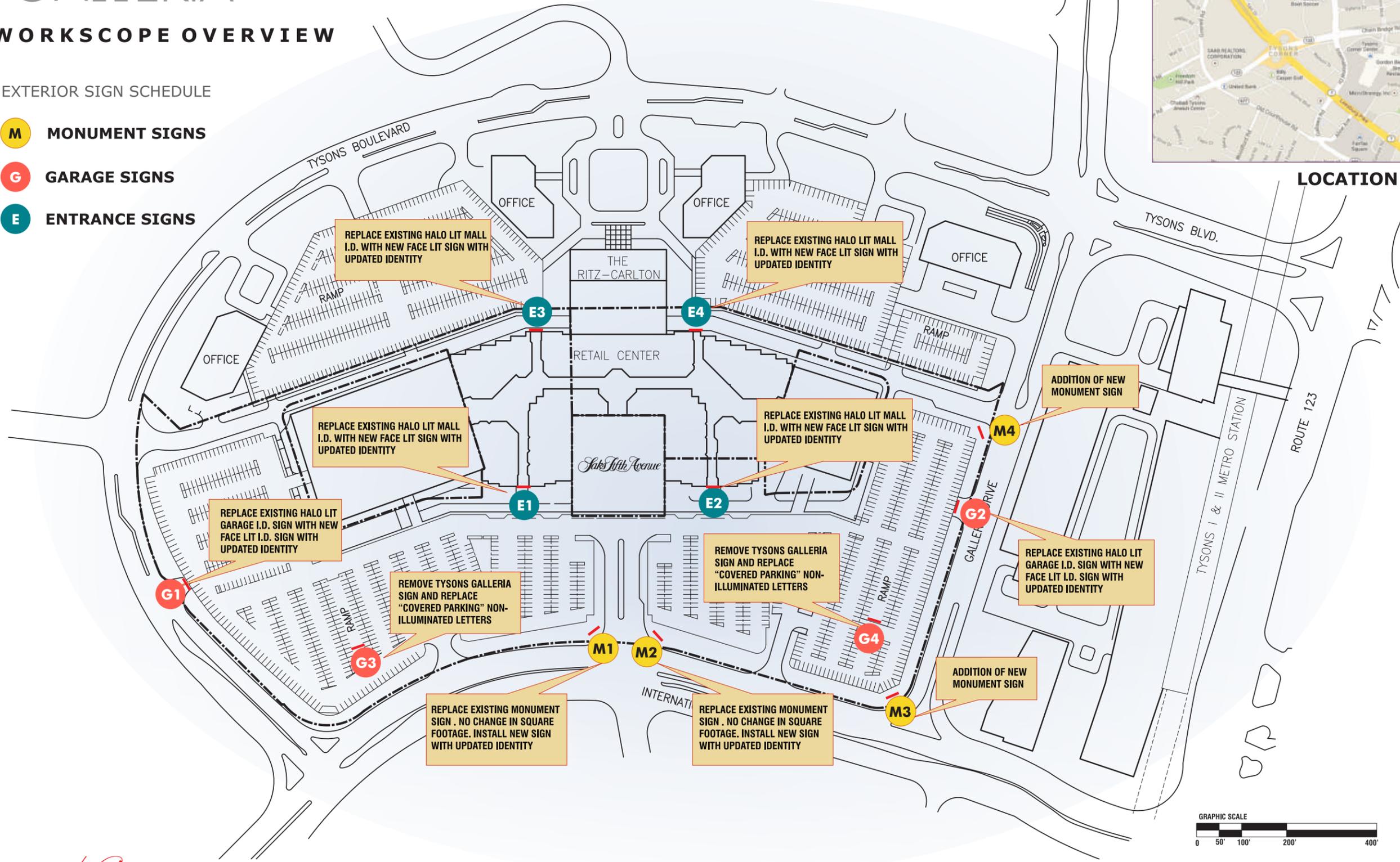
CURRENTLY THERE ARE (4) EXISTING MALL ENTRANCE SIGNS. PROPOSAL TO REPLACE UTILIZING NEW MALL IDENTIFICATION FONT

TYSONS GALLERIA

WORKSCOPE OVERVIEW

EXTERIOR SIGN SCHEDULE

- M** MONUMENT SIGNS
- G** GARAGE SIGNS
- E** ENTRANCE SIGNS



LOCATION MAP



400 MACK DRIVE
CROYDON, PA 19021
PH: 215.788.3898
FAX: 215.788.7588

SS#53618-R16

Description:
CS ADDENDUM PLAN

Location:
TYSONS GALLERIA
2001 INTERNATIONAL DR
MCLEAN, VIRGINIA 22102

Client:
GGP

Date: 06.01.13

Scale: AS INDICATED

Drawn By: Lv

Merlin #: 12976

Rev:

1	10.28.13	RjM
2	10.29.13	RjM
3	10.29.13	RjM
4	1.15.13	RjM
5	8.07.14	RjM
6	8.11.14	RjM

CORRECT DIMENSIONS



SITE PLAN - EXTERIOR
SCALE: NOT TO SCALE

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M1 M2 PROPOSED SIGN - DAYTIME



M1 M2 PROPOSED SIGN - HALO LIT CHANNEL LETTERS NIGHT



M1 M2 SIGN IN EXISTING CONDITION

Description:
CS ADDENDUM PLAN

Location:
TYSONS GALLERIA
2001 INTERNATIONAL DR
MCLEAN, VIRGINIA 22102

Client:
GGP

Date: 06.01.13

Scale: AS INDICATED

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M3 PROPOSED SIGN - DAYTIME



M3 PROPOSED SIGN - HALO LIT CHANNEL LETTERS NIGHT



M3 SIGN IN EXISTING CONDITION

Description:
CS ADDENDUM PLAN

Location:
TYSONS GALLERIA
2001 INTERNATIONAL DR
MCLEAN, VIRGINIA 22102

Client:
GGP

Date: 06.01.13

Scale: AS INDICATED

Drawn By: Lv

Merlin #: 12976

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M4 PROPOSED SIGN - DAYTIME
NO EXISTING SIGN



M4 PROPOSED SIGN - HALO LIT CHANNEL LETTERS
NIGHT

Description:

CS ADDENDUM PLAN

Location:

TYSONS GALLERIA
2001 INTERNATIONAL DR
MCLEAN, VIRGINIA 22102

Client:

GGP

Date: 06.01.13

Scale: AS INDICATED

Drawn By: Lv

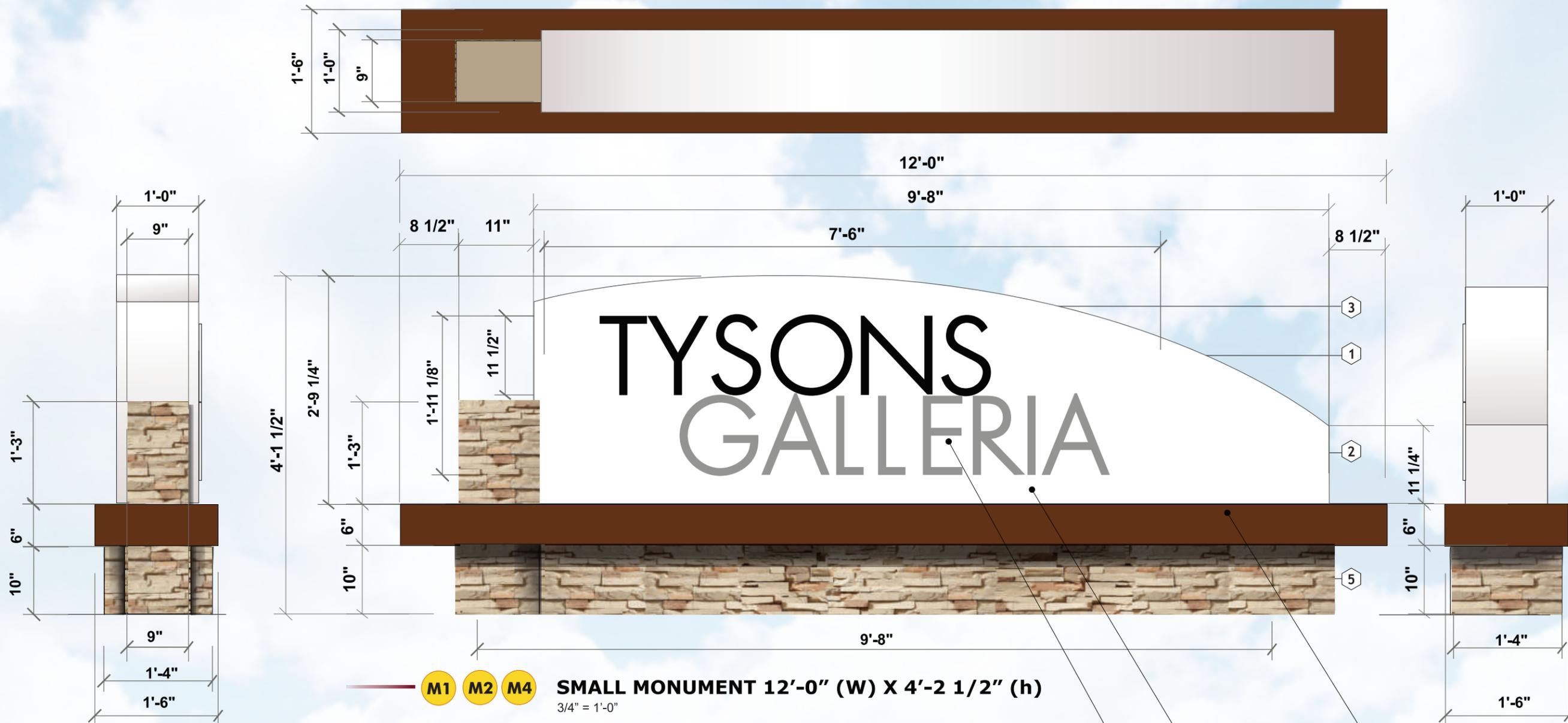
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M1 M2 M4 **SMALL MONUMENT 12'-0" (W) X 4'-2 1/2" (h)**
3/4" = 1'-0"

1/2" THICK PUSHED THRU COPY
WITH VINYL OVERLAY
HALO LIT

.125" THICK ALUMINUM FACE WITH
ROUTED LOGO STYLE COPY

.125" THICK ALUMINUM TRIM

SQUARE FOOTAGE CALCULATIONS



RECTILINEAR COPY AREA: 9.81 SQ. FT.



SIGN AREA: 26.78 SQ. FT.
[(33.25"X 116")/144=26.78]

- 1 BLACK BLOCK OUT FILM WITH OPAQUE VINYL OVERLAY
- 2 ORACAL 751 SERIES 076 TELEGREY (VERIFY) BLOCK OUT FILM WITH OPAQUE VINYL OVERLAY
- 3 WHITE POLYURETHANE SATIN FINISH
- 4 MATTHEWS POLYURETHANE ENAMEL PAINTED TO MATCH PMS 469 BROWN
- 5 FAUX STACKED STONE OF HIGH DENSITY POLYURETHANE FOAM FINISH TO

U.L. LABELS REQUIRED

UL
REQUIRED

THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE AND/OR OTHER APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING AND BONDING OF SIGN.

NOTE:
A primary disconnect switch shall be externally located at end of sign as stated in the national electric code section 600.6 (by sign fabricator)

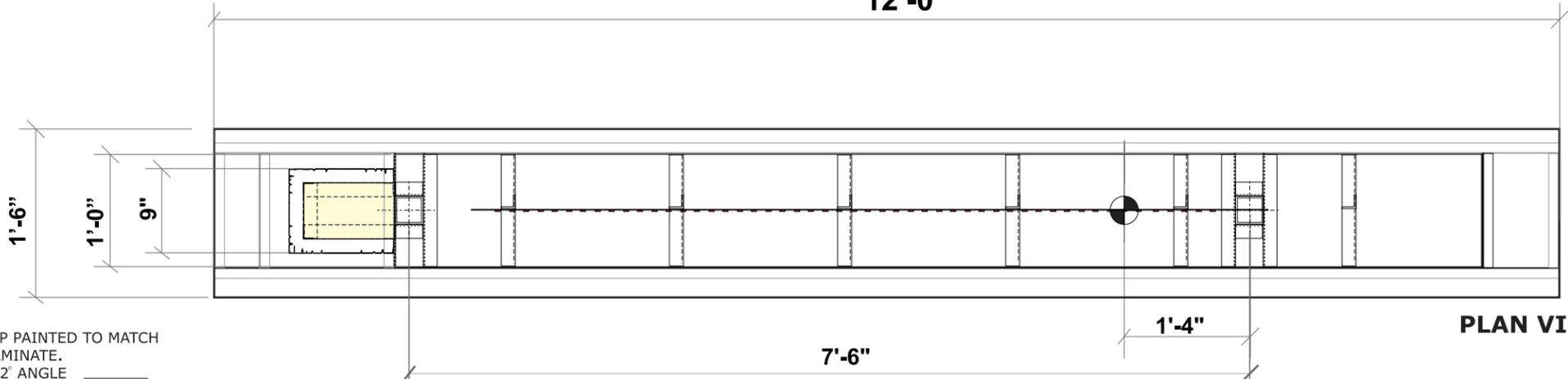
12'-0"

U.L. LABELS REQUIRED

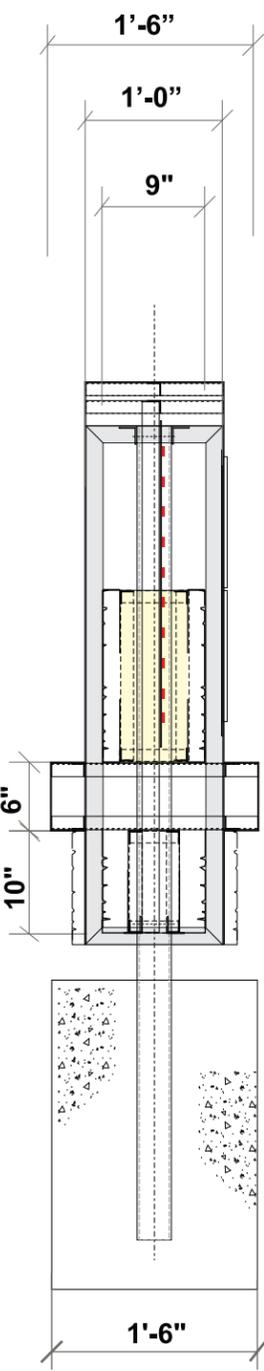
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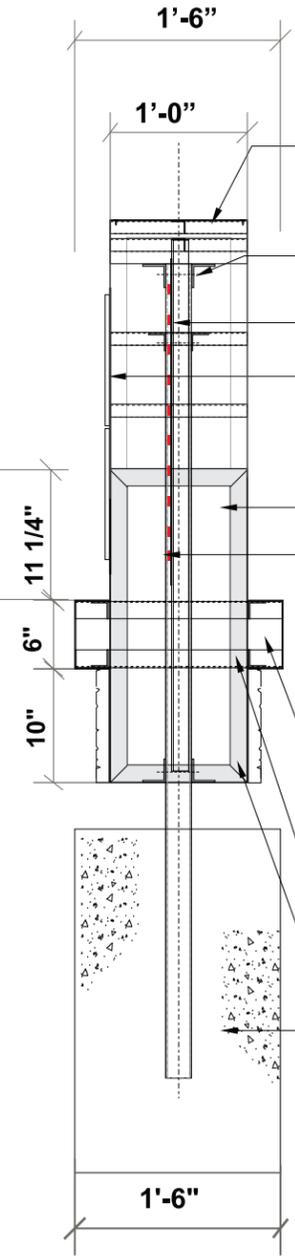
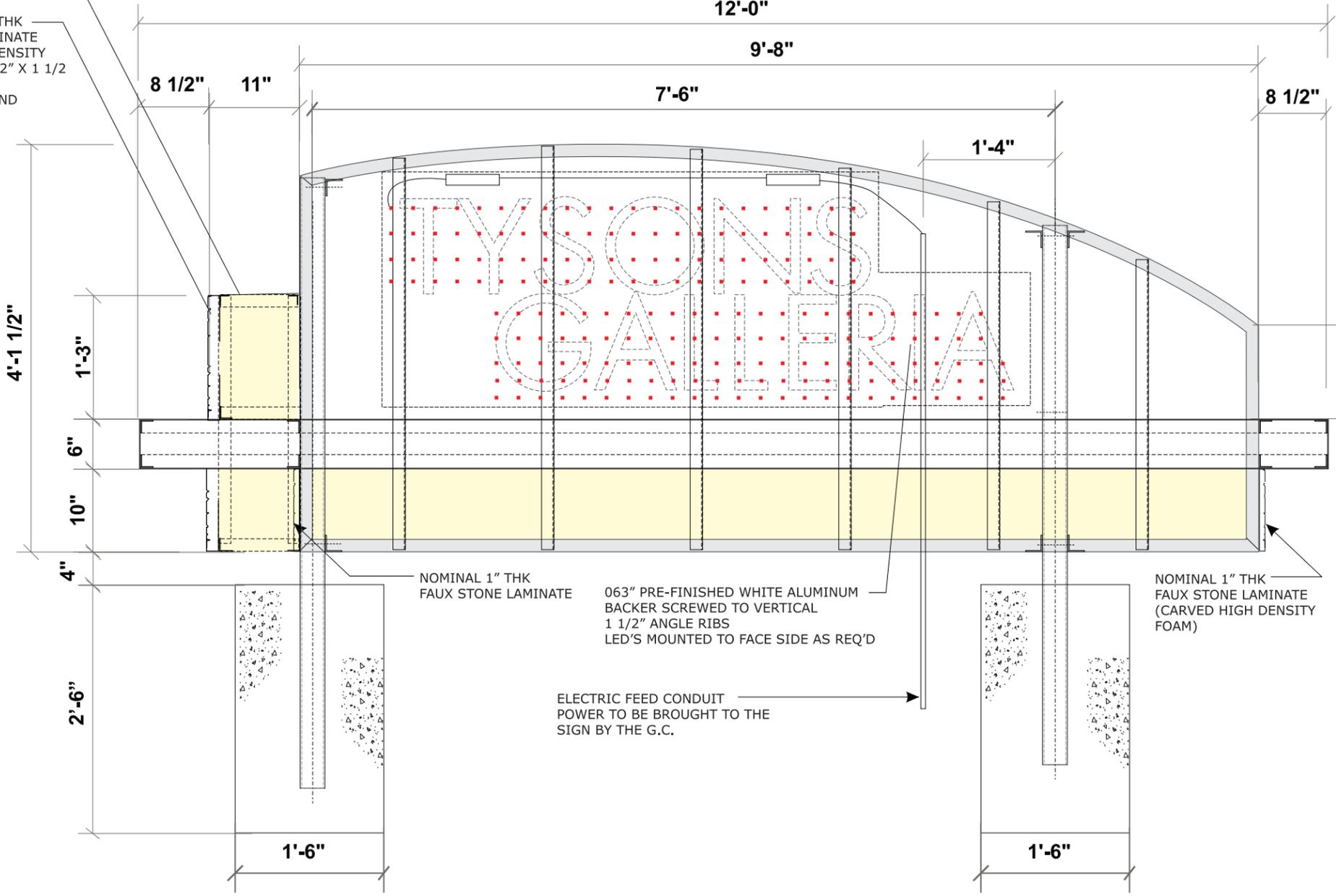
PLAN VIEW



LEFT SIDE

ALUM. CAP PAINTED TO MATCH STONE LAMINATE. SLOPE @ 2° ANGLE

NOMINAL 1 1/2" THK FAUX STONE LAMINATE (CARVED HIGH DENSITY FOAM) OVER 1 1/2" X 1 1/2" ANGLE FRAME SUBSTRATE BEHIND STONE AS REQ'D



RIGHT SIDE

- REMOVABLE 1/8" ALUMINUM TOP FOR SERVICE
- #8 X 1/2" FLAT HEAD SCREWS
- 3/8" DIA THRU BOLT COLUMN TO FRAMING (TYP.) @TOP & BOTTOM
- TS 3 X 3 X 3/16 COLUMN (2) @ 7'-6" C. TO C.
- 1/2" THK. CLEAR PUSH THRU W/ VINYL OVERLAY & #2447 WHITE ACRYLIC BACK UP
- 1 1/2" X 1 1/2" X 1/8" ALUMINUM ANGLE FRAME
- WARM WHITE LED'S MOUNTED TO .063 WHT/WHT ALUMINUM SHT. REMOVABLE FROM TOP. ALL POWER SUPPLIES MOUNTED @ TOP OF SIGN ABOVE ROUTED PUSHED THRU LETTERS
- .125 X 3 X 6" FAB'D ALUMINUM CHANNEL TRIM, CON'T
- 1 1/2" X 1 1/2" X 1/8" ALUM. ANGLE(TYP.)
- NOMINAL 1" THICK FAUX STONE (CARVED HIGH DENSITY FOAM)
- 1'-6" DIA. X 2'-6" DEEP CONCRETE FOOTING (2) REQ'D

M1 M2 M4

SMALL MONUMENT 12'-0" (W) X 4'-2 1/2" (h)
3/4" = 1'-0"

Description:

CS ADDENDUM PLAN

Location:

TYSONS GALLERIA
2001 INTERNATIONAL DR
MCLEAN, VIRGINIA 22102

Client:

GGP

Date: 06.01.13

Scale: AS INDICATED

Drawn By: Lv

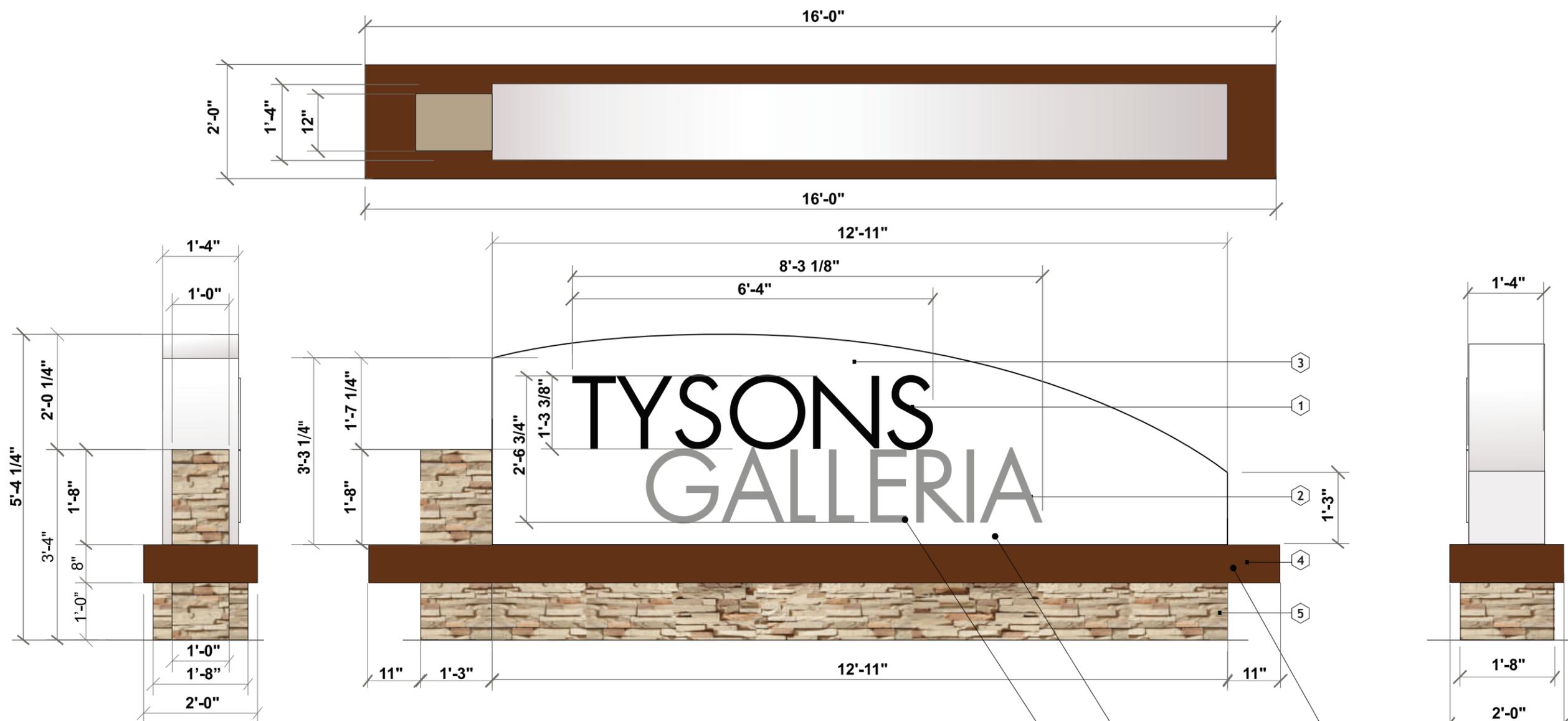
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M3 LARGE MONUMENT 16'-0" (W) X 5'-4 1/4" (h)
1/2" = 1'-0"

SQUARE FOOTAGE CALCULATIONS



RECTILINEAR COPY AREA: 17 SQ. FT.



RECTILINEAR SIGN AREA: 47.63 SQ. FT.
[(44.25" x 155") / 144 = 47.63]

1/2" THICK PUSHED THRU COPY WITH VINYL OVERLAY

.125" THICK ALUMINUM FACE WITH ROUTED LOGO STYLE COPY

.125" THICK ALUMINUM TRIM

- 1 BLACK BLOCK OUT FILM WITH OPAQUE VINYL OVERLAY
- 2 ORACAL 751 SERIES 076 TELEGREY (VERIFY) BLOCK OUT FILM WITH OPAQUE VINYL OVERLAY
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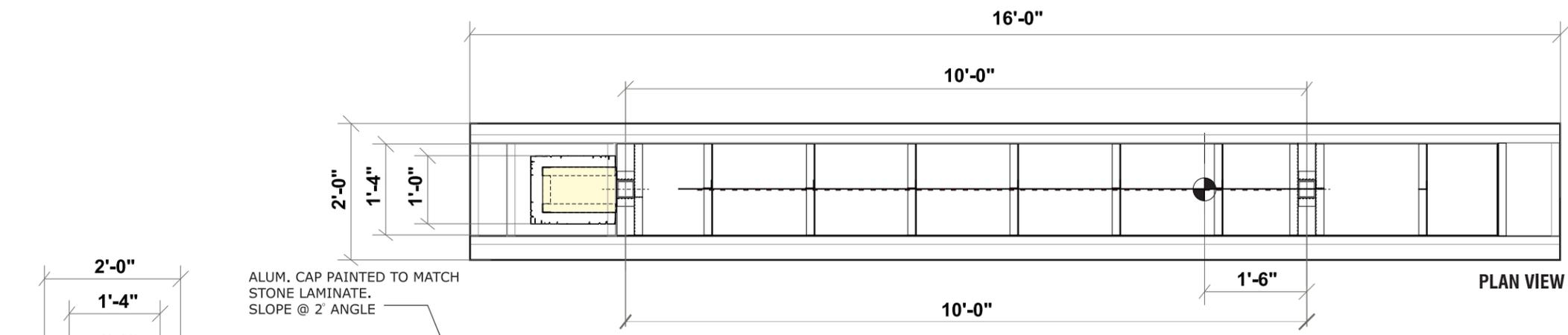
U.L. LABELS REQUIRED



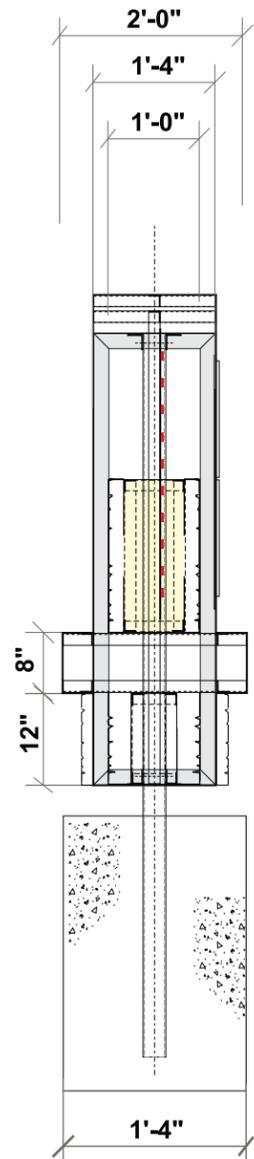
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NOTE:
A primary disconnect switch shall be externally located at end of sign as stated in the national electric code section 600.6 (by sign fabricator)



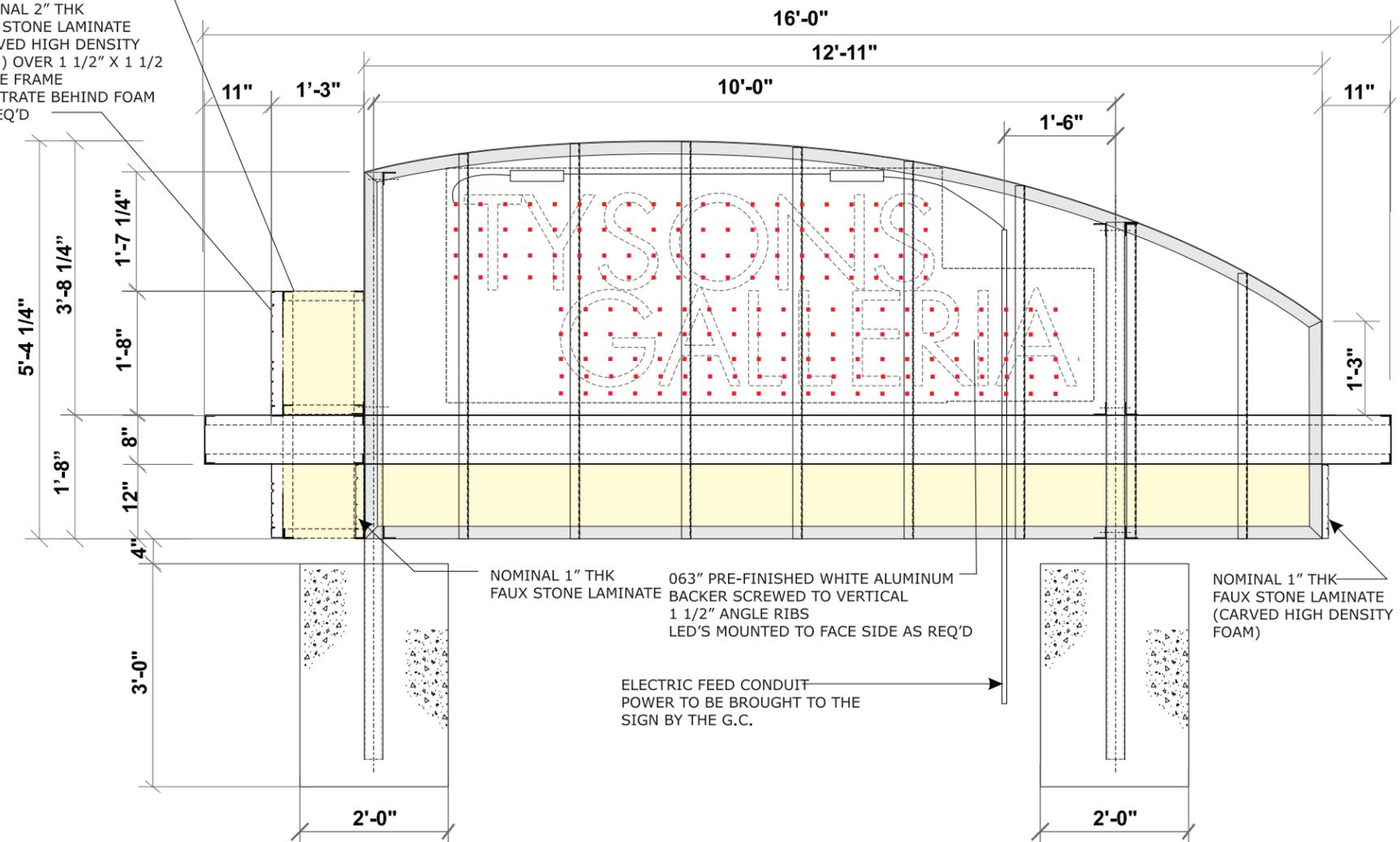
PLAN VIEW



LEFT SIDE

ALUM. CAP PAINTED TO MATCH STONE LAMINATE. SLOPE @ 2° ANGLE

NOMINAL 2" THK FAUX STONE LAMINATE (CARVED HIGH DENSITY FOAM) OVER 1 1/2" X 1 1/2" ANGLE FRAME SUBSTRATE BEHIND FOAM AS REQ'D

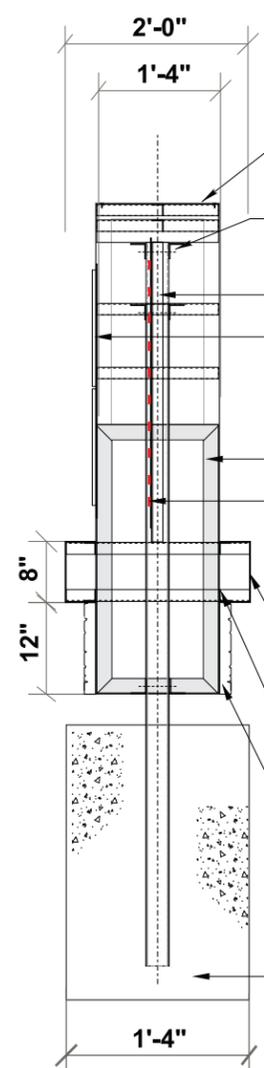


NOMINAL 1" THK FAUX STONE LAMINATE

063" PRE-FINISHED WHITE ALUMINUM BACKER SCREWED TO VERTICAL 1 1/2" ANGLE RIBS LED'S MOUNTED TO FACE SIDE AS REQ'D

NOMINAL 1" THK FAUX STONE LAMINATE (CARVED HIGH DENSITY FOAM)

ELECTRIC FEED CONDUIT POWER TO BE BROUGHT TO THE SIGN BY THE G.C.



RIGHT SIDE

- REMOVABLE 1/8" ALUMINUM TOP FOR SERVICE
- #8 X 1/2" FLAT HEAD SCREWS
- 3/8" DIA THRU BOLT COLUMN TO FRAMING TYP. @ TOP & BOTTOM
- TS 3 X 3 X 3/16 COLUMN (2) 10' O.C.
- 1/2" THK. CLEAR PUSH THRU W/ VINYL OVERLAY & #2447 WHITE ACRYLIC BACK UP
- 2" X 2" X 1/8" ALUMINUM ANGLE FRAME
- WARM WHITE LED'S MOUNTED TO .063 WHT/WHT ALUMINUM SHT. REMOVABLE FROM TOP. ALL POWER SUPPLIES MOUNTED @ TOP OF SIGN BOVE ROUTED PUSHED THRU LETTERS
- .125 X 4 X 8" FAB'D ALUMINUM CHANNEL TRIM, CON'T
- 1 1/2" X 1 1/2" X 1/8 ALUM. ANGLE(TYP.)
- 1 1/2" THICK FAUX STONE (CARVED HIGH DENSITY FOAM)
- 2'-0" DIA. X 3'-0" DEEP CONCRETE FOOTING (2) REQ'D

M3 LARGE MONUMENT 16'-0" (W) X 5'-4 1/4" (h)
1/2" = 1'-0"

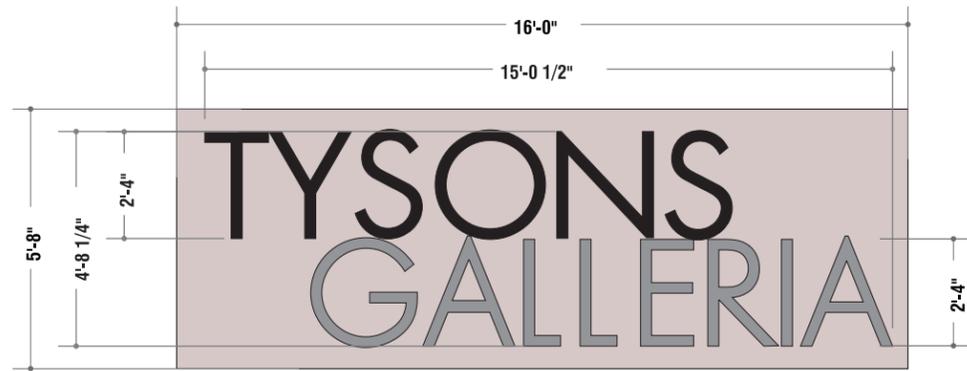
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NOTE:
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SERVICE SELECT LLC

400 MACK DRIVE
CROYDON, PA 19021
PH: 215.788.3898
FAX: 215.788.7588



G1 G2 GARAGE SIGNS
SCALE: 1/4"=1'



APPROX. APPEARANCE AT NIGHT

TYSONS
GALLERIA

RECTILINEAR SQ. FT.=58.85



BACKGROUND SQ. FT.=90.66



400 MACK DRIVE
CROYDON, PA 19021
PH: 215.788.3898
FAX: 215.788.7588

SS#53618-R16

Description:
CS ADDENDUM PLAN

Location:
TYSONS GALLERIA
2001 INTERNATIONAL DR
McLEAN, VIRGINIA 22102

Client:
GGP

Date: 06.01.13

Scale: AS INDICATED

Drawn By: Lv

Merlin #: 12976

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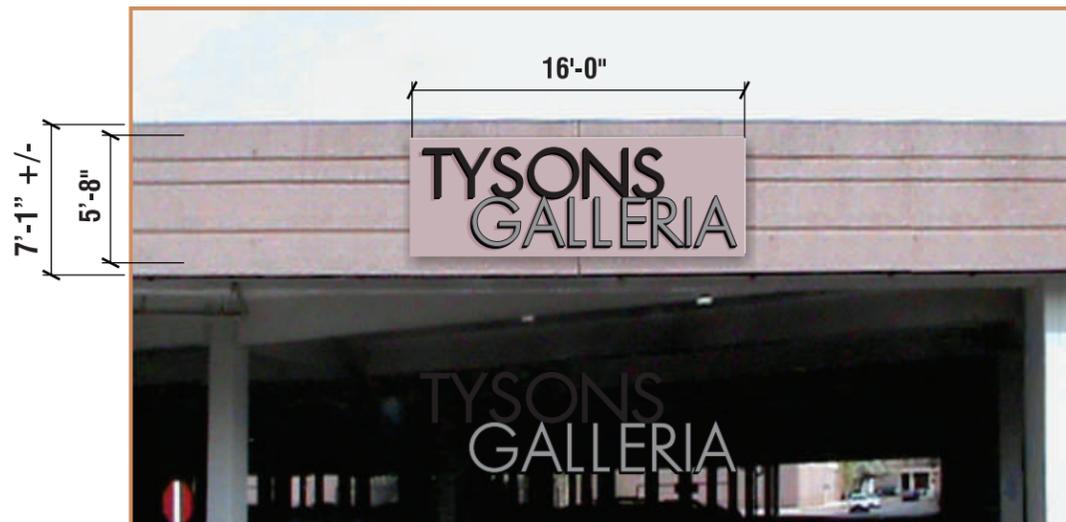
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G1

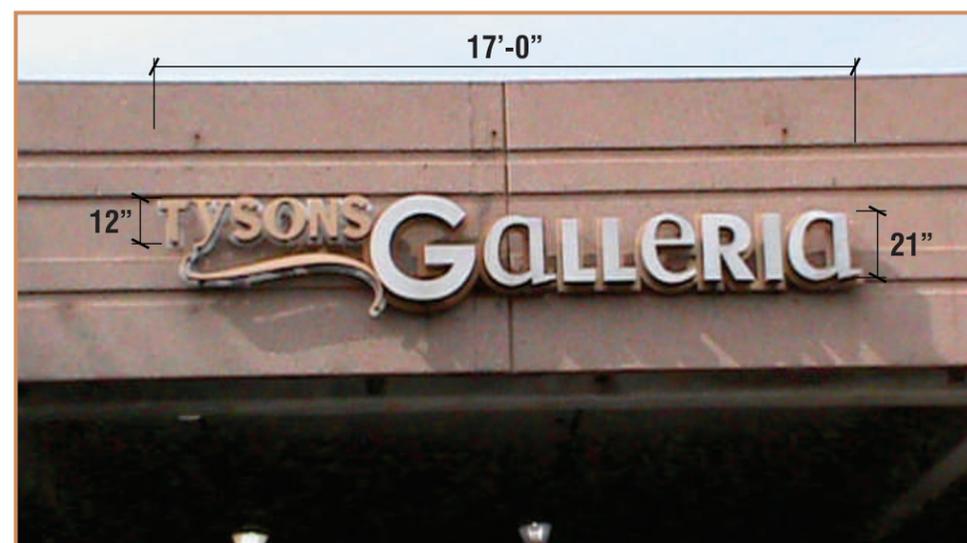


EXISTING

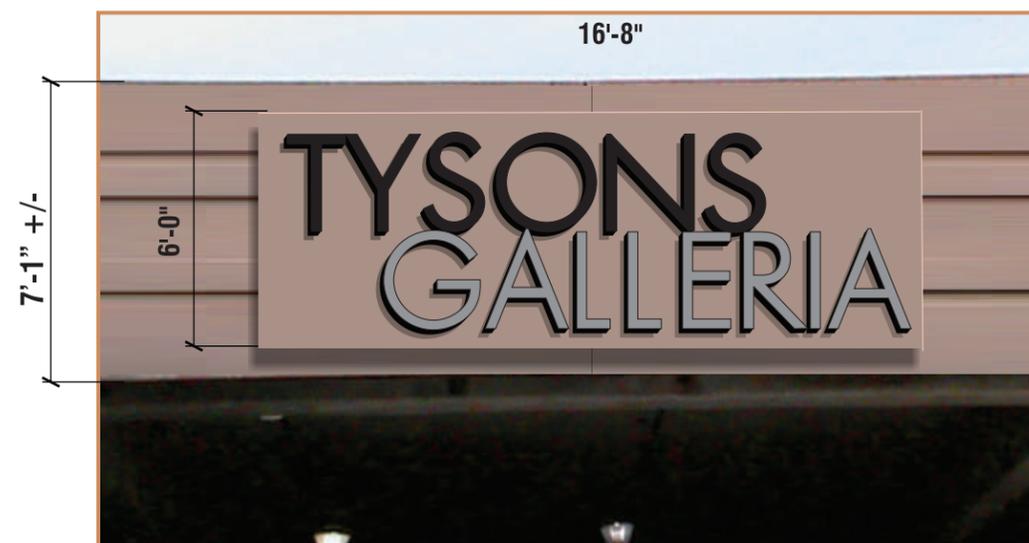


PROPOSED

G2



EXISTING



PROPOSED

WORKSCOPE

- REMOVE EXISTING LETTERS
- REPLACE WITH:
- 28" FACE LIT LETTER ("T")
- DAY/NIGHT LED ILLUMINATION
- MOUNTED TO NON-ILLUMINATED BACKER PANEL
- 4" LETTER RETURNS
- 5" DEEP BACKGROUND PAN

WORKSCOPE

- REMOVE EXISTING LETTERS
- REPLACE WITH:
- 28" FACE LIT LETTER ("T")
- DAY/NIGHT LED ILLUMINATION
- MOUNTED TO NON-ILLUMINATED BACKER PANEL
- 4" LETTER RETURNS
- 5" DEEP BACKGROUND PAN

Description:
GARAGE SIGN CONCEPT

Location:
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2001 INTERNATIONAL DR
McLEAN, VIRGINIA 22102

Client:
GGP

Date: 06.01.13

Scale: AS INDICATED

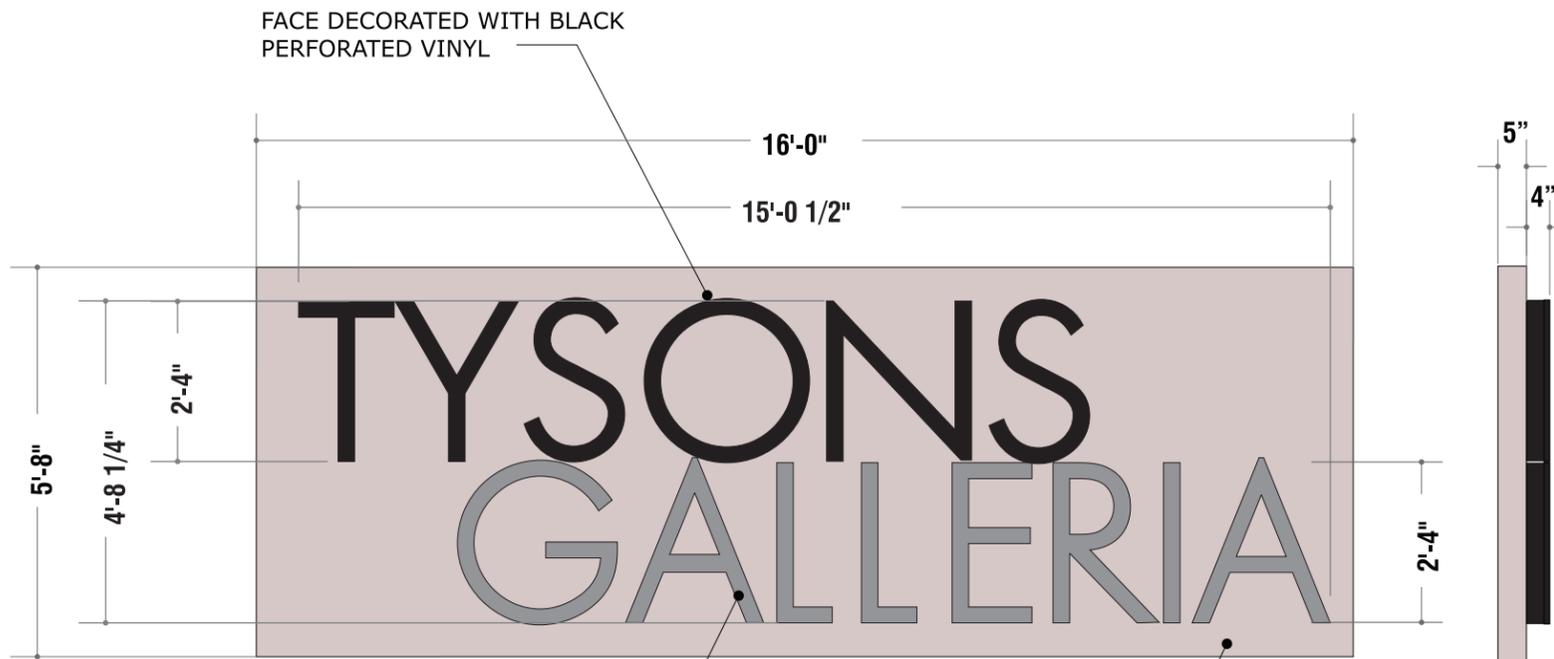
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FACE DECORATED WITH PERFORATED VINYL PRINTED TO MATCH COOL PANTONE GREY #8

BACKGROUND PAINTED TO MATCH ADJACENT CONCRETE WALL

G1 G2 GARAGE SIGNS
FABRICATE & INSTALL (2) SETS OF LOGO STYLE CHANNEL LETTERS MOUNTED TO FULL RACEWAY BACKGROUND
SCALE: 1/2"=1'



RECTILINEAR SQ. FT.=58.85



BACKGROUND SQ. FT.=90.66
[5'-8" X 16' =90.66]

1" X 1" WELDED ALUMINUM FRAME SKINNED WITH .090" ALUMINUM PAINTED TO MATCH ADJACENT CONCRETE.

ACCESS PANEL AT TOP

LOW VOLTAGE WIRING THRU SLEEVE TO REMOTELY MOUNTED 120 V X 12V POWER PACK MOUNT POWER SUPPLIES @ ACCESS

PRIMARY POWER BY OTHERS PRIMARY HOOK-UP BY SIGN INSTALLER WHERE ALLOWED BY LOCAL CODE PROVIDED POWER IS IN THE VICINITY OF THE SIGN AT TIME OF INSTALLATION

JUNCTION BOX FOR ALL WIRING SPLICES

L.E.D. LIGHTING STRIPS (WHITE) SHOP MTD. & WIRED AS REQUIRED FOR MAXIMUM LIGHTING OUTPUT

.040 ALUMINUM RETURNS PRE-FINISHED BLACK (SATIN)

1" BLACK TRIMCAP

3/16" WHITE ACRYLIC FACES WITH PERFORATED VINYL OVERLAY

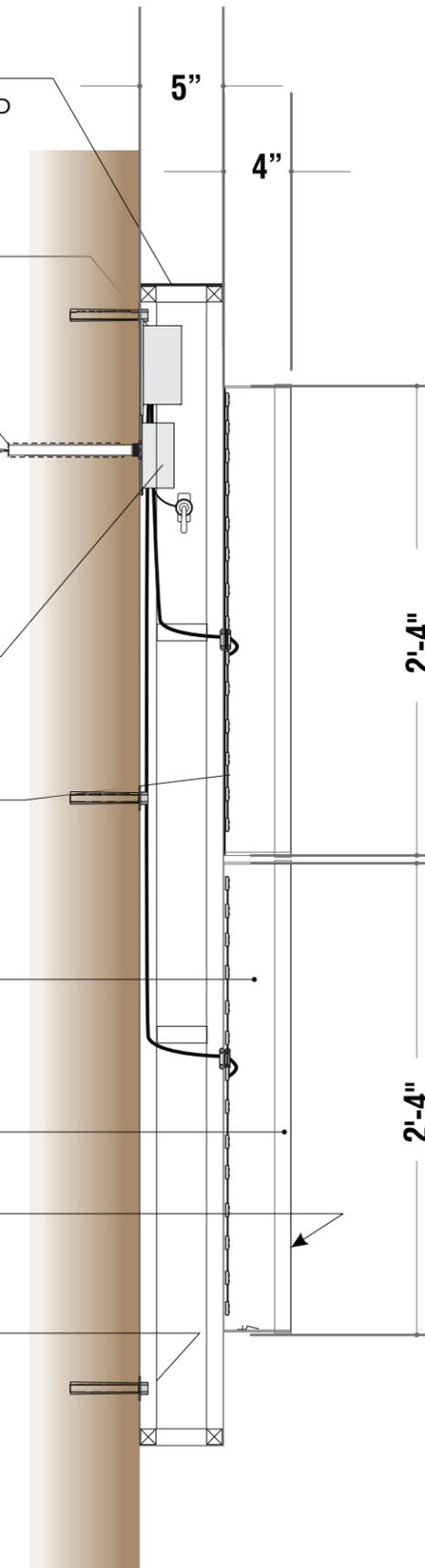
3/8" DIA. NON-CORROSIVE LAG BOLTS AS REQ'D

U.L. LABELS REQUIRED

UL
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NOTE:
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EXTERIOR EXISTING CONDITIONS

Location:
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2001 INTERNATIONAL DR
MCLEAN, VIRGINIA 22102

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18'-0 1/4"

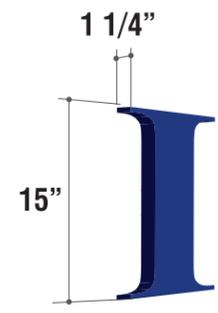
COVERED PARKING

1'-3"

TYPEFACE: TIMES BOLD
COLOR: 2860 MEDIUM BLUE

G GARAGE ENTRANCE SIGNS
Scale: 3/8"=1'-0"

22.5 SQ. FT.



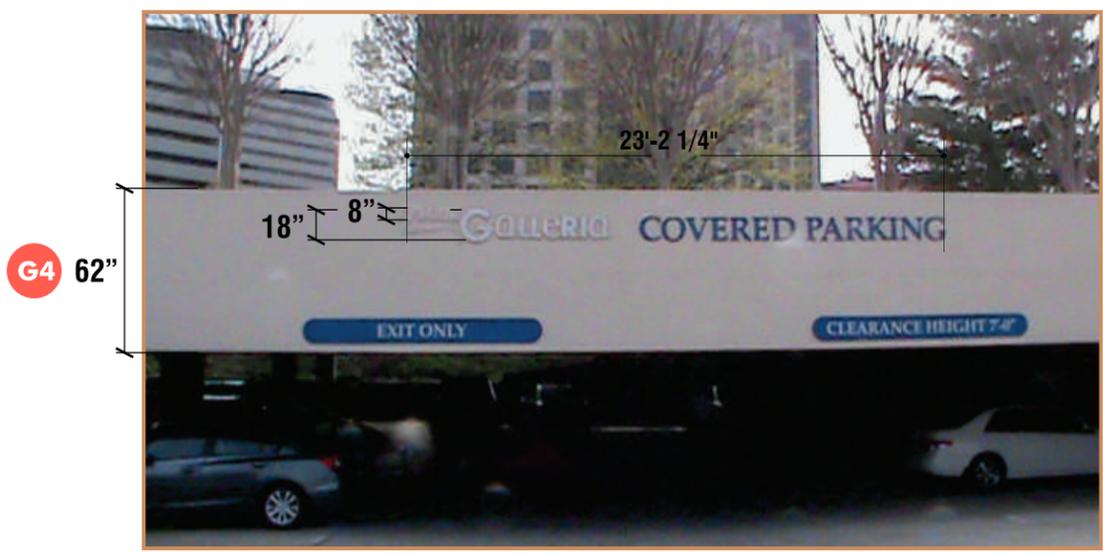
INSTALL 1 1/4" THICK GEMINI MINNESOTA LETTERS PIN MOUNTED FLUSH TO PATCHED & PAINTED WALL.
SILICONE FILL ALL PENETRATIONS



EXISTING 34.78 SQ. FT. 8" - "T" (TYSON) 18" - "G" (GALLERIA)



PROPOSED 22.5 SQ. FT.



EXISTING 34.78 SQ. FT. 8" - "T" (TYSON) 18" - "G" (GALLERIA)



PROPOSED 22.5 SQ. FT.

WORKSCOPE

- REMOVE EXISTING LETTERS ("TYSON GALERIA" & "COVERED PARKING") LETTERS
- INSTALL NEW "COVERED PARKING" AS SHOWN - CENTERED
- PATCH & REPAINT WALL AS REQUIRED



**SERVICE
SELECT
LLC**

400 MACK DRIVE
CROYDON, PA 19021
PH: 215.788.3898
FAX: 215.788.7588

SS#53618-R16

Description:

**EXTERIOR EXISTING
ENTRANCE ELEVATIONS**

Location:

TYSONS GALLERIA
2001 INTERNATIONAL DR
MCLEAN, VIRGINIA 22102

Client:

GGP

Date: 06.01.13

Scale: AS INDICATED

Drawn By: Lv

Merlin #: 12976

Rev.	Date	By
11	10.28.13	RjM
12	10.29.13	RjM
13	10.29.13	RjM
14	1.15.13	RjM
15	8.07.14	RjM
16	8.11.14	RjM

CORRECT DIMENSIONS

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E ENTRANCE ELEVATIONS

WORKSCOPE

REMOVE EXISTING LETTERS

REPLACE WITH:

- 16" FACE LIT LETTER ("T")
- DAY/NIGHT LED ILLUMINATION (4" RETURNS)
- PATCH & REPAINT WALL



16" STACKED LETTER SET LAYOUT -
SCALE: 3/8" = 1'-0"



EXISTING



PROPOSED-DAY APPEARANCE



PROPOSED - NIGHT APPEARANCE



**SERVICE
SELECT
LLC**

400 MACK DRIVE
CROYDON, PA 19021
PH: 215.788.3898
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Description:

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E ENTRANCE ELEVATIONS

WORKSCOPE

REMOVE EXISTING LETTERS

REPLACE WITH:

- 16" FACE LIT LETTER ("T")

DAY/NIGHT LED ILLUMINATION

(4" RETURNS)

- PATCH & REPAINT WALL

TYSONS
GALLERIA

RECTILINEAR CALCULATIONS: 18.98 SF



16" STACKED LETTER SET LAYOUT -
SCALE: 3/8" = 1'-0"

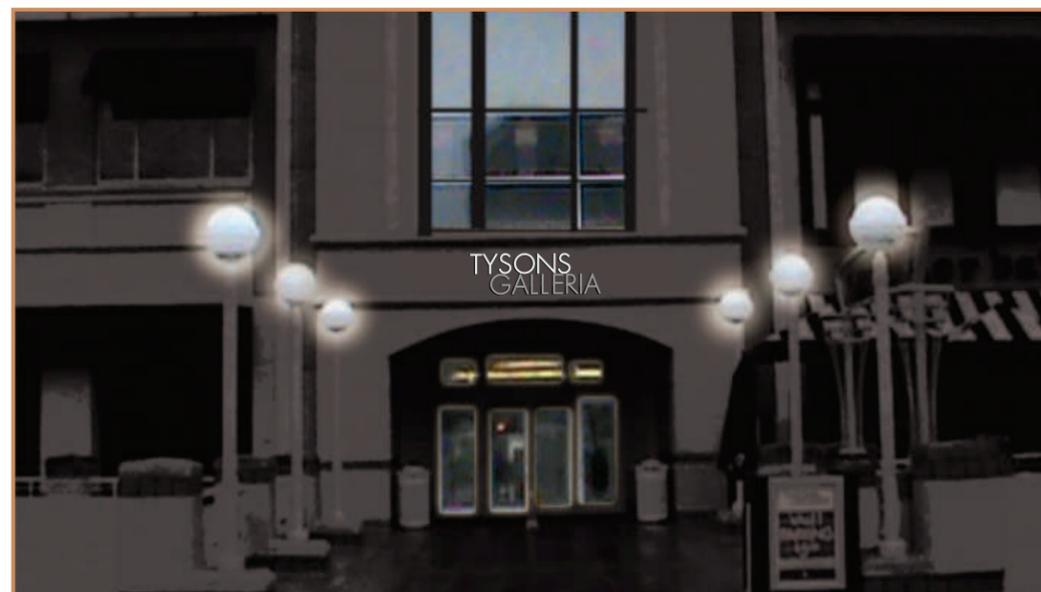
E2



EXISTING



PROPOSED-DAY APPEARANCE



PROPOSED - NIGHT APPEARANCE

Description:

**EXTERIOR EXISTING
ENTRANCE ELEVATIONS**

Location:

TYSONS GALLERIA
2001 INTERNATIONAL DR
McLEAN, VIRGINIA 22102

Client:

GGP

Date: 06.01.13

Scale: AS INDICATED

Drawn By: Lv

Merlin #: 12976

Rev:

11	10.28.13	RjM
12	10.29.13	RjM
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16	8.11.14	RjM

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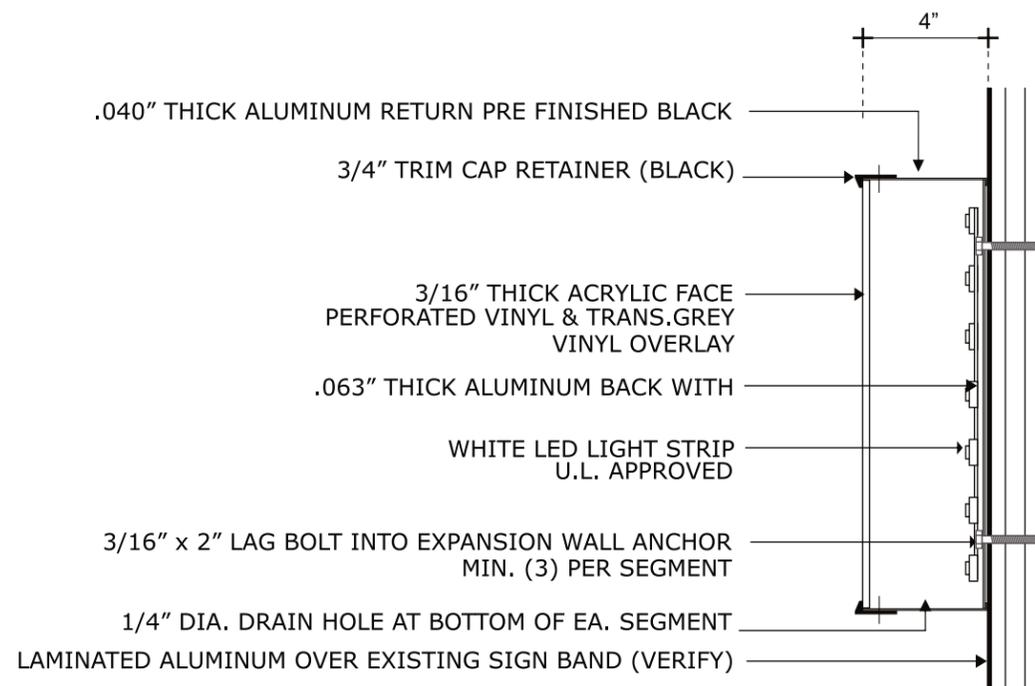
E1 E2 CHANNEL LETTERS AT ENTRANCE

SCALE: 3/4"=1'1"-0"



RECTILINEAR CALCULATIONS: 18.98 SF

- 1  PERFORATED BLACK VINYL
3M 3635-222 DUAL COLOR BLACK
- 2  TRANS, SILVER GRAY
3M # 3630-51



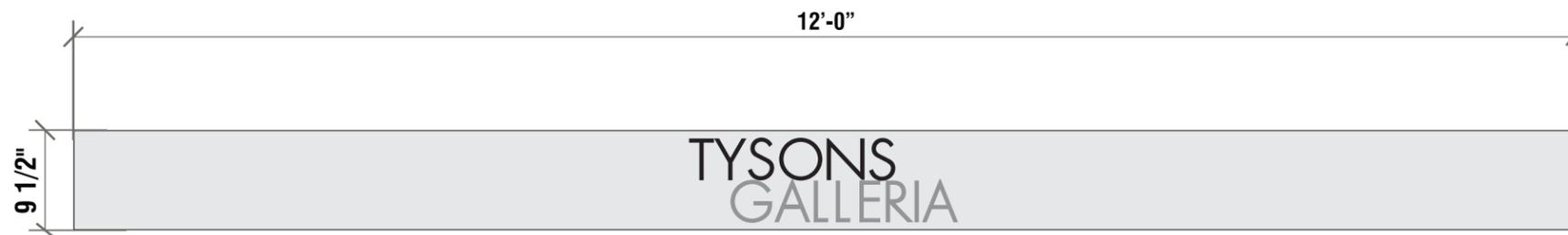
SECTION VIEW - FACE LIT, DAY/NIGHT CHANNEL LETTERS (LED)

U.L. LABELS REQUIRED

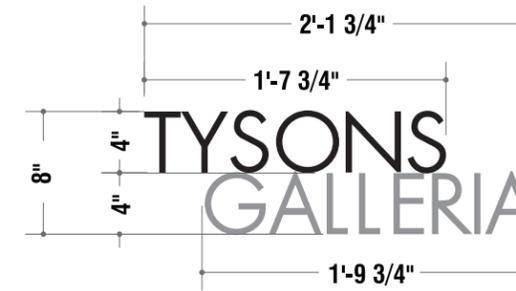
 **REQUIRED**

THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE AND/OR OTHER APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING AND BONDING OF SIGN.

NOTE:
A primary disconnect switch shall be externally located at end of sign as stated in the national electric code section 600.6 (by sign fabricator)



FCO LETTER SET LAYOUT WITH ALUMINUM FASCIA COVERING



FCO LETTERS
SCALE: 1" = 1'-0"



RECTILINEAR CALCULATIONS: 1.13 SF

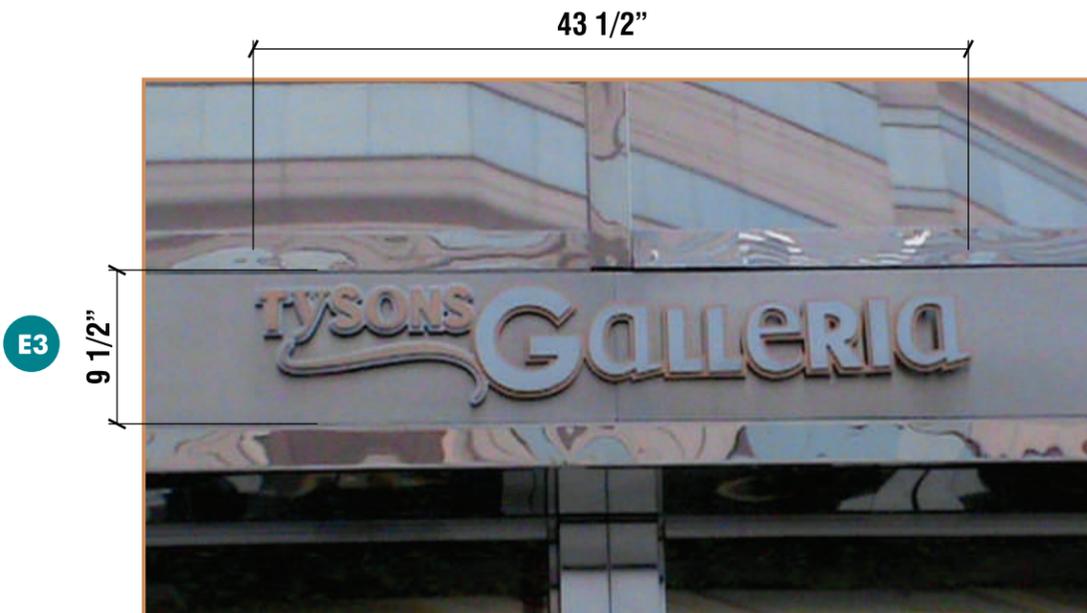
E ENTRANCE ELEVATIONS
SCALE: 3/4" = 1'-0"

WORKSCOPE

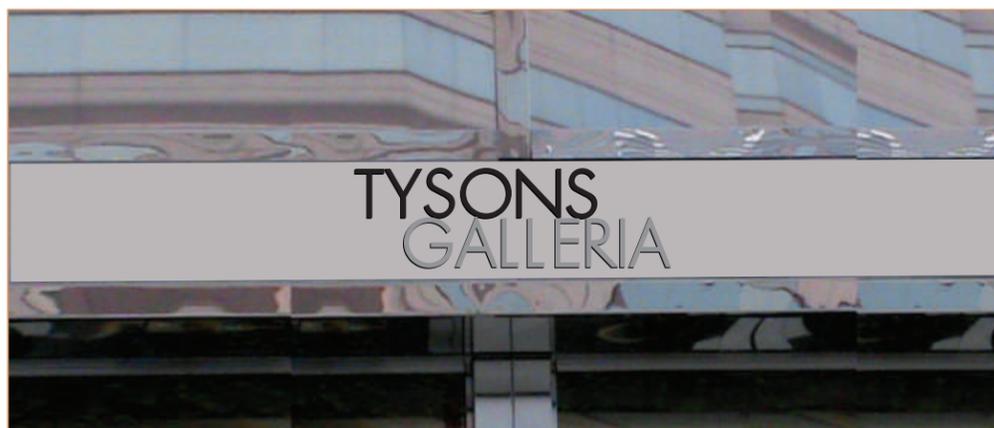
REMOVE EXISTING LETTERS
INSTALL .090 ALUMINUM COVER
TO MATCH OVER ENTIRE SIGN BAND
PAINTED TO MATCH EXISTING BAND

INSTALL NEW 3/4" THICK F.C.O.
LETTERS ATTACHED TO NEW
BACKGROUND OVERLAY
WITH VHB TAPE

"TYSONS" BLACK
"GALLERIA" PMS COOL GREY #8
BACKER COLOR TBD



EXISTING



PROPOSED-DAY APPEARANCE



PROPOSED - NIGHT APPEARANCE

NOTE: ILLUMINATED WITH AMBIENT LIGHT. SIGN IS NON-ILLUMINATED

Description:

EXTERIOR EXISTING ENTRANCE ELEVATIONS

Location:

TYSONS GALLERIA
2001 INTERNATIONAL DR
MCLEAN, VIRGINIA 22102

Client:



Date: 06.01.13

Scale: AS INDICATED

Drawn By: Lv

Merlin #: 12976

Rev.	Date	By
11	10.28.13	RjM
12	10.29.13	RjM
13	10.29.13	RjM
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CORRECT DIMENSIONS

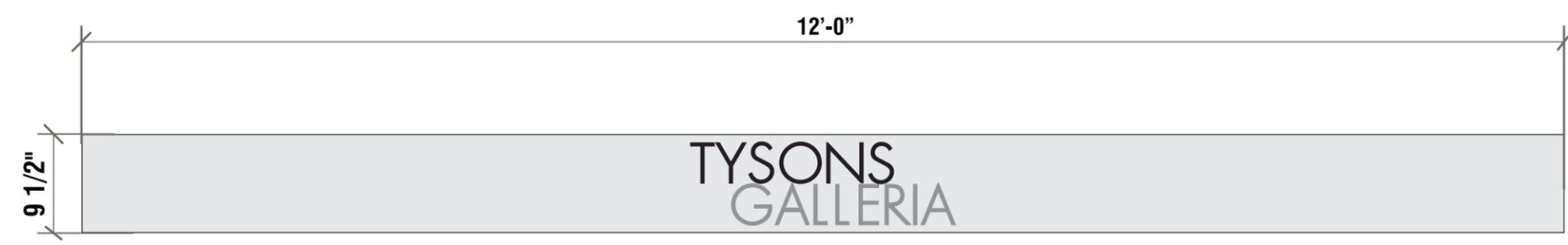
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Rev:

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FCO LETTER SET LAYOUT WITH ALUMINUM FASCIA COVERING

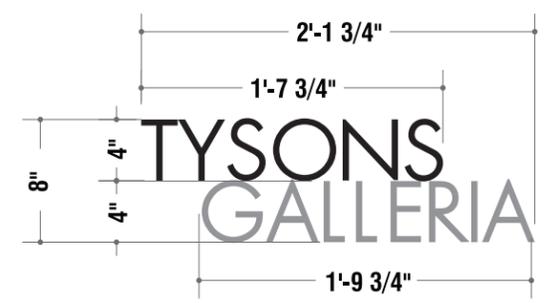
E ENTRANCE ELEVATIONS
SCALE: 3/4" = 1'-0"

WORKSCOPE

REMOVE EXISTING LETTERS
INSTALL .090 ALUMINUM COVER
TO MATCH OVER ENTIRE SIGN BAND
PAINTED TO MATCH EXISTING BAND

INSTALL NEW 3/4" THICK F.C.O.
LETTERS ATTACHED TO NEW
BACKGROUND OVERLAY
WITH VHB TAPE

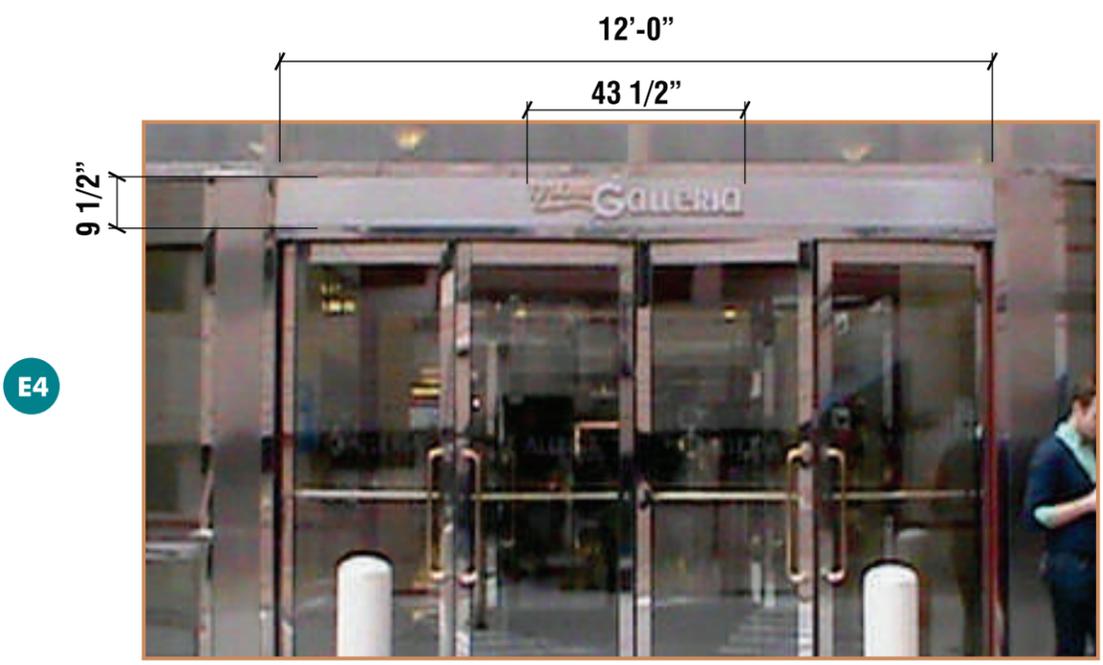
"TYSONS" BLACK
"GALLERIA" PMS COOL GREY #8
BACKER COLOR TBD



FCO LETTERS
SCALE: 1" = 1'-0"



RECTILINEAR CALCULATIONS: 1.13 SF



E4

EXISTING



PROPOSED



PROPOSED - NIGHT APPEARANCE
NOTE: ILLUMINATED WITH AMBIENT LIGHT. SIGN IS NON-ILLUMINATED

TYSONS GALLERIA - PROPOSED SIGNAGE

Sign Type/Description	Zoning Ordinance Section	Number of Proposed Signs	Article 12 Allowable Sign Area	Proposed Sign Area	Difference between Proposed vs. Allowable
Galleria Monument Sign - SMALL (M1, M2 & M4) 	§§12-203 & 12-204	3	40 SF	26.78 SF	-13.22 SF
Galleria Monument Sign - LARGE (M3) 	§§12-203 & 12-204	1	40 SF	47.63 SF	+07.63 SF
Garage-Mounted Galleria Sign (G1 & G2) 	§§12-203 & 12-204	2	40 SF	90.66 SF	+50.66 SF
Garage-Mounted Parking Sign (G3 & G4) 	§§12-203 & 12-204	2	40 SF	22.50 SF	-17.50 SF
Building-Mounted Mall Entry Sign - SMALL (E3 & E4) 	§§12-203 & 12-204	2	40 SF	01.13 SF	-38.87 SF
Building-Mounted Mall Entry Sign - LARGE (E1 & E2) 	§§12-203 & 12-204	2	40 SF	18.98 SF	-21.02 SF



400 MACK DRIVE
CROYDON, PA 19021
PH: 215.788.3898
FAX: 215.788.7588

SS#53618-R16

Description:
SIGN MATRIX

Location:
TYSONS GALLERIA
2001 INTERNATIONAL DR
McLEAN, VIRGINIA 22102

Client:
GGP

Date: 06.01.13

Scale: AS INDICATED

Drawn By: Lv

Merlin #: 12976

Rev:

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16	8.11.14	RJM

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

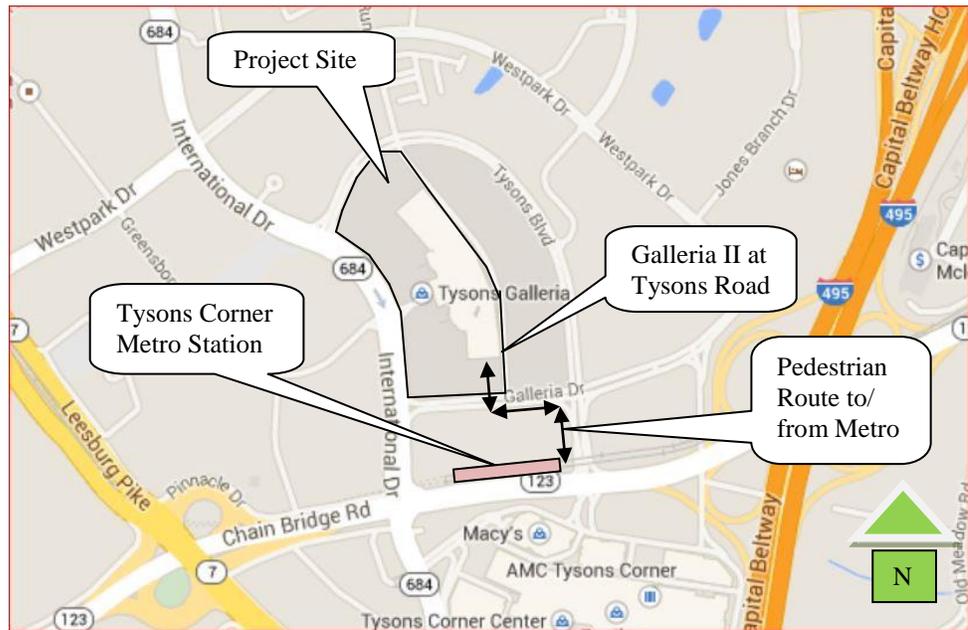
DESCRIPTION OF THE APPLICATION

The applicant, Homart Newco One, Inc., is requesting approval of a Comprehensive Sign Plan Amendment (CSPA) for the Tysons Galleria, a large, regional shopping mall in Tysons. As noted in the Statement of Justification, the purpose of this CSPA is to “maintain a fresh, contemporary and updated look” by replacing the existing signage with new signs. The CSPA proposes replacement of the existing monument, garage, and mall entrance signs and to add two new monument signs that would be visible to users of the Metro Silver Line. A reduced copy of the submitted CSPA is included at the beginning of this staff report. Proposed development conditions and the applicant's Statement of Justification are contained in Appendices 1 and 2, respectively.

LOCATION AND CHARACTER

Site Description

Tysons Galleria is located on 23.62 acres situated at the northeast corner of the International Drive/Galleria Drive intersection. It is located a block north of the Tysons Corner Metro Station. The regional shopping center contains three retail anchors and numerous specialty shops and restaurants. The mall is located in the center of the property, surrounded by low parking structures to the north, west, and south, and office and hotel buildings to the east. The large vacant property between the Metro station and the Galleria, which is not part of this application, is approved for a future mixed-use development pursuant to RZ 84-D-049.



The main vehicular access to the mall is from a driveway entrance located off International Drive, opposite the terminus of Greensboro Drive. Other vehicular access points are small driveways off of International Drive, Galleria Drive, Tysons Boulevard,

and Galleria II at Tysons Road. With the start of Metro Silver Line service, additional pedestrian traffic from the Tysons Corner Station via Tysons Boulevard/Galleria Drive is anticipated.

SURROUNDING AREA DESCRIPTION			
Direction	Use	Zoning	Plan
North	Multi-family	R-30, SC	Residential Mixed Use
East	Hotel, Office	PDC, SC and HC	Transit Station Mixed Use
South	Undeveloped/Transit Station (Tysons Corner Station)	PDC, SC and HC	Transit Station Mixed Use
West	Office (includes recently approved Greensboro Park Place, a mix-use development)	C-4, SC and HC	Transit Station Mixed Use

BACKGROUND

The original Comprehensive Sign Plan, CSP 84-D-049, included the entire Tysons II development. That plan, titled the Tysons II Sign Manual and approved in March 1988, covered the Galleria mall and the adjoining office and hotel development to the east. In November 1995 and in February 1999, the manual was amended under applications CSPA 84-D-049 and CSPA 84-D-049-2, respectively. The original CSP and both subsequent amendments were subject to conditions, attached as Appendix 3. None of the previous conditions specifically addressed the mall’s entrance, parking, or monument signs and therefore do not affect the current proposed signage changes.

COMPREHENSIVE PLAN PROVISIONS (Appendix 4)

Plan Area: Area II
 Urban Center: Tysons Corner
 Planning District: Tysons Central 123 District
 Subdistrict: North Subdistrict, Subarea 1: Tysons II
 Plan Map: Retail Mixed Use

Plan Text: (Limited to text that applies to this application. The complete subdistrict text is provided in Appendix 4.)

Applicable District Recommendations – North Tysons Central 123 Subdistrict

The area is planned and approved for transit-related mixed use development with approximately 6,800,000 square feet. Land uses include office, hotel, and residential development. The existing mall is to be retained and may be reconfigured. In approved

office, hotel and residential buildings ground level retail and service uses are to be provided. With the addition of a conference or convention center, a density bonus may be considered.

The vision of this intensification is to create urban spaces that people can walk through easily, as well as to and from the adjacent Metro rail station. The approved urban design amenities include extensive streetscape features, plazas, and an amphitheater. Some plazas are large enough for open-air activities such as musical performances by small groups. A variety and an abundance of seating and public art are to be provided and are to make these spaces appealing and attractive.

Applicable Areawide Recommendation

Detailed urban design guidelines and standards will be developed for districts or sub-districts to provide more definitive guidance in implementing the Plan. The guidelines will address issues such as building materials, street furniture, signage, and provide more specific guidance on built forms. They will help define distinct identities and characteristics for the various neighborhoods within Tysons. The guidelines will supplement the Areawide and District Recommendations in the Plan in providing guidance for development. (The relevant design guideline pages are included in Appendix 5.)

The Tysons Corner Urban Design Guidelines were endorsed by the Board of Supervisors in January 2012. Section 5 of the Guidelines, Signage and Way-finding, contains design suggestions addressing pedestrian oriented signs. One of the suggestions notes that: "Monument signs, which are low and ground-mounted, are discouraged in an urban environment. If monument signs are proposed, they should not be located in the streetscape, but they may be located in the building zone or within the plazas or open spaces which form entry features of the building."

ANALYSIS

Comprehensive Sign Plan

Title of Plan: Tysons Galleria – Proposed Exterior Sign Updates
Prepared By: Service Select, LLC
Dated: June 1, 2013 as revised through August 11, 2014

Article 12 of the Zoning Ordinance regulates signs; in addition, it permits, under Sect. 12-210, for an applicant in a P district to request a comprehensive sign plan as a means to provide flexibility in signage within planned developments. Subject to approval by the Planning Commission, such plans must show the location, size, height, and extent of all proposed signs, as well as the nature of the information to be displayed on the signs.

The subject property is zoned PDC, Planned Development Commercial District. The submitted Comprehensive Sign Plan Amendment (CSPA) consists of 18 pages containing descriptions, locations, and styles of the proposed signs for the Galleria. As depicted on the Sign Location Map (Exterior – Site Plan) on Sheet 2, the CSPA addresses the three types of signs being replaced or added: Monuments Signs, Garage Signs, and Mall Entrance signs.

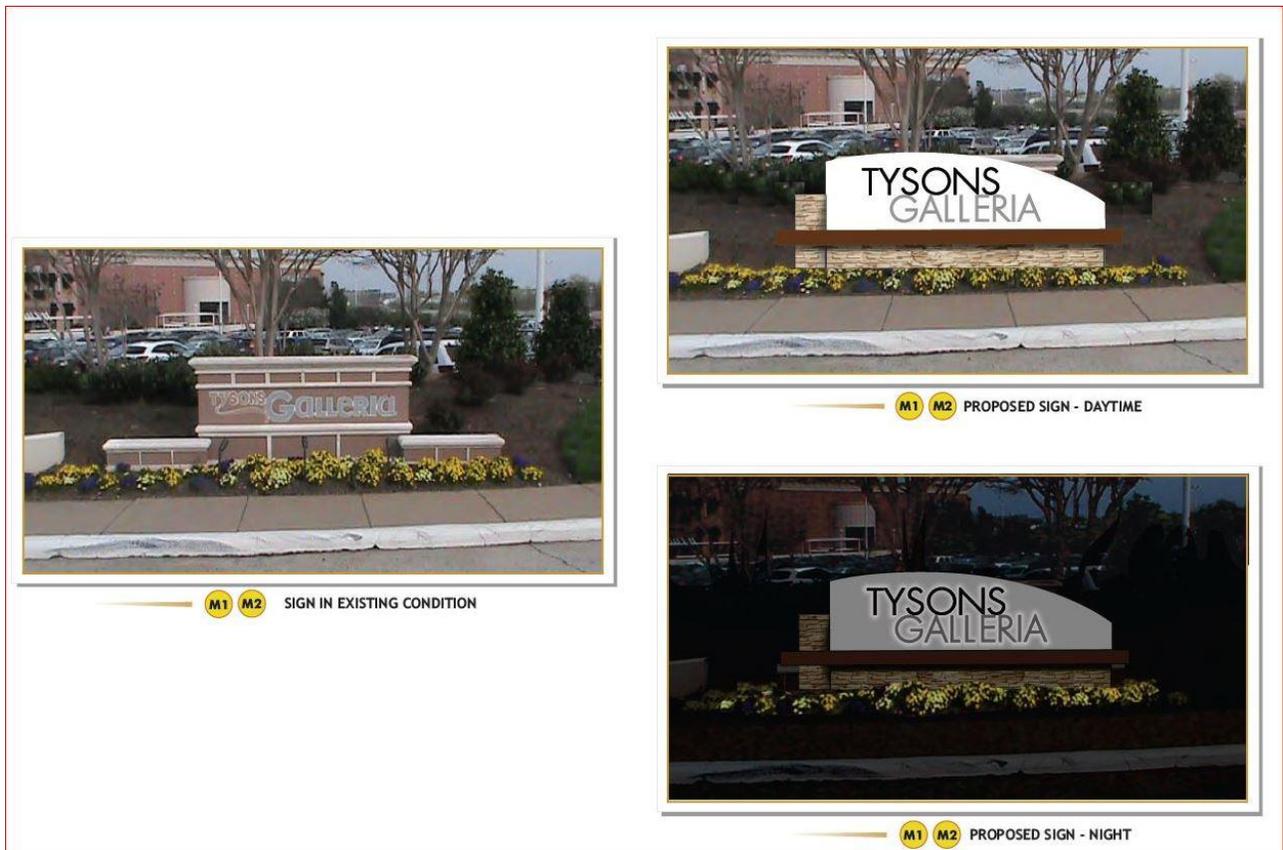
Sign Location Map

The following map shows the 12 signs proposed to be changed or added by this CSPA. Ten of the signs will be replaced with similar or smaller signs. Two of the signs, monuments signs, M3 and M4, are proposed as new signs.



Monument Signs

The two existing monument signs, located at the main entrance driveway along International Drive, opposite the terminus of Greensboro Drive, will be replaced with updated signs. The new signs will be similar in size to the existing signs and will consist of dark lettering on white background and halo lit lettering for day and night-time legibility, respectively. As with the existing signs, the new signs will be located so as not to impact sight distances or encroach in existing utility easements.



The two new monument signs are proposed along Galleria Drive. One is proposed at the intersection of Galleria Drive and Galleria II at Tysons Road (service drive). This sign will be the same size (12 feet long by 4 feet high) as the ones at the main International Drive entrance. The applicant has indicated that this sign will let transit users know, as they approach the mall from the Metro station via Tysons Boulevard/Galleria Drive, that they have reached the perimeter of the mall. (Because the mall is surrounded on three sides by parking structures, its location is not easily discernable from this vantage point.) The second proposed new monument sign location is at the intersection of Galleria Drive and International Drive. This proposed sign is slightly larger (16 feet long by 5 feet high) than the other three monuments signs. As with the proposed replacement main entrance signs, the two additional monument signs will consist of dark lettering on white background and halo lit lettering for day night-time legibility, respectively.

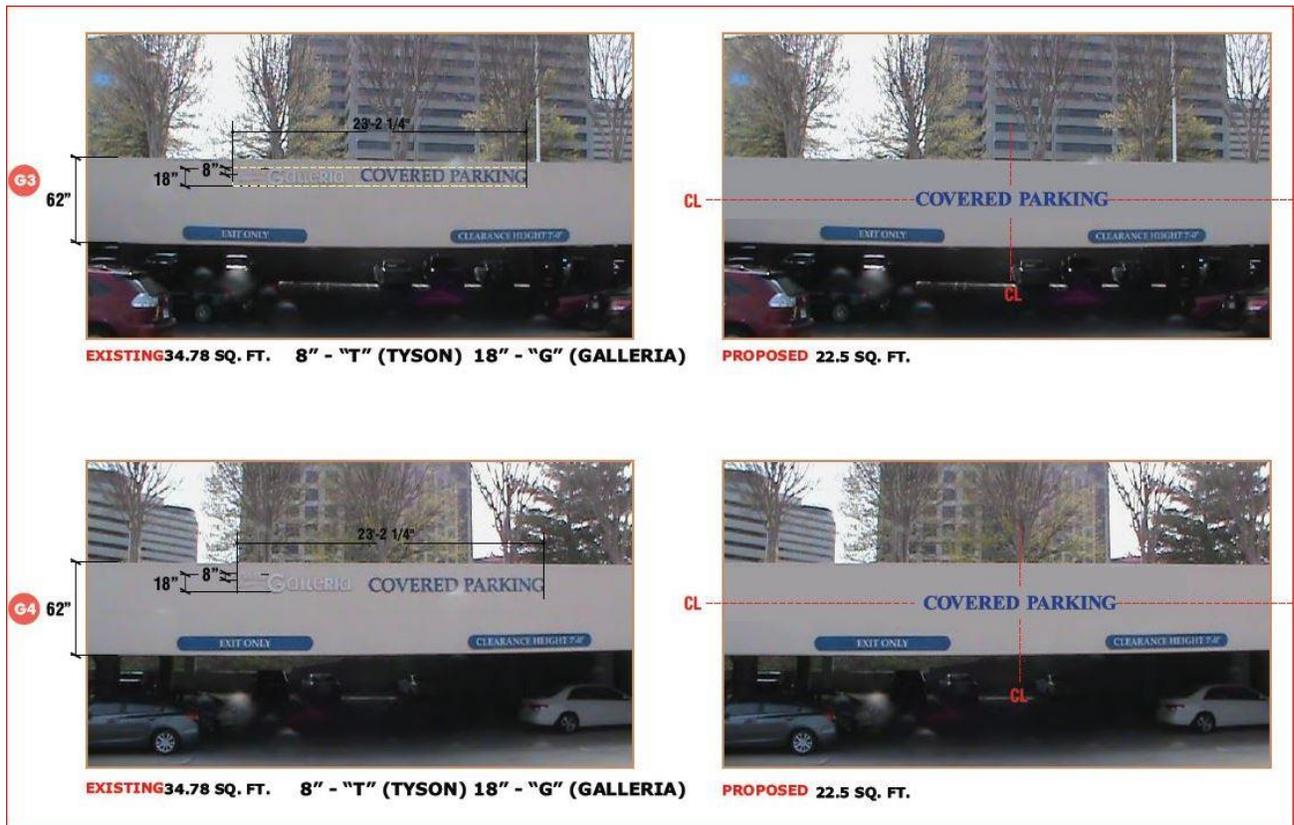
Garage Signs

The existing garage signs will be replaced at four locations. Two of the garage entrance signs, including one at the north garage entrance along Tysons Boulevard (Sign G1) and the other at the south garage entrance along Galleria Drive (Sign G2), will be replaced with signs having typeface similar to the monument signs. The letters for these garage signs will be face-lit. These two replacement signs will be mounted on the second floor parking deck, above the ground floor garage entrance, in the same location as the signs that they are replacing. The replacement signs will be 90 square feet each, while the existing signs are 34 square feet each. This increase in square footage, 56 square feet per sign, is the largest difference in size between the replacement and existing signs.



The second set of garage signs to be replaced are located at the top of the ramps between the upper and lower parking decks. As shown in the following pictures, the applicant will remove the existing signs that read “Tysons Galleria Covered Parking”

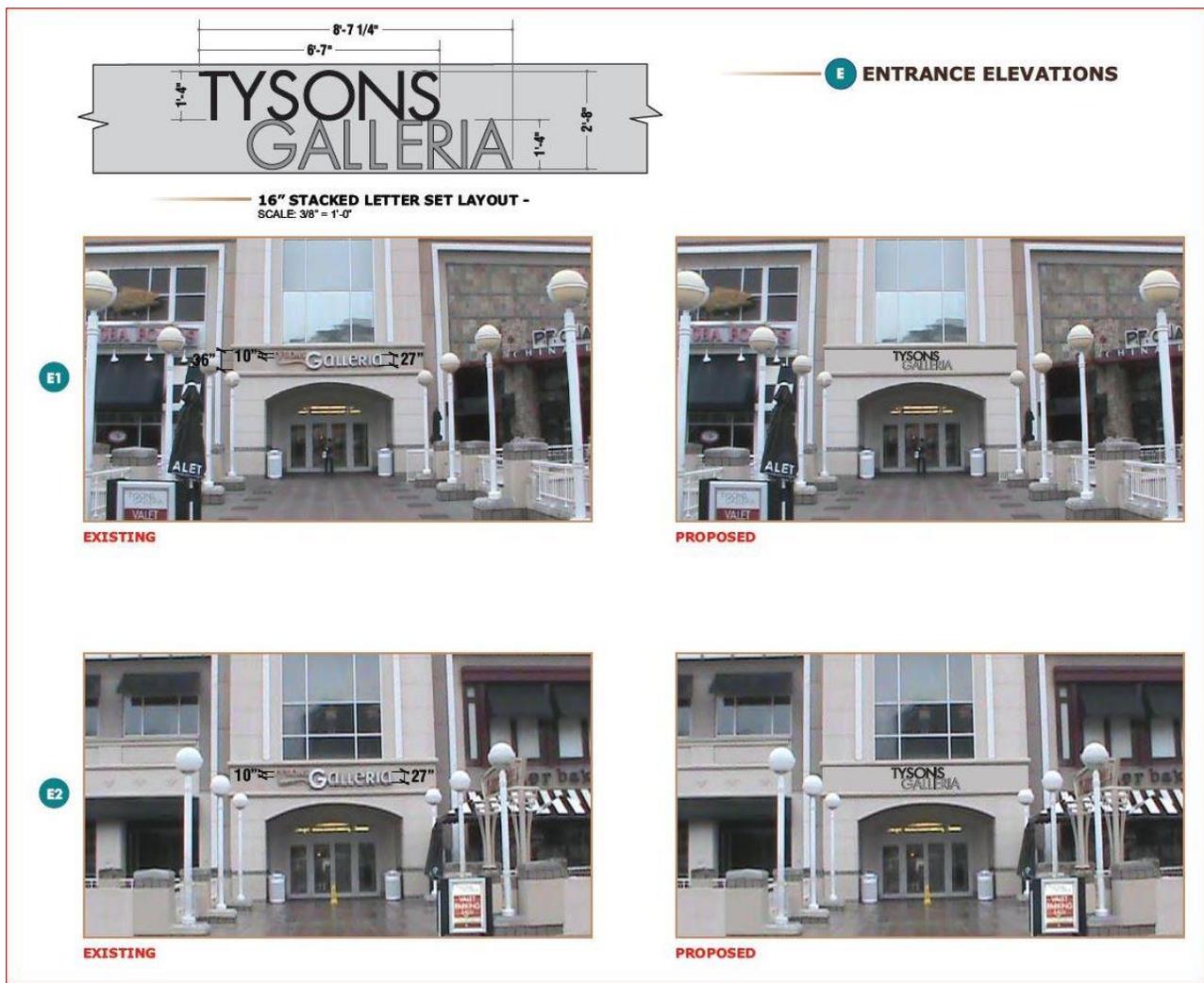
and will replace them with signs that simply read “Covered Parking” in slightly larger lettering. These signs will not be lit except by indirect surface lighting. At 22.5 square feet, each replacement sign will be approximately 12.3 square feet smaller than each of the existing signs.



Mall Entrance Signs

The signs above each of the mall’s four main entrances are being proposed for replacement. The replacement signs will have typeface similar to the proposed monument signs, but instead of being halo-lit, the letters themselves will be face-lit. A comparison between the square footage of the existing and proposed mall entrance signs is shown on the following chart. Overall, the proposed mall entrance signage area is about three square feet less than existing entrance signage.

Sign	E1	E2	E 3	E4	Totals
Existing Sign Area (sq. ft.)	18.75	18.75	2.87	2.87	43.24
Proposed Sign Area (sq. ft.)	18.98	18.98	1.13	1.13	40.22
Difference (sq. ft.)	0.23	0.23	-1.74	-1.74	-3.02



Sign Matrix

At staff's request, the applicant prepared the following matrix, which compares the allowable sign area versus that which is requested.

As previously noted, Section 12-210 of the Zoning Ordinance allows the Planning Commission to approve a comprehensive sign plan as an alternative to the sign provisions contained in Article 12 of the Zoning Ordinance. Except for the two new monument signs, the replacement signs are similar in size and in the same location as the existing signs. In total, the replacement signs will add approximately 84 square feet of new sign area to the mall.

TYSONS GALLERIA - PROPOSED SIGNAGE					
Sign Type/Description	Zoning Ordinance Section	Number of Proposed Signs	Article 12 Allowable Sign Area	Proposed Sign Area	Difference between Proposed vs. Allowable
Galleria Monument Sign - SMALL (M1, M2 & M4) 	§§12-203 & 12-204	3	40 SF	26.78 SF	-13.22 SF
Galleria Monument Sign - LARGE (M3) 	§§12-203 & 12-204	1	40 SF	47.63 SF	+07.63 SF
Garage-Mounted Galleria Sign (G1 & G2) 	§§12-203 & 12-204	2	40 SF	90.66 SF	+50.66 SF
Garage-Mounted Parking Sign (G3 & G4) 	§§12-203 & 12-204	2	40 SF	22.50 SF	-17.50 SF
Building-Mounted Mall Entry Sign - SMALL (E3 & E4) 	§§12-203 & 12-204	2	40 SF	01.13 SF	-38.87 SF
Building-Mounted Mall Entry Sign - LARGE (E1 & E2) 	§§12-203 & 12-204	2	40 SF	18.98 SF	-21.02 SF

Land Use and Environmental Analysis

No land use or environmental issues were identified with this application. The Zoning Administration Division reviewed the proposed siting of the monument signs and determined that the proposed locations do not conflict with sight distance requirements.

Office of Community Revitalization Analysis (OCR) Analysis (Appendix 6)

OCR staff finds the proposed signs to be appropriate in scale with the size and location of the development. The agency memo specifically notes the contrast and high visibility created by the black and gray back-lit lettering (monuments, garage, and mall entrance signs) and the blue lettering (parking signs). OCR staff also finds that the proposed signs will not negatively impact pedestrian movement through the area.

ZONING ORDINANCE PROVISIONS (Appendix 7)

Sign Control Overlay District Standards (Sect. 7-600)

The subject property is located in a Sign Control Overlay District. The purpose of this overlay district, as stated in Sect. 12-101 of the Zoning Ordinance, is to restrict “freestanding signs in the intensely developed commercial and industrial areas of the County where there is an increased need to reduce visual clutter, sight distance obstruction, and interference with traffic control signals and mechanisms and where the

speed of traffic does not warrant the freestanding signs otherwise permitted by the provisions of Article 12". The two existing and two proposed monument signs fall under the purview of this provision.

Staff finds that the three smaller proposed monument signs do not create visual clutter. First, the heights of these monument signs, four feet, compared to heights of pole-mounted or building-mounted signs, are relatively low. Second, these proposed signs would be located at the main vehicular and main transit-user entry points of the 23.62-acre mall site. The applicant has submitted surveyed drawings demonstrating that the proposed sign locations will not create sight distance, utility easement, or other facility conflicts. On the other hand, staff finds that proposed, new monument sign, M3, which is slightly larger than the other three monument signs and is proposed for the corner of International Drive and Galleria Drive, serves no practical purpose as it does not increase way-finding and therefore might simply add to visual clutter. M3 would not be visible from the Metro station platform or from transit users going to or from the station. For patrons arriving by automobiles, M3 would be duplicative of the existing/ replacement signs visible along International Drive and Galleria Drive. Therefore, in keeping with the purpose of the Sign Control Overlay District and in reflecting the applicable design guidelines, staff does not support inclusion of the proposed, new monument sign identified as M3 on the sign plan as part of this application.

Highway Corridor Overlay District Standards (Sect. 7-600)

The subject property is located in a Highway Corridor Overlay District. The Zoning Ordinance provides additional regulations for drive-in financial institutions, fast food restaurants, quick-service food stores, service stations, and service station/mini-marts located in these overlay districts. The CSPA does not cover signage related to such businesses and therefore the district's standards are not applicable to this request.

Conformance with Standards for Comprehensive Sign Plans (Sect. 12-210)

Sect. 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. Par. 4 of Sect. 12-210 provides that "signage options shall be in accordance with the standards for all planned developments as set forth in Part 1 of Article 16." That paragraph furthers states that "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."

In staff's opinion, the CSPA's proposed replacement signs and the one new monument sign recommended for approval are scaled appropriately and are harmonious with the

existing mall. As discussed in the analysis above, the replacement signs are similar in size to the existing signs and are useful in identifying the development and its prominent parking garage and building entrances. The new monument sign, M4, will be helpful to users of the Metro Silver Line. All of the proposed signs are coordinated and appear harmonious with each other and the development.

CONCLUSIONS AND RECOMMENDATIONS

Staff Conclusions

In staff's opinion, the replacement signs and the addition of a new monument sign would help visitors navigate to and through the mall by helping people to locate Tysons Galleria from the street network and the Metro station and to identify the mall's major entrances. As conditioned, the proposed signs provide visibility and identity to the development without creating undo clutter.

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 set forth in Appendix 1.

Recommendation

Staff recommends approval of CSPA 84-D-049-03 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, 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 recommendation of staff; it does not reflect the position of the Planning Commission.

The approval of this rezoning 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.

APPENDICES

1. Proposed Development Conditions
2. Statement of Justification
3. Previous CSP and CSPA Development Conditions
4. Relevant Comprehensive Plan Text
5. Relevant Tysons Corner Urban Design Guidelines
6. Office of Community Revitalization Review Analysis
7. Applicable Zoning Ordinance Provisions
8. Glossary of Terms

PROPOSED DEVELOPMENT CONDITIONS

CSPA 84-D-049-03

August 27, 2014

If it is the intent of the Planning Commission to approve CSPA 84-D-049-03, located at Tax Map 29-4 ((10)) 0001C1, 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. These conditions are *in addition* to those approved by the Planning Commission with CSP 84-D-049, CSPA 84-D-049, and CSPA 84-D-049-2.

1. This CSPA 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 Sign Plan (CSP) as amended.
2. The CSPA, titled "Tysons Galleria – Proposed Exterior Sign Updates", prepared by Service Select, LLC, date stamped August 12, 2014, is approved for those signs shown on the CSPA, *excluding the monument sign identified as M3*. Modifications to tenant signs allowed by the CSP shall not include any increase in size or number above that shown on the CSP.
3. A matrix for signage shall be provided to the Zoning Administrator prior to the issuance of the first sign permit and all subsequent sign permits requested under this CSPA. The matrix shall include the submitting party's name, address, sign type, sign height, sign area, Non-Residential Use Permit number (if issued), and/or any other pertinent information deemed necessary by the Zoning Administrator in order to allow tracking of all signage to be provided on site.
4. Illumination of signs shall be in conformance with the performance standards for glare as set forth in Part 9 of Article 14 of the Zoning Ordinance. Additionally, signs that require lighting shall be internally illuminated or down-lit to avoid glare and light trespass. No uplighting shall be permitted on any sign.
5. All signs shall be generally consistent with the typography, materials, and the use of logos indicated in the CSPA. Sign copy, character style, colors, and logos may be modified so long as the size and location of the signs are consistent with the CSPA.

6. All signage shall be placed in a location that does not conflict with sight distance requirements. Pursuant to Sect. 2-505 of the Zoning Ordinance, all freestanding signs shall be located so as not to restrict sight distance for drivers entering or existing travel intersections, aisles, or driveways.

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.

**TYSONS GALLERIA
COMPREHENSIVE SIGN PLAN AMENDMENT STATEMENT OF JUSTIFICATION
CSPA-2014-PR-**

Record Owner/Applicant: HOMART NEWCO ONE, INC.
Fairfax County Tax Map 29-4((10))1C1 (23.62 acres total)
JANUARY 30, 2014

RECEIVED
Department of Planning & Zoning
FEB 03 2014
Zoning Evaluation Division

1. Introduction

HOMART NEWCO ONE, INC. is the Owner and Applicant (the "Applicant") of 23.62 acres located northeast of International Drive and Chain Bridge Road, on property identified as Fairfax County Tax Map 29-4((10))1C1 (the "Property"), and makes up the majority of lands comprising the well-known Tysons Galleria (the "Galleria").

2. Background

The original Comprehensive Sign Plan (CSP 84-D-049) included the entire Tyson II development, not just the Galleria, is referred to as the *Tyson II Sign Manual*. It was approved by the Planning Commission on March 31, 1988. The manual was subsequently modified with approval conditions for the Galleria only on November 30, 1995, and relabeled as the *First Amendment to the Tysons II Sign Manual* (CSPA 84-D-049). Further amendment to the manual was approved with conditions, for the Galleria only, on February 18, 1999 (CSPA 84-D-049-2). Each of these amendments represents the ongoing commitment of the Galleria to maintain a fresh, contemporary and updated look.

3. Proposal

The Applicant seeks to amend the current Comprehensive Sign Plan Amendment (the "CSPA"), in accordance with §12-210 of the Zoning Ordinance. This request for an amendment applies to the Galleria only, and does not involve any office or hotel uses that were part of the original Tysons II development. The purpose of the amendment is to replace weathered and dated Monument, Garage, and Mall Entrance signage, consistent with maintaining the Galleria's appearance as one of Fairfax County's largest high end retail developments. In addition, the Applicant seeks to add two additional monument signs in much needed locations to improve its identity and visibility to the public, including the viewshed from Metro's Silver Line. Certain specific signage, which further detail is given below, are proposed to be illuminated using energy efficient lighting systems.

Details of the proposed CSPA are summarized in a sign matrix, located on sheet 16 of the sign plan.

A. Monument Signs

Two additional monument signs (for a total of four) are requested by this CSPA. The two originally approved locations along International Drive will be updated with new signage (see attached Photo 1). If approved, the two additional monument signs will

be located at frontage locations where no identifying signage currently exists: one at the Galleria Drive/Galleria at Tysons II entrance; and a second where Galleria Drive intersects with International Drive. These signs will be halo-lit with light-emitting diodes (LEDs), and electronically controlled by a centralized Energy Management System. This will offer greater visibility from Metro's Silver Line. Placement of these sign monuments will not impact sight distances or encroach existing easements, as verified by an "as-built" survey.

B. Garage Signs

The existing garage signage will be replaced at four locations. Two of these locations are interior to the site at the ramps between the upper and lower parking decks. The only updating here will be the words "Covered Parking", which is less sign clutter than what exists (see attached Photo 2). The two other locations are at the garage entrances via Tysons Boulevard and Galleria Drive. The existing signage here will be updated with a similar typeface as the monument signs (see attached Photo 3). However, the letters themselves will be face-lit with LEDs but also controlled by the Energy Management System.

C. Mall Entrance Signs

The existing mall entrance signage will be updated at four locations (see attached Photo 4). These will also be similar to the monument signs, with letters face-lit with LEDs and controlled by a centralized Energy Management System. The newer signage will be distinctly sharper and occupy less surface area.

4. Conformance with the Comprehensive Plan

The Property is located in Subarea 1 of the North Tysons Central 123 Subdistrict, which is part of the Tysons Central 123 District, in the Comprehensive Plan. The vision is to transform Subarea 1 into a significantly more intense, mixed use transit oriented area. While the Comprehensive Plan does not provide details specific to signage, it expresses the desire for higher density developments that are distinctly urban. Increased signage is a key component to urban development, which is in keeping with the new signage proposed by this CSPA. In addition, the proposed lighting system described above is a tenet of the Areawide Recommendations for Environmental Stewardship in the Tysons Corner Urban Center.

5. Conformance with the Tysons Corner Urban Design Guidelines

Chapter 5, Signage and Wayfinding discusses the types of signage and provides Design Suggestions for implementation across the Tysons area. The new signage proposed by this CSPA captures the character of Tysons with its design quality and material. The Applicant is doing away with the curvilinear design of its typeface, and is choosing a minimalistic approach to its design using clean symmetrical lines, which are neat, concise, and legible. The quantity of proposed signage remains the same as previously approved, with the exception of two additional monument signs at frontage locations where no identifying signage exists.

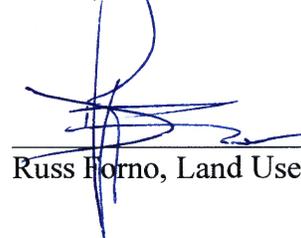
The monument and garage-mounted building identity signs will be either face-lit or halo-lit at night with LEDs. This is consistent with the Design Suggestion that illuminated signage be close to metro.

Although monument signs are generally discouraged in an urban environment, the guidelines refer in greater context to hi-rise buildings and individual retailers, rather than super regional centers. Notwithstanding, the monument locations proposed by this CSPA satisfy the Design Suggestions that they be located within building zones or open spaces that form entry features, as well as avoid vehicular sight distances at intersections and entrances.

6. Summary

The proposed CSPA implements the adopted Comprehensive Plan and is in harmony with the Tysons Corner Urban Design Guidelines. The sign matrix located on sheet 16 of the sign plan demonstrates the actual changes being proposed. All proposed signage is scaled consistent with the Galleria, yet sized and located to conveniently address visitors and the public, including the viewshed from Metro's Silver Line. Night time illumination will be provided for some signage utilizing low level, energy efficient lighting. Since the surrounding area is already developed and the CSPA proposes only two additional signs, no negative impact on neighboring properties is anticipated. For these reasons, the Applicant requests that this CSPA be granted.

Respectfully submitted,
ODIN, FELDMAN & PITTLEMAN, P.C.

A handwritten signature in blue ink, appearing to read "Russ Forno", is written over a horizontal line. The signature is stylized and somewhat abstract.

Russ Forno, Land Use Planner

Enclosure: Photos

#2296357v1 SOJ 081841/000001

ATTACHMENT TO CSPA STATEMENT OF JUSTIFICATION: PHOTOS

Photo 1: Monument Sign (Proposed)



Photo 2: Garage Sign

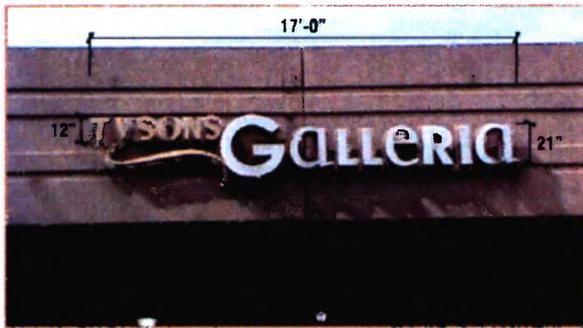


EXISTING 34.78 SQ. FT. 8" - "T" (TYSON) 18" - "G" (GALLERIA)

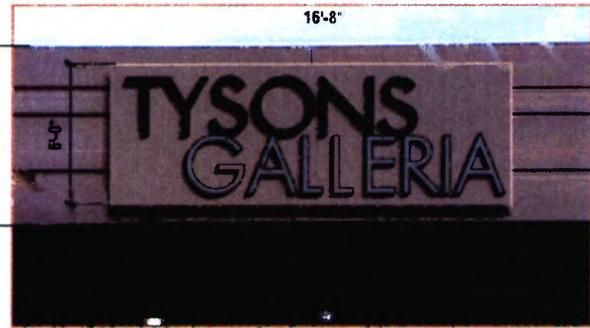


PROPOSED 22.5 SQ. FT.

Photo 3: Garage Sign



EXISTING



PROPOSED

Photo 4: Mall Entrance Sign



EXISTING



PROPOSED



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



April 5, 1988

Francis A. McDermott, Esquire
 Hunton and Williams
 P. O. Box 1147
 Fairfax, VA 22030

Re: CSP-84-D-049

Dear Mr. McDermott:

This will serve as your record of the Planning Commission's action on CSP-84-D-049, H-L Land Improvement Venture, on Thursday, March 31, 1988.

On a vote of 7-0-1 (Commissioner Harsel abstaining; Commissioners Koch and Thillmann not present for the vote; Commissioner Sparks absent from the meeting) the Planning Commission approved CSP-84-D-049, including the Tysons II Long Range Sign Master Plan as revised through March 28, 1988; and the Tysons II Sign Manual dated March 7, 1988 and revised through March 31, 1988, and development conditions revised on March 31, 1988 as follows:

1. There shall be no signs located on the property that are not shown as part of the approved Comprehensive Sign Plan, as revised by the following conditions. The required sign permits for the regulated signs under the Comprehensive Sign Plan shall be obtained from the Zoning Administrator.
2. The signs shall be erected and constructed in conformance with the numbers, location, design and materials submitted in the Comprehensive Sign Plan. Minor deviations in sign locations may be permitted when the Zoning Administrator determines that such deviations are minor and are in substantial conformance with the approved Comprehensive Sign Plan.
3. The maximum sign area permitted for any one building-mounted sign and on any one wall of the office buildings and hotel buildings shall not exceed 250 square feet for a maximum of 500 square feet for each building.
4. Each office building shall be allowed a maximum of 80 square feet of sign area along a "raceway" located at the first floor level as shown in the Comprehensive Sign Plan. Each hotel shall be permitted a maximum of 80 square feet of sign area along a "raceway" located at the first floor level of the building and the sign shall be limited to identifying the name of the hotel.

Francis A. McDermott, Esquire
April 5, 1988

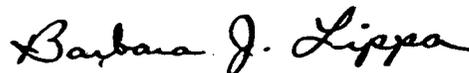
Page 2

5. Two construction signs, as shown on page 49 of the Tysons II Sign Manual, shall be permitted in the approximate locations as illustrated on the Long Range Sign Master Plan dated October 20, 1987 as revised through March 28, 1988. Said sign along International Drive shall be removed by October 1, 1988.
6. Each building under construction shall also be permitted one 50 square foot construction sign and each vacant building site shall be permitted one 20 square foot "bar" sign at the curb cut for each proposed building.
7. All street signs, including directional, parking, and street name signs, shall comply with the location and sight distance standards of the Virginia Department of Transportation (VDOT). The approval of this Comprehensive Sign Plan in no way supercedes any approvals required by VDOT for signs located on the property.
8. Illumination of signs shall be in conformance with the performance standards for glare as set forth in Part 9 of Article 14 of the Zoning Ordinance.

The Commission's approval, contingent on the above-noted conditions, shall not relieve the applicant from compliance with the provisions of any applicable ordinances, regulations, or adopted standards. The applicant shall be responsible for obtaining the required Sign Permits through established procedures.

For your information, a copy of the verbatim excerpts from the Commission's action on this application is attached. Should you have any questions on this action, please do not hesitate to contact me.

Sincerely,



Barbara J. Lippa
Deputy Director

BJL:gw

Attachment (1)

cc: Lilla Richards, Supervisor, Dranesville District (w/o attachment)
George Lilly, Commissioner, Dranesville District (w/o attachment)
Marilyn Anderson, Staff Coordinator, OCP
March 31, 1988 Date File
Y-2 File (w/o attachment)



COMMONWEALTH OF VIRGINIA
COUNTY OF FAIRFAX

PLANNING COMMISSION
Peter F. Murphy, Jr., Chairman
Carl L. Seil, Jr., Vice Chairman
Suzanne F. Harsel, Secretary
Alvin L. Thomas, Parliamentarian

James C. Wyckoff, Jr., Executive Director
Barbara J. Lipka, Deputy Executive Director
Sara Robin Hardy, Administrative Assistant
Mary A. Pascoe, Clerk to the Commission

PLANNING COMMISSION
SUITE 330
12000 GOVERNMENT CENTER PARKWAY
FAIRFAX, VIRGINIA 22035-0042

(703) 324-2865
FAX (703) 324-3948

December 6, 1995

RECEIVED
OFFICE OF COMPREHENSIVE PLANNING
DEC 7 1995
ZONING EVALUATION DIVISION

John R. Byers
Carl A. S. Coan, Jr.
Judith W. Downer
Janet R. Hall
Robert v. L. Hartwell
John W. Hunter
Ronald W. Koch
John M. Palatiello

Lynne J. Strobel, Esquire
Walsh, Colucci, Stackhouse,
Emrich & Lubeley
2200 Clarendon Blvd., 13th Floor
Arlington, VA 22201-3359

RE: CSPA-84-D-049
Homart Development Company
Providence District

Dear Ms. Strobel:

This will serve as your record of the Planning Commission's action on CSPA-84-D-049, an application by the Homart Development Company in the Providence District.

On Thursday, November 30, 1995, the Planning Commission voted unanimously (Commissioners Hartwell and Palatiello absent from the meeting) to approve CSPA-84-D-049, subject to the following development conditions, which are in addition to those approved with CSP-84-D-049:

1. All signs shall be in conformance with the Comprehensive Sign Plan Amendment entitled: "First Amendment to Tysons II Sign Manual" prepared by Homart Development Company and dated November 7, 1995, and as modified by the following conditions.
2. This Comprehensive Sign Plan Amendment is granted only for those signs indicated in the amendment and approved with this application.
3. No more than three signs shall be permitted in each of Zones A and B at the northwest and southwest entrances; no more than two signs shall be permitted in each of Zones C and D at the northwest and southwest entrances.
4. Building mounted signs in Zones A and B shall be allowed for tenants who occupy floor area fronting on the western facade of the Galleria in Zone A and Zone B, respectively, and such signs shall be located directly adjacent to the space occupied by the particular tenant. Each such tenant shall be permitted one sign per use only.
5. Building mounted signs in Zones C and D shall be allowed for tenants who occupy floor area fronting on the western facade of the Galleria in Zone C or Zone D, respectively, if such signs are integrated into an architectural facade treatment which

Strobel letter
CSPA-84-D-049
December 6, 1995
p.2

conveys the image of a storefront. Such signs shall be located directly adjacent to the space occupied by the particular tenant and shall be limited to one sign per use only, except that a sign may be provided in Zone C for a tenant who may occupy space in Zone B1, and a sign may be provided in Zone D for a tenant who may occupy space in Zone A1, since both Zones B1 and A1 are located below the level of the parking deck. A tenant who occupies space in Zone B1 may have a second sign in Zone C, and a tenant who occupies space in Zone A1 may have a second sign in Zone D, since both signs for each tenant will not be visible at the same time from the parking deck.

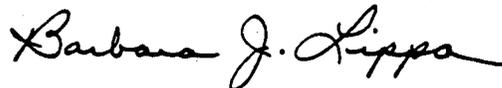
6. A. The number of banner locations which may be placed down the main vehicle entrance shall be limited to five (5) pole locations only. Each pole may include up to two (2) banners. Each banner shall not exceed an area of twelve (12) square feet.

B. The number of banner locations which may be placed at the pedestrian bridge/main entrance shall be limited to eight (8) pole locations at each of the Northwest and Southwest entrances. Each pole may include up to two (2) banners. Each banner shall not exceed an area of five (5) square feet.

Attached for you information is a copy of the verbatim excerpts from the Planning Commission's action on this application.

Should you have any questions on the information provided, please do not hesitate to contact me at 324-2865.

Sincerely,



Barbara J. Lippa
Deputy Executive Director

Enclosure (a/s)

cc: Gerald Connelly, Supervisor, Providence District
Carl Coan, Jr., Commissioner, Providence District
Kevin Guinaw, Zoning Evaluation Division, OCP
John Yeatman, Director, Real Estate Division, Department of Tax Administration
November 30, 1995 Date File
Y-2 File



COMMONWEALTH OF VIRGINIA
COUNTY OF FAIRFAX

PLANNING COMMISSION
SUITE 330

12000 GOVERNMENT CENTER PARKWAY
FAIRFAX, VIRGINIA 22035-0042

(703) 324-2865
FAX (703) 324-3948
TTY (703) 324-7951

February 23, 1999

PLANNING COMMISSION
Peter F. Murphy, Jr., Chairman
John R. Byers, Vice Chairman
Suzanne F. Harsel, Secretary
Alvin L. Thomas, Parliamentarian

Walter L. Alcorn
Carl A. S. Coan, Jr.
Judith W. Downer
Janet R. Hall
John B. Kelso
Ronald W. Koch
John M. Palatiello
Laurie Frost Wilson

James C. Wyckoff, Jr. Executive Director
Barbara J. Lipka, Deputy Executive Director
Sara Robin Hardy, Chief, Administration Branch
Mary A. Pascoe, Clerk to the Commission

Marie B. Travesky
Travesky & Associates
3900 Jermantown Road
Fairfax, VA 22030

RE: CSPA-84-D-049-2
GGP/HOMART, INC.
Providence District

Dear Ms. Travesky:

This will serve as your official notification of the Planning Commission's action on CSPA-84-D-049-2, an application by GGP/Homart, Inc., in the Providence District.

On Thursday, February 18, 1999, the Planning Commission voted unanimously (Commissioner Palatiello not present for the vote; Commissioner Murphy absent from the meeting) to approve CSPA-84-D-049-2, subject to the attached development conditions dated February 18, 1999.

Also enclosed for your information is a copy of the verbatim excerpts from the Commission's action on this application. Should you need any additional information, please do not hesitate to contact me at 324-2865.

Sincerely,

Barbara J. Lipka
Deputy Executive Director

Attachments (a/s)

cc: Gerald Connolly, Supervisor, Providence District
Carl A.S. Coan, Jr., Commissioner, Providence District
Donna McNeally, Staff Coordinator, ZED, DPZ
February 18, 1999 Date File
Y-2 File

Planning Commission Meeting
February 18, 1999
Verbatim Excerpts

CSPA-84-D-049-2 - GGP/HOMART, INC. (Providence)

After Close of the Public Hearing

Vice Chairman Byers: Close the public hearing; recognize Mr. Coan.

Commissioner Coan: Mr. Chairman, we originally deferred this matter because it was, to my mind, somewhat complicated. But I have doped it all out. And, so, if I could get it hopefully everyone else got it too. We had some revised development condition changes that were passed out tonight. I call your attention to them. And they are two -- the last two development conditions, 4 and 5, and they're just a matter of straightening out the situation. That is, the way it read you could -- it didn't read right. It reads right now. And I think that what has been proposed here is a furthering of what was done early on when I first came on the Commission three and a half years ago. And I think it's a desirable furthering and I therefore RECOMMEND THAT WE APPROVE CSPA-84-D-049-3 (sic), SUBJECT TO DEVELOPMENT CONDITIONS DATED FEBRUARY 18, 1999.

Commissioner Alcorn: Is that 2?

Commissioner Coan: Two, yes. It should be -- it's 2, should it not be, Donna?

Ms. Donna McNeally: Yes.

Commissioner Coan: It's 2. Yes. I just --

Commissioners Alcorn and Hall: Second.

Vice Chairman Byers: Seconded by Mr. Alcorn and Ms. Hall. Any discussion? All in favor of the motion to recommend approval of CSPA-84-D-049-2, say aye.

Commissioners: Aye.

Vice Chairman Byers: Opposed? Motion carried. Thank you very much.

//

(The motion carried unanimously with Commissioner Palatiello not present for the vote; Commissioner Murphy absent from the meeting.)

MAP

APPROVED DEVELOPMENT CONDITIONS

CSPA 84-D-049-2

February 18, 1999

If it is the intent of the Planning Commission to approve CSPA 84-D-049 located at Tax Map 29-4 ((10)) 1C1 (The Galleria at Tysons II) pursuant to Sect. 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. These conditions are *in addition* to those approved by the Planning Commission with CSP 84-D-049 and CSPA- 84-D-049.

1. This Comprehensive Sign Plan Amendment is granted only for those signs indicated in the amendment and approved with this application.
2. Additional Sign Zones E3 and E2 shall be permitted at the northwest entrance, as illustrated in Exhibit 1, provided that it is integrated into an architectural facade treatment which conveys the image of a storefront. Such sign zone may include not more than one wall-mounted sign, subject to the guidelines previously specified in CSPA 84-D-049 in Par. 3.3E for signs in Zones A, B, C, and D, and further subject to the limitation that no more than two (2) building-mounted signs shall be located in Zones C and E.
3. Additional Sign Zones E2, E3, F2 and F3 shall be permitted at the southwest entrance, as illustrated in Exhibit 2, provided each is integrated into an architectural facade treatment which conveys the image of a storefront. Such sign zones may include not more than one (1) wall-mounted sign each, subject to the guidelines previously specified in CSPA-84-D-049 in Par. 3.3E for signs in Zones A, B, C, and D, and further subject to the limitation that no more than two (2) building-mounted signs shall be located in Zones C, E, or F.
4. Building-mounted signs in Zones E and F shall be allowed for tenants who occupy floor area fronting on the western facade of the Galleria in Zone E or Zone F, respectively. Such signs shall be located directly adjacent to the space occupied by the particular tenant and shall be limited to one (1) sign per use only, except that a sign may be provided in Zone E for a tenant who may occupy space in Zone C1, and a sign may be provided in Zone F for a tenant who may occupy space in Zone D1, since both Zones C1 and D1 are located below the level of the parking deck. A tenant who occupies space in Zone C1 and who has a sign in Zone C1 may have a second sign in Zone E, and a tenant who occupies space in Zone D1 and who has a sign in Zone D1 may have a second sign in Zone F, since both signs for each tenant will not be visible at the same time from the parking deck.

5. An "Archway" Sign Zone G to identify uses below the level of the parking deck shall be permitted at the northwest and southwest entrances in place of wall-mounted sign zones A2, B2, C2 and D2. A single tenant shall not be permitted to have both an archway sign and a wall-mounted sign in the A2, B2, C2, and D2 sign zones. Archways may be located at the edge of the parking deck, as depicted in Exhibits 3 and 4 or, on the pedestrian bridges which lead from the surface parking deck to the building entrances, as shown in Exhibits 5 and 6. Archways shall be a maximum height of 12 feet and a maximum width of 12 feet and shall be constructed in general conformance with the style and materials depicted in Exhibits 4 through 7. The sign area on the arches shall be non-lighted and shall not exceed 12 square feet in area.

This district is composed of two subdistricts: the North Tysons Central 123 subdistrict, which includes the Tysons II mixed use development; and the South Tysons Central 123 Subdistrict, which is dominated by Tysons Corner Center. The district also includes two urban neighborhoods along Watson Street and Towers Crescent Drive.

Guidance for evaluating development proposals in each subdistrict is contained in the Areawide Recommendations and the following subdistrict recommendations. Redevelopment options are dependent on the degree to which necessary public infrastructure can be provided and Plan objectives and development conditions set forth in the Areawide and subdistrict guidance can be satisfied by development proposals.

NORTH TYSONS CENTRAL 123 SUBDISTRICT

The North Tysons Central 123 subdistrict is comprised of about 115 acres and is generally bounded by Westpark Drive on the northeast, Chain Bridge Road on the south, and International Drive on the west. Existing development includes a regional shopping mall, office buildings, a hotel and a multifamily development. The vision for this subdistrict is to transform into a significantly more intense mixed use area transit-oriented area. The subdistrict contains three subareas.

Subarea 1: Tysons II

Subarea 1 is comprised of about 87 acres, bounded by International Drive on the west, Chain Bridge Road on the south, Subarea 2 on the northeast, and Subarea 3 on the north. Existing development includes the Galleria at Tysons II shopping mall, office buildings and a hotel.

Base Plan

Prior to Metrorail, the area was planned and approved for a mix of offices, hotels and retail mall with an intensity of 1.0 FAR (or approximately 4,700,000 square feet).

Planned and Approved Development

The area is planned and approved for transit-related mixed use development with approximately 6,800,000 square feet. Land uses include office, hotel, and residential development. The existing mall is to be retained and may be reconfigured. In approved office, hotel and residential buildings ground level retail and service uses are to be provided. With the addition of a conference or convention center, a density bonus may be considered.

The vision of this intensification is to create urban spaces that people can walk through easily, as well as to and from the adjacent Metro rail station. The approved urban design amenities include extensive streetscape features, plazas, and an amphitheater. Some plazas are large enough for open-air activities such as musical performances by small groups. A variety and an abundance of seating and public art are to be provided and are to make these spaces appealing and attractive.

While the mall and other existing developments do not readily accommodate a grid of streets, efforts should be made to provide a connected network of streets and to provide new pedestrian and bicycle connections where streets are not possible. In addition, redevelopment or reconfiguration of the mall should seek, where possible, to reduce views of parking garages,

wrapping such structures with other uses and/or providing attractive façade treatments and screening.

Redevelopment Option

Development above the approved level of 6,800,000 square feet may occur if it is consistent with the guidance on intensity and land use mix in the Areawide Land Use Recommendations, and if it meets the following conditions:

- Changes to the mix of uses may be necessary to address traffic impacts during peak periods, such as converting approved office to residential uses.
- If additional residential uses are provided, they should include recreational facilities and other amenities for the residents, as well as affordable/workforce housing as discussed in the Areawide Land Use Recommendations.
- Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should identify necessary improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts. Also, commitments should be provided for needed improvements and for the mitigation of impacts identified in the public facility, transportation and infrastructure analyses, as well as improvements and mitigation measures identified in the Areawide Recommendations.
- Additional publicly accessible open space amenities within the subarea and/or in conjunction with Subarea 2 should be provided. To address this issue, innovative solutions should be explored to provide additional open space amenities, coordinating development with the adjacent South West Park Subarea. For example, the “pooling” of land between the two subareas could result in a major open space amenity for this portion of Tysons Corner. Open space should be consistent with the urban park and open space standards in the Areawide Environmental Stewardship Recommendations.
- Improvements to pedestrian and vehicular accessibility within Subareas 1 and 2 of this subdistrict will be necessary to address the envisioned urban character. To enhance connectivity, pedestrian terraces and plazas could be built into the side of the hill between Tysons Boulevard and West Park Drive. To improve vehicular circulation, the Jones Branch extension should be provided as shown in the Areawide Transportation Recommendations.
- Existing and approved building heights range from The Galleria at Tysons II at approximately 65 feet, to high-rise buildings approved at almost 350 feet. Changes in approved building heights should be consistent with the conceptual Building Height Map and Guidelines in the Urban Design section. This guidance indicates that the tallest buildings are planned up to 400 feet and are located near the Metro station, south of Galleria Drive. North of Galleria Drive and along either side of Tysons Boulevard, buildings are planned and approved up to 300 feet, and the northern portion of the mall site is planned for building heights up to 225 feet. As indicated under the building height guidelines in the Urban Design section, building heights should vary within the subarea.
- Potential circulator routes, as described in the Areawide Transportation Recommendations, extend through or abut portions of this subarea. In addition to the above guidance for this area, redevelopment proposals along the circulator routes should

provide right-of-way or otherwise accommodate these circulators and should make appropriate contributions toward their construction cost. See the Intensity section of the Areawide Land Use Recommendations.

Subarea 2: South West Park

This portion of West Park forms the northeastern boundary of the subdistrict and is comprised of about 20 acres. Existing development is suburban office buildings with surface parking. The area's existing intensity is about 0.40 FAR.

Base Plan

This area is planned for office with support retail and service uses at an intensity averaging about 0.6 FAR. As an option, it is planned for a mix of office and residential uses averaging about 0.80 FAR (if the mix of uses has less traffic impact than office redevelopment at 0.6 FAR).

Redevelopment Option

With the advent of Metrorail, the vision for this area is to redevelop primarily with mixed use with an urban character at a substantially higher intensity than the Base Plan. The mix of uses should include ground level retail. However, the degree of intensification is contingent on how well development integrates with Tysons II through pedestrian and vehicular linkages. Any redevelopment that is not within 1/2 mile distance of the Metro station should not exceed an intensity of 1.0 FAR for office use or should not exceed 1.5 FAR for mixed use including residential use (the mix of uses should have less traffic impact than office redevelopment at 1.0 FAR).

The successful redevelopment of this area is closely linked to the redevelopment of the adjacent West Park Urban Neighborhood Subarea in the North Central District. South West Park is planned for a mix of uses with a concentration of office uses. West Park Urban Neighborhood is planned to redevelop from a suburban office park to a primarily residential area with supporting uses, including ground level retail and public facilities. To ensure that the redevelopment of each of these areas is consistent with the overall land use goals for Tysons, the total amount of office development in the two subareas combined should be no more than 3 million square feet.

To achieve this vision, development proposals should address the Areawide Recommendations and provide for the following.

- The vision is to redevelop the subarea with more intense mixed use buildings for portions within 1/2 mile distance of the Metro station. Redevelopment should be diverse in land uses, including additional office use as well as potential hotel, retail and/or residential uses. All redevelopment should provide support retail and service uses. The intensities and land use mix should be consistent with the Areawide Land Use Recommendations.
- Logical and substantial parcel consolidation should be provided that results in well-designed projects that function efficiently on their own, include a grid of streets and public open space system, and integrate with and facilitate the redevelopment of other parcels in conformance with the Plan. To ensure the provision of public facilities, a street grid, and the desired land use pattern, redevelopment proposals in this subarea should consolidate with a significant portion of the West Park Urban Neighborhood Subarea in

5

Signage and Wayfinding

5. SIGNAGE AND WAYFINDING

Signage is an important element that will contribute to the character of Tysons. The two predominant signage types that will most contribute to place making in Tysons are on-site signage (signs used to identify a place of business or a residential building); and wayfinding elements which are placed in the public realm and provide directional assistance or location information to pedestrians and motorists.

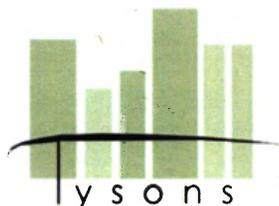
The quantity and quality of all signage should be considered in a comprehensive manner within a development but should also be complementary between neighborhoods and in most cases, the subdistrict, district, or Tysons as a whole.

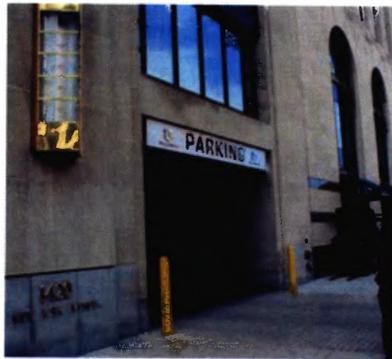
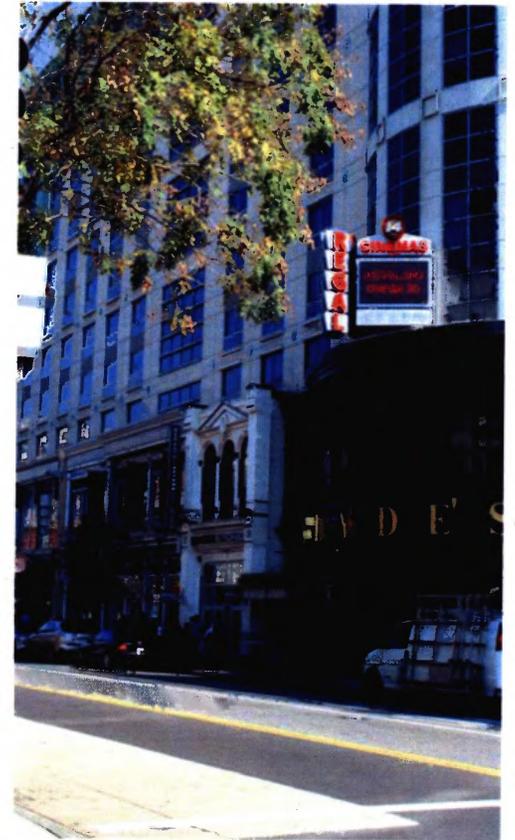
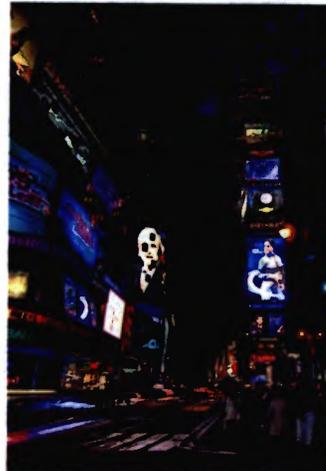
Article 12 of the Zoning Ordinance provides guidance regarding the permitted types, size and location of signs. All signs require permits which are reviewed and approved by the Zoning Inspection Branch of the Department of Planning and Zoning. Depending on the size and illumination of the sign, building and/or electrical permits may also be required. When Article 12 was developed, it did not envision the signage needs of a high-density urban environment such as Tysons. To address these needs, it is expected that innovative signage design will emerge in Tysons as the urban form is built. It is recommended that a Comprehensive Sign Plan (CSP) be submitted for all redevelopment applications. It is further recognized that the signage requested pursuant to such CSPs may deviate significantly from that permitted under Article 12.

All signage should be well-organized, neat, well-maintained, concise and legible. Signage should fit with the architectural style of the building, using complementary materials and colors, and ideally be incorporated into the architectural elements of the structure.

Design Suggestions:

- ◆ Use permanent, weather proof, well-designed signs.
- ◆ Limit the number of signs to convey a clear message and avoid visual clutter.
- ◆ Clearly state the business name or other information displayed on the sign.
- ◆ Scale typeface, characters and graphics of storefront signage to pedestrians and/or motorists, as applicable.
- ◆ The scale and materials used for signs should be appropriate to the neighborhood. For instance, monolithic digital or other illuminated signs may be considered on a case by case basis in areas close to the metro and adjacent to high concentrations of arts and entertainment uses. Similarly, small-scale blade signs or awning signage would be more appropriate for a mixed-use residential neighborhood.
- ◆ Signage must not present a visual obstruction to sight distances at intersections and vehicular entrances.
- ◆ See Chapter 7 for suggestions regarding signage in interim conditions.





Above Left: (top left) Retail signage - small scale, (top right) Retail signage, large scale, (bottom left) Directional signage for parking, (bottom right) Retail signage on an awning.

Above Right: (top left) Large scale, building mounted retail signage, (bottom left) Innovative lettering and signage for a cultural attraction, (right) Many sign types in a retail area.

5.1 Signage and Wayfinding Elements

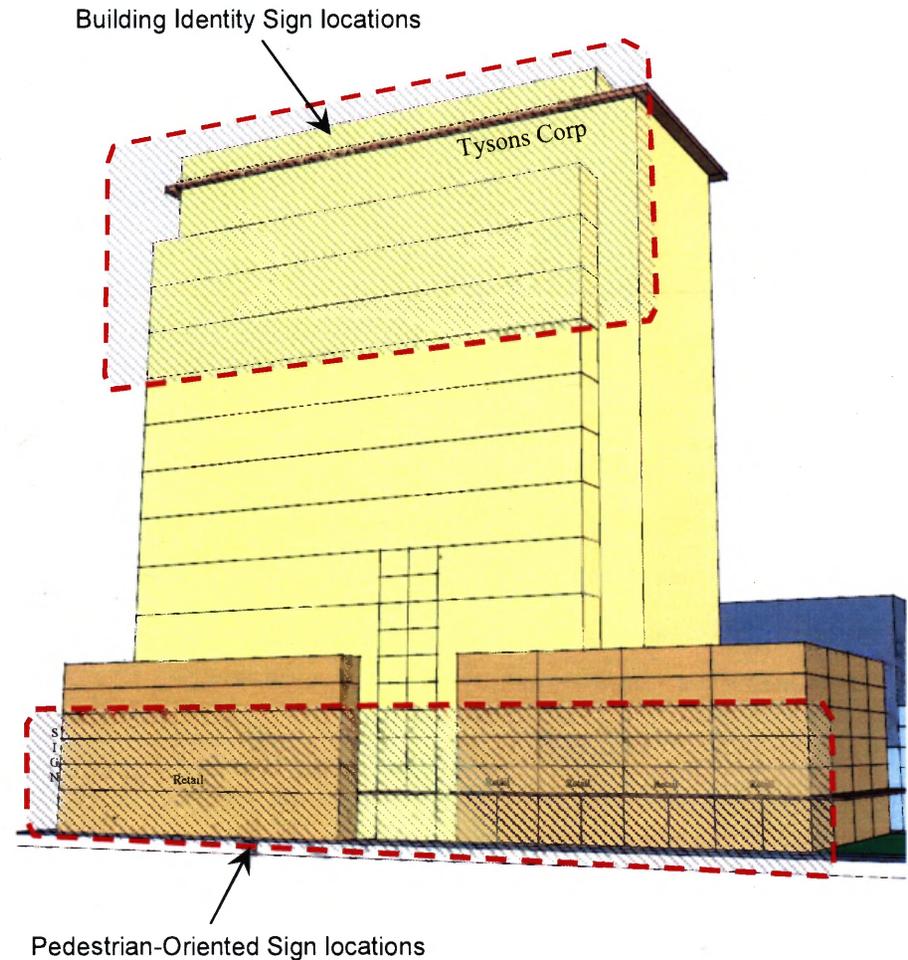
Building Identity Signs

Building identity signs are generally auto-oriented and intended to be seen from a distance. As such, they are usually located in the top half of the building, closer to the roofline, and are the largest signs in an urban area. Signs should be sized for legibility, but also appropriate to the scale of larger urban buildings. They are intended to identify the name of a building or the name of a major tenant within the building. Building identity signs can also contribute to the identity of the skyline by providing visual interest when they are well-integrated into the building architecture.

Pedestrian-oriented Signs

Pedestrian-oriented signs include blade signs, awning signage, and sign bands which are generally located within the first two or three stories of a building. These signs are typically for retail, services or other businesses which are accessible to the public from street level. They are not intended to identify individual office tenants. Window signage may also be considered for businesses with storefronts.

Additional signage may be considered on parking garages and other non-habitable portions of a building if it is well-integrated into the building architecture and does not create visual clutter.



Design Suggestions:

- ◆ Building identity signs recognize a corporate identity, a major tenant, or the name of the building. Signs can be comprised of text or logos.
- ◆ Building identity signs should be sized proportionally to the height of the building and the size of the building façade. In general, building identity signs should not be taller than one story in height, although some variation for stand-alone logos may be considered.
- ◆ Building identity signs should be located in the top half of a building, close to the roofline, and should be limited to one per major building façade. Additional building identity signs may be considered near the building base when the size is more appropriate to the pedestrian scale and does not produce visual clutter.
- ◆ Building identity signs should be integrated into the building architecture, taking into consideration the pattern of fenestration and building materials.
- ◆ Consider building identity signs that are projected and only visible at night.
- ◆ For extremely tall buildings, signage may not be readily visible unique building architecture should be considered as a branding technique in lieu of large signage.



Opposite: General placement of sign types in urban development

Top: Capital One Headquarters, Image: www.dcmud.blogspot.com

Bottom: Continental Headquarters, Image: Wikipedia

5.3 Pedestrian-Oriented Signs

Design Suggestions:

Sign Bands

- ◆ A majority of pedestrian-oriented signs will be building-mounted signs for ground floor retail, services, and other commercial uses which face the street.
- ◆ Generally, building-mounted signs should be located within a “sign band” located above the storefront and below the façade above, to provide some continuity in placement (A).
- ◆ When several businesses are located in one building, individual signs should share some similar design characteristics, including scale, alignment, and placement to avoid visual clutter. Variation reflective of the nature of the individual businesses may be considered.
- ◆ In general, sign bands should be around 3 feet tall. Signage for individual businesses should be limited to the width of the associated storefront on the building façade.
- ◆ Awning, or canopy signage, in lieu of building-mounted signage may be considered (B).

Pedestrian Blade Signs

- ◆ Pedestrian blade signs projecting from buildings should be mounted a minimum of 8 feet above the sidewalk. Signs should project no more than 4 feet from the building façade (C).
- ◆ Pedestrian blade signs should be limited to one per business.

Vertical Building Signs

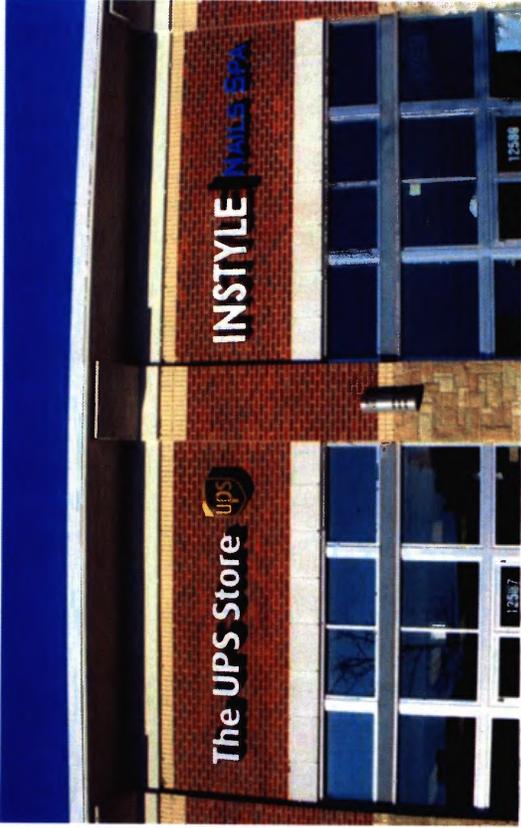
- ◆ Vertical building signs can be flush with, or project from, a building façade, and should be mounted above the first floor. Generally, signs should project no more than 3 feet from the building façade (D).
- ◆ Vertical building signs should be limited to one per business.

Monument Signs

- ◆ Monument signs, which are low and ground-mounted, are discouraged in an urban environment. If monument signs are proposed, they should not be located in the streetscape, but they may be located in the building zone or within plazas or open spaces which form entry features to the building.
- ◆ Monument signs may be integrated into seat walls or planter walls (E).



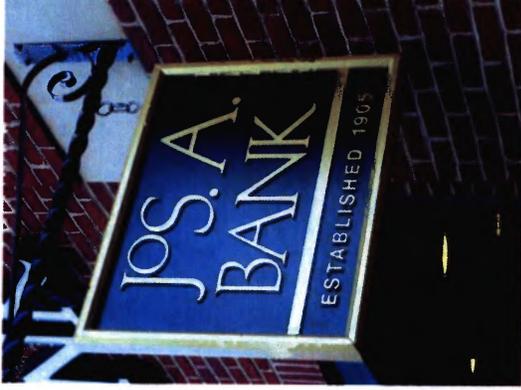
5.3 Pedestrian-Oriented Signs



A



B



C



D



E

5.3 Pedestrian-Oriented Signs

Design Suggestions (cont.):

Storefront (Window) Signs

- ◆ Permanent or temporary window signs may be considered for a portion of the glazed area of the storefront. Signage should not unreasonably obstruct views from the street into storefront spaces (F).

Building-mounted Cabinet Signs and Display Windows

- ◆ Building-mounted cabinet signs and display windows may be considered in areas where functional storefronts are not possible or where blank walls exist.
- ◆ Building-mounted cabinet signs should not advertise specific products, but may display seasonal decorations, event information, and general branding.
- ◆ Stand-alone cabinet signs are strongly discouraged within the streetscape as they can disrupt pedestrian movement.
- ◆ In general, building-mounted cabinet signs and display windows should be sized proportionally to the scale of the storefront, and should be located within the first floor of a building (G).

Other Signs

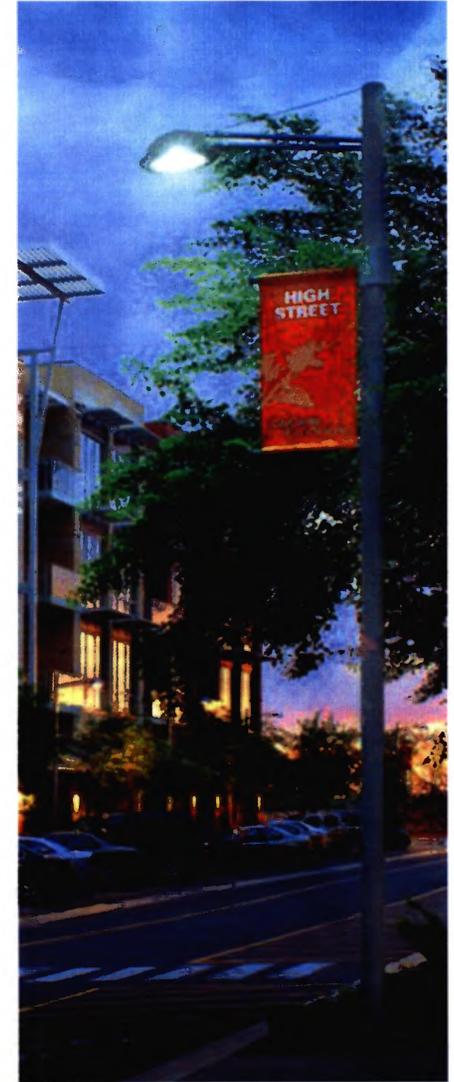
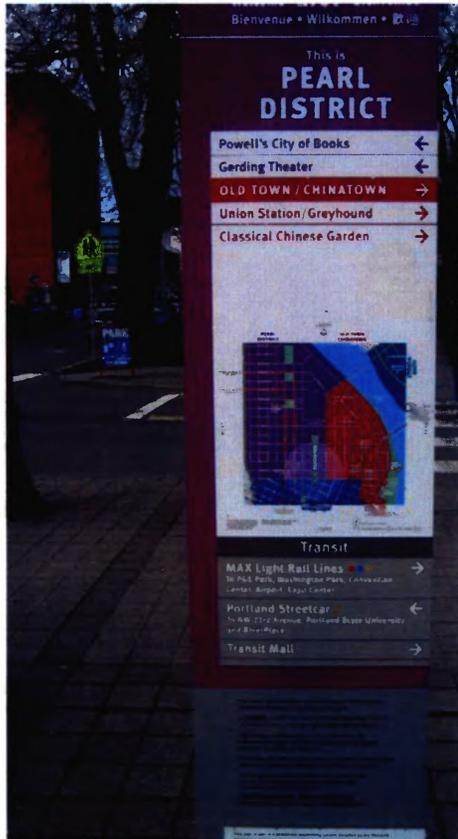
- ◆ Provide clear, unobstructed address signs for public safety purposes.



F



G



Opposite Left: Sign with historic area information. Washington DC

Opposite Right: Retail signage—Bethesda, MD

Above Left: (Left) Portland wayfinding signage (Right) Vancouver wayfinding signage

Above Right: (Left) Wayfinding signage National Harbor—Maryland (Right) Banner arm signage on street light



County of Fairfax, Virginia

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

DATE: August 8, 2014

TO: Barbara Berlin, Director,
Zoning Evaluation Division
Department of Planning and Zoning (DPZ)

FROM: 
Barbara Byron, Director
Office of Community Revitalization (OCR)

SUBJECT: The Galleria at Tysons II Comprehensive Sign Plan Amendment
CSPA 84-DR-049-03 (Homart Newco One Inc.)

The Office of Community Revitalization (OCR) has reviewed the above referenced Comprehensive Sign Plan Amendment (CSPA) and Statement of Justification dated April 28, 2014.

The applicant is requesting a CSPA for the Galleria at Tysons II, a regional retail mall constructed in the Tysons Central 123 neighborhood. The following analysis and recommendations are offered for consideration regarding this application.

Primary Entrance Signage:

The proposed structured mounted signage over primary mall entrances, Signs E1, E2, E5, and E6, as shown on Sheets 13-15, is an appropriate scale for the structure. The proposed signage mounted above the entrances features improved lettering and will bring visibility and identity to those locations. The black and gray backlit lettering provides a nice contrast and high visibility for this signage during the day and at night.

Garage Mounted Signage:

The proposed garage signage, Signs G1 - G4, as shown on Sheets 10-12, is an appropriate scale for the structure. The black and gray backlit lettering provides a nice contrast on the G1 and G2 signs. The blue lettering on Signs G3 and G4 provides a good contrast and removal of the mall's name helps to reduce needless signage and provides clarity for users.

Existing and Proposed Monument Signage:

The modifications to the existing monument signage, M1 and M2, are of a similar size to the existing signs that they are replacing and an appropriate scale for this regional facility. The black and grey backlit lettering provides a nice contrast and high visibility during the day and night.

Office of Community Revitalization
12055 Government Center Parkway, Suite 1048
Fairfax, VA 22035
703-324-9300, TTY 711
www.fcrcv.org



The new monument signs, M3 and M4, are provided at appropriate intersections. Sign M3 is a similar size to the existing monument signage. Sign M4 is larger than the other three signs, but given the location and setback from the street, appears to be appropriate. The black and grey backlit lettering provides a nice contrast and high visibility during the day and night. The potential impacts to pedestrian traffic and safety was reviewed; it has been determined that the proposed sign will not negatively impact pedestrian movement through the area.

In addition to the comments above, the applicant should revise Sheet 16; the large format sheet submitted appears to be partially written with 'Wingdings' and is illegible. In addition, the applicant should include a matrix of signage including the maximum square feet of signage for the existing and proposed signs. While the signage size and locations are appropriate for this application, this information will be helpful in the event of future CSPA applications by this applicant.

cc: Bob Katai, Staff Coordinator, DPZ
OCR File

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.
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		