



APPLICATION ACCEPTED: November 5, 2014
PLANNING COMMISSION: May 6, 2015

County of Fairfax, Virginia

April 22, 2015

STAFF REPORT

APPLICATION CSPA 1998-LE-048

LEE DISTRICT

APPLICANT: Metropark 2345, LLC

ZONING: PDC

PARCELS: 91-1 ((1)) 11B2, 23E; 91-1 ((28)) 1A, 2B; 91- 1 ((31)) 1A, 1B, 2A-2C, 3-3B, 4A, 4B1, 4C1

ACREAGE: 29.09 acres

PLAN MAP: Residential; 1-2 du/ac

PROPOSAL: The applicant seeks approval of a Comprehensive Sign Plan Amendment (CSPA) to permit modifications and additions to signage for an office development located in the northwest quadrant of the intersection of Franconia/Springfield Parkway and Walker Lane and east and west sides of Metro Park Drive.

STAFF RECOMMENDATIONS:

Staff recommends approval of CSPA 1998-LE-048 subject to the proposed development conditions contained in Appendix 1.

Kelly M. Atkinson, AICP

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

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It should be noted that it is not the intent of the staff to recommend that the Board, in adopting any conditions, relieve the applicant/owner from compliance with the provisions of any applicable ordinances, regulations, or adopted standards; and that, should this application be approved, such approval does not interfere with, abrogate or annul any easements, covenants, or other agreements between parties, as they may apply to the property subject to this application.

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 Board of Supervisors.

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).

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Americans with Disabilities Act (ADA): Reasonable accommodation is available upon 7 days advance notice. For additional information on ADA call (703) 324-1334 or TTY 711 (Virginia Relay Center).

Comprehensive Sign Plan Amendment

CSPA 1998-LE-048

Applicant: METROPARK 2345 LLC

Accepted: 11/05/2014

Proposed: AMEND COMPREHENSIVE SIGN PLAN CSP 1998-LE-048

Area: 29.09 AC OF LAND; DISTRICT - LEE

Zoning Dist Sect:

Located: 6348, 6350, 6354, 6359, 6361 AND 6363
WALKER LANE, 6909 METRO PARK DRIVE,
ALEXANDRIA, VA 22310

Zoning:

Overlay Dist: PDC

Map Ref Num: 091-1-/01/0011B2/01/0023E/28

/0001A/28/0002B/31/0001A

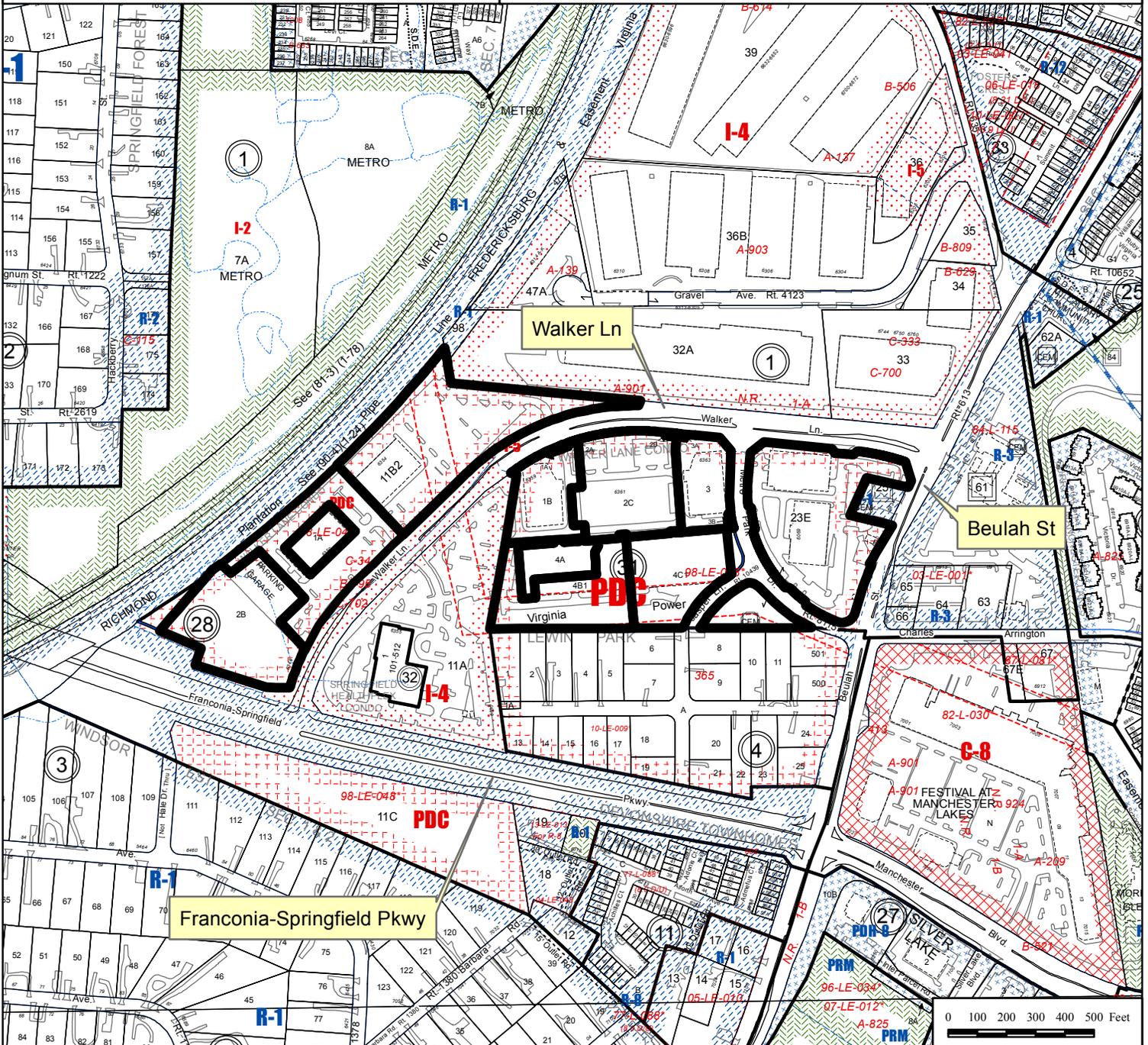
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/31/0003B/31/0004A

/31/0004B1

1/31/0004C1



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

DESCRIPTION OF THE APPLICATION

The applicant, Metropark 2345, LLC, is requesting approval of a Comprehensive Sign Plan Amendment (CSPA) for the existing Metro Park office development, which is zoned PDC. The purpose of this CSPA is to add wayfinding signage (on-site directory signs) as signage “Type F” and temporary real estate signs as signage “Type G.” Additionally, the applicant is requesting modifications to the previously approved building signage “Type D” on Buildings 3, 6, and 8, as further discussed below. Proposed development conditions and the applicant’s Statement of Justification are contained in Appendices 1 and 2, respectively. A copy of the complete CSPA is contained in Appendix 3.

A Comprehensive Sign Plan (CSP) is required for this site in order to comply with a proffer commitment under RZ/FDP 1998-LE-048, which was approved by the Board of Supervisors on August 2, 1999, and reaffirmed pursuant to PCA 1998-LE-048, PCA 1998-LE-048-2 and PCA 1998-LE-048-3. A previous CSP was approved by the Fairfax County Planning Commission on November 18, 2009, pursuant to CSP 1998-LE-043.

LOCATION AND CHARACTER

Site Description

The 29.09-acre application property is zoned PDC and located within the northwestern quadrant of the intersections of the Franconia-Springfield Parkway and Beulah Street and the east and west sides of Metro Park Drive (exclusive of the Inova property and the former Lewin Park subdivision) in the Lee District. The site is developed with seven office buildings and three structured parking garages. Building 2 was constructed in 2000, Buildings 3 and 4 were constructed in 2001, Building 5 was constructed in 2005, Building 8 was constructed in 2009, Building 6 was constructed in 2011 and Building 7 was constructed in 2012. A location and description of the surrounding uses are summarized below.

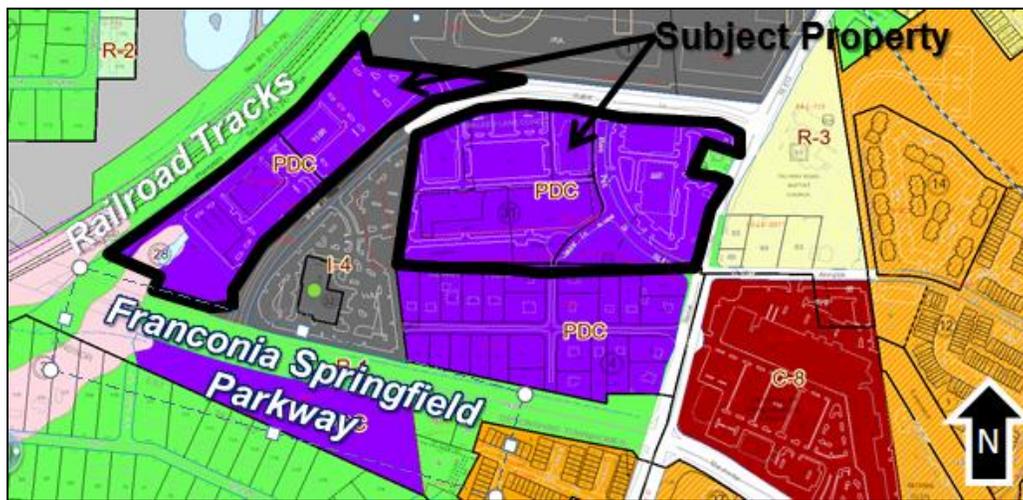


Figure 1: Subject Property with Zoning, Source: Fairfax County GEM

SURROUNDING AREA DESCRIPTION			
Direction	Use	Zoning	Plan
North	Wholesale and Warehousing (VF III-Fleet)	I-4	Industrial
South	Vacant	PDC	Residential, 1-2 du/ac
	Medical Care Facility (Inova Healthcare Services)	I-4	Residential, 3-4 du/ac
East	Laurel Grove Baptist Church, Beulah Baptist Church & Vacant land	R-1 and R-3	Residential, 1-2 du/ac
	Medical Care Facility (Inova Healthcare Services)	I-4	Residential, 3-4 du/ac
West	Medical Care Facility (Inova Healthcare Services)	I-4	Residential, 3-4 du/ac
	RFP Railroad	R-1	None Specified

BACKGROUND (Appendices 4 and 5)

On August 2, 1999, RZ/FDP 1998-LE-048 was approved on 37.17 acres of land, by the Board of Supervisors (BOS) to the Planned Development Commercial (PDC) District, subject to proffers, to permit a mixed-use development with office, retail, hotel/retail and freestanding child care center.

Subsequently, PCA 1998-LE-048 was approved by the Board of Supervisors on February 5, 2001, subject to undated proffers, on 1.66 acres of land to permit an increase in building height with an overall Floor Area Ratio (FAR) of 0.62, on subject Parcel 91-1 ((1)) pt. 11B1. This property is also subject to Final Development Plan Amendment FDPA 1998-LE-048, as approved by the Planning Commission on February 1, 2001, subject to the Board of Supervisors approval of PCA 1998-LE-048.

Next, PCA 1998-LE-048-2 was approved by the Board of Supervisors on September 15, 2003, subject to proffers, on 29.23 acres of land. This application altered the easternmost portion of the site, specifically the Phase 8 building, where there had been a hotel/retail building and freestanding child care center, by consolidating both the office use and child care center into a single building. The property is also subject to Final Development Plan Amendment FDPA 1998-LE-048-1-2, as approved by the Planning Commission on July 24, 2003, subject to the Board of Supervisors approval of PCA 1998-LE-048-2.

Finally, PCA 1998-LE-048-3 was approved by the Board of Supervisors on February 23, 2010, subject to proffers, on 29.09 acres of land to permit an increase in proffered building height and associated modifications to proffers and site design with an overall Floor Area Ratio (FAR) of 0.62. The property is also subject to Final Development Plan Amendment FDPA 1998-LE-048-1-3, as approved by the Planning Commission on January 28, 2010, subject to the Board of Supervisors approval of PCA 1998-LE-048-3.

On April 28, 2009, an interpretation letter was written by Zoning Evaluation Division (ZED) staff regarding (among other issues) whether the provision of signage for a proposed eating establishment in accordance with Article 12 would be in substantial conformance with the proffers. It was determined by ZED that a building-mounted sign for the eating establishment could be permitted provided that all proffers regarding signs were met, including the submission of the proffered comprehensive sign plan to the Planning Commission for approval pursuant to Section 12-210 of the Zoning Ordinance. (See Appendix 5 for a copy of this letter.) In order to satisfy this proffer, the applicant previously submitted CSP 1998-LE-048, which was approved by the Fairfax County Planning Commission on November 18, 2009, subject to proposed Development Conditions.

Proffer # 15 under RZ/FDP 1998-LE-048 states:

Façade, directional, and monumental signage shall be coordinated throughout the project. All permanent freestanding signs shall be monument type; pole signs shall not be permitted. Building mounted corporate logos shall be permitted. A Comprehensive Sign plan shall be submitted with the site plan for the second building to be constructed on the Property in accordance with the provision of Article 12 Signs, subject to this proffer # 15.

COMPREHENSIVE PLAN PROVISIONS:

Plan Area: IV
Planning District: Springfield
Planning Sector: S-9 Beulah Community Planning Sector
Plan Map: Residential; 1-2 du/ac

Relevant Plan text can be found in Appendix 6.

ANALYSIS**Comprehensive Sign Plan Amendment (CSPA) (Appendix 3)**

Title of CSP: MetroPark
Prepared By: The Engineering Groupe
Original and Revision Dates: November 5, 2014, as revised through February 11, 2015

Article 12 of the Zoning Ordinance regulates signs. In addition, Sect. 12-210 permits an applicant in a P district to request a comprehensive sign plan as a means to create 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 submitted Comprehensive Sign Plan Amendment (CSPA) consists of 31 pages, which outline the location, description and styles of the existing and proposed signage. The CSPA does not specify all of the typography, corporate logos and materials for the site's existing and proposed signs. However, it does specify the location of the building identification signs, monument entry signs, flags, building mounted address signage, freestanding on-site directory signs and temporary real estate signs, as well as their respective typography. A generalized location for future building-mounted signs and corporate logos is depicted. The CSPA does not provide specifications regarding the size of the building mounted lettering; rather, building-mounted signs are limited to those areas depicted on the CSPA and no such sign may exceed 200 SF in size.

The CSPA is divided into the following sections:

Page Numbers	Page Contents
1	Cover
2	Metro Park Signage Location Map Title Page
3	Metro Park Signage Type A-C Location Map
4	Metro Park Signage Type F-G Location Map
5	Detailed Descriptions of Signage Types
6-8	Signage Type A: Freestanding Building Identification Signs Signage Calculations, Depictions and Photographs
9-12	Signage Type B: Monument Entrance Signs Signage Calculations, Depictions and Photographs
13-14	Signage Type C: Flags Photograph
15-25	Signage Type D: Sign Matrix, Building Mounted Signs and Logos, Signage Calculations and Illustrations of Location on Building Facade
26-27	Signage Type E: Building Mounted Address Signs Description and Photographs
28-29	Signage Type F: Freestanding On-Site Directory Signs Signage Calculations and Depictions
30-31	Signage Type G: Real Estate Signs Signage Calculations and Depictions

The Comprehensive Sign Plan Amendment is broken down into three (3) main sign types subject to this amendment: building mounted signs (“Type D”), freestanding on-site directory signage (“Type F”) and temporary real estate signage (“Type G”). A description of the proposed changes to these sign and staff’s analysis can be found in the Land Use Analysis.

Sign Location Map

The following map shows the location of the eight “Type F” and “Type G” signs proposed to be added by this CSPA.

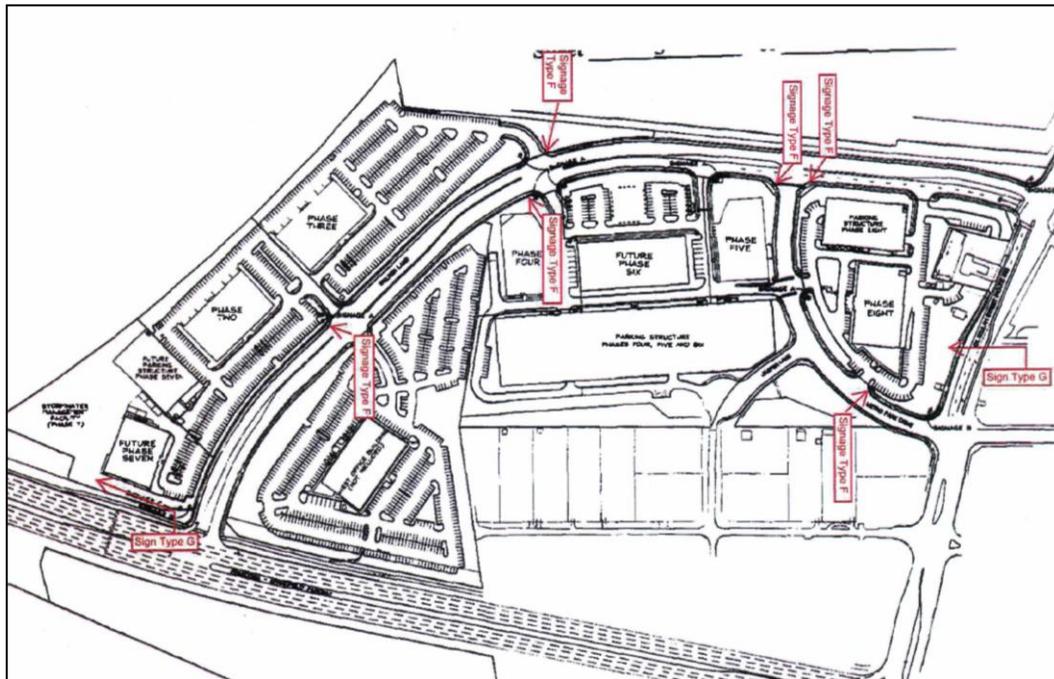


Figure 4: Sign Location Map, Source: Applicant

Existing and Proposed Sign Chart

Below is a sign chart developed by staff and the applicant to provide a current summary of the previously approved existing and proposed signage by: signage type; number of proposed and existing signs; total proposed and existing sign area; the Zoning Ordinance allowable sign area; the Zoning Ordinance section being referenced; and difference between the proposed/existing and allowable amounts. This chart also includes a summary of proposed signage “Types F and G.”

Sign Type/Description	Number of Proposed/Existing Signs	Total Proposed/Existing Sign Area	Article 12 Allowable Sign Area	Zoning Ordinance Section	Difference Proposed and Existing Vs. Allowable
Signage Type A – Individual Freestanding Building Address/Identification Signs					
Freestanding, Monument type Signs (Triangular shape)	Total of seven (7) existing 18" x 18", 6' 4" tall	19 SF per sign (7) = Total of 133 SF Maximum height of 6' 4" <i>(Because the interior angle is greater than 45 degrees, per the Zoning Ordinance both faces of the sign are used to calculate the sign area.)</i>	Not to exceed a height of 8 feet and 20 SF in area	Par. 13B of Sect. 12-203	- 1 SF per sign
Signage Type B - Monument Entrance Signs					
Freestanding, Monument type Signs (Triangular shape)	Total of two (2) existing 29" x 29" x 18", 16 feet tall	38.67 SF per sign (2) = Total of 77.34 SF Maximum height of 16 feet <i>(Because the interior angle is less than 45 degrees, per the Zoning Ordinance, one face of the sign is used to calculate the sign area.)</i>	Not to exceed a height of 20 feet and 40 SF in area	Par. 13A of Sect. 12-203	- 1.33 SF each
Wall Mounted Entry Sign	One (1) existing sign 2 feet in height	25 SF Maximum height of 2 feet	Not to exceed a height of 20 feet and 40 SF in area	Par. 13A of Sect. 12-203	- 15 SF
Signage Type C – Flags					
Flags	Total of three (3) existing Two 25-feet tall and one 30-feet tall	Size not specified	N/A	Par. 2E of Sect. 12-103	N/A

Sign Type/Description	Number of Proposed/Existing Signs	Total Proposed/Existing Sign Area	Article 12 Allowable Sign Area	Zoning Ordinance Section	Difference Proposed and Existing Vs. Allowable
Signage Type D – Building Mounted Signs and Logos					
Building Mounted Signs and Logos	Sixteen (16) existing signs	Phase 2 bldg. – 61 SF Phase 3 bldg. – 220.03 SF Phase 5 bldg. – 10 SF Phase 6 bldg. – 182.33 SF Phase 7 bldg. – 132 SF Phase 8 bldg. – 203 SF Existing Total – 808.36 SF Phase 2 bldg. – 202 SF Phase 3 bldg. – 42.97 SF Phase 4 bldg. – 263 SF Phase 5 bldg. – 253 SF Phase 6 bldg. – 175.67 SF Phase 7 bldg. – 75 SF Phase 8 bldg. – 60 SF Proposed Total – 1071.64 SF Total of existing and proposed - 1,880 SF	Shall not exceed 1.5 x SF of sign area for each of the first 100 linear feet of bldg. frontage plus 1 SF of sign area for each linear foot of bldg. frontage. Phase 2, 3, 4, 5 and 8 buildings – 263 SF max. allowed Phase 6 building – 358 SF max. allowed Phase 7 building – 207 SF max. allowed No one sign shall exceed 200 SF	Par. 1, 6, 7 and 9 of Sect. 12-203	0 SF
Signage Type E – Building Mounted Address Signs					
Building Mounted Address Signs	Total of seven (7) existing 12" x 66"	5.5 SF per sign (7) = Total of 38.5 SF	Not counted toward total amount of SF for each bldg. as they are permitted by the County without a permit	Par 2F. of Sect. 12-103	N/A

Sign Type/Description	Number of Proposed/Existing Signs	Total Proposed/Existing Sign Area	Article 12 Allowable Sign Area	Zoning Ordinance Section	Difference Proposed and Existing Vs. Allowable
Signage Type F – Freestanding On-Site Directory Signs					
Freestanding On-Site Directory Signs	Total of six (6) proposed 4.13' x 1', 5.12' tall each OR 4.12' x 1', 6.77' tall each	18.48 sq. ft. per sign OR 21.76 sq. ft. per sign Total sq. ft. subject to specific sign chosen per location based on the required amount of information on that particular sign.	Not to exceed a height of 8 feet and 15 sq. ft. in area	Par. 13C of Sect. 12-203	+3.48 sq. ft. or 6.76 sq. ft.
Signage Type G – Temporary Real Estate Signs					
Temporary Real Estate Signs	Total of two (2) proposed 4' x 8', 10' tall	32 sq. ft. per sign	Not to exceed a height of 8 feet and 32 sq. ft. in area	Par. 3D of Sect. 12-103	+2' height

Land Use Analysis

Signage “Type D”

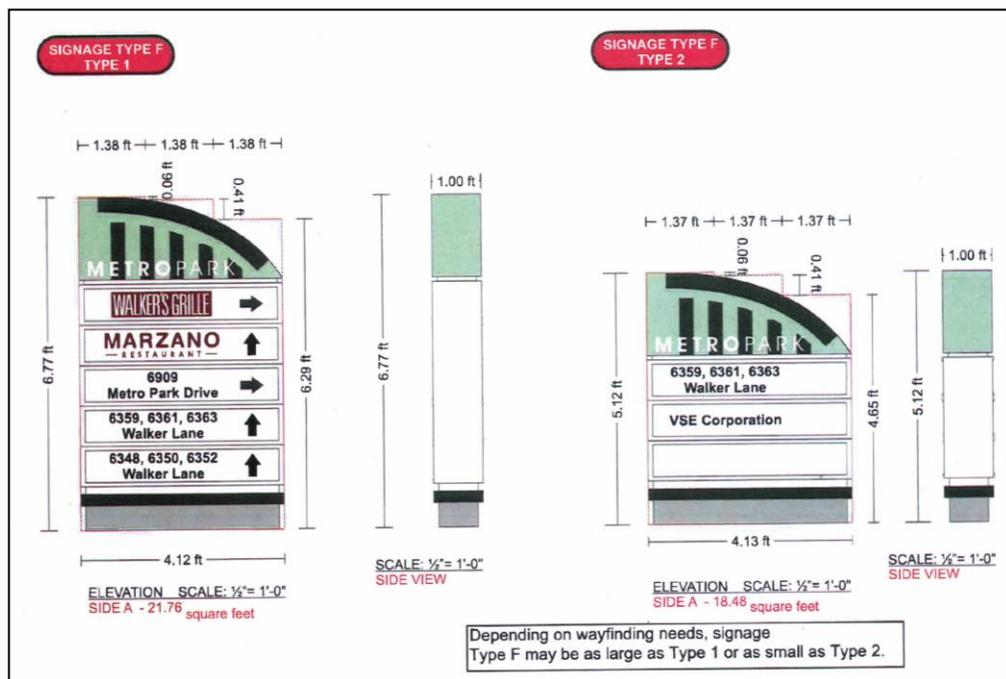
With regard to signage “Type D”, the applicant is simply requesting additional flexibility in the location on which to place previously approved building-mounted signage based on current tenants. The applicant will also remove signage from locations no longer necessary. Specifically, the applicant will remove the location of potential signage above the 2nd floor of Building 3. Next, the applicant will add a location for tenant signage above the 4th floor and to extend the location of restaurant signage on the 1st floor of Building 6. Finally, the applicant will add a location for signage on an existing restaurant canopy on Building 8. No increase in the previously approved sign area is proposed.

Details regarding the proposed building-mounted signage and corporate logos have not been provided. In order to ensure the signage does not conflict with the overall design and function of the development, staff recommends the continuation of the previous development conditions, which limit the size and number of signs in such a way to ensure the signs compliment and not conflict with the overall development. Specifically, staff continues to recommend limitations of the maximum size of single building-mounted signage (200 SF), how many signs can be placed on the elevation of a building, and the maximum square footage of signs that can be placed on a building.

Signage “Type F”

The Metro Park office development is located on 29.09 acres and maintains multiple access points from Beulah Street, Metro Park Drive and the Franconia-Springfield Parkway. The applicant is proposing on-site directory signage “Type F” in six locations on site. These signs will range in size from 18.48 SF to 21.76 SF depending on the specific sign chosen per location based on the required amount of information on that particular sign. The signs will range in height from 5.12 feet to 6.77 feet, which is below the 8 foot maximum permitted. The signs will be constructed of aluminum, with painted aluminum panels used on the top portions with internally lit acrylic panels identifying addresses and major tenants.

While the proposed size range for the “Type F” signs will exceed the maximum 15 SF permitted under Article 12 of the Zoning Ordinance, staff believes the proposed signage will be compatible with the overall design and function of the development and assist visitors to the site as they navigate multiple decision points on site. The applicant has submitted drawings demonstrating that the proposed sign locations will not create sight distance, utility easement, or other facility conflicts. Therefore, staff has no issues with the proposed modifications.



Signage “Type G”

The Metro Park office development contains almost 1.2 million square feet of available office space. According to the applicant, the office park is approximately 75-80% leased. Prior to submitting this CSPA, the applicant had three real estate signs located on the subject property. These signs were deemed to be unpermitted as they were not previously included in the original CSP, which governs the placement of signs on the

property. As the property still has leasing space available, the applicant removed these signs and included “Type G” real estate signs as part of this CSPA. These signs will each contain 32 SF of sign area, which is within the amount permitted by Article 12 of the Zoning Ordinance. Further, because the subject property is a corner lot, a maximum of two signs is permitted and proposed. The applicant is requesting approval to increase the maximum height of the signs from eight to ten feet, as the applicant contends that ten feet is the standard size for this type of sign. Based upon the location of these signs along major vehicular and transit thoroughfares, one being the Franconia-Springfield Parkway, the limited nature of these signs and implementation of the development conditions, staff believes the proposed signage will be compatible with the overall design and function of the development and not create visual clutter.



Figure 3: “Type G” Signage, Source: Applicant

Zoning Inspections Branch (Appendix 7)

The Zoning Inspections Branch completed a site visit on December 4, 2014. During this site visit, six illegal and unpermitted freestanding signs were observed on site. This included three signs advertising restaurants on site and three real estate signs. These signs are not in conformance with the existing CSP 1998-LE-048. Since this time, the applicant has removed the real estate signs and included two real estate signs as part of this CSPA request. Additionally, the three remaining advertising signs were removed from the subject property.

Per the applicant, the proposed Type F signs will be illuminated. Staff has included a Development Condition that any illuminated signs shall comply with the Outdoor Lighting Standards listed in Article 14 of the Fairfax County Zoning Ordinance. No other zoning issues were raised with this application.

Environmental Analysis

There are no environmental issues with this application.

Transportation Analysis (Appendix 8)

In the review of this application, the Zoning Inspections Branch (ZIB), Fairfax County Department of Transportation (FCDOT) and Virginia Department of Transportation (VDOT) staff raised concerns regarding the placement of free-standing signs (Signage Type F) in proximity to the VDOT right-of-way. All agencies requested additional information from the applicant demonstrating the proposed signs will comply with all applicable VDOT sight distance and Fairfax County Zoning Ordinance corner clearance requirements. The applicant provided a Sight Distance Evaluation Exhibit for review. Based on the review of this exhibit and provided all signs comply with VDOT sight distance and Fairfax County Zoning Ordinance corner clearance requirements, ZIB, FCDOT and VDOT are satisfied with the proposed signage. Staff has also recommended a development condition requiring compliance with all applicable sight distance requirements.

No other transportation issues were raised with this application.

ZONING ORDINANCE PROVISIONS (See Appendix 9)

Section 12-210(1) of the Zoning Ordinance states that “*signs may be permitted in a P district in accordance with a comprehensive plan of signage subject to the approval of the Planning Commission. 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.*” As noted previously, the applicant had proffered in conjunction with RZ 1998-LE-048 to file a CSP and any subsequent CSPA's.

The Zoning Ordinance provides guidelines for review of comprehensive sign plans, including Section 12-101 (Purpose and Intent), Section 12-210 (uses in P Districts), Sections 16-101 and 16-102 (General and Design Standards for All Planned Developments). Additionally, the Zoning Ordinance notes that the proposed signs should be in scale with the development and should be located and sized without distraction and inconvenience of the user within the planned development [Section 12-210(4)].

Finally, Par. 3 of Section 12-101 (Purpose and Intent) states that *“it is further intended that all signs within a given development be coordinated with the architecture of the principal use in such a manner that the overall appearance is harmonious in color, form and proportion, and that the signs shall be structurally sound so as to ensure the safety of the general public.”*

With regard to the freestanding on-site directory and temporary real estate signage, the CSPA specifies the dimensions, details and the exact locations of the proposed signage. Upon review of the submitted details and elevations of these signs, staff believes the proposed freestanding on-site directory signs and temporary real estate signs are coordinated and harmonious with the existing on-site signage and do not pose a distraction to users of the development. Additionally, the CSPA provides exact locations and dimensions for the proposed signage on the existing restaurant canopy on Building 8. However, no information on the dimensions and corporate logos has been provided with regard to the proposed building-mounted signage; instead, the CSPA only specifies the general location of such signage. As discussed earlier in the Land Use Analysis, such information would allow staff to determine if the proposed building-mounted signage will be proportional and harmonious with the architecture and massing of the existing buildings. In order to ensure the signage does not conflict with the overall design and function of the development, staff continues to propose development conditions to limit the size and number of building mounted signs in such a way to ensure the signs compliment and not conflict with the overall development. With the implementation of these development conditions, staff believes that the existing and proposed signage will satisfy the Zoning Ordinance provisions.

CONCLUSIONS AND RECOMMENDATIONS

With the implementation of the staff proposed development conditions, staff concludes that the proposed CSPA is consistent with the adopted Comprehensive Plan, and does meet all applicable provisions of the Zoning Ordinance.

Staff recommends approval be subject to the draft development conditions contained in Appendix 1 of the staff report.

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

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

APPENDICES

1. Proposed Development Conditions
2. Statement of Justification
3. Comprehensive Sign Plan Amendment
4. Proffers for PCA 1998-LE-048-3
5. Interpretation Letter of April 28, 2009
6. Relevant Comprehensive Plan Text
7. Zoning Inspection Branch Memorandum dated December 8, 2014
8. Fairfax County Department of Transportation Memorandum
9. Zoning Ordinance Provisions
10. Glossary of Terms

DEVELOPMENT CONDITIONS

CSPA 1998-LE-048

April 22, 2015

If it is the intent of the Planning Commission to approve CSPA 1998-LE-048, located at Tax Map Parcels 091-1 ((1)) 11B2, 23E, ((28)) 1A, 2B, ((31)) 1A, 1B, 2A-C, 3 - 3B, 4A - 4C1 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. The approval of this CSPA supersedes all conditions of all previously approved sign plans.

(*denotes previous conditions from previous approvals that would be carried forward)

1. This Comprehensive Signage Plan Amendment 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.*
2. This Comprehensive Sign Plan Amendment (CSPA), titled "Metro Park" and prepared by The Engineering Groupe, Inc. dated November 5, 2014 and revised through February 11, 2015, is approved only for those signs shown on the CSPA. Modifications to tenant signs allowed by the CSPA shall not include any increase in size or number above that shown on the CSPA. In addition, signs allowed by Section 12-103 in the Zoning Ordinance may be permitted, as qualified by these development conditions.*
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. 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 sufficient tracking of all signage to be provided on site. Each sign permit shall be accompanied by an approval letter from the property owner, manager, and/or agent of the property stating that the requested sign has been reviewed for compliance with this approval.*

4. No single building-mounted sign shall exceed a maximum of 200 SF in size. No sign shall extend into window areas or beyond the highlighted sign band area as depicted on the CSPA.*
5. There shall be no more than four building-mounted signs per elevation. Building-mounted signs may be located within the top three levels of each building as depicted on the CSPA, except as specified below.*
6. No sign shall move, display any flashing or intermittent lights nor have any features which would be construed as fluorescent or neon in character or color.*
7. Except for address identification, all building-mounted signs shall be for tenant identification only.*
8. Phase 2 and 3: A maximum of 263 square feet (SF) of total building-mounted signage shall be permitted on each of the Phase 2 and Phase 3 buildings. *
9. Phase 4 and 5: A maximum of 263 SF of total building-mounted signage shall be permitted on each of the Phase 4 and 5 buildings. Signs may be located on the northern, eastern and western elevations only within the top four levels of the buildings, as depicted on the CSPA.*
10. Phase 6: A maximum of 358 SF of total building-mounted signage shall be permitted on the Phase 6 building, in the area depicted on the CSPA. Should a retail or eating establishment be located within this building, said establishments may locate their signage on the first level of the south, east and west elevations, as well as on the second level of the west, north and east elevations as depicted on the CSPA.*
11. Phase 7: A maximum of 207 SF of total building-mounted signage shall be permitted on the Phase 7 building.*
12. Phase 8: A maximum of 263 SF of total building-mounted signage shall be permitted on the Phase 8 building. Building-mounted signs shall only be permitted on the southern, eastern and western elevations within the top three levels of the building, as depicted on the CSPA. If an eating establishment locates within this building, said establishment may locate its signage on the third level of the building on the eastern and southern facades only, as well as install a canopy above the first floor, as depicted on the CSPA. *
13. A maximum of seven (7) 5.5 SF building-mounted address signs shall be permitted. Each building address sign shall be located above the

main entrance of the building as shown on the CSPA. These signs shall be consistent with that shown on the CSPA. *

14. A maximum of seven (7) 19 SF, 6.3 foot-tall freestanding building address/identification monument signs shall be permitted. These signs may be located at the corner of the driveway entrances to each building as shown on the CSPA. These signs shall be consistent with that shown on the CSPA.*
15. There shall be no more than one 25 SF, 2 foot-tall wall-mounted entry sign permitted. This sign shall be located adjacent to the Franconia-Springfield Parkway entrance. This sign shall be consistent with that shown on the CSPA.*
16. A maximum of three (3) flags shall be permitted on-site. These flags may be located adjacent to the Franconia-Springfield Parkway entrance and must meet the requirements of Article 12 of the Zoning Ordinance.*
17. A maximum of two (2) 38.67 SF, 16 foot-tall freestanding monument entrance signs shall be permitted. These signs shall be consistent with those shown on the CSPA and shall be located at the site's two major entrances:
 - one sign at the corner of Walker Lane and Beulah Street and
 - one sign at the corner of Metro Park Drive and Beulah Street.*
18. Traffic regulatory signage shall meet the Federal Highway Administration (FHWA)'s Manual of Uniform Traffic Control Devices (MUTCD) and Virginia Department of Transportation (VDOT) standards.*
19. All signage shall be placed in a location which 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 exiting travel intersections, aisles, or driveways.*
20. All freestanding permanent signs shall maintain a minimum five (5) foot setback from any curb line, street right-of-way (ROW) or other vehicular travel way and shall not obstruct any pedestrian walkway.*
21. Illumination of signs shall be in conformance with the performance standards for glare as set forth in Par. 9 of Article 14 of the Zoning Ordinance.*

22. Individual tenant signs, to include building-mounted signs and monument sign panels, may incorporate various colors, typography, and logos, consistent with the individual tenant's corporate identification. *
23. Any existing signs that are inconsistent with the CSPA shall be removed prior to the issuance of any sign permits for signs approved pursuant to this CSPA. *
24. All other signs shall conform to the requirements of Article 12 and Article 14 of the Zoning Ordinance.*
25. A maximum of six (6) 6.77 foot-tall, 18.48 SF or 21.76 SF freestanding on-site directory signs shall be permitted on the subject site as depicted as "Signage Type F" in the CSPA. In no case shall the number of Signage Type F signs exceed six (6). Each sign shall be installed as shown on the CSPA. These signs shall be consistent with that shown on the CSPA.
26. A maximum of two (2), 32 SF, 10 foot-tall temporary real estate signs shall be permitted on the subject site, advertising the sale, rental or lease of a building or part of a building within Metro Park, as depicted as "Signage Type G" in the CSPA. Each sign shall be installed as shown on the CSPA and consistent with that shown on the CSPA. Per Par. 3D of Sect. 12-103 of the Ordinance, these temporary real estate signs shall be removed within seven (7) days of the settlement, rental or lease of the building or part of a building within Metro Park that is advertised on the temporary real estate sign; however, these temporary real estate signs may be reinstalled to advertise the sale, rental or lease of buildings or parts of buildings as necessary to ensure that Metro Park is fully leased or occupied.

The above proposed conditions are staff recommendation 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.

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SEP 17 2014

Zoning Evaluation Division



WALSH COLUCCI
LUBELEY & WALSH PC

Inda E. Stagg
Senior Land Use Planner
(703) 528-4700 Ext. 5423
istagg@thelandlawyers.com

September 16, 2014

Via Hand Delivery

Barbara C. Berlin, Director
Fairfax County DPZ/ZED
12055 Government Center Parkway, Suite 801
Fairfax, Virginia 22035

Re: Application for a Comprehensive Sign Plan Amendment
Metro Park
TM 91-1 ((1)) 11B2 and 23E; ((28)) 1A and 2B; ((31)) 1A – 4C

Dear Ms. Berlin:

On November 18, 2009, the Fairfax County Planning Commission approved Comprehensive Sign Plan application CSP 1998-LE-048 for the Metro Park development. This request proposes an amendment to the current approval in order to add way-finding signage (on-site directory signs) as "Signage Type F". Metro Park is a rather large development with multiple decision points in the form of driveways and other public streets. Is someone is not familiar with the office park, it can be somewhat confusing to navigate. Over the past 5 years, it has become apparent that additional way-finding signage may help alleviate the confusion of visitors.

In addition to the request for way-finding signage, the Applicant is requesting that Building Signage ("Signage Type D") be modified on Buildings known as Metro Park 3 (to remove location of potential signage above the 2nd Floor), Metro Park 6 (to add a location for tenant signage above the 4th Floor and to extend the location of restaurant signage on the 1st Floor), and Metro Park 8 (to add a location for signage on an existing restaurant canopy). No additional signage area is requested for Building Signage (Signage Type D); the request is simply to permit signage on areas of these buildings that were not previously proposed or approved.

Please do not hesitate to contact me if you should have any questions regarding this request.

Very truly yours,

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


Inda E. Stagg
Senior Land Use Planner

cc: Tonya R. Link
Nan E. Walsh
Martin D. Walsh

ATTORNEYS AT LAW

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LOUDOUN 703 737 3633 ■ WOODBRIDGE 703 680 4664

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Zoning Evaluation Division



Comprehensive Sign Plan Amendment Package

CSPA 1998-LE-048

February 11, 2015

This CSPA replaces previously approved Comprehensive Sign Plan, CSP 1998-LE-048, which was approved by the Planning Commission on November 18, 2009, and which was dated October 22, 2009.

This CSPA adds Signage Type F (Freestanding On-Site Directory Signs) and Signage Type G (Leasing Signs) which were not previously approved. This CSPA does not increase the previously approved sign areas for Signage Types A, B, C, D or E.

Metro Park Signage Location Maps

Map 1 – Signage Types A, B and C

Map 2 – Signage Types F and G

Note: Locations of signage types A, B and C are shown on this graphic. Signage types D and E are specific to each building. Please see appropriate section for each building.

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The Engineering Groupe
 Inc.
 Engineers | Surveyors | Planners
 13560 George Drive, Suite 200, Springfield, Virginia 22152
 Phone: (703) 776-0555 Fax: (703) 776-7766 www.theengineeringgroupe.com

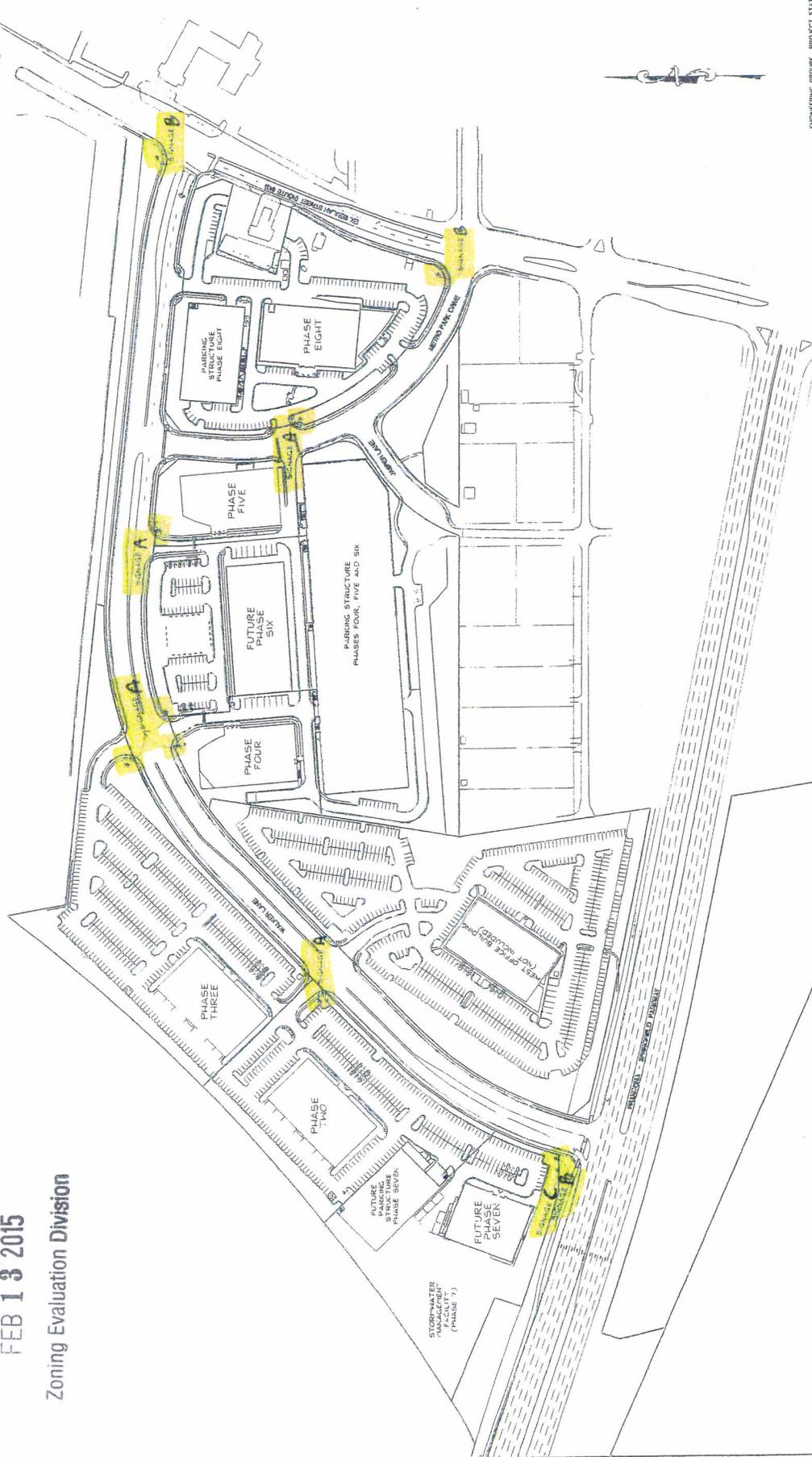
NO.	DATE	COUNTY REVISIONS

COMPREHENSIVE SIGNAGE PLAN
 METRO PARK

FA. DISTRICT
 COUNTY, VIRGINIA

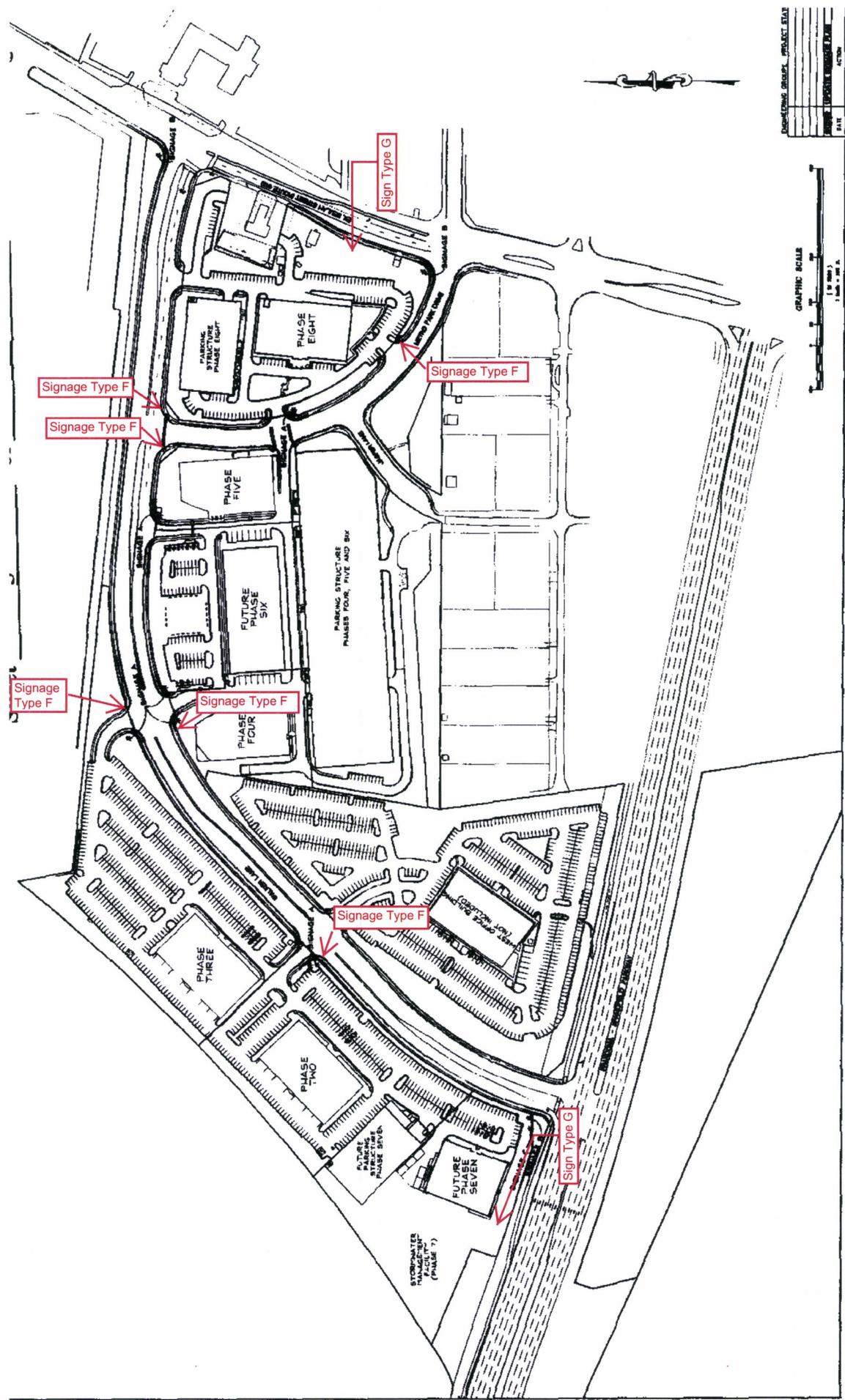
Appendix 3

ENGINEERING GROUPE	PROJECT STATUS	DATE	MAY 2015
SCALE	1"=10'		
DESIGNER			
FILE NO.	M-302		
PROJECT	IMPACT SIGNAGE PLAN		
SHEET	1 OF 1		



APPENDIX 3 METRO PARK IMPACT SIGNAGE PLAN SHEET 1 OF 1

DATE	BY	ACTION



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Detailed Descriptions of Signage Types

**Signage Type A
Freestanding Building Identification Signs**

Location	Area (Square Feet)	Height (Feet)
MP Two	19	6.33
MP Three	19	6.33
MP Four	19	6.33
MP Five	19	6.33
MP Six	19	6.33
MP Seven	19	6.33
MP Eight	19	6.33
Total	133	

One (1) freestanding building identification sign may be permitted for each detached building which houses a principal use within an office park. Such sign(s) shall be limited to identifying the name of the building and/or the individual enterprises located therein, the address, trademark or identifying symbol or any combination thereof. No such sign shall exceed twenty (20) square feet in area or eight (8) feet in height or be located closer than ten (10) feet to any lot line.

The freestanding building identification signs are triangular in shape; with an interior angle that exceed 45 degrees. The Zoning Ordinance states that, if the sign faces are separated by an interior angle of 45 degrees or greater, all faces shall be included in computing the area of the sign. Therefore, the area of the freestanding building identification signs is calculated on the total area of both faces.

Signage Type A – Individual building address monument signs (18" x 18" x 19", 76" tall)

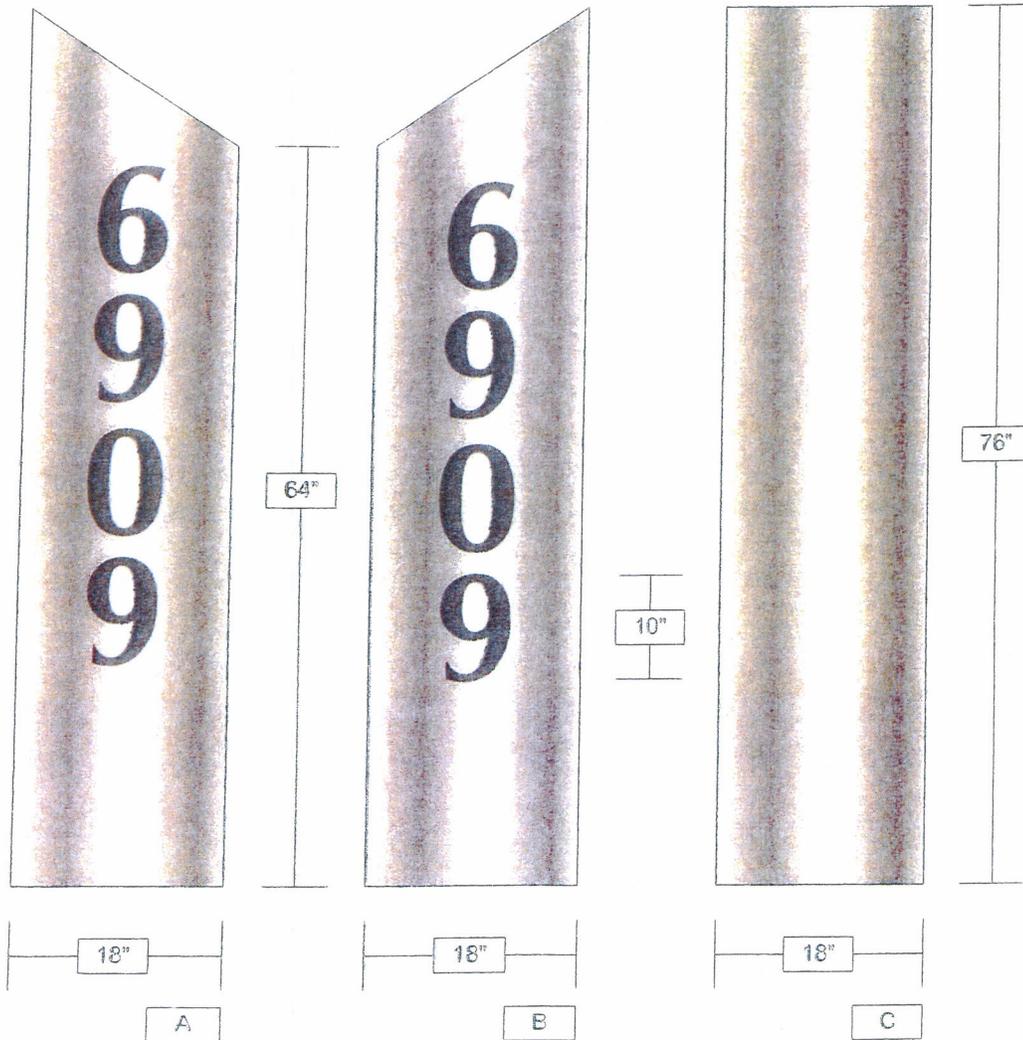
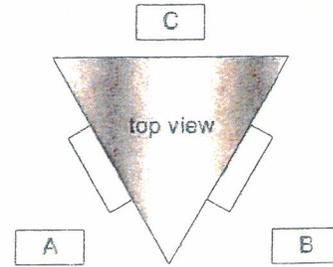


Note: Signage type A for M17 building to be located at the nearest curb cut. Owner intends to seek modifications to the existing plan to add a curb cut.

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<p><small>This drawing was prepared in accordance with information submitted. Changes to drawings may incur additional charges. Signed approval of submitted drawing is required prior to manufacture. Approval of drawing acknowledges that it is correct and supersedes all previous drawings and/or specifications related to this order. Any changes, corrections or remakes of products manufactured in accordance to approved drawings will be at purchaser's expense. Confidential and proprietary information of Webb Signs, Inc. may not be used or reproduced without Webb Signs, Inc. prior written consent. No part of this drawing, design, arrangement or idea thereon shall be duplicated or used for any purpose without express written permission of Webb Signs, Inc.</small></p>		

**Signage Type B
Monument Entrance Signs**

Location	Area (Square Feet)	Maximum Height (Feet)
Beulah and Metro Park Drive	38.67	16
Franconia-Springfield Parkway and Walker Lane (on wall)	25	2
Beulah and Walker Lane	38.67	16

One (1) freestanding sign may be erected at each major entrance to an office park. Such sign(s) shall identify the name of the office park. No such sign shall exceed forty (40) square feet in area or twenty (20) feet in height or be located closer than ten (10) feet to any street line.

Two of the monument entrance signs are triangular in shape, with an interior angle that is less than 45 degrees.

The Zoning Ordinance states that, if the sign faces are separated by an interior angle that is less than 45 degrees, the area of one (1) face shall be used when the two (2) faces are equal in area.

Therefore, the area of these monument entrance signs is calculated on one face only.

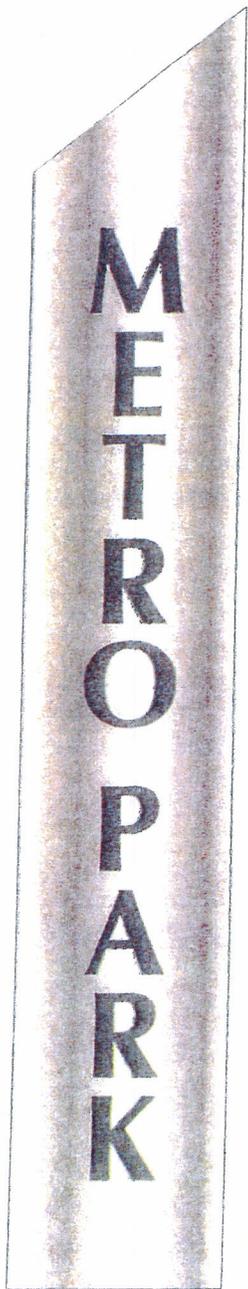
12"



M
E
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K

29"

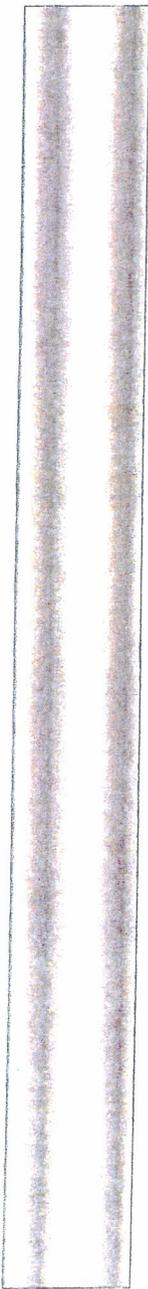
A



M
E
T
R
O
P
A
R
K

29"

B



18"

C

A

B



C

192"

<p>Quality since 1968</p>  <p>www.webbsigns.com 703.591.6169</p>	<p>Drawn by: Mark Weed</p>	<p>Signed: _____ Date: _____</p> <p><input type="checkbox"/> Approved <input type="checkbox"/> Approved as noted <input type="checkbox"/> Revised and resubmit</p>
<p><small>This drawing was prepared in accordance with information submitted. Changes to drawings may incur additional charges. Signed approval or submitted drawing is required prior to manufacture. Approval of drawing acknowledges that it is correct and supersedes all previous drawings and/or specifications related to this order. Any changes, corrections or reworks or products manufactured in accordance to approved drawings will be at purchaser's expense. Confidential and proprietary information of Webb Signs, Inc. may not be used or reproduced without Webb Signs, Inc. prior written consent. No part of this drawing, design, arrangement or idea therein shall be duplicated or used for any purpose without express written permission of Webb Signs, Inc.</small></p>		





**Signage Type C
Flags at Entry**

Flags are proposed at the intersection of the Franconia-Springfield Parkway and Walker Lane. Sign Permits are not required for the display of Flags of the United States, the Commonwealth of Virginia, or Fairfax County, provided, however, that there shall be no more than three (3) flags on any one lot. In addition, any commercial or industrial use on a parcel of two (2) acres or more may display its corporate emblem in the form of a flag, provided that there is no more than one such flag on any parcel, and the area of such corporate emblem shall be deducted from the permitted area of the building-mounted sign. In this instance, the corporate emblem is for the owner of Metro Park, and there is no particular building mounted sign from which to deduct the area of the flag's emblem.

Signage Type C



**Signage Type D
Total Proposed Area of Building Mounted Signs and Logos**

Building	Address	Building Frontage (Linear Feet)	Maximum Signage Requested / Permitted by Zoning Ordinance for Office Park Structures (Square Feet)
MP Two	6350 Walker Lane	213	263
MP Three	6354 Walker Lane	213	263
MP Four	6359 Walker Lane	213	263
MP Five	6363 Walker Lane	213	263
MP Six	6361 Walker Lane	308	358
MP Seven	6348 Walker Lane	157	207
MP Eight	6909 Metro Park Drive	213	263
Totals			1880

Building-mounted signs on buildings housing only one (1) tenant or multiple tenants that access the building via a common outside entrance(s) shall not exceed one and one-half (1 1/2) square feet of sign area for each of the first 100 linear feet of building frontage plus one (1) square foot of sign area for each linear foot over 100 linear feet of building frontage. No one sign, however, shall have a sign area in excess of 200 square feet.

"Signage Type D" locations are indicated on the attached graphics in Blue and Green. Although these areas are comprehensive, signage will not be placed on all areas at all times. Maximum amount of signage permitted is limited for each building as indicated on the chart above. The locations simply allow the landlord to negotiate signage locations with tenants, and allows the tenants flexibility to choose the location on the building that suits their individual needs.

Metro Park Signage Type D (Compliance with Comprehensive Sign Plan CSP 1998-LE-048)

In accordance Development Condition #3, which was imposed by the Planning Commission pursuant to their November 18, 2009 approval of CSP 1998-LE-048, the following chart is submitted. This Chart tracks the total Building Signage (Signage Type D) that is both permitted and provided on each individual building within MetroPark.

Building: MetroPark Two, 6350 Walker Lane (Total Building Mounted Signage Permitted: 263 sq. ft.)					
Submitting Party's Name	Sign Height	Sign Width	Sign Area	Sign Text	Sign Permit
Service Neon Signs, Inc.	3ft. 6 in.	12 ft. 5.8 in	61 sq ft	Leidos	132700163
					November 25, 2013

Building: MetroPark Three, 6354 Walker Lane (Total Building Mounted Signage Permitted: 263 sq. ft.)					
Submitting Party's Name	Sign Height	Sign Width	Sign Area	Sign Text	Sign Permit
Eleanor Farid	2ft. 1/4 in.	12 ft. 10 in.	25.93	RGW The Retina	140370158
Art Display Company	3 ft.	23 ft	69 sq. ft.	Group of Washington	0102-7481-1437
Art Display Company	3 ft.	23 ft.	69 sq. ft.	CALIBRE	0102-7481-1438
Jack Stone Sign Company	3 ft.2 in.	14 ft. 1.75 in.	44.8 sq. ft.	Smileville	101650213
Jack Stone Sign Company	2 ft.	5 ft. 8 in.	11.3 sq. ft.	Deli	110740213
					February 26, 2014
					February 26, 2001
					February 26, 2001
					June 24, 2010
					March 21, 2011

Building: MetroPark Four, 6359 Walker Lane (Total Building Mounted Signage Permitted: 263 sq. ft.)					
Submitting Party's Name	Sign Height	Sign Width	Sign Area	Sign Text	Sign Permit
					Issue Date

Building: MetroPark Five; 6363 Walker Lane (Total Building Mounted Signage Permitted: 263 sq. ft.)

Submitting Party's Name	Sign Height	Sign Width	Sign Area	Sign Text	Sign Permit	Issue Date
Jack Stone Sign Co Inc	1.75 ft.	5.83 ft.	10 sq. ft.	CGI	112420215	September 2, 2011

Building: MetroPark Six; 6361 Walker Lane (Total Building Mounted Signage Permitted: 358 sq. ft.)

Submitting Party's Name	Sign Height	Sign Width	Sign Area	Sign Text	Sign Permit	Issue Date
Jack Stone Sign Co Inc	3 ft. 6 in.	31 ft. 3.25 in.	109 sq. ft.	Booz Allen Hamilton	120450156	April 13, 2012
Signs Unlimited	3 ft. 10 in	15 ft	56.25	OSTERIO MARZANO	130660138	March 18, 2013
SMI Sign Systems Inc	5 ft. 0 in	8 ft. 11.5 in	17.08	CSC	133090108	November 12, 2013

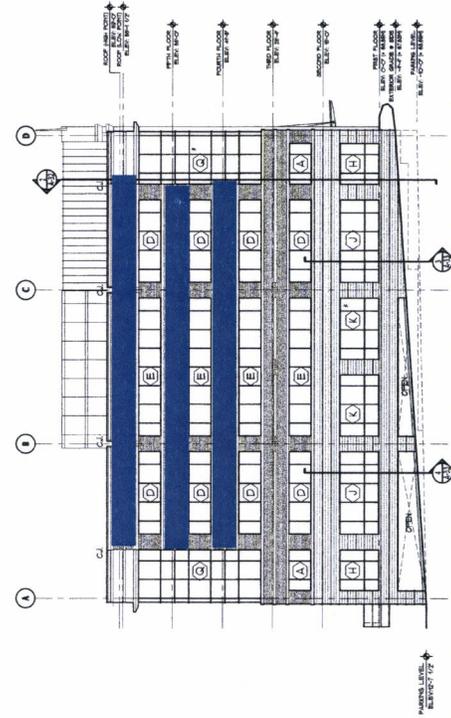
Building: MetroPark Seven; 6348 Walker Lane (Total Building Mounted Signage Permitted: 207 sq. ft.)

Submitting Party's Name	Sign Height	Sign Width	Sign Area	Sign Text	Sign Permit	Issue Date
Jack Stone Sign Company	(4 ft. x 11 ft. 3.63 in) + (16 ft. 0.75 in.		66 sq. ft.	VSE Corporation	111110226	Both Signs are approved under one permit.) Issued July 5, 2011
Jack Stone Sign Company	x 15 ft. 1.5 in.)		66 sq. ft.	VSE Corporation		

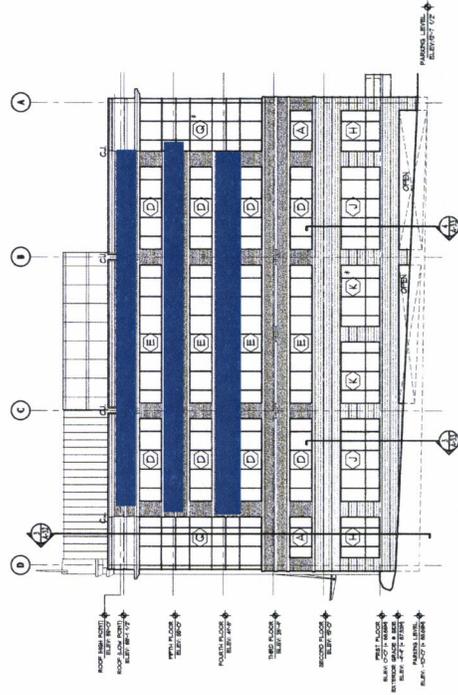
Building: Metro Park Eight; 6909 MetroPark Drive (Total Building Mounted Signage Permitted: 263 sq. ft.)

Submitting Party's Name	Sign Height	Sign Width	Sign Area	Sign Text	Sign Permit	Issue Date
Jack Stone Sign Company	4 ft. 10 in.	10 ft. 9.5 in.	57 sq. ft.	dcs Corp	101740147	June 28, 2010
George Marino	3ft. 6 in.	12 ft. 5.8 in	61 sq ft	Leidos	132630108	November 25, 2013
George Marino	3ft. 6 in.	12 ft. 5.8 in	61 sq ft	Leidos	132630108	November 25, 2013
Jack Stone Sign Company	2 ft. 4 in.	10 ft. 4 in.	24 sq. ft.	Walker's Grille	110390129	February 22, 2011

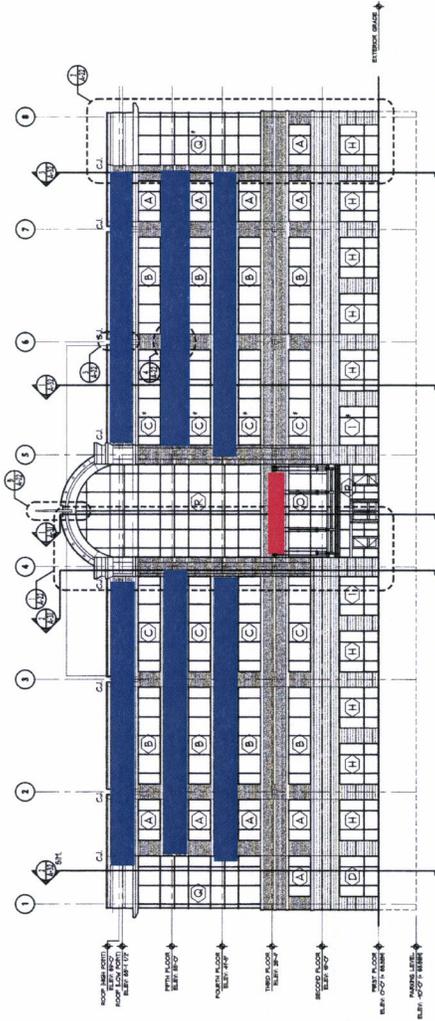
General area where future signage may be located
 Building address sign



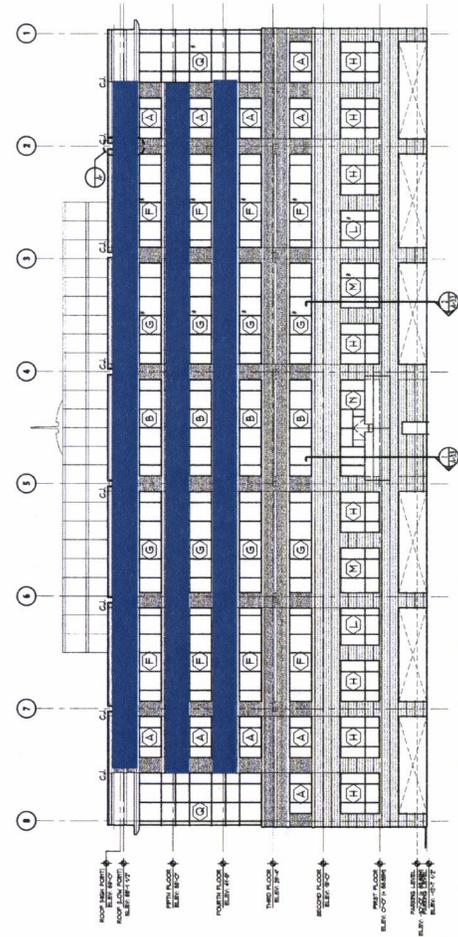
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 SCALE 1/8\"/>



4 NORTH ELEVATION
 SCALE 1/8\"/>



1 EAST ELEVATION
 SCALE 1/8\"/>

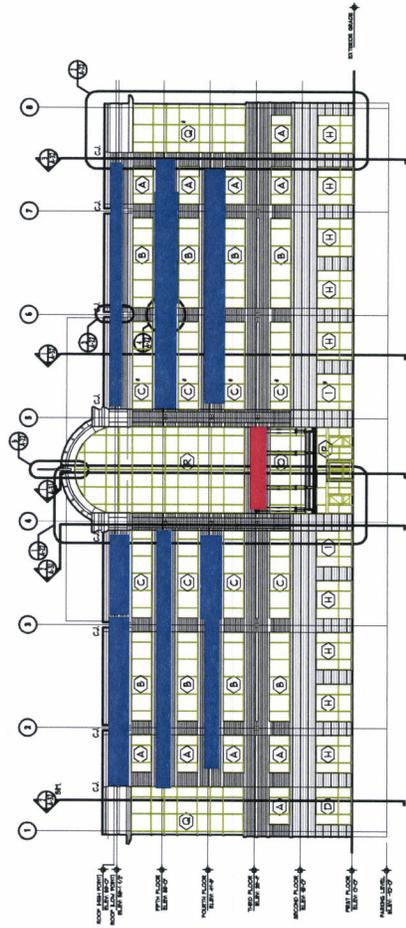


3 WEST ELEVATION
 SCALE 1/8\"/>

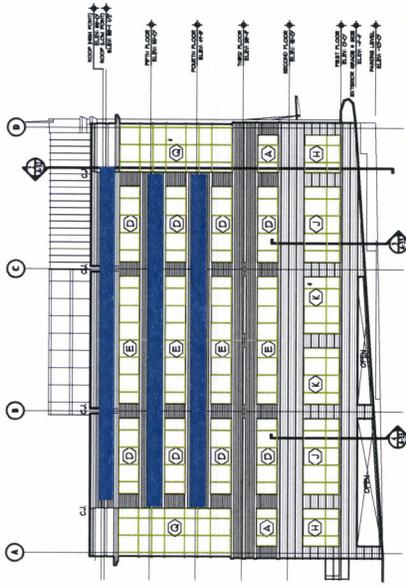
Metro Park Phase 2 - 6350 Walker Lane



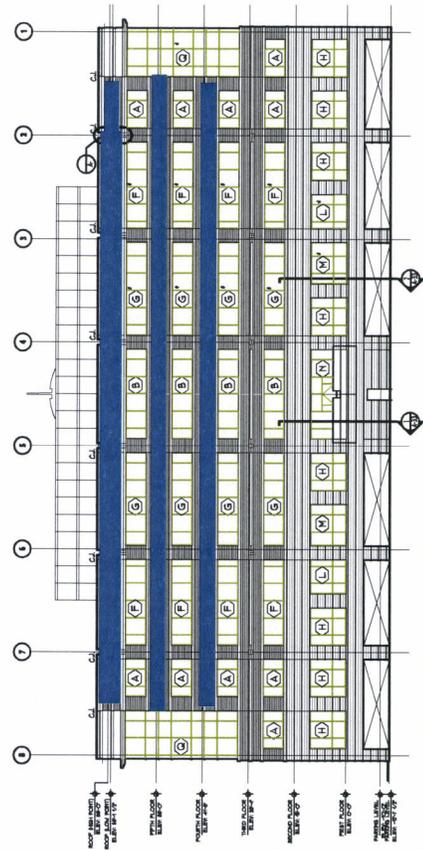
General area where future signage may be located
Building Address sign



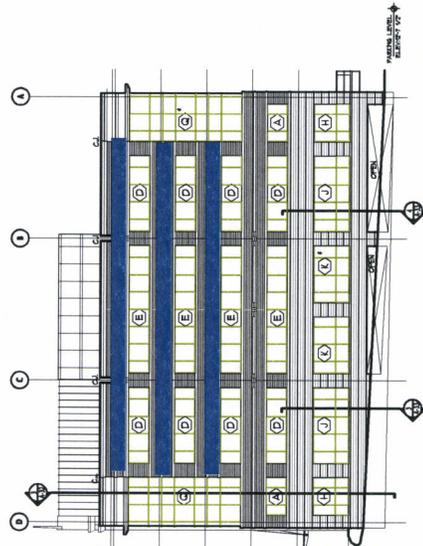
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SCALE: 1/8" = 1'-0"



2 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



3 WEST ELEVATION
SCALE: 1/8" = 1'-0"

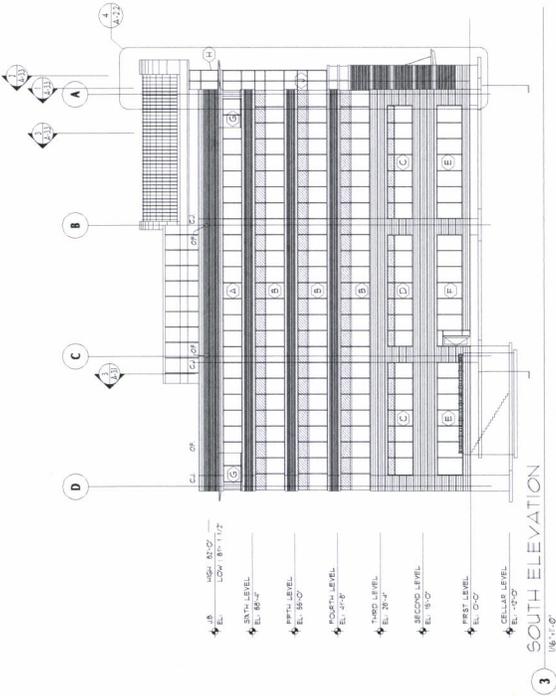


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SCALE: 1/8" = 1'-0"

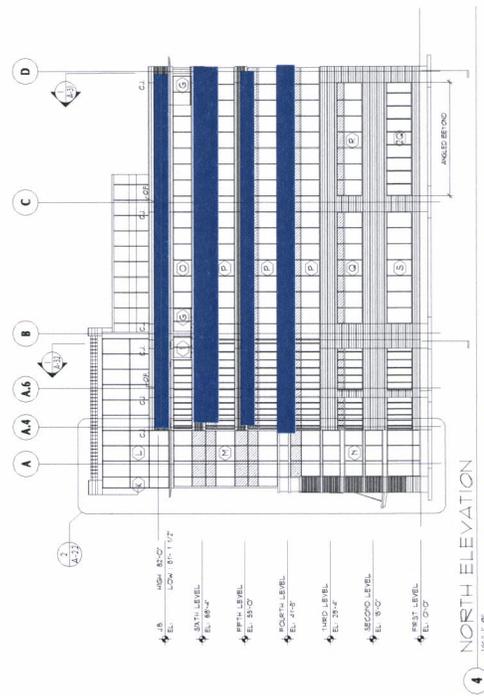
Metro Park Phase 3 - 6354 Walker Lane

General area where future signage may be located

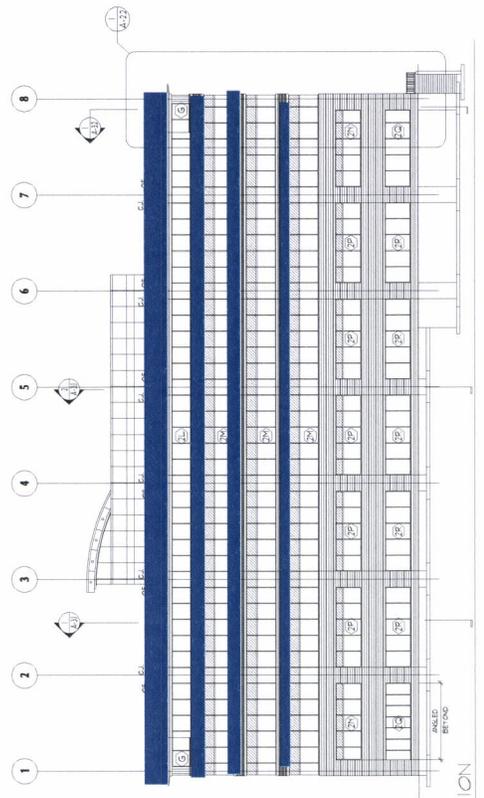
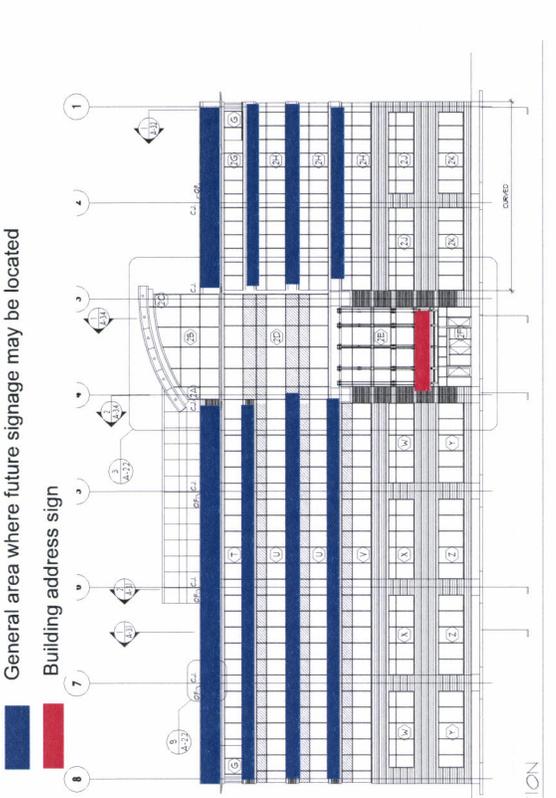
Building address sign



1 EAST ELEVATION
1/8"=1'-0"

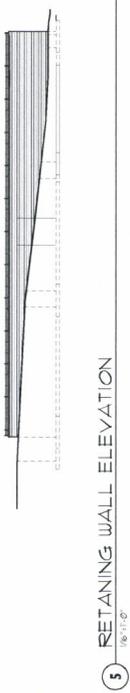
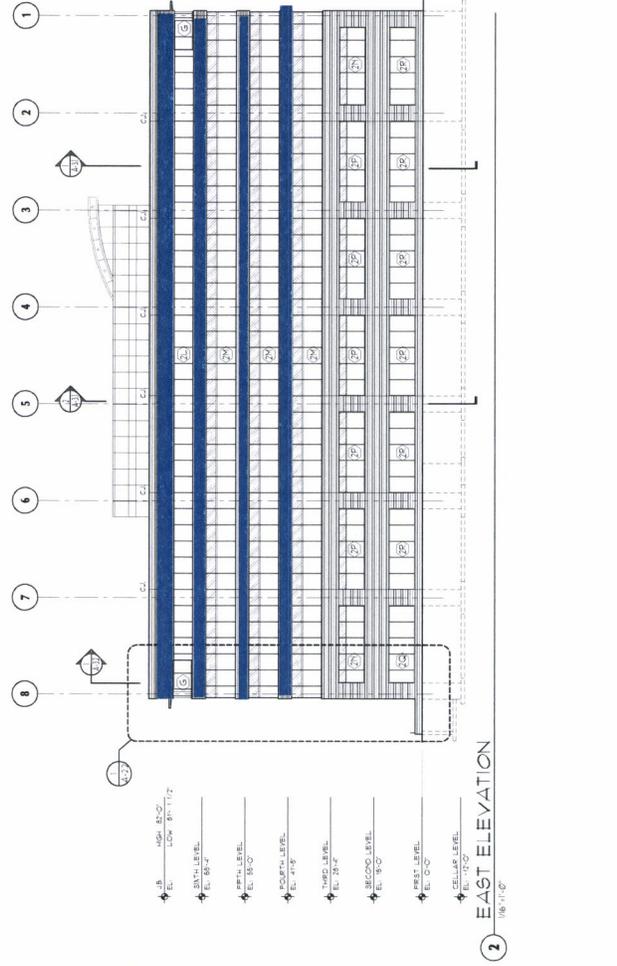
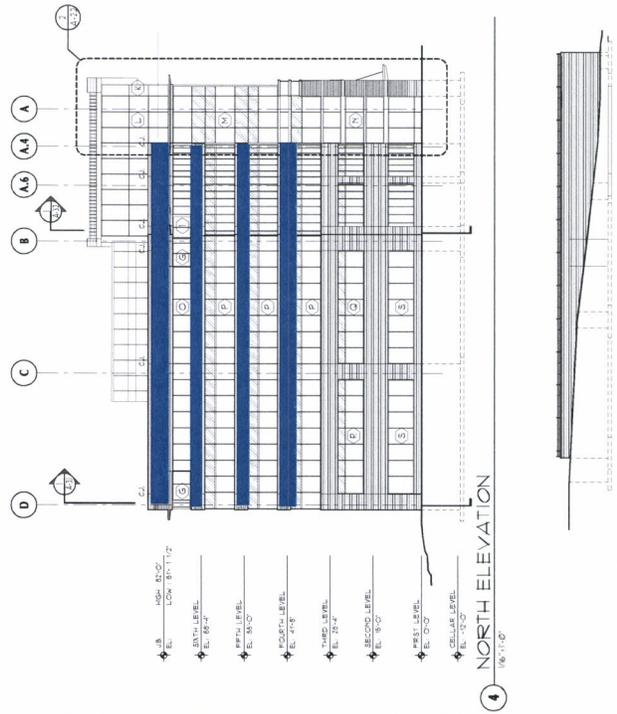
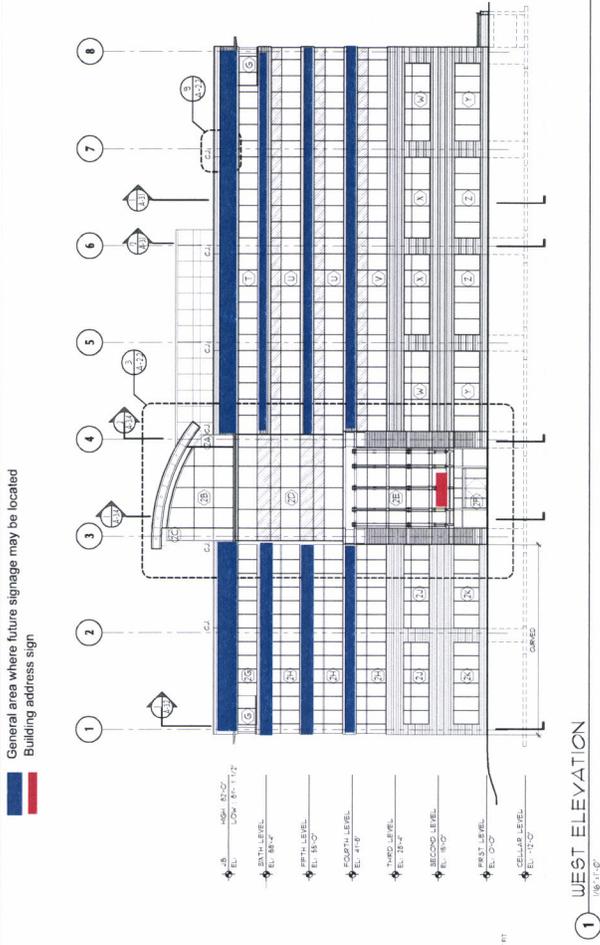
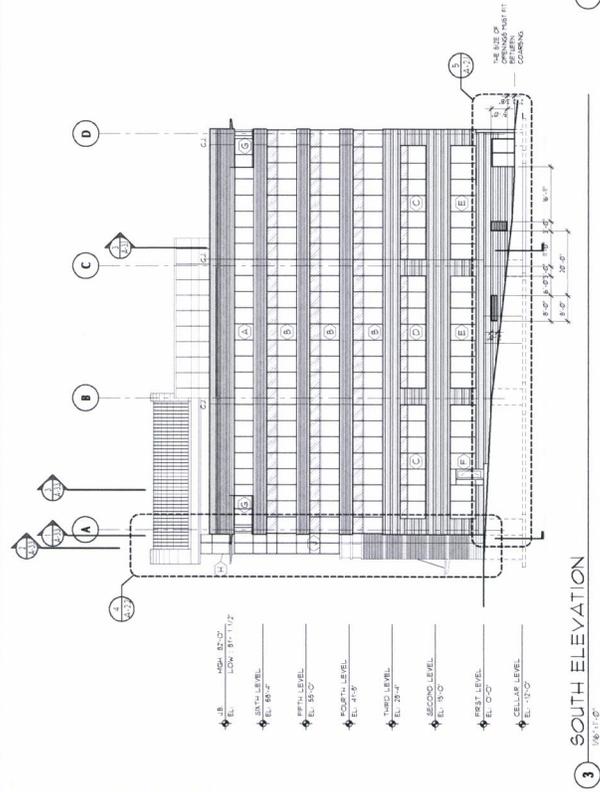


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1/8"=1'-0"



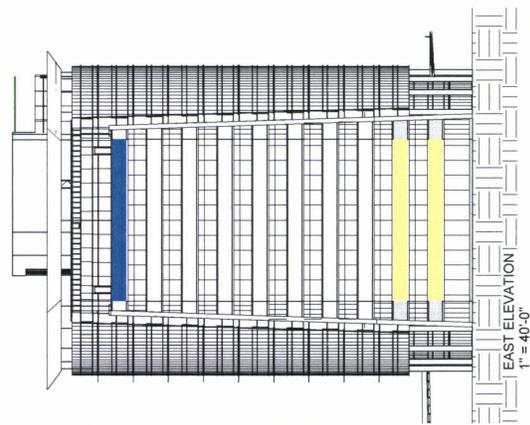
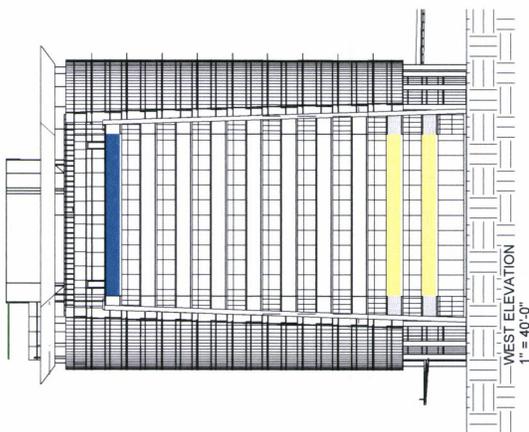
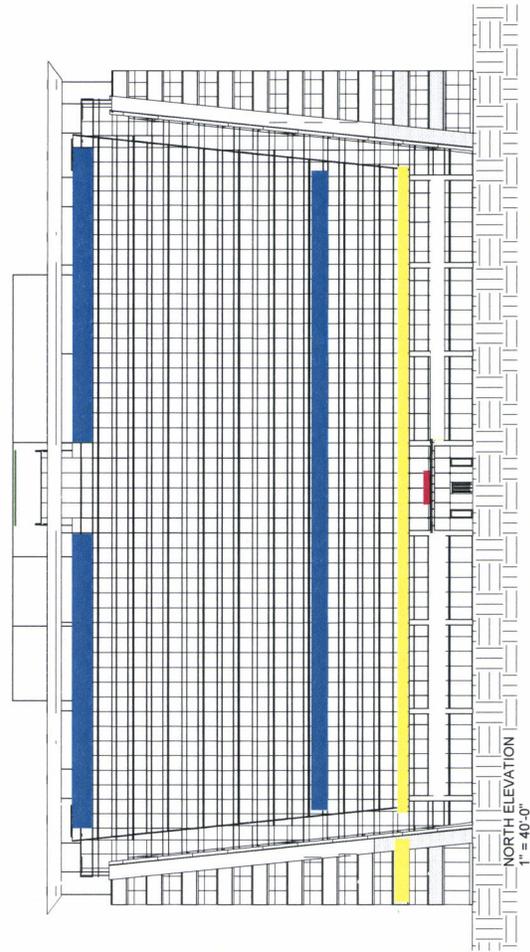
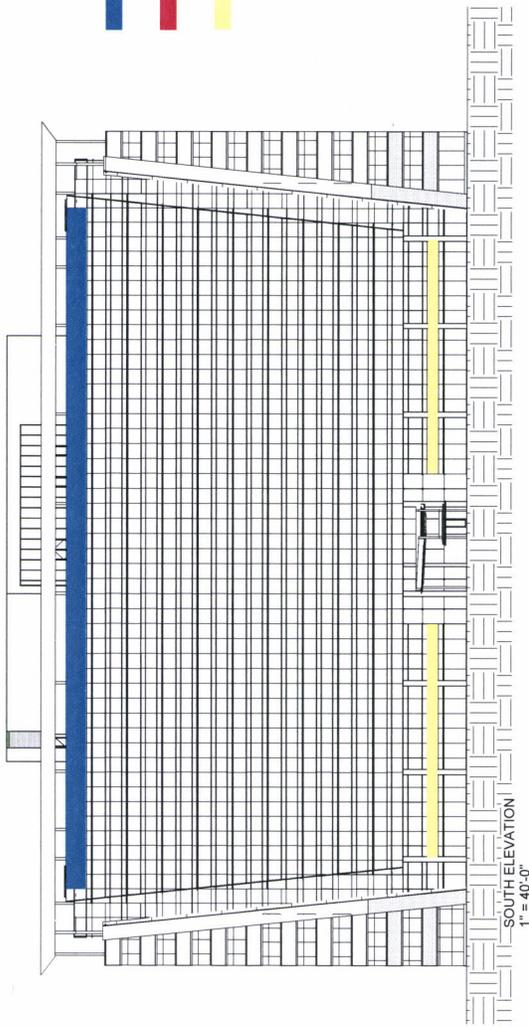
Metro Park Phase 4 - 6359 Walker Lane

General area where future signage may be located
Building address sign



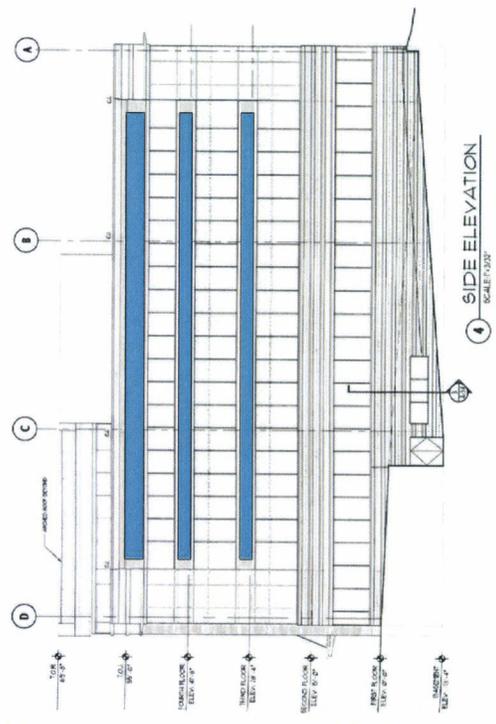
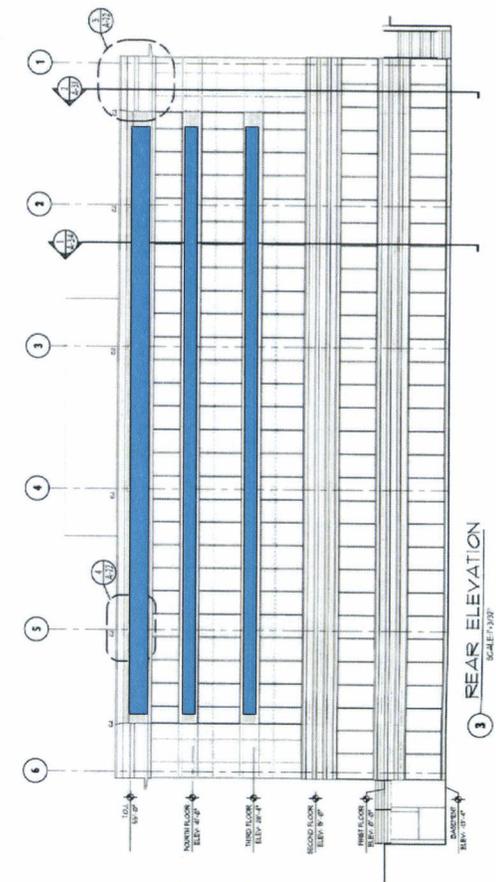
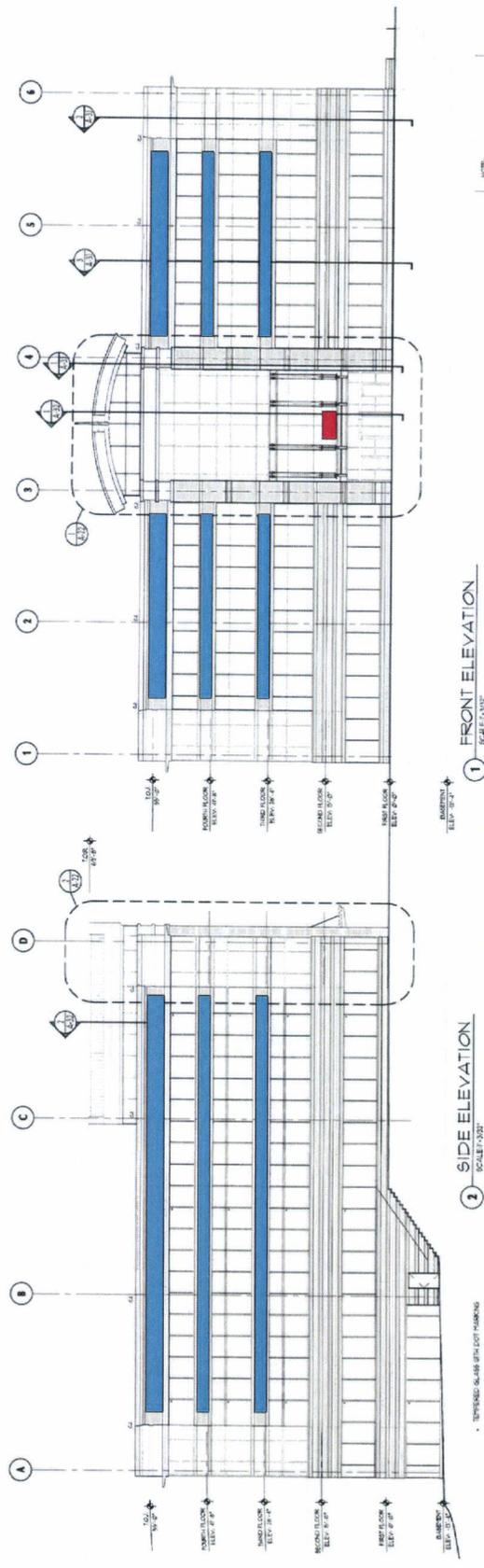
Metro Park Phase 5 - 6363 Walker Lane

- General area where future signage may be located
- Building address sign
- General area where future retail or restaurant sign may be located



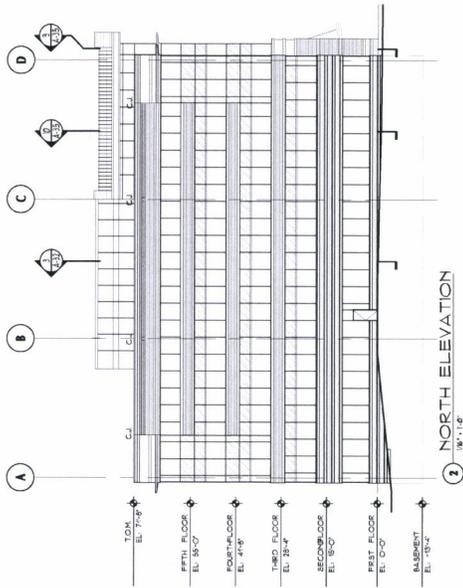
Metro Park Phase 6 - 6361 Walker Lane

General area where future signage may be located
 Building address sign

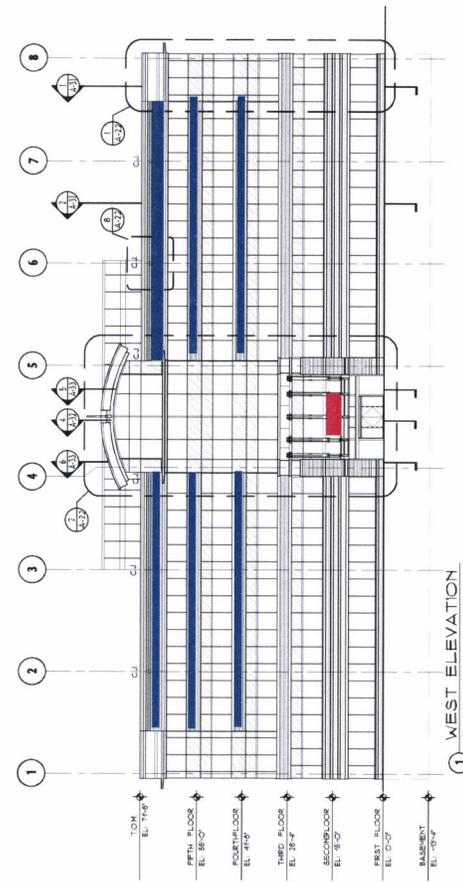


Metro Park Phase 7 - 6348 Walker Lane

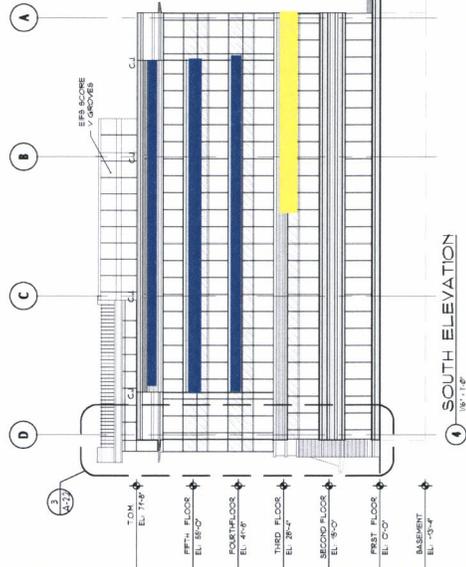
- General area where future signage may be located
- Building address sign
- General area where future restaurant signage may be located



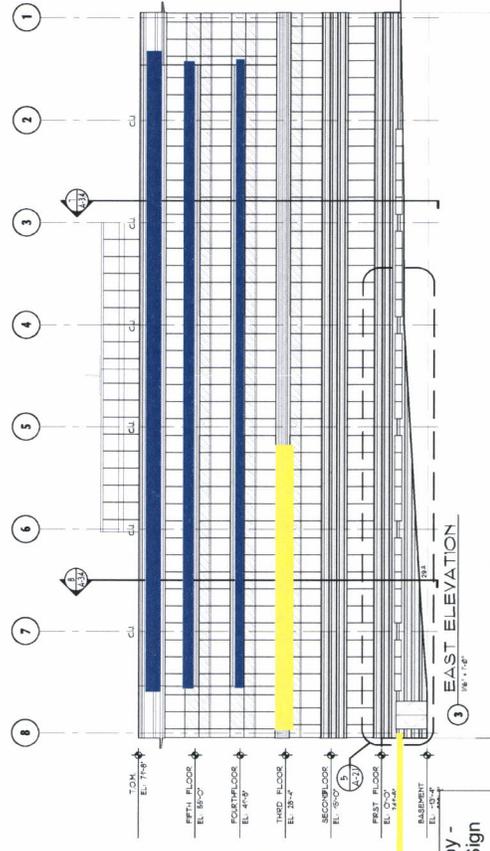
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1/8" = 1'-0"



1 WEST ELEVATION
1/8" = 1'-0"



4 SOUTH ELEVATION
1/8" = 1'-0"

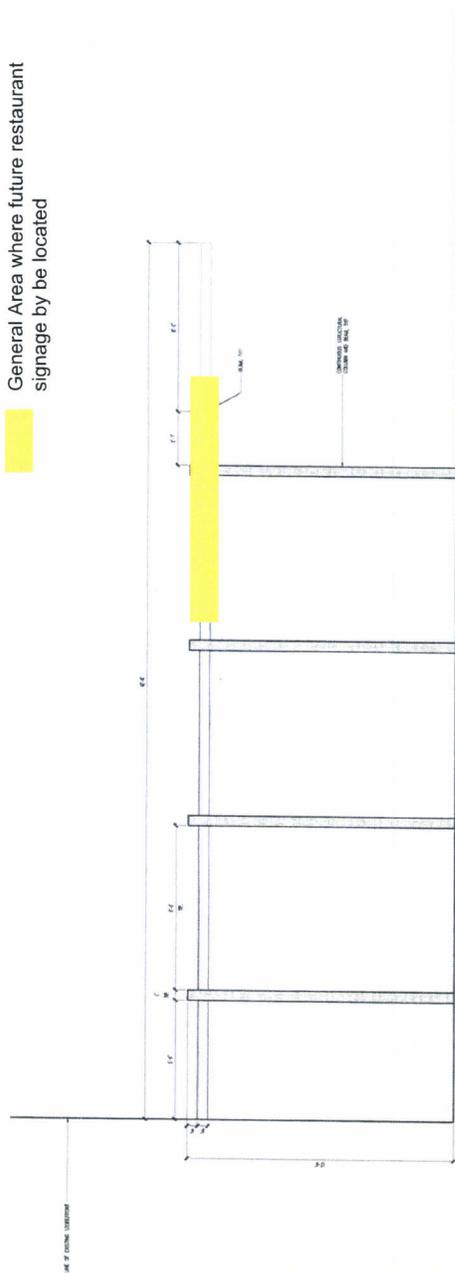


3 EAST ELEVATION
1/8" = 1'-0"

SEE SECTION 4.5.3.4 FOR DETAILS
Walkers Grill Canopy -
 See Next Page for Sign Location

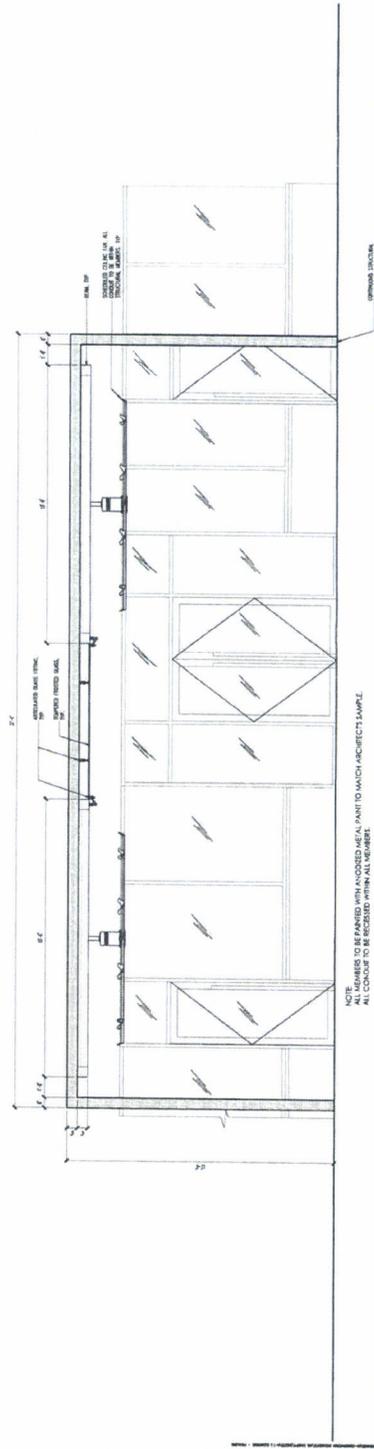
Metro Park Phase 8 - 6909 Metro Park Drive

General Area where future restaurant signage by be located



1 | ELEVATION

SCALE: 1/2"=1'-0"



2 | ELEVATION

SCALE: 1/2"=1'-0"

Metro Park Phase 8 - 6909 Metro Park Drive - Canopy

ING
restaurant
6909 METRO PARK DRIVE
SUITE 100
ALEXANDRIA, VA 22310

collective architecture



ELEVATIONS: PATIO

A-7.3

**Signage Type E
Building Mounted Address Signs**

Building Mounted address signs, which are located above the main entrance to each building, are not counted toward the total amount of square footage for each building as they are permitted without a permit pursuant to the Fairfax County Zoning Ordinance. Each of these is approximately 12" x 66"; or 5.5 square feet in area.

At the time of this Comprehensive Sign Plan's submission, there are two existing Building Mounted Address Signs that are located on the building itself, and are not currently mounted on the canopy over the front door. Alternate locations for these signs are shown, so that they may be relocated on top of the canopy, in order to be consistent with the other buildings within Metro Park.

Metro Park: Inventory of Building Address Signs

Metro Park Phase 2 – 6350 Walker Lane



Metro Park Phase 3 – 6354 Walker Lane



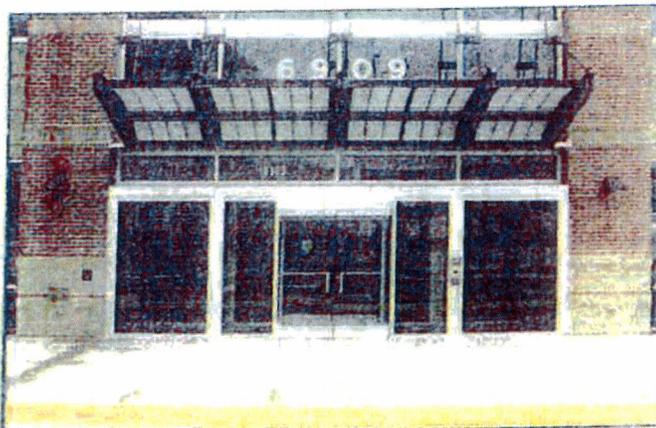
Metro Park Phase 4 – 6359 Walker Lane



Metro Park Phase 5 – 6363 Walker Lane



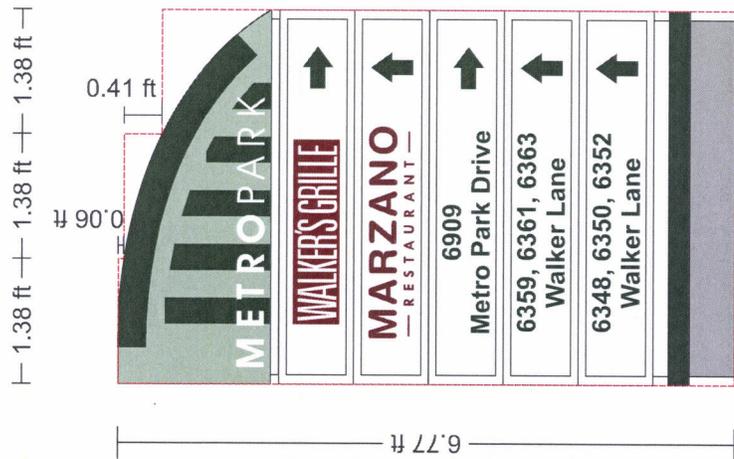
Metro Park Phase 8 – 6909 Metro Park Drive



**Signage Type F
Freestanding On-Site Directory Signs**

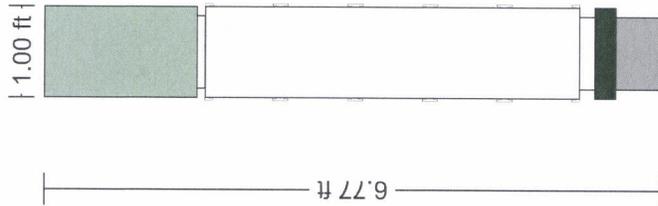
**Freestanding On-Site Directory signs, are located at strategic intersections within Metro Park.
Each of these is, at maximum, approximately 6.77' x 4.12'; or 21.76 square feet in area.**

**SIGNAGE TYPE F
TYPE 1**

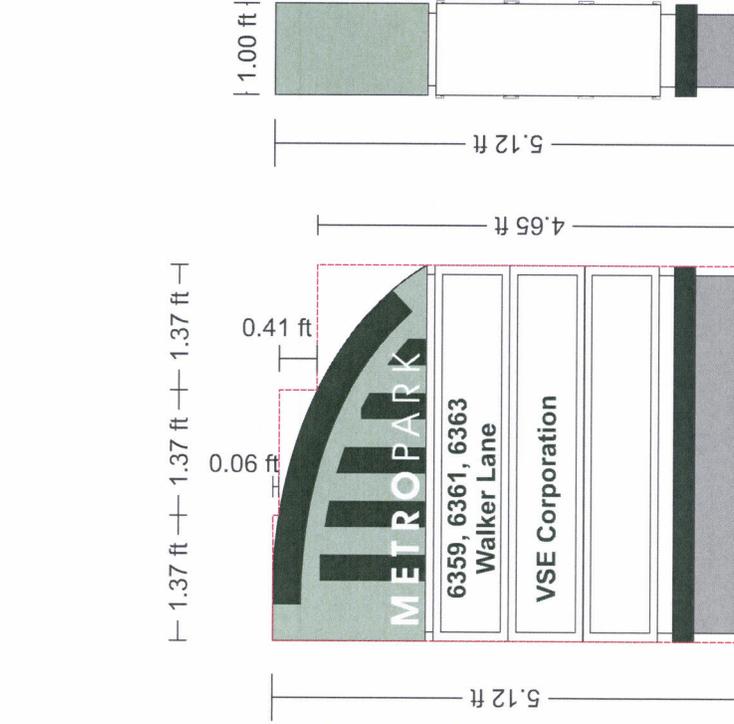


ELEVATION SCALE: 1/2" = 1'-0"
SIDE A - 21.76 square feet

SCALE: 1/2" = 1'-0"
SIDE VIEW

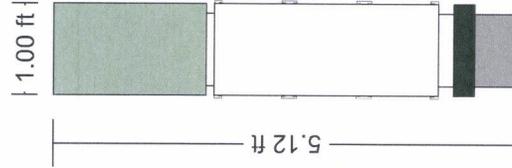


**SIGNAGE TYPE F
TYPE 2**



ELEVATION SCALE: 1/2" = 1'-0"
SIDE A - 18.48 square feet

SCALE: 1/2" = 1'-0"
SIDE VIEW



Depending on wayfinding needs, signage Type F may be as large as Type 1 or as small as Type 2.

This sign is intended to be installed in accordance with the requirements of Article 600 of the current National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

JackStoneSigns JACKSTONE SIGNS .COM
3131 Pennsy Drive, Landover, MD 20785 / phone (301) 322-3323 / fax (301) 322-8407

CUSTOMER Metro Park
ADDRESS 6909 Metro Park Drive
CITY McLean
STATE VA
FILE NAME Metro Park_McLean VA (sign plan)

DWG. NO. 1620
SCALE NOTED
DATE 08/19/14
DESIGNER HOTZ
CONTACT Todd Stone

SIGN IS WIRED FOR 120 VOLTS UNLESS OTHERWISE SPECIFIED

Notice: This drawing is an original design created by Jack Stone Sign Company, and is submitted for use in conjunction with this project only. This drawing cannot be duplicated, altered, or exhibited in any fashion without authorization from Jack Stone Sign Company. This drawing remains the property of Jack Stone Sign Company and any unauthorized use or exhibition will result in a design fee.
REQUIRED ELECTRICAL SERVICE TO SIGN LOCATION IS TO BE PROVIDED BY OTHERS

REVISIONS

**Signage Type G
Real Estate Signs**

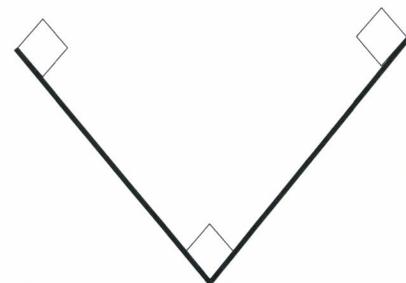
Real Estate signs, are proposed at two locations on the Property. They are proposed to be 32 square feet in area and a maximum of 10 feet in height.

V-SHAPED SITE SIGN

(2) 4'x8' Printed 1/2" MDO Sign faces
4"x4"x12' Wood posts painted white



Installed as a V-Shape



Interior Angle Will Be Less Than 45 Degrees

Sign Area=32 SQ FT

PROFFERS FOR METRO PARK
RZ/FDP 1998-LE-048
July 30, 1999

Pursuant to Section 15.2-2303 A of the Code of Virginia, 1950, as amended and recodified, and Section 18-203 of the Zoning Ordinance of Fairfax County (1978 amended), the property owners and Applicant in this zoning application proffer that the development of the parcel under consideration and shown on the Fairfax County Tax Maps as Tax Map Reference 90-1 ((1)) - 23, 23A, 24, 26, 27, 28, 29, 31A and 31B (hereinafter referred to as the "Walker Property") and Parcels 11B, 11C (Walker and Parcels 11B and 11C hereinafter referred to collectively as the "Property") will be in accordance with following conditions if, and only if, said Rezoning request for the PDC District at the FAR requested is granted. In the event said application is denied, these proffers shall be null and void. The Applicant, for itself, its successors and assigns, agrees that these proffers shall be binding on the future development of the Property unless modified, waived or rescinded in the future by the Board of Supervisors of Fairfax County, Virginia in accordance with applicable County and State statutory procedures these, if accepted, proffers supersede all previous proffers or development conditions on the Property. The Applicant further agrees that these proffers shall remain fully binding on the Applicant and its successors or assigns and any and all future owners of the Property. The proffered conditions are:

The Applicant agrees that the development will be in substantial conformance with the submitted CDP/FDP (including either Alternative "A" and "B") dated November, 1998 and revised through June 28, 1999. Subject to the proffers and the provisions of Sections 18-204 and 16-403 of the Zoning Ordinance, the Applicant reserves the right to make minor modifications to the approved development plan in order to address engineering and architectural issues at the time of final site plan approval.

1. Pursuant to Section 2-308 of the Zoning Ordinance, subject to the approval of full density credit, the Applicant shall dedicate Parcel 11C to the County of Fairfax for use solely as undisturbed open space and buffer upon submission of the site plan for the second building on the Property and maintain it as undisturbed open space until dedication.
2. The Property will be developed at a floor area ratio (FAR) not to exceed .55 for office uses. The combined FAR for all uses as shown on the CDP/FDP and as defined below shall not exceed .62. Office uses shall not exceed 960,400 gross floor area (GFA), specialty retail uses as defined below shall not exceed 18,800 GFA, hotel suites, which the Applicant may construct above the specialty retail as shown on the CDP/FDP, shall not exceed 102,200 GFA, and a child care center

- shall not exceed 7,200 GFA. The maximum daily enrollment of the child care center shall not exceed 99. The total FAR of .62 includes density credit for dedication of right of way and Parcel 11C as set forth in proffer 1 above.*
3. *Accessory uses shall be permitted within the office buildings as said term is defined in Section 20-300 of the Zoning Ordinance. In addition to the uses shown for each of the buildings, Applicant may establish all, any, or any other combination of the uses set forth in Note 10 on the CDP/FDP. Any secondary retail uses located within office uses shall not reduce the 18,800 gross floor area of permitted specialty retail uses.*
 4. *Specialty retail is defined as retail uses, business service and supply establishments, personal service establishments, including but not limited to by way of example: dry cleaner, shoe repair, stationer, mailing and copying facilities, financial services, florist, delicatessen, fast food restaurant, coffee shop, etc., and eating establishments designed primarily for tenants and their employees.*
 5. *In conjunction with the Laurel Grove Baptist Church, the Applicant shall, at Applicant's expense, restore the existing residence on Parcel 24 to its original use as a School House building, circa 1880. The restoration shall commence with construction on the Walker Property and be completed pursuant to specifications agreed upon between the Church and the Applicant. The Applicant will enter into an agreement with the Laurel Grove Baptist church, so that the building will be maintained, and the Church may use the building for its own activities and as a museum and teaching tool in the community. The Applicant shall establish a non-profit Laurel Grove Association, which will include members of the Church and the community, to provide additional support for the use of the restored Schoolhouse.*
 6. *The Applicant shall provide a non-exclusive, private access easement to Walker Lane through its parking lot to the Laurel Grove Baptist Church parking lot (Parcel 25) upon construction of the parking lot.*
 7. *During construction of the new Walker Lane, the Applicant, as a safety measure, shall provide fencing along the northern property line of the Laurel Grove Baptist Church and will provide access across its property to the Church. Pursuant to an agreement with the Church, the Applicant shall provide a temporary stone driveway to be maintained by the Applicant, to the Church parking lot.*

8. *The Applicant shall grant an easement to the Laurel Grove Baptist Church for the location and preservation of the headstones of the graves that protrude outside of the Church property (Parcel 25) upon construction of the building adjacent to the cemetery. The Applicant shall work with the Church and shall provide attractive protection for the gravesites.*
9. *There shall be a minimum twenty-five foot (25') wide vegetative buffer together with a seven-foot (7') high brick wall located along the southern boundary of the site adjacent to Lewin Park as shown on the CDP/FDP. The Applicant shall construct the wall on the northern side of the buffer and around the existing 48" caliper willow oak (tree # 15) and other identified significant, mature trees to be preserved as shown on the Buffer Area Detail sheet of the CDP/FDP. Supplemental planting for the buffer shall be provided as shown on the Buffer Area Detail. After the addition of the supplemental planting, Applicant will maintain the buffer on the southern side of the wall in its natural state. Construction of the brick wall will begin with construction of the first office building on the Walker property and will be completed on or before issuance of the non-rup for the first office building. The existing cemetery, including the existing fence and gate, located in the buffer on the southern side of the wall as shown on the CDP/FP will be preserved. A walkway access as shown on the CDP/FDP will be maintained. Applicant will flatten the slopes on the north and east to prevent further erosion.*
10. *A site lighting plan shall be submitted with each building permit application. Such lighting plan shall be designed generally in accord with the recommendations of the International Dark-Sky Association of Tucson, Arizona, including such features as full cut-off shielding, no upward pointing lights, and minimization of glare. Site lighting will be uniform and coordinated throughout. Lighting required by the County and VDOT along public streets may be excluded from Dark Sky recommendations. Site lighting, if any, along the travel lane adjacent to Lewin Park shall be shielded away from Lewin Park. Maximum pole height for site lighting standards shall be 40 feet plus foundation, provided that lighting height along the upper level parking deck facing Lewin Park shall not exceed 20 feet. Applicant shall provide the County with a copy of the recommendations of the International Dark Sky Association upon request.*
11. *Walker Lane and Metro Park Drive, subject to approval of all reviewing agencies, shall be landscaped as shown on the CDP/FDP and accompanying landscape cross-sections attached to the Proffers as Exhibit A. The Applicant shall landscape along Walker Lane to create a "boulevard effect". Both sides of Walker Lane shall be planted with double rows of shade trees. One row shall be planted between the curb and sidewalk. One row shall be planted behind the*

sidewalk. Each row will be planted 40 foot on center along Walker Lane to the extent shown on the CDP/FDP. Both sides of Metro Park Drive will be planted with a single row of shade trees. Each row will be planted 40 foot on center between the curb and sidewalk along Metro Park Drive to the extent shown on the CDP/FDP. Shade trees shall be chosen from VDOT's listing of major trees attached to the Proffers as Exhibit B, (excerpted from VDOT's "Guidelines for Planting along Virginia's Highways") and will be a minimum of two and one-half inch (2 1/2") caliper at planting. Parking lot screening, with intermittent hedging, of car bumpers shall be provided where surface parking abuts Walker Lane or Metro Park Drive. Landscaping for parking garages shall be as shown on the CDP/FDP. The Applicant reserves the right to cluster landscaping so as to provide views into the development. The Applicant, subject to vehicle and pedestrian safety considerations and VDOT approval, will landscape the median of Walker Lane as shown on the CDP/FDP. The Applicant will institute a program of seasonal flower rotation. The aforesaid landscaping shall be implemented as each building adjacent to a roadway section is constructed. Prior to installing any streetscape plantings along the public streets which does not conform with the CDP/FDP, the Applicant shall provide the Director, DPWES with correspondence from the applicable authorities that such plantings are not permitted. Such correspondence shall include all efforts by the Applicant to obtain a variance or exception from the standard preventing the installation of such plantings.

12. Buildings shall not exceed the height shown on the CDP/FDP. (Provided, however, the calculation of building height shall exclude parapet walls and all other structures specified in Section 2-506 of the Zoning Ordinance.) The height of the parking structures shall not exceed 50 feet, and the hotel suites shall not exceed 61 feet. The Child Care facility shall not exceed 40 feet in height.
13. The architectural styling of all buildings, parking structures, and signage shall be compatible and of high quality typified by unified themes. The exterior of all buildings will be constructed of materials such as precast concrete and/or masonry, or brick with complementary architectural details such as architectural metal, stone, glass, or E.I.F.S. The ultimate development will be consistently designed and well coordinated. The first office building shall conform to the elevation and sketch attached as Exhibit C to these proffers. Building elevation design for all buildings (except the first) shall be returned to the Planning Commission for administrative review for conformance with the standards specified in this Proffer 13.
14. All office buildings shall have parapets and penthouses to reasonably shield roof mounted mechanical equipment from view. The exterior walls of elevator and

mechanical equipment penthouses shall be of materials compatible with the building to present a harmonious appearance.

15. *Facade, directional, and monument signage shall be coordinated throughout the project. All permanent freestanding signs shall be monument type; pole signs shall not be permitted. Buildings mounted corporate logos shall be permitted. A comprehensive sign plan shall be submitted with the site plan for the second building to be constructed on the Property in accordance with the provision of Article 12, Signs, subject to this Proffer 15.*
16. *Pedestrian benches with trash receptacles of a coordinated design shall be provided in appropriate numbers for the office areas, but not less than one for every 30,000 square feet of building area beginning with the construction of the second building on the Property or earlier at Applicant's option. Such pedestrian benches and trash receptacles will be placed at appropriate locations related to open space and bus shelters.*
17. *As shown on the CDP/FDP, the development of the subject Property will include pedestrian linkages between the parking areas, the buildings, and the open space areas as each building is developed. In addition, there shall be a sidewalk at the southwestern corner of the site connecting to the existing eight-foot (8') trail along the Franconia/Springfield Parkway, subject to permission from VDOT. The Applicant will actively seek permission from VDOT when the site plan for the second building is processed and construct as part of the second building's site improvements or earlier at Applicant's option. If permission is denied, it will demonstrate its efforts to DPWES.*
18. *An acoustically solid fence shall be provided around all sides of the outside play area for the child care center.*

Noise attenuation shall be provided in the office buildings adjacent to the railroad tracks as follows:

- A. *Exterior wall shall have a laboratory sound transmission class (STC) rating of at least 39.*
- B. *Doors and windows shall have a laboratory sound transmission class (STC) rating of at least 28.*
- C. *Measures to seal and caulk between surfaces should follow methods approved by the American Society for Testing and Materials to minimize sound transmission.*

19. *If right in/right out access is granted on the Franconia/Springfield Parkway allowing access to Walker Lane, then, subject to VDOT and County approval, the Applicant shall design and construct an additional right-turn lane on westbound Route 7900 (to serve the Metro station loop separately from the Frontier Drive right-turn lane). The existing shoulder along westbound Route 7900 will be converted to a lane using curb and gutter tying in at the existing jersey barrier at the CSX railroad bridge and extending to the right in/right out entrance; the pavement structure shall meet VDOT standards. Re-stripping of westbound Route 7900 (including the CSX railroad bridge) shall be done by Applicant to allow this additional right-turn lane to be carried over the bridge. Applicant shall also construct a deceleration lane into the right in/right out using the existing shoulder and adding curb and gutter. The sketch attached illustrates the proposed improvements.*
20. *Subject to VDOT and County approval, when the gross floor area on the Property exceeds 391,940 GFA of office, or earlier at Applicant's option, then upon issuance of the next building permit, Applicant will construct an additional left turn lane on the eastbound Franconia/Springfield Parkway onto northbound Beulah Street, thereby creating dual left turn lanes within existing VDOT right of way. The Applicant will modify the existing traffic signal heads at that intersection to accommodate the improvements noted above. Applicant shall not be required to obtain additional right of way or easements. Subject to VDOT approval, Applicant's construction of the left turn lane will be generally consistent with the following standards:*
- A. *A lane transition on eastbound Route 7900 west of its intersection with Beulah Street;*
 - B. *The lane transition shall be made approximately 600 feet in length;*
 - C. *The existing paved shoulder on eastbound Route 7900 shall be converted to a right turn lane by converting the existing ditch section to a curb and gutter section; pavement structure shall meet VDOT standards;*
 - D. *The two existing through lanes on eastbound Route 7900 shall be transitioned south approximately 12 feet to allow an additional left turn lane to be constructed next to the existing left turn lane.*
21. *The Applicant has dedicated and is constructing Walker Lane as a public street.*

22. *The Applicant shall dedicate, at site plan processing after the second office building on the Property or prior on demand from VDOT and/or Fairfax County (whichever occurs first), the frontage on its site on the western edge of Beulah Street and provide all easements on its frontage in accordance with and in coordination with VDOT plans for the widening of Beulah Street. (VDOT Project #0613.029.309, C501 sheets 9 and 10, undated), as being adjusted to provide for a median break at Walker Lane. All frontage property required for dedication to permit said improvements shall be dedicated to the County Board of Supervisors in fee simple, at no cost to the County. The Applicant shall begin and diligently pursue construction to extend the northbound left-turn lane to the site from Beulah Street so as to provide approximately 300 feet of stacking space. Applicant will substantially complete such construction (defined as open to the motoring public, but not necessarily accepted by VDOT for maintenance) on or before issuance of the non-residential use permit (non-rup) for office GFA in excess of 425,000 GFA. When the gross floor area on the Property exceeds 560,000 GFA of office, then upon issuance of the next building permit on the Property, the Applicant shall contribute its fair share of frontage contribution for the VDOT Beulah Street Improvement Project as determined by Bonds & Agreements up to but not in excess of \$200,000 ("Contribution"). If, prior to the office GFA on the Property exceeding 560,000 GFA, the Applicant, pursuant to these proffers, has made other contributions or improvements (excluding the 300 feet of stacking set forth above) pursuant to the VDOT Beulah Street Improvement Project, this required road fund contribution shall be reduced proportionately based on the value of the contribution or construction of improvements related to the VDOT project. If, prior to the office GFA on the Property exceeding 560,000 GFA, VDOT completes or begins its Beulah Street Improvement Project, then upon completion by VDOT of the Project, Applicant will contribute its Contribution, as defined above, subject to any reduction pursuant to the preceding sentence. At the option of the Lee District Supervisor, said Contribution sum shall be allocated toward any improvements recommended by the Lee District Supervisor.*
23. *Applicant shall design, equip, and construct, at its sole cost and expense, appropriately designed signals at the Walker Lane/Beulah Street intersection and at the Metro Park Drive/Charles Arrington/Beulah Street intersection when warranted by VDOT. If, at the time the warrants are met, the Beulah Street improvements have not been completed the Applicant is entitled to install a temporary interim traffic signal in addition to the aforesaid signal. Subject to the satisfaction of VDOT warrants, the traffic signal planned for the intersection of Walker Lane/Beulah Street shall be installed prior to the gross floor area of the property exceeding 225,000 square feet. If warrants are not met at that time, the signal shall be installed when the warrants are met. The aforesaid signals are in*

addition to the interim improvements as shown on Approved Site Plan 6836-PI-1. If requested by VDOT, Applicant will conduct the warrant studies.

24. Subject to approval from CSX (or any other applicable governmental agency), at no cost to the Applicant for the right to use CSX property, the Applicant will design and construct a pedestrian walkway from the Property to the VRE platform on the following terms and conditions and consistent with the following standards:
- A. No later than October 1, 1999, the Applicant shall prepare a schematic design of an eight-foot wide asphalt walkway with a six-foot chain link fence between the CSX tracks and the trail and lights running from the Property and along the east side of the CSX tracks to the VRE platform (approximately 1800 feet). The trail shall be entirely on the property of CSX and the Applicant. The design shall indicate the distance of the trail from the existing track and the type and amount of gravel, paving, fencing, and lights.
 - B. VRE, working with the Applicant and the Lee District Supervisor secures permission from CSX to build the trail in accordance with the proposal. Applicant's proposed trail shall be strong enough to support CSX maintenance pick-up trucks of $\frac{3}{4}$ ton.
 - C. Applicant will construct the trail, fence, and lights with the construction of the second office building on the Property (or earlier at Applicant's option) if and when the following conditions have been met:
 - i. Approval by Fairfax County shall be subject to waivers as may be granted by the Board of Supervisors;
 - ii. VRE and Applicant and CSX have entered into an agreement or agreements reasonably satisfactory to Applicant which provide, among other things that:
 - a. VRE allows Applicant to tap electric power from VRE at no cost to Applicant to light the trail;
 - b. VRE indemnifies Applicant and CSX against all loss, damage, or cost arising out of any cause affecting or arising from the walkway and related activities and improvements; and Applicant is not required to indemnify anybody or any entity;
 - c. Applicant will maintain the walkway, fence, and lights from normal wear and tear from pedestrians and $\frac{3}{4}$ ton pick-up trucks, but not from heavier equipment; and
 - d. If the proposed third CSX track requires the destruction in whole or in part of Applicant's walkway,

the Applicant will not be required to replace the walkway, fence, or light and shall be relieved of any further liability.

25. *When North office (C) is constructed (or earlier at Applicant's option), the Applicant shall reserve as shown on the CDP/FDP an area for dedication to Fairfax County as right of way for the future construction by others of a new bridge connection to the Metro/VRE station. Applicant reserves the right to use such area for parking or open space until it is conveyed to the County. The Applicant shall convey said reserved area to the County in fee simple and at no cost, upon written request of the County. The bridge shall be designed and constructed by others to mitigate impact on parking areas of the adjacent office building.*
26. *The Applicant shall construct two bus shelters on site generally as shown on the CDP/FDP and one bus shelter at a point along the Property frontage on Beulah Street. One bus shelter will be constructed on site along with construction of North office (C); the second and third with construction of the first office building on the Walker Property. All three bus shelters shall be constructed substantially in conformance with the design shown on Exhibit D attached to these proffers. The two onsite shelters will be heated in winter and air conditioned in summer. A trash receptacle will be provided at each of the shelters. Applicant will maintain the shelters and trash receptacles. The Applicant will arrange for regular trash collection at intervals to provide that litter in the vicinity of the bus stop is removed, and the bus stop remains litter free.*
27. *The Applicant shall inform its contractors in writing that they and/or their employees are not to use or park on Lewin Drive or Arco Drive. The Applicant shall police the contractors. A "No Construction Traffic" sign will be installed as close to Beulah Street on Lewin Drive as is possible.*
28. *There shall be no pedestrian or vehicular access from the Property to and through the Lewin Park residential development so long as it remains planned and zoned for single family residential use, except as otherwise provided in Proffer 30.*
29. *Jasper Lane and Metro Park Drive, as shown on the CDP/FDP, shall be constructed as public streets and constructed to VDOT standards at such time as they are required to provide access for Lewin Park (as defined in the next proffer).*

30. *Access to Lewin Park shall be required and shall be provided upon the happening of any of the following events:*
- A. *Lewin Park is rezoned for non-residential uses; or*
 - B. *All access from Lewin Park to Beulah Street is eliminated by construction of the planned interchange; or*
 - C. *All, or 75% of the lot owners representing 75% of the land area of Lewin Park request access, but in no event prior to the construction of the first office building on the Walker Property.*
31. *Connection to Lewin Park will be allowed at two locations as shown on the CDP/FDP. Actual construction of the connection from Jasper Lane to Arco Street and any connection from Metro Park Drive, including destruction of the wall, shall be at the expense of the developer of Lewin Park.*
32. *If the gross floor area of the Property exceeds 560,000 GFA of office, then upon issuance of the next building permit on the Property, Applicant will begin and diligently pursue construction of Jasper Lane, a public street, and the onsite travel lane from Jasper Lane to the western property line. At that time, Applicant will also construct the Metro Park Drive to Beulah Street connection generally as shown on the CDP/FDP. Applicant will substantially complete construction of Jasper Lane and Metro Park Drive (defined as open to the motoring public but not necessarily accepted by VDOT for maintenance) on or before issuance of the non-rup for office GFA in excess of 560,000 GFA. Applicant will provide right-of-way dedication and construction of a southbound right-turn lane on Beulah Street in conjunction with construction of the above connection. Subject to VDOT and Department of Transportation approval, connection may be constructed to preclude through eastbound/westbound movements between Metro Park Drive and Charles Arrington Drive.*

Notwithstanding the above, to mitigate the negative impact of the VDOT Beulah Street widening on Lewin Park and to permit adequate public access to the existing Lewin Park residential development, the Applicant shall:

- A. *Within thirty (30) days from approval of this rezoning application, deliver a written request to VDOT, and thereafter diligently pursue the inclusion of the Metro Park Drive approach as part of the Beulah Street improvement project (VDOT Project #0613.029.309, C501 sheets 9 and 10, undated).*
- B. *Design the Metro Park Drive connection to Beulah Street to VDOT's standards and pay the cost of its construction to VDOT when the bid*

is let for the Project. Applicant will also pay the cost of any necessary right of way acquired or condemned by VDOT.

33. *If access from Lewin Park is required prior to the applicability of the preceding proffer number 32, then the Metro Park Drive/Charles Arrington intersection at Beulah Street will be constructed only if the necessary right of way has been acquired or condemned by VDOT or Fairfax County.*
- A. *If, when such access is required under this proffer #33, the Applicant is unable to bring about the dedication by others and the necessary right-of-way and easements, or to acquire by purchase the right-of-way or easements at fair market value, as determined by an MAI (Member of the Appraisal Institute) appraisal, then the Applicant shall request the Board of Supervisors to condemn the necessary land and/or easements.*
- B. *It is understood that the Applicant's request to the Board of Supervisors for condemnation will not be considered until it is forwarded in writing to the Division of Land Acquisition or other appropriate County official, accompanied by (1) plans, plats and profiles showing the necessary right-of-way or grading easements to be acquired, including all associated easements and details of the proposed transportation improvements to be located on said right-of-way property; (2) an independent appraisal of the value of the right-of-way property to be acquired and of all damages to the residue of the affected property; (3) a sixty (60) year title search certificate of the right-of-way property to be acquired; and (4) a letter of credit in an amount equal to the appraised value of the property to be acquired and of all damages to the residue which can be drawn upon by the County. It is also understood that in the event the property owner of the property to be acquired is awarded with more than the appraised value of the property and to the damages to the residue in a condemnation suit, the amount of the award in excess of the letter of credit amount shall be paid to the County by the Applicant within forty-five (45) days of said award. In addition, the Applicant agrees that all reasonable and documented sums expended by the County in acquiring the right-of-way and necessary easements shall be paid to the County by the Applicant within sixty (60) days of written demand. In the event the County initiates, but subsequently abandons efforts to acquire the necessary right-of-way, the Applicant shall not be obligated to reimburse the County for costs expended.*
34. *The Applicant will provide, when the first office building is completed and occupied, a shuttle van to provide service to and from Metro for tenants and their*

employees at approximately 15-minute intervals during rush hour. When the occupancy rate of the shuttle vans reaches 90% during peak hour travel, then the Applicant will increase the service intervals to run at approximately 10-minute intervals. If the Transportation Association of Greater Springfield (TAGS) elects to provide such dedicated service, then in lieu of Applicant owning and operating the vans, it may make an annual contribution to TAGS instead to cover the cost of the service dedicated to this site.

35. The Applicant will work with the Fairfax County Department of Transportation and will implement the following Transportation Demand Management Program (the "TDM Program"). The objective of this TDM Program is the reduction, at time of project build-out, of single-occupant vehicles by fifteen (15) percent over the demand generated by the development of the property as proposed herein and as calculated based on standard Institute of Transportation Engineers (ITE) 6th edition rates/equations for those land uses listed as shown on Table 2 of the Traffic Impact Study prepared by Wells & Associates dated May 5, 1999.

Among the incentives to be implemented as a part of the TDM Program will be an encouragement of the use of public transportation, ridesharing opportunities, and staggered work hours. The program will have three general components which are:

- (1) An individual to serve as a designated transportation coordinator (the "TDM Coordinator") who will have the responsibility of implementing the incentives of the TDM Program will be in place when the first office building on the Property is completed and occupied. The functions of the TDM Coordinator may be performed as part of the other duties of designated individuals.
- (2) Participation through the office of the TDM Coordinator in the Transportation Association of Greater Springfield (TAGS).
- (3) Incentive traffic mitigation programs to be implemented by the TDM Coordinator may include the following:
 - (a) Parking Management Program:
 - Preferential parking for Ride Sharing;
 - On-site shared parking;
 - (b) Participation in the Fairfax County Ride Share Program:

- *Computerized matching service;*
 - *Ridesharing information kits for new employees;*
 - *Ridesharing display maps and forms in each office building;*
- (c) — *Promotion of Transit Services:*
- *Transit subsidies, such as MetroChek;*
 - *Transit information center;*
 - *Shuttle service;*
 - *Guaranteed ride home;*
 - *Promotion of VRE ridership;*
- (d) *Provision for Bus Stops and/or Shelters throughout the Metro Park development;*
- (e) *Sidewalk system designed to facilitate pedestrian circulation;*
- (f) *Promotion of staggered work hours program and flex-time;*
- (g) *Amenities for bicycle storage.*
- (4) *Prior to occupancy of 800,000 GFA of office uses on the Property, the TDM Coordinator will conduct a survey designed to determine the transportation characteristics of the building tenants and employees. This survey will be the basis for improving the effectiveness of the TDM Program.*
- (5) *Upon achieving a total occupancy level on the Property of 960,400 GFA of development (as evidenced by the issuance of Non-RUPS), the Applicant or assigns shall cause a traffic study to be undertaken to assess the accuracy of the total peak hour vehicle trip generation projections for the property based upon the ITE Trip Rates used to generate the estimated volume counts contained on Table 2 of the Traffic Impact Study prepared by Wells & Associates dated May 5, 1999. The study shall be submitted to the Fairfax County Department of Transportation.*
36. *In the event any condition or proffer of the rezoning requires amendment or revision to the site plan submitted for North Office (B), then Applicant will immediately submit a revision to that site plan, or a new site plan in substitution thereof.*

PROPERTY OWNERS:

PARCEL 23

Phyllis Walker Ford
Phyllis Walker Ford

Geneva Walker Jones
Geneva Walker Jones

By: Phyllis Walker Ford
By: her attorney - in - fact
Phyllis Walker/Ford,
her attorney-in-fact

Van Dyke A. Walker, Jr.
Van Dyke A. Walker, Jr.

By: Phyllis Walker Ford
By: his attorney - in - fact
Phyllis Walker Ford,
his attorney-in-fact

PARCEL 23A

Phyllis Walker Ford Trustee
Phyllis Walker Ford, Trustee

Van Dyke A. Walker, Jr., Trust.
Van Dyke A. Walker, Jr., Trustee

By: Phyllis Walker Ford
By: his attorney - in - fact
Phyllis Walker Ford
his attorney-in-fact

PARCEL 24

Phyllis Walker Ford, Trustee
Phyllis Walker Ford, Trustee

Van Dyke A. Walker Jr., Trustee
Van Dyke A. Walker Jr., Trustee

By: Phyllis Walker Ford
his attorney - in - fact
Phyllis Walker Ford,
his attorney-in-fact

PARCEL 26

Phyllis Walker Ford
Phyllis Walker Ford

PARCEL 27

Phyllis Walker Ford
Phyllis Walker Ford

PARCEL 28

Winnie Walker Spencer
Winnie Walker Spencer
By: Phyllis Walker Ford
her attorney - in - fact
Phyllis Walker Ford,
her attorney-in-fact

PARCEL 29

Geneva Walker Jones
Geneva Walker Jones

By: Phyllis Walker Ford
By: her attorney-in-fact
Phyllis Walker Ford
her attorney-in-fact

PARCEL 30

Van Dyke A. Walker III
Van Dyke A. Walker, III

By: Phyllis Walker Ford,
By: his attorney-in-fact
Phyllis Walker Ford,
his attorney-in-fact

PARCEL 31A

Alma L. Walker Bushrod
Alma L. Walker Bushrod

By: Phyllis Walker Ford
By: her attorney-in-fact
Phyllis Walker Ford,
her attorney-in-fact

PARCELS 31B, 11A, and 11C

METRO PARK LLC,
A Virginia limited liability company

By: B. Mark Fried
B. Mark Fried, Member

APPLICANT/CONTRACT PURCHASER:

of PARCELS 23, 23A, 24, 26, 27, 28, 29, 30,
and 31A

METRO PARK LLC,
A Virginia limited liability company

By: B. Mark Fried
B. Mark Fried, Member



County of Fairfax, Virginia

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

April 28, 2009

Ms. Inda E. Stagg
Walsh, Colucci, Lubeley, Emrich & Walsh
2200 Clarendon Blvd., Thirteenth Floor
Arlington, VA 22201-3359

Re: Interpretation for RZ 1998-LE-048, PCA 98-LE-048-2, FDPA 1998-LE-048-1-2, Metro Park, Eating Establishment in Phase 8 Building

Dear Ms. Stagg,

This is in response to your letter of February 13, 2009, and faxes dated March 23 and March 26, 2009, requesting an interpretation of the proffers accepted by the Board of Supervisors in conjunction with the approval of the above referenced application. As I understand it, the question is whether the establishment of an approximately 7,500 square foot full service restaurant would be in substantial conformance with the proffers. You also inquire as to whether the provision of signage for the proposed restaurant in accordance with Article 12 would be in substantial conformance with the proffers. Each question will be addressed individually below. A copy of your letter is attached for reference.

On August 2, 1999, the Board of Supervisors approved RZ 1998-LE-048 on 37.17 acres of land to the PDC (Planned Development Commercial), subject to proffers, to allow a mixed use development with office, retail, hotel/retail and freestanding child care center. Subsequently, PCA 1998-LE-048-2, was approved by the Board of Supervisors on September 15, 2003, subject to proffers, on 29.23 acres of land to alter the easternmost portion of the site where there had been a hotel/retail building and freestanding child care center which were consolidated into the subject building with both office use and a child care center. The property is also subject to Final Development Plan Amendment FDPA 1998-LE-048-1-2, as approved by the Planning Commission on July 24, 2003, subject to the Board of Supervisors approval of PCA 1998-LE-048-2.

According to your letter, the proposed eating establishment would be located in the Phase 8 building at the southwest corner of the site to service all the occupants of the building, visitors to Metro Park and people from outside Metro Park. The proposed daily hours of operation are 11:00 a.m. until 10:00 p.m. for a 110 seat restaurant.

Excellence * Innovation * Stewardship
Integrity * Teamwork * Public Service

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/

Ms. Inda E. Stagg
Page 2

Proffer 3 is as follows:

“Accessory uses shall be permitted within the office buildings as said term is defined in Section 20-300 of the Zoning Ordinance. In addition to the uses shown for each of the buildings, Applicant may establish all, any, or any other combination of the uses set forth in Note 5 on the Plan.”

Note 5 on the FDPA plan states in part:

“The primary use of each building will be as represented in tabulation under proposed development program. It is to be understood that the following principal and secondary uses may also be established in each of the proposed buildings before establishment of such uses, parking will be provided in accordance with Article 11 of the Zoning Ordinance.”

One of the listed uses is “Eating establishments.”

You wish to establish an eating establishment in the Phase 8 building that would provide services for those within the immediate buildings and to people outside the immediate area. Note 10 on the FDPA states that eating establishments are a permitted use. Proffer 4 specifies that the eating establishments are to be designed primarily for tenants and their employees.

It is my determination that the proposed eating establishment would be in substantial conformance with the proffers provided that the use meets the parking requirements as determined by DPWES.

You also inquire as to whether the provision of signage for the restaurant in accordance with Article 12 of the Zoning Ordinance would be in substantial conformance with the proffers. Proffer 13 states in part the following:

“The architectural styling of all buildings, parking structures, and signage shall be compatible and of high quality typified by unified themes. The exterior of all buildings will be constructed of materials ...”

Proffer 15 states in part the following:

“Facade, directional, and monument signage shall be coordinated throughout the project. All permanent freestanding signs shall be monument type; pole signs shall not be permitted. Buildings mounted corporate logos shall be permitted. A comprehensive sign plan shall be submitted with the site plan for the second building to be constructed on the Property in accordance with the provision of Article 12, signs, subject to this Proffer 15.”

Ms. Inda E. Stagg
Page 3

It is my determination that a building mounted sign for the restaurant may be permitted provided that all proffers regarding signs are met, including the submission of the proffered comprehensive sign plan to the Planning Commission for approval pursuant to Section 12-210 of the Zoning Ordinance.

These determinations have been made in my capacity as the duly authorized agent of the Zoning Administrator. If you have any questions regarding this interpretation, please feel free to contact Lisa Feibelman at (703) 324-1290.

Sincerely,



Regina C. Coyle, Director
Zoning Evaluation Division, DPZ

N:\Interpretations\Rezoning - RZPCA & FDP 1998-LE-048 - Metro park - restaurant.doc

Attachments: A/S

cc: Jeffrey C. McKay, Supervisor, Lee District
Rodney Lusk, Planning Commissioner, Lee District
Diane Johnson-Quinn, Deputy Zoning Administrator, Zoning Permit Review Branch, DPZ
Jack Weyant, Director, Environmental and Facilities Inspection Division, DPWES
Kenneth Williams, Plan Control, Land Development Services, DPWES
Angela Rodeheaver, Chief, Site Analysis Section, DOT
Kevin J. Guinaw, Chief, Special Projects/Applications Management Branch, DPZ
File: RZ 1998-LE-048, PCA 1998-LE-048-2, FDPA 1998-LE-048-1-2, PI 0902 021,
Imaging, Reading File

S9 BEULAH COMMUNITY PLANNING SECTOR

CHARACTER

The Beulah Community Planning Sector is located south of Franconia Road between the CSX railroad right-of-way and Beulah Street. The planning sector consists of low and medium density residential uses in addition to commercial and industrial uses. At the northeast tip of the planning sector, there is a concentration of commercial, institutional, and public uses as well as residences. A small industrial area is located west of Fleet Drive.

The planning sector contains older neighborhoods and some open space. Such areas have a high potential for heritage resources. Of particular interest are the older neighborhoods along Beulah Street and north of Fleet Drive. The Olivet Episcopal Church, built in 1893, is located at the intersection of Beulah Street and Franconia Road. The church is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Springfield Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory.

Shirley Park Community Improvement Area

On June 30, 1986, the Board of Supervisors adopted the Shirley Park Community Improvement Plan to upgrade and preserve this neighborhood by installing curb and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by the CSX railroad and Metrorail tracks on the west, Old Franconia Road on the north and Yadkin Court on the south.

CONCEPT FOR FUTURE DEVELOPMENT

The Beulah Community Planning Sector is recommended to develop as Suburban Neighborhoods under the Concept for Future Development.

RECOMMENDATIONS

Land Use

The Beulah Planning Sector contains stable residential neighborhoods. Infill development should be of a compatible use, type, and density and in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

The area bounded by Franconia Road on the north, and Beulah Street and Grovedale Drive on the east and west, respectively, should develop as the community focal point for the greater Franconia area. A cluster of public facilities (including the Franconia Government Center), community-serving office and retail uses, and the historic Olivet Episcopal Church are located

here. Compatible redevelopment along with an urban park will help establish this area as a community focal point and complement the function of this area as a location for community activities and interaction.

Figure 38 indicates the geographic location of land use recommendations for this sector.

1. The area of approximately 64 acres generally located in the northwest quadrant of Franconia-Springfield Parkway and Beulah Street consists of an older residential neighborhood and land zoned for industrial use (I-4 and I-5). Access to the industrial area is available only through the residential neighborhood due to a limited access easement along the Franconia-Springfield Parkway. This area is located in close proximity to the Joe Alexander Transportation Center. Given the unique characteristics of the site, additional planning objectives for this area are to resolve the issue of land use compatibility and promote transit oriented development at this location. The area is divided into Land Units A, B, and C as depicted on Figure 39.

LAND UNIT A

At the baseline, Land Unit A, located east of the CSX Railroad tracks, north of the Franconia-Springfield Parkway, and at the terminus of Lewin Drive, is planned for residential use at 3-4 dwelling units per acre or for low-intensity office use up to .25 FAR. In all instances, the portion of the land unit located south of the Franconia Springfield Parkway should be dedicated to the county for open space with the intensity associated with this area shifted to the portion of the land unit north of the Parkway.

Tax Map parcel 91-1((1))11A is the location of the Springfield Inova Healthplex. As an option, the health care facility is planned for expansion to include medical care facilities, medical office use, and ancillary uses up to 296,000 square feet of total development at such time that the rezoning of Land Unit C (Lewin Park) is approved for nonresidential use. Medical office use may include administrative services, related to the medical care facilities and medical office uses. In order to foster consistent standards for development, this option should be implemented using the conditions for redevelopment at the optional level of Land Unit C, including high-quality design, connectivity, circulation, urban parks, and park features. Building heights should not exceed 8 stories or a maximum of 100 feet with the height of above-ground parking structures limited to a maximum of 60 feet. Stormwater management should be enhanced on the site through infiltration, retention, and other Low Impact Development techniques, including rain gardens and green roofs, or, if this cannot be accommodated, off-site through contributions to stormwater management pond retrofits. Green building/energy efficient certification, such as Leadership in Energy and Environmental Design, is encouraged. Development should connect internal pedestrian circulation facilities to onsite amenities, adjacent uses, and the existing major paved trail parallel to the Franconia-Springfield Parkway to facilitate pedestrian and bicycle access to the Joe Alexander Transportation Center. Vehicular conflicts with pedestrian traffic should be minimized. Development also should contribute toward necessary off-site transportation improvements in the area.

Any development, either under the base or the option, should provide well-designed interior circulation with no direct vehicular access through Land Unit C (the Lewin Park

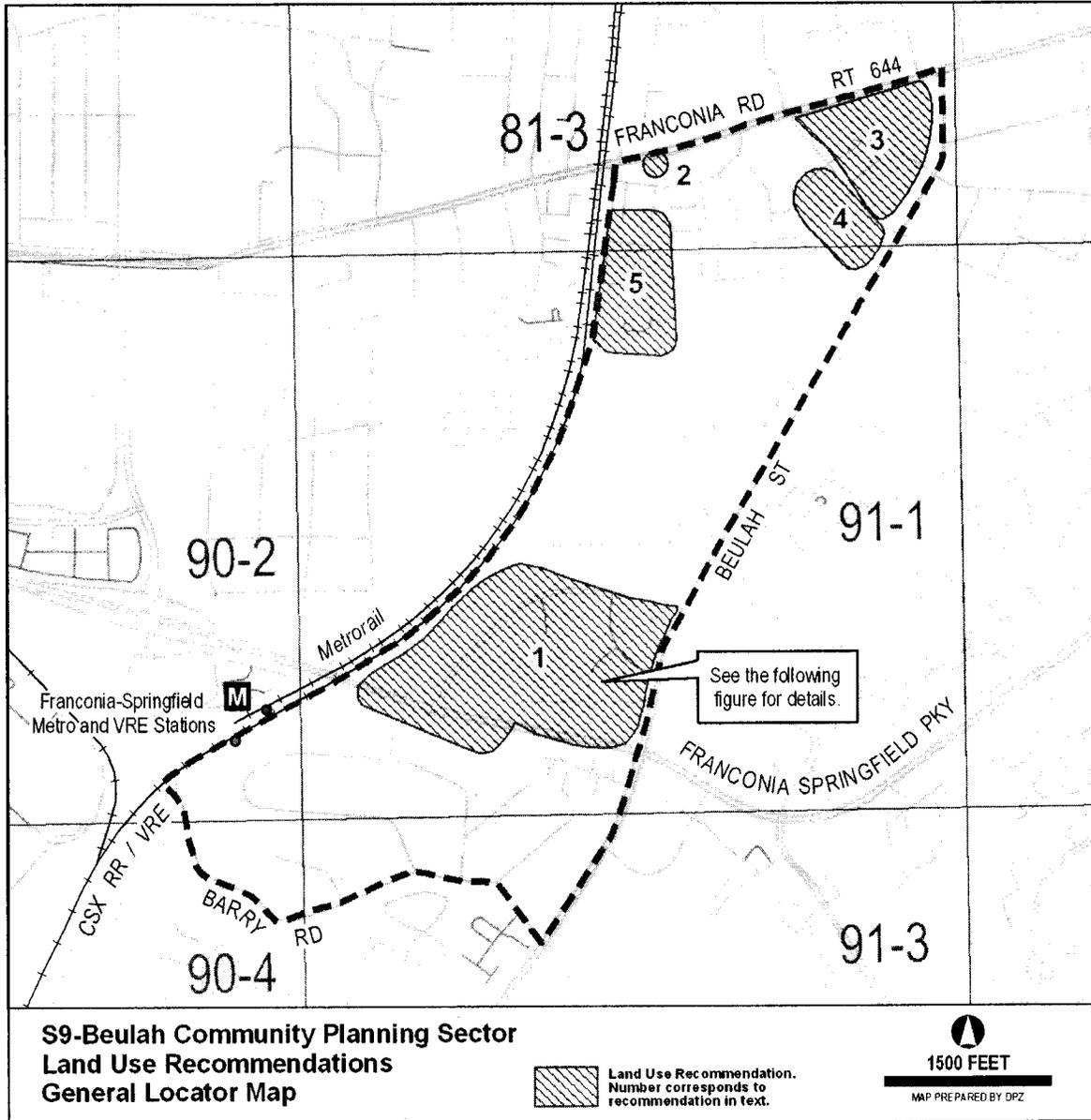
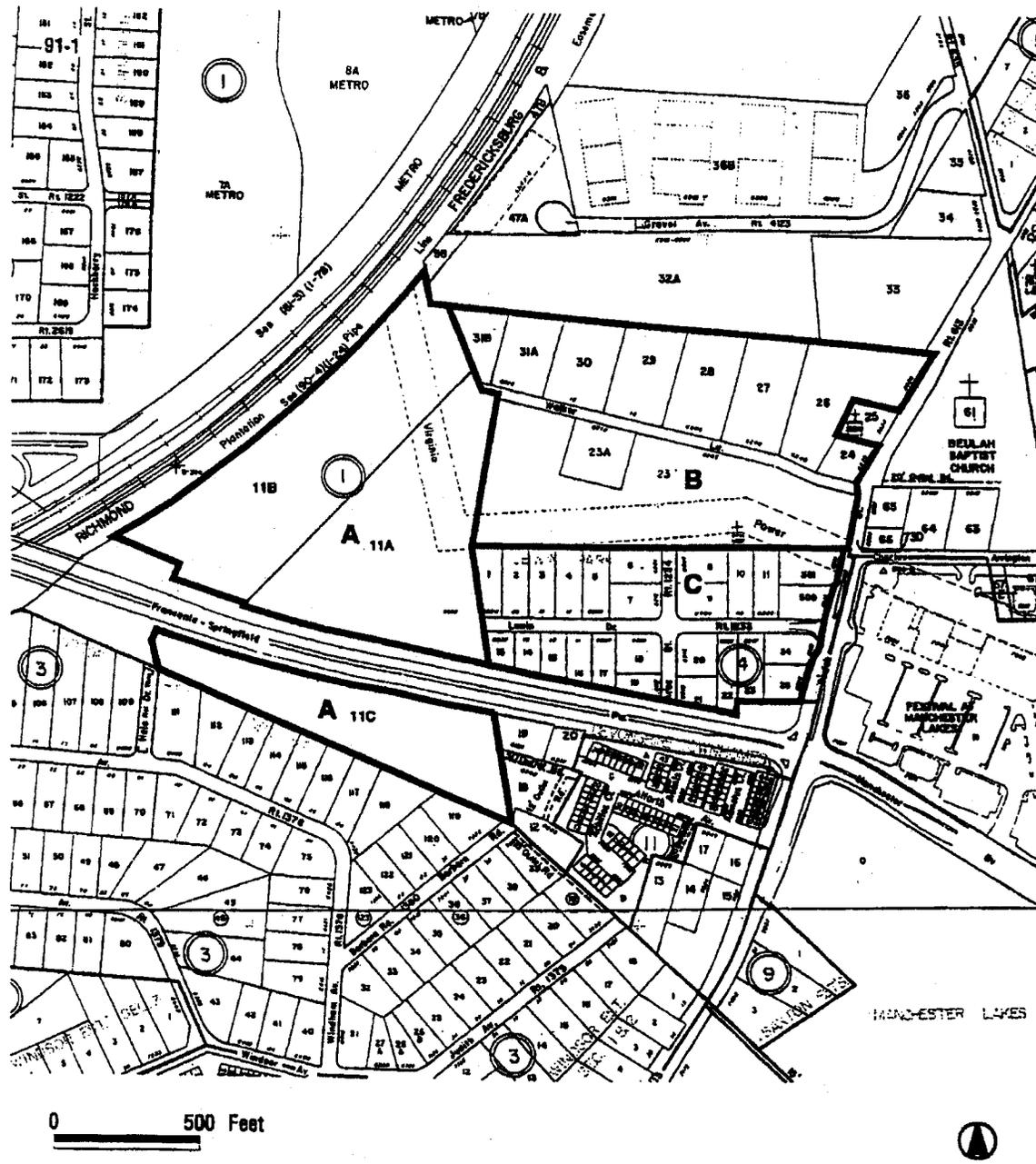


FIGURE 38



WALKER LANE/LEWIN PARK AREA
S9 BEULAH COMMUNITY PLANNING SECTOR

FIGURE 39

community) or to the Parkway. Access from the Parkway for emergency vehicles associated with an urgent care facility and a shuttle bus linking the Metro Station, and a right-in/right-out vehicular connection from Land Unit A to the Parkway may be appropriate provided that such are approved by the Commonwealth Transportation Board and reviewed by the Fairfax County Department of Transportation. Attention should be paid to proper siting of structures to enhance the relationship to the transportation center.

LAND UNIT B

The area north of Lewin Park, west of Beulah Street, and south of the industrial uses along Gravel Avenue is planned for residential use at 3-4 dwelling units per acre at the baseline. If consolidation of all parcels occurs, office or hotel use up to .25 FAR may be appropriate if a buffer, at least 25 feet in width, and a 7-foot brick wall are provided to assist in creating a transition to the residential community to the south. The buffer should contain evergreen trees to provide year round screening.

OPTION FOR LAND UNITS A & B

As an option, office with support retail uses up to .55 FAR and up to 110,000 gross square feet total for office with an option for a child care center may be appropriate, if at least 15 acres of Land Unit A and all of Land Unit B are consolidated to create a mix of uses on the site and provide a transition to development along Beulah Street. To assist in creating the transition, the office and child care uses are envisioned to be located in the eastern portion of Land Unit B near Beulah Street. In addition, the following conditions should be met:

Land Use/Design

- The development features a coordinated plan under a single application or concurrent applications which provides for high quality and coordinated architecture, streetscape treatment, and signage; efficient, internal vehicular circulation; efficient vehicular access; and usable open space such as urban parks and/or plazas;
- The development demonstrates transit orientation by locating buildings close to the Joe Alexander Transportation Center, by minimizing front yard setbacks along the internal roadway system, and by providing a pedestrian circulation system that interconnects buildings, parking lots and bus shelters, and provides a pedestrian link to the Franconia-Springfield Parkway trail;
- Building height is a maximum of 12 stories, tapering down to a maximum of approximately 60 feet for structures set back 150 feet from Beulah Street and a maximum of 40 feet for structures closer than 150 feet to Beulah Street;
- Retail uses are limited to support uses, such as dry cleaners and restaurants, that are functionally integrated within other buildings;
- The portion of Land Unit A located south of the Franconia-Springfield Parkway is dedicated to the county for open space. The development potential may be transferred to the area north of the Parkway;

- Until such time as Land Unit C redevelops with nonresidential uses, a minimum 25-foot vegetated buffer and a 7-foot brick wall are provided to assist in creating a transition to the existing residential community. The buffer should contain evergreen trees to provide year round screening. See additional text under "Transportation/Access" for guidance pertaining to the possible conversion of the buffer to a road under certain conditions;
- Parking structures are well landscaped with trees and shrubs in order to provide a buffer to the surrounding office and hotel uses and Lewin Park;
- The existing family cemetery should be preserved and access provided;
- Site lighting is located, directed, and designed to reduce glare and minimize impact onto the adjacent residential property;

Transportation/Access

- Access from the Parkway for emergency vehicles associated with an urgent care facility and a shuttle bus linking the Metro Station, and a right-in/right-out vehicular connection from Land Unit A to the Parkway may be appropriate provided that such are approved by the Commonwealth Transportation Board and reviewed by the Fairfax County Department of Transportation;
- Shuttle bus service and pedestrian access are provided to the Joe Alexander Transportation Center with the initial phase of development;
- Provision should be made to accommodate a future connection for pedestrian and shuttle bus access to the Joe Alexander Transportation Center from a point within Land Unit A via a bridge over the CSX and Metrorail tracks;
- To encourage transit use, the amount of parking should be minimized to the extent feasible;
- Access is provided from Land Unit C through Land Unit B to Beulah Street;
- If Land Unit C has redeveloped for nonresidential use, a road to serve the redeveloped area should be provided in lieu of the 25-foot buffer, which is planned to be located north of Land Unit C. However, in the event that 760,000 gross square feet of the approved development in Land Units A (excluding Parcel 11A) and B occur prior to the redevelopment of Land Unit C, this road should be constructed along the northern edge of the 25-foot buffer and the buffer area preserved; and
- A Transportation Demand Management Program (TDM) is put in place which encourages the use of the Joe Alexander Transportation Center as an alternative to single occupant vehicle commuting.

LAND UNIT C

The Lewin Park community is planned for residential use at 1-2 dwelling units per acre. Land Unit A, to the west, is planned for residential use with an option for office use, while Land Unit B, to the north, is recommended for residential use with office uses as an option.

If the optional uses for Land Unit B are approved through a rezoning, then office and/or hotel with support retail uses at up to 1.5 FAR may be appropriate for Land Unit C if the following conditions are satisfied:

Land Use/Design

- The parcels in the land unit are substantially and logically consolidated. If all parcels cannot be consolidated, it must be demonstrated that the unconsolidated parcel(s) can be compatibly integrated into the existing development;
- The development features a coordinated plan which provides for high quality architecture, design, and building materials to foster development that is compatible with existing and planned development in Land Units A and B;
- The building heights are a maximum of approximately 8 stories or a maximum of 100 feet, tapering down to a maximum of 60 feet for structures set back 101-150 feet from the existing centerline of Beulah Street and a maximum of 40 feet for structures set back 100 feet or closer from the existing centerline of Beulah Street;
- The height for above ground parking structures is limited to a maximum of 60 feet;
- Shared structured parking may be appropriate if designed and located in a manner that concentrates parking to the interior of the Metro Park development. This parking may be physically connected to adjacent parking structure(s) in Land Units A and B;
- The development minimizes front yard setbacks and avoids surface parking along the internal roadway system, and provides a pedestrian circulation system that interconnects buildings and provides an attractive pedestrian link to the Franconia-Springfield Parkway trail;
- Usable open space such as a landscaped plaza, courtyard with seating, or an on-site recreational amenity for employees is provided;
- Structures are well landscaped with trees and shrubs in order to provide a buffer to the existing Devonshire townhouse development located across from the subject property on the south side of the Franconia-Springfield Parkway;
- Lighting is located, directed, and designed to reduce glare and minimize impact onto existing Devonshire townhouse development;
- Support retail uses located in the ground-level of office or hotel buildings is encouraged but not required in every building;
- Mitigation of the impact on parks and recreation per policies contained in Objective 6 of the Parks & Recreation section of the Policy Plan and Springfield District standards;
- Provision of environmental elements into the design, including buildings designed to meet the criteria for LEED Silver green building certification;

- Buildings should be designed to accommodate telecommunications antennas and equipment cabinets in a way that is compatible with the building's architecture and conceals the antennas and equipment from surrounding properties and roadways by flush mounting or screening antennas and concealing related equipment behind screen walls or building features.

Transportation/Access

- Right-of-way is dedicated for the planned Beulah Street/Franconia-Springfield Parkway interchange and as may be needed along Beulah Street to support this option;
 - A Transportation Demand Management Program (TDM) is implemented that reduces trips and mitigates traffic on surrounding streets, including Beulah Street, by encouraging the use of transit, carpooling, or other alternatives to single occupant vehicle commuting. This TDM program should address on and off site parking management strategies including but not limited to charging for parking, limiting the amount of parking to the extent feasible, and affording opportunities for shared parking. Use of shared parking facilities connected to adjacent parking structure(s) in Land Units A and B may be an appropriate off site parking strategy;
 - The development should provide shuttle service to the Joe Alexander Transportation Center and/or other destinations in the nearby area until such time that a circulator, described in Land Unit B of the Franconia-Springfield Transit Station Area, is operational. At such time, redevelopment should participate in the circulator's management and operation. Options for development are feasible only if the private sector contributes a proportional share of transportation improvements (road fund) and/or funding to meet the transportation needs of the area;
 - Support for high-quality and safe pedestrian connectivity to the Joe Alexander Transportation Center may include contribution(s) to maintain and improve sidewalks and landscaping along portions of Franconia-Springfield Parkway Trail that serve the subject property, as denoted in the Fairfax County Countywide Trails Plan Map;
 - Coordination with any existing TDM program and existing shuttle bus service in Land Units A and B is encouraged;
 - Primary access is via Metro Park Drive, Jasper Lane, Walker Lane, or other internal roads with no direct access from the Franconia-Springfield Parkway (VA-7900).
2. Low-rise office development up to .35 FAR is planned for the vacant parcels between old and new Franconia Roads, immediately east of the CSX Railroad right-of-way, with buffering to the new roadway and access from Old Franconia Road.
 3. Within the Franconia Road, Beulah Street, and Grovedale Drive triangle, the area located south and west of both the Franconia Fire Station and the Franconia Government Center is planned for low intensity office use. Neighborhood-serving retail use up to .25 FAR is planned along Franconia Road. In order to develop either office or retail uses in the area, the following conditions should be met:

- Substantial parcel consolidation and a coordinated development plan that reflects a superior site layout and architectural design should be an element of any development proposal;
- The visual impact of any proposed development on the adjacent stable, low density residential neighborhood to the east should be screened by using substantial landscaping, berms, and other effective and aesthetic screening techniques. No commercial uses should directly front on Beulah Street;
- A field survey should be conducted prior to final design plans and, if significant historic resources are found, appropriate preservation measures should be incorporated into the design phase;
- Development should be designed to retain as many of the indigenous hardwood trees as possible. Pedestrian-oriented open space areas, such as an easily accessible urban park, should be incorporated as an element of the development plan; and
- Roadway improvements necessary to ensure an acceptable level of service within the area affected by the development should be provided. The design of the internal circulation pattern and the location of related access points should be planned to minimize the traffic impact on the adjacent residential area.

Parcel 81-3((5))13 on Grovedale Drive, may also be appropriate for retail use up to .25 FAR.

4. Transitional low-rise or townhouse-style office use up to .35 FAR is planned for Tax Map 81-3((5))9, 10, 10A, ((34)), and ((38)) along Grovedale Drive provided the following conditions are met:
 - Substantial consolidation of the parcels to effect a coordinated, attractive and well-designed development. Such development should be designed to be compatible with the surrounding residential community and no direct access should be provided to Beulah Street; and
 - Landscaped screening should be provided in the buffer zone for those properties surrounding the subject property. This includes the Georgetown Woods townhouse development on Gildar Street and the low density neighborhood across Beulah Street. The landscaped screening should contain an effective mixture of shrubs and trees together with a fence of at least six feet in height between the planned office and existing townhouse development. Such fence should be placed on the inside edge of the buffer zone.
5. Development in the Shirley Park neighborhood should be in accordance with the recommendations cited in the Shirley Park Community Improvement Plan.

The portion of the Shirley Park neighborhood located between Wills Street and the Franconia Commons townhouses (Tax Map 91-1((1))41 and 41A) is planned for single-family, residential use at 3-4 dwelling units per acre. In order to develop above the low end of the density range, the following conditions should be met:

- A coordinated development should be oriented toward the Shirley Park community;
- To reduce additional access points along Fleet Drive, the roadway connecting to the site should be via Wills Street;
- Every effort should be made to preserve existing stands of trees. In particular, vegetative cover located in the vicinity of the adjacent Franconia Commons townhouses should be retained for buffer purposes; and
- Measures to mitigate traffic and railroad related noise should be implemented in conjunction with development of this site.

As an option to residential development, the heavily wooded southern portion of the Shirley Park Area planned for residential use at 3-4 dwelling units per acre (Tax Map 91-1((1))41 and 41A) is considered appropriate for passive recreation and private open space uses. If this option is implemented, the preservation of quality vegetative cover should be assured through the execution of an appropriate protective easement.

Transportation

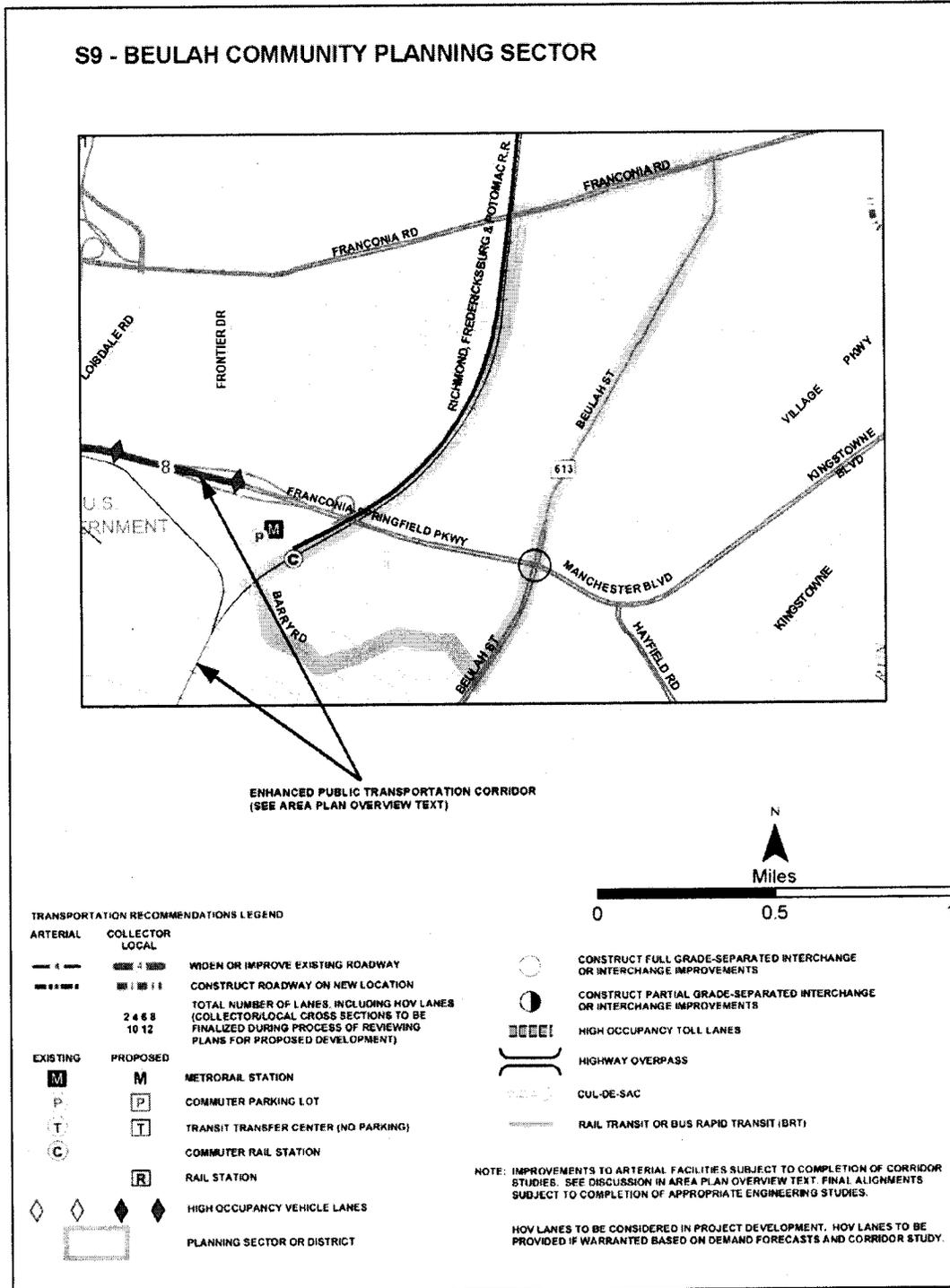
Transportation recommendations for this sector are shown on Figure 40. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figure shows access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Heritage Resources

Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.

Parks and Recreation

Parks and recreation recommendations for this sector are shown on Figure 41. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.



TRANSPORTATION RECOMMENDATIONS **FIGURE 40**

FIGURE 41
PARKS AND RECREATION RECOMMENDATIONS
SECTOR S9

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	<p>Neighborhood Park facilities should be provided in conjunction with new residential development.</p> <p>An Urban Park should be provided in conjunction with commercial development in the area of the Franconia Government Center.</p>
COMMUNITY PARKS:	<p>This sector lies within the service area of Beulah Community Park.</p>
DISTRICT PARKS:	<p>This sector is currently not served by a District Park.</p>

Trails and Bicycle Facilities

Trails planned for this sector are delineated on the 1":4,000' Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available from the Department of Transportation. Trails in this sector are an integral part of the overall county system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the county at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

Bicycle Facilities for this sector are delineated on the 1":4000' Countywide Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.



County of Fairfax, Virginia

MEMORANDUM

DATE: December 8, 2014

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

FROM: Chuck Cohenour, Property Maintenance/Senior Zoning Inspector
Zoning Inspections Branch

SUBJECT: Metropark 2345, L.L.C.
Comprehensive Sign Plan Amendment 1998-LE-048
Tax Map #: 91-1 ((1)) 11B2, 23E; ((28)) 1A and 2B; ((31)) 1A-4C

REFERENCE: ZIB #: 2014-0518

In summary, the review of the proposed Metropark 2345, L.L.C. Comprehensive Sign Plan Amendment finds that the proposed amendment is largely seeking illustrative approval to place six (6) freestanding on-site directional signs and allow some modifications to building-mounted signs identified as "Signage Type D" on separate buildings named; Metro Park 3, Metro Park 6, and Metro Park 8. No additional "Signage Type D" signage area, as described on the plan, is requested for building-mounted signage.

The proposed "Type F" Freestanding On-Site Directory Signs, are to be located at "key intersections" within this office park. These type of signs are most similar to directional signage that is accessory to an Office Park and detailed in Par. 13C of 12-203 of the Zoning Ordinance.

Specifically, the proposal in the CSPA seeks approval for;

- two (2) signs on Metro Park Drive at its intersection with Walker Lane;
- one (1) sign at the entrance to closest to Beulah Road into 6909 Metro Park Drive (Phase eight building);
- one (1) sign at the entrance to the Phase 3 building which is opposite to the entrance to 6363 Walker Lane;
- one (1) sign at the entrance to 6363 Walker Lane (Phase 4 and 6 buildings) and
- one (1) sign at the entrance into 6354 Walker Lane (Phase two and three buildings).

While the proposed freestanding on-site directory signs are in not in conformance with Article 12, due to larger by-right sign area, the proposal appears reasonable. However, the placement of the freestanding signs must be addressed in this review.

Kelly Atkinson
December 8, 21014
Page 2

The placement of all of the proposed freestanding on-site directory signs in this CSPA are subject to a review under the provision of Sect. 2-505 of the Zoning Ordinance as their placement appear to be wholly or partially within the sight distance triangle as described in Sect. 2-505, Use Limitations on Corner Lots of the Ordinance. The submitted site related plan of the proposed CSPA does provide sufficient details as to the actual placement of the proposed freestanding signs to determine if these proposed signs satisfy the safety requirements required by this provision. The placement and or location of any freestanding sign on site should not obstruction the vision of the motoring public or pedestrians.

During a site visit, several illegal and unpermitted freestanding signs were observed in this complex. These separate signs are not in accordance with the existing CSP 1998-LE-048 or proposed by this recent amendment. This includes:

- One (1) sign advertising "MARZANO" has been placed on a VDOT traffic control signs in the median of Walker Lane;
- Two (2) freestanding signs placed along Beulah Street prior to the entrance to Metro Park Drive that advertise "Walker's Grille, Serving Lunch and Dinner, www.walkersgrille.com 703.922.6200", and
- Three (3) leasing signs for Metro Park that are approximately 51 square feet in area and are in excess of eleven (11) feet in height. The three (3) leasing signs are located at the intersection of Metro Park Drive and Walker Lane, 6363 Walker Lane and 6359 Walker Lane.

These signs should be permanently removed prior to any final submissions in association with this CSPA.

To realistically review the proposed amendment to the building-mounted signage, larger and more detailed rendering will be required before an effective evaluation can be made.



County of Fairfax, Virginia

MEMORANDUM

DATE: April 13, 2015

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

FROM: Michael A. Davis, Acting Chief 
Site Analysis Section, Department of Transportation

FILE: CSP 1998-LE-048

SUBJECT: CSPA 1998-LE-048 – Metropark 2345, LLC
Tax Maps:
091-1 ((1)) 0023E, 001B2
091-1 ((28)) 0001A, 0002B
091-1 ((31)) 0001A-B, 0002A-C, 0003, 0003A-B, 0004A, 0004B1, 0004C1

This department has reviewed the subject application, dated November 3, 2014, and revised through February 11, 2015, and the Proffer Statement, dated January 13, 2015. The application requests an amendment to the approved Comprehensive Sign Plan to add way-finding signage, and to modify building signage.

The applicant has addressed all previous comments, including a sight distance evaluation as requested. The proposed use will have no significant transportation impacts to the existing network; as such, this Department does not object to approval of the subject application.

MAD/VLH

cc: Kelly Atkinson/DPZ

12-101 Purpose and Intent

The purpose of this Article is to regulate all exterior signs and interior signs placed for exterior observance so as to protect property values, to protect the character of the various communities in the County, to facilitate the creation of a convenient, attractive and harmonious community, to protect against danger in travel and transportation, to improve and protect the public health, safety, convenience and general welfare, and to further the stated purpose and intent of this Ordinance.

Any sign erected on a lot or building for the purpose of identification or for advertising a use conducted therein or thereon shall be an accessory use to the principal use.

It is further intended that all signs within a given development be coordinated with the architecture of the principal use in such a manner that the overall appearance is harmonious in color, form and proportion, and that the signs shall be structurally sound so as to ensure the safety of the general public.

12-203 Commercial Uses - General

The following regulations shall apply to all signs which are accessory to permitted, special permit and special exception uses located in a C district or the commercial area of a P district, except as provided in Par. 12 of Sect. 207 below. The regulations of this section are supplemented by the provisions set forth in Sections 204, 205 and 206 below.

1. Building-mounted signs may be located anywhere on the surface of the walls or roof of the building, but no part of any sign shall extend above or beyond the perimeter of the building wall, parapet wall or roof, except as permitted by Par. 2 below. No sign shall be located on a chimney, flue, antenna, monopole, transmission tower or cable, smokestack, or other similar rooftop structures and mechanical appurtenances. A sign may be mounted flat against a rooftop penthouse wall or rooftop screening wall which is an integral architectural element of the building through the continuation of materials, color, and design exhibited by the main portion of the building. Such signs shall conform to the following:

A. No part of the sign shall extend above or beyond the perimeter of the penthouse wall or screening wall to which it is attached or project outward from the penthouse wall or screening wall.

B. The sign shall not extend more than twelve (12) feet above the lowest point of the wall, and shall be limited to identification signs consisting of an organizational logo and/or the name of a company or premises.

2. A building-mounted sign may extend beyond the wall of a building when such sign is erected at a right angle to the wall, does not extend into the minimum required yard and is not located closer than two (2) feet to any street line.

3. Signs may be located on the vertical face of a marquee, but no part of the sign shall extend above or below the vertical face. The bottom of a marquee sign shall be no less than ten (10) feet above a walkway or grade, at any point.

4. Unless further restricted by the provisions that follow, no freestanding sign shall exceed a height of twenty (20) feet.

5. Freestanding signs, where permitted, shall in no instance project beyond any property line or be within five (5) feet of the curb line of a service drive, travel lane or adjoining street. When located on a corner lot, a freestanding sign shall be subject to the provisions of Sect. 2-505.

6. Illumination of signs shall be in conformance with the performance standards for outdoor lighting as set forth in Part 9 of Article 14.

7. Except as qualified herein, signs shall be limited to identifying or advertising the property, the individual enterprises, the products, services or the entertainment available on the same property where the sign is located.

8. Building-mounted signs on buildings housing only one (1) tenant or multiple tenants that access the building via a common outside entrance(s) shall not exceed one and one-half (1 ½) square feet of sign area for each of the first 100 linear feet of building frontage plus one (1) square foot of sign area for each linear foot over 100 linear feet of building frontage. No one sign, however, shall have a sign area in excess of 200 square feet.

9. Building-mounted signs on buildings housing more than one (1) tenant where each tenant has its own outside entrance(s) shall not exceed one and one-half (1 1/2) square feet of sign area for each linear foot of building frontage occupied by each tenant, except as provided for in Par. 3 of Sect. 106 above. The maximum allowable sign area for any one tenant, however, shall not exceed a total of 200 square feet, except that a tenant, which has building frontage that results in an allowable sign area greater than 200 square feet and occupies an area with more than one perimeter wall containing a main entrance for use by the general public, may place a maximum of 200 square feet of allowable sign area on each such perimeter wall; however, in no instance shall the square footage of signage on any such wall exceed one and one-half (1 1/2) times the length of such wall.

10. A shopping center shall be permitted one (1) freestanding sign; provided, however, that a shopping center with frontage on two (2) or more major thoroughfares may have one (1) freestanding sign for each frontage on a major thoroughfare with a maximum of two (2) such signs. No freestanding sign(s), other than those noted above, shall be permitted for individual enterprises located within or on the same lot with a shopping center.

11. Service stations or service station/mini-marts may be allowed one (1) additional square foot of sign area on each gasoline pump for the sole purpose of identifying the specific product dispensed from that pump.

12. Notwithstanding the provisions of this Ordinance, motor vehicle fuel price signs required by the provisions of Article 4 of Chapter 10 of The Code shall be permitted, and the sign area of such sign(s) shall not be computed in the maximum sign area permitted by this Ordinance.

13. The following signs are permitted as accessory to office parks:

A. One (1) freestanding sign may be erected at each major entrance to an office park. Such sign(s) shall identify the name of the office park. No such sign shall exceed forty (40) square feet in area or twenty (20) feet in height or be located closer than ten (10) feet to any street line.

B. One (1) freestanding building identification sign may be permitted for each detached building which houses a principal use within an office park. Such sign(s) shall be limited to identifying the name of the building and/or the individual enterprises located therein, the address, trademark or identifying symbol or any combination thereof. No such sign shall exceed twenty (20) square feet in area or eight (8) feet in height or be located closer than ten (10) feet to any lot line.

C. One (1) freestanding on-site directory sign may be permitted in close proximity to each major entrance of an office park. Such sign(s) shall be limited to identifying and providing directional information to the individual enterprises located within the office park. No such sign shall exceed fifteen (15) square feet in area or eight (8) feet in height or be located closer than ten (10) feet to any street line.

14. Hospitals shall be permitted one (1) freestanding sign at each entrance. No freestanding sign shall exceed eighty (80) square feet in area or twelve (12) feet in height, or be located closer than five (5) feet to any lot line. Hospitals shall also be permitted one (1) building-mounted sign for each building entrance for the purpose of identifying a hospital function. No such sign shall exceed fifty (50) square feet in area. The Board may approve additional signs in accordance with Sect. 9-308.

12-206 Commercial Uses in Other Commercial Areas

The following regulations shall supplement the provisions set forth in Sect. 203 above and shall apply to all uses located on commercially zoned lands which are not located in a Sign Control Overlay District or which do not have frontage on a primary highway or on a major thoroughfare, except as provided in Par. 12 of Sect. 207 below.

1. Building-mounted signs shall be limited to the sign area as specified in Sect. 203 above.
2. No individual enterprise shall be permitted a freestanding sign.
3. Shopping centers shall be permitted freestanding signs in accordance with the provisions of Par. 10 of Sect. 203 above. Such signs shall be limited to a maximum sign area of eighty (80) square feet.
4. Office parks shall be permitted freestanding signs in accordance with the provisions of Par. 13 of Sect. 203 above.
5. Hospitals shall be permitted signs in accordance with the provisions of Par. 14 of Sect. 203 above.

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.

16-101 General Standards

A rezoning application or development plan amendment application may only be approved for a planned development under the provisions of Article 6 if the planned development satisfies the following general standards:

1. The planned development shall substantially conform to the adopted comprehensive plan with respect to type, character, intensity of use and public facilities. Planned developments shall not exceed the density or intensity permitted by the adopted comprehensive plan, except as expressly permitted under the applicable density or intensity bonus provisions.
2. The planned development shall be of such design that it will result in a development achieving the stated purpose and intent of the planned development district more than would development under a conventional zoning district.
3. The planned development shall efficiently utilize the available land, and shall protect and preserve to the extent possible all scenic assets and natural features such as trees, streams and topographic features.
4. The planned development shall be designed to prevent substantial injury to the use and value of existing surrounding development, and shall not hinder, deter or impede development of surrounding undeveloped properties in accordance with the adopted comprehensive plan.
5. The planned development shall be located in an area in which transportation, police and fire protection, other public facilities and public utilities, including sewerage, are or will be available and adequate for the uses proposed; provided, however, that the applicant may make provision for such facilities or utilities which are not presently available.
6. The planned development shall provide coordinated linkages among internal facilities and services as well as connections to major external facilities and services at a scale appropriate to the development.

16-102 Design Standards

Whereas it is the intent to allow flexibility in the design of all planned developments, it is deemed necessary to establish design standards by which to review rezoning applications, development plans, conceptual development plans, final development plans, PRC plans, site plans and subdivision plats. Therefore, the following design standards shall apply:

1. In order to complement development on adjacent properties, at all peripheral boundaries of the PDH, PRM, PDC, PRC Districts the bulk regulations and landscaping and screening provisions shall generally conform to the provisions of that conventional zoning district which most closely characterizes the particular type of development under consideration. In the PTC District, such provisions shall only have general applicability and only at the periphery of the Tysons Corner Urban Center, as designated in the adopted comprehensive plan.
2. Other than those regulations specifically set forth in Article 6 for a particular P district, the open space, off-street parking, loading, sign and all other similar regulations set forth in this Ordinance shall have general application in all planned developments.
3. Streets and driveways shall be designed to generally conform to the provisions set forth in this Ordinance and all other County ordinances and regulations controlling same, and where applicable, street systems shall be designed to afford convenient access to mass transportation facilities. In addition, a network of trails and sidewalks shall be coordinated to provide access to recreational amenities, open space, public facilities, vehicular access routes, and mass transportation facilities.

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		