



APPLICATION ACCEPTED: April 3, 2015
PLANNING COMMISSION: June 24, 2015

County of Fairfax, Virginia

June 10, 2015

STAFF REPORT

APPLICATION CSPA 84-D-049-04

PROVIDENCE DISTRICT

APPLICANT: Tye Development Company, LLC

ZONING: PDC, SC and HC

PARCELS: 29-4 ((10)) 2A1, 2A2, 2C, 2D, 3A1, 3B1, 3C1, 3D1, 4A, 4B, 5A, 5B, 5C, 6, and B

ACREAGE: 57.80 acres

PLAN MAP: Retail Mixed Use

PROPOSAL: Amend the approved comprehensive sign plan for the Tysons II development, exclusive of the Ritz Carlton Hotel and the Galleria Shopping Mall, to permit flexibility in sign color to accommodate more recognizable corporate logos within the subject property.

STAFF RECOMMENDATIONS:

Staff recommends approval of CSPA 84-D-049-04 subject to the proposed development conditions in Appendix 1.

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

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

Bob Katai

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



The approval of this comprehensive sign plan amendment does not interfere with, abrogate or annul any easement, covenants, or other agreements between parties, as they may apply to the property subject to this application.

For information, contact the Zoning Evaluation Division, Department of Planning and Zoning, 12055 Government Center Parkway, Suite 801, Fairfax, Virginia 22035-5505; (703) 324-1290; TTY 711 (Virginia Relay Center).

O:\bkatai\Tysons II CSPA\Staff Report and Conditions\00 – Consolidated Staff Report for Tysons II CSPA 84-D-049-04



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

Comprehensive Sign Plan Amendment

CSPA 84-D -049-04



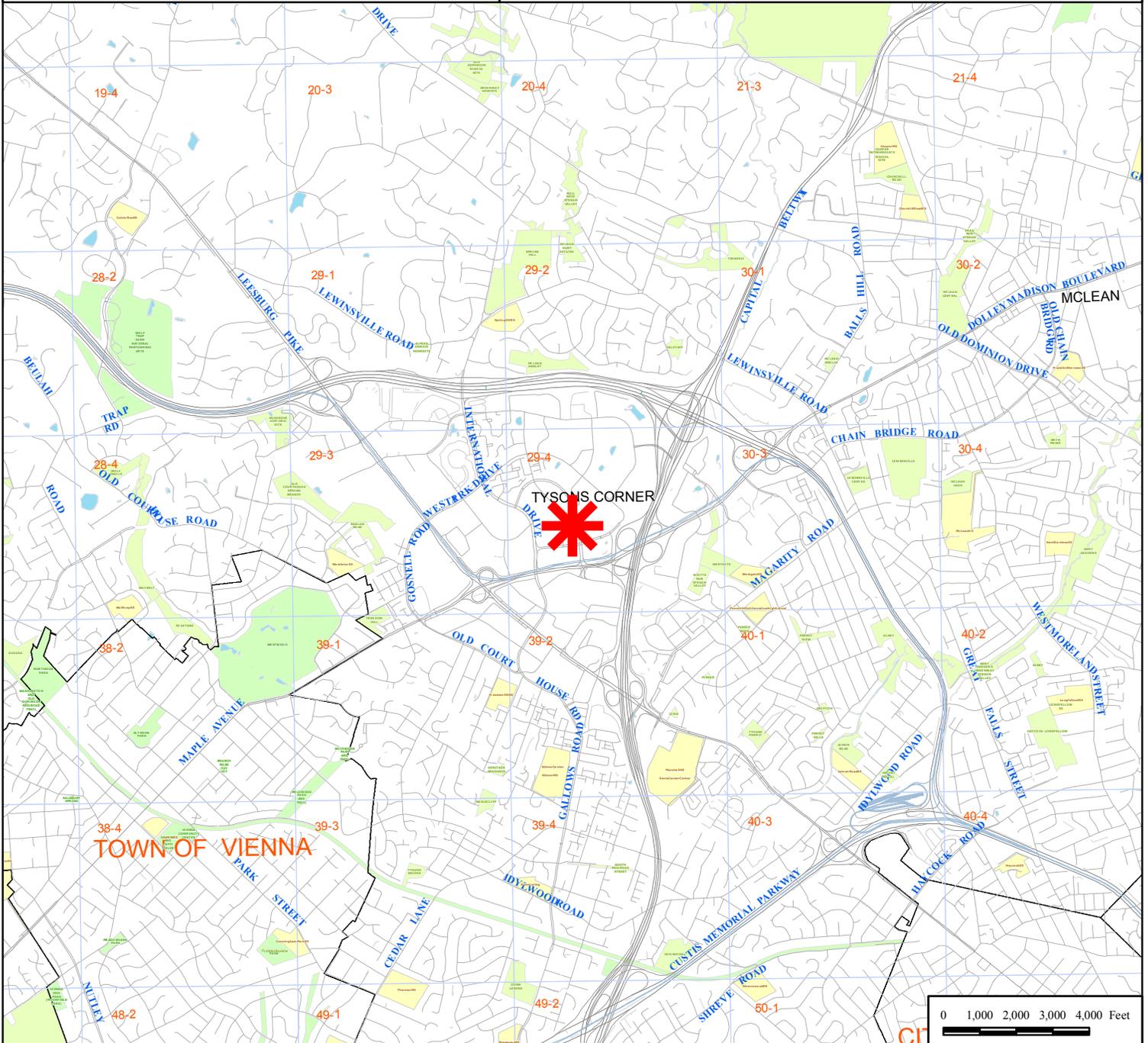
Applicant: TYE DEVELOPMENT COMPANY, LLC, ET AL.
Proposed: AMENDMENT TO COMPREHENSIVE SIGN PLAN CSP 84-D-049
Accepted: 04/03/2015
Area: 57.8 AC OF LAND; DISTRICT - PROVIDENCE
Zoning Dist Sect:

Located: NORHT EAST, NORTH WEST, SOUTH EAST AND SOUTH WEST
QUADRANTS OF THE INTERSECTION OF GALLERIA DRIVE AND TYSONS
BOULEVARD

Zoning: SC HC

Overlay Dist: PDC

Map Ref Num: 029-4- /10/ / B /10/ /0002A1 /10/ /0002A2 /10/ /0002C /10/ /0002D
/10/ /0003A1 /10/
/0003B1 /10/ /0003C1 /10/ /0003D1 /10/ /0004A /10/ /0004B /10/ /0005A
/10/ /0005B /10/ /0005C /10/ /0006



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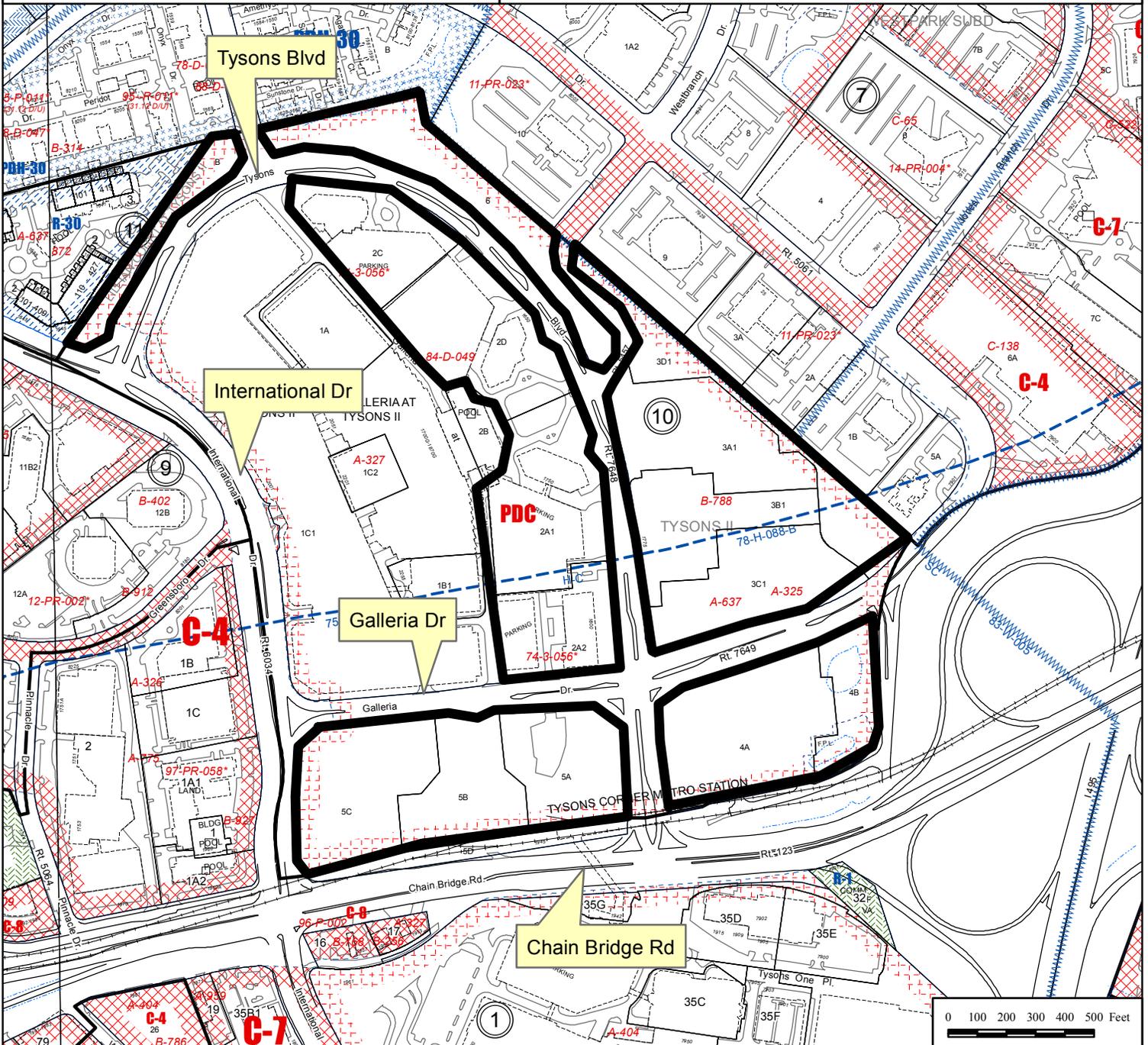
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Zoning: PDC

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/0003A1 /10/
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/0005B /10/ /0005C /10/ /0006



Application No. CSP 84-D-049
Comprehensive Sign
APPROVED DEVELOPMENT PLAN *w/conditions*
(DP) (GDP) (CDP) (FDP)
SEE PROFFERED CONDITIONS
Date of (BOS) (PC) approval 3-31-88
Staff M. Anderson
Sheet 1 of 51 pages

TYSONS II

SIGN MANUAL

A Joint Venture of Homart Development Co. and Lerner Enterprises



Prepared by: HOMART DEVELOPMENT CO.

Revised March 7, 1988

Revised 3/31/88 and 7/22/88, 3/15/88

RECEIVED
Department of Planning & Zoning
MAR 31 2015
Zoning Evaluation Division

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INTRODUCTION

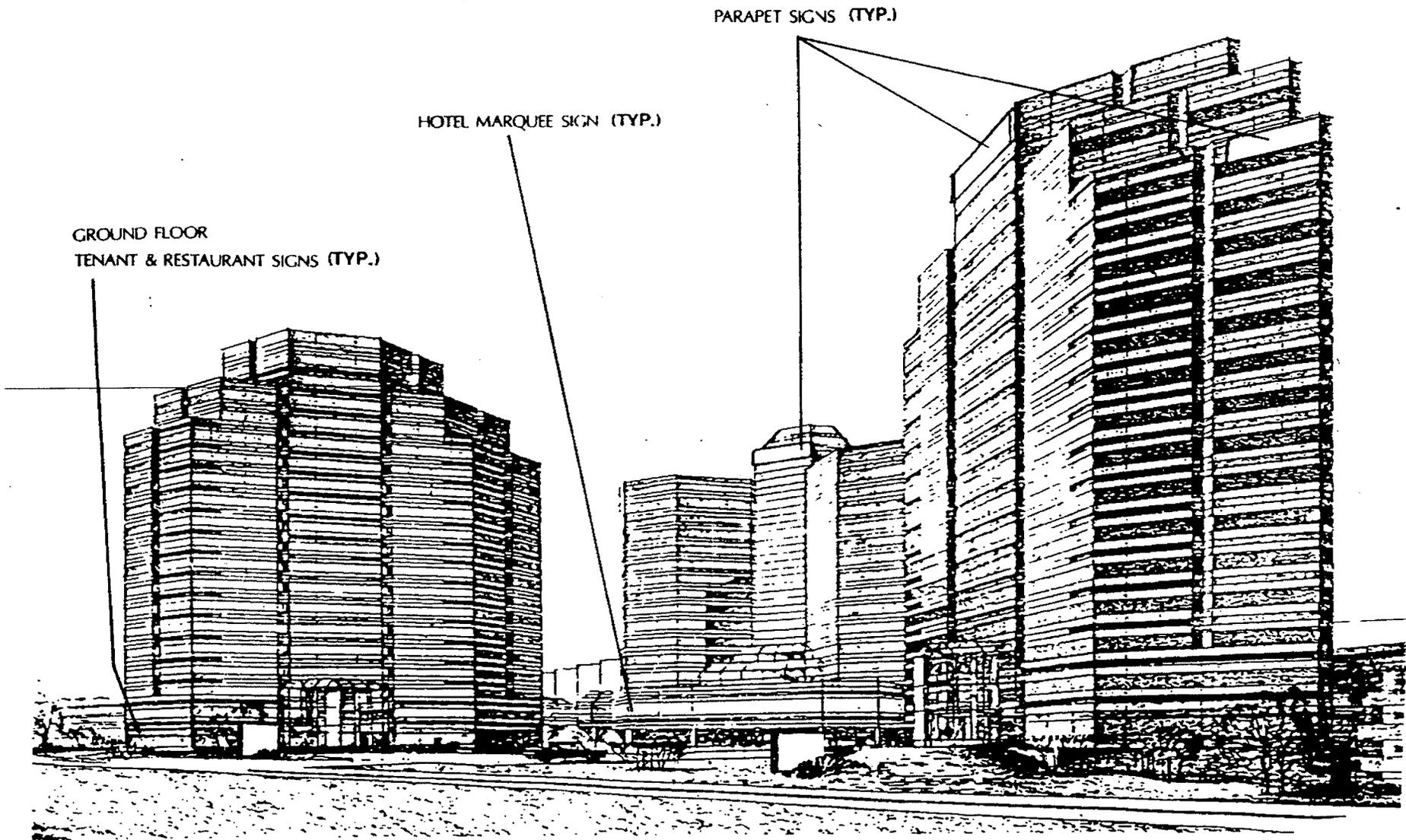
1. INTRODUCTION

Signs are important elements contributing to the unique identity of Tysons II. This sign manual is intended to produce a consistent and uniform high level of quality throughout Tysons II.

To achieve a design consistency in the signs for Tysons II, a distinctive sign system has been created. This system incorporates elements of the Tysons II architecture and site features to control color, texture, materials, forms, and text style while maintaining opportunities for individual identity of each parcel. A coordinated layout has been devised so that each sign will reinforce the project identity, the traffic circulation pattern, and the safety of the Tysons II complex.

This manual provides guidelines for future buildings as well as specific sign layouts for those parts of the project currently under construction. All future signs will be designed and constructed in conformance with these guidelines. Questions regarding their application or implementation should be sent to the Tysons II Design Review Committee. All signs shall be approved by the Tysons II Design Review Committee before any required submission to Fairfax County for permits.

3.3 BUILDING IDENTIFICATION



3.3 BUILDING IDENTIFICATION WALL MOUNTED SIGNS

Building identification signs are limited to identifying:

- Major office tenants and hotels
- Office ground floor tenants and restaurants
- The Galleria major tenants
- The Galleria entry canopies
- Building addresses and operating hours.

A. MAJOR OFFICE TENANTS AND HOTELS:

Building identification graphics will consist of individually fabricated letters and/or symbols. The use of a sign enclosure will not be acceptable. These letters/symbols may be lit, but only with internal illumination.

Letters may be located no closer than one quarter the letter height to the top, sides and bottom of the building parapet, or to the top of the window line below the graphics.

Any applied graphics must be attached to the building without the use of supports or raceways visible from in front of the graphics. The building wall materials and sign attachments should be designed to withstand the weight of the graphics with electrical transformer(s) contained within.

The building material must be able to accommodate the changing of graphics if there is a name change.

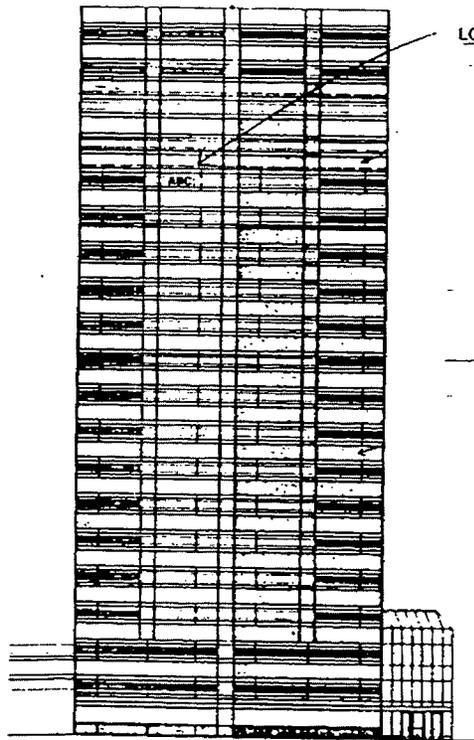
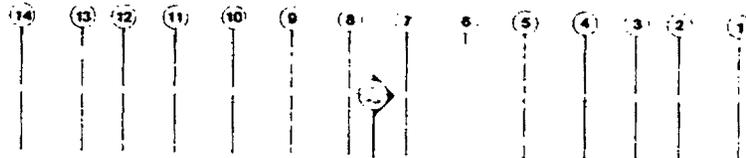
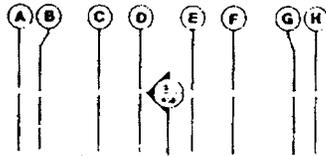
The following guide shall be observed for letter and symbol height:

OFFICE BUILDING/HOTELS:

Building Floor	Maximum Letter Height	Maximum Symbol Height	Symbol Only Maximum Height	Maximum Total Sign Area
10-20	6'-0"	5'-6"	10'-0"	500

Illuminated signs must be black in daytime and white at night unless otherwise approved by an amendment to said sign program by the Planning Commission, and the Tysons II Design Review Committee.

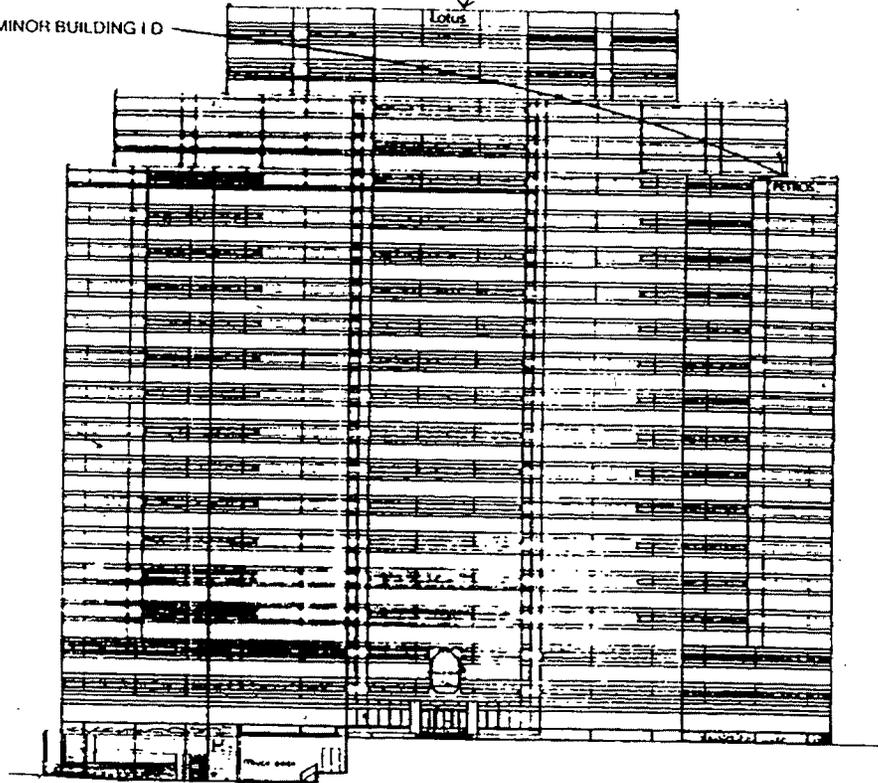
A maximum of one name and symbol may be located on each of two adjacent building elevations.



1 SOUTH ELEVATION



LOCATION OF MINOR BUILDING I.D. LOCATION OF MAJOR BUILDING I.D.

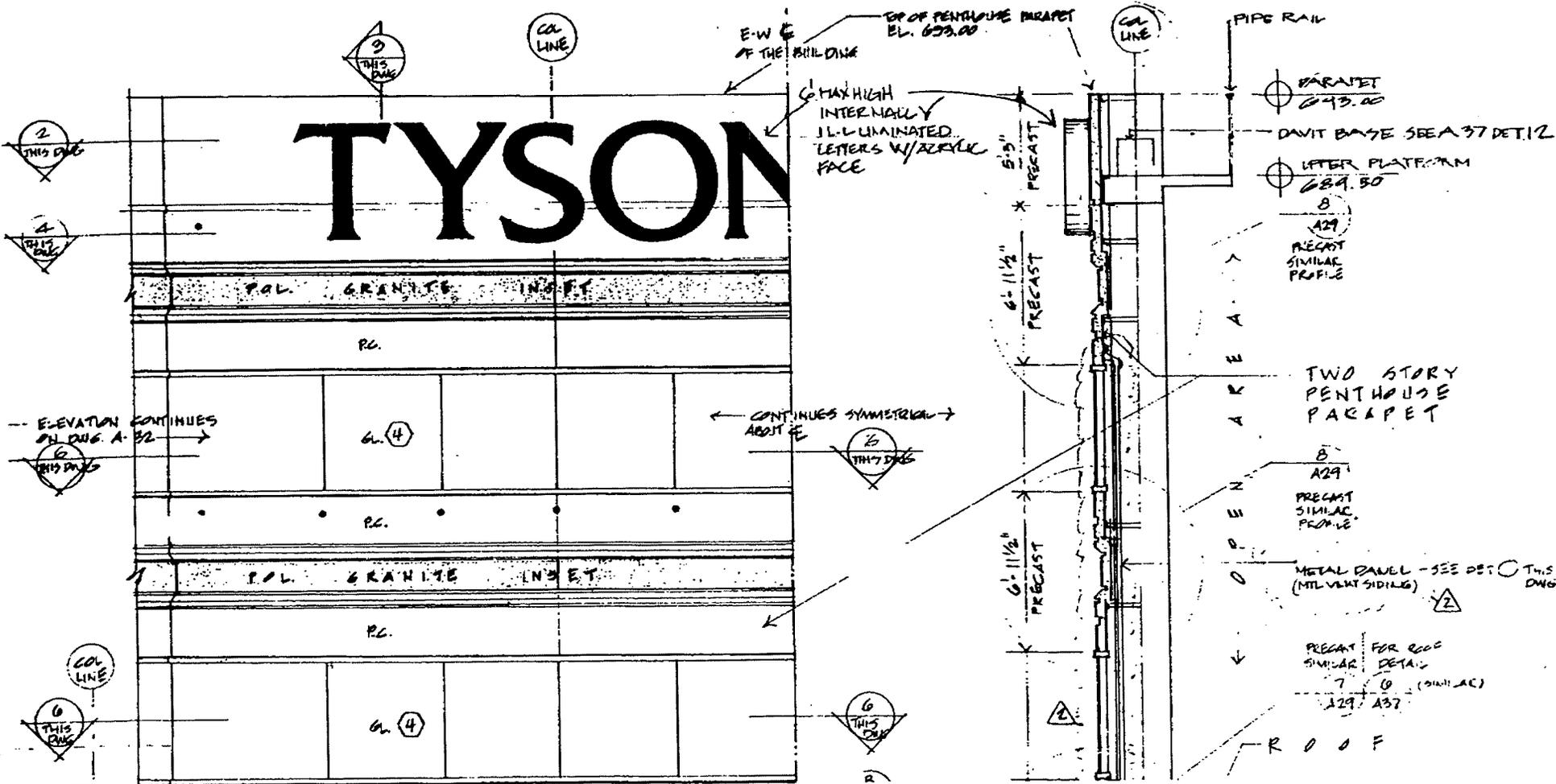


2 WEST ELEVATION



OFFICE BUILDING

TYPICAL OFFICE BUILDING PARAPET SIGNS



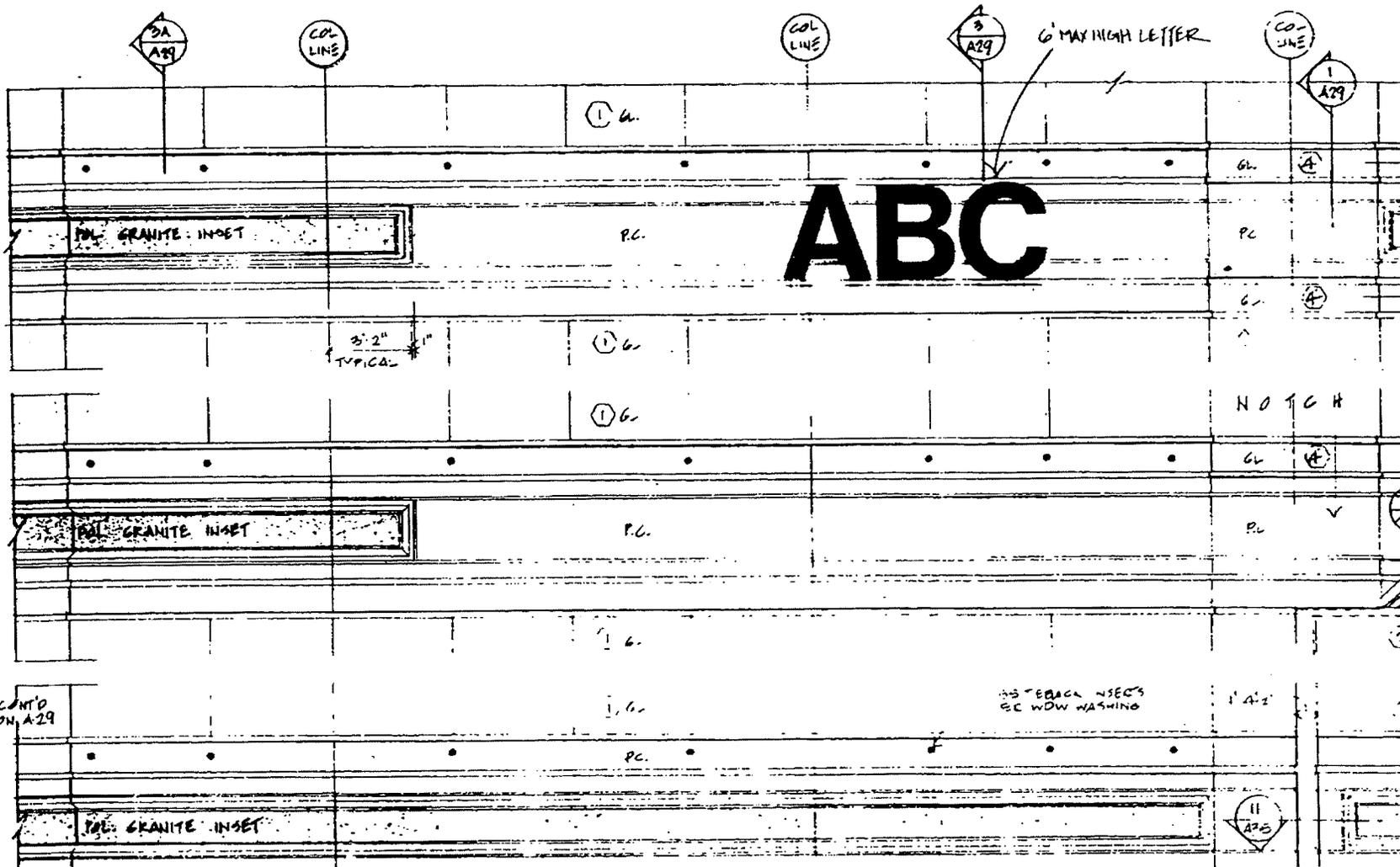
MAJOR BUILDING IDENTIFICATION @ PARAPET LEVEL (TYP.)

TOTAL SIGN AREA: 500 SF.
 (TWO SIGNS AT 250 SF. EACH)

OFFICE/HOTEL BUILDING

TYPICAL SINGLE TENANT OFFICE/HOTEL BUILDING PARAPET SIGN-DETAIL

5/31 revision



ELEVATION OF 15TH FLOOR MAJOR TENANT SIGN

OFFICE BUILDING

TYPICAL MULTIPLE TENANT OFFICE BUILDING PARAPET SIGN-DETAIL

B. OFFICE BUILDINGS GROUND FLOOR TENANTS AND RESTAURANTS:

This wall sign type will be reserved for tenants and restaurants requiring special ground floor recognition at the Tysons II office park.

Ground floor tenant graphics will consist of individually fabricated letters and/or symbol only. Enclosed sign forms are not acceptable. These signs will be illuminated but only with internal illumination.

There will be a maximum of four signs at the ground level and no one sign will exceed 20'-0" square feet per sign. The signs will be located only within the limits of the ground floor as specified by the Design Review Committee. The background area for these graphics will be unobstructed and free of large vertical seams, mullions or contrasting strips.

Letter height will be no less than 8" and no more than 12". Symbol height shall be no less than 10" and no more than 20".

Applied symbol/lettering will be attached to the building face without the use of visible supports or raceways. The building fascia material must be able to accommodate the changing of graphics when tenant changes occur.

The graphics for signs will be constructed of bronze, brass, stainless steel or jigged-out letters backed with clear acrylic. Acrylic may be used for illuminated portions only. Colors shall be natural metal finish including white. Lettering will be dimensional forms. Surface-painted or vinyl lettering is not acceptable. Illuminated signs must be black in daytime and white at night unless otherwise approved by the Tysons II Design Review Committee.

MAR 31 2015

Zoning Evaluation Division

MAJOR SIGNS

- The Galleria Monument Sign
- The Galleria Entry Arches
- The Galleria Canopy Signs
- Nieman-Marcus Signs
- Macy's Signs
- Saks Fifth Avenue Signs
- Hotel Monument Signs
- Hotel Parapet Signs
- Office Building Parapet Signs
- Office Building Monument Signs
- Tysons II Pylons
- Tysons II Entry Walls
- 36" x 36" Parking Directional Sign
- 48" x 48" Traffic Directional Sign
- 60" x 60" Traffic Directional Sign
- Street Name Sign
- ★ Temporary Project Information Sign



THE CORPORATE OFFICE CENTRE
TYSONS II
TYSONS2.COM

LONG RANGE SIGN MASTER PLAN



LERNER

Fourth Amendment to Tysons II Sign Manual

(Affected parcels are 2A1, 2A2, 2C, 2D, 3A1, 3B1, 3C1, 3D1,
4A, 4B, 5A, 5B, 5C, 6, B, Tysons II)

Prepared by:

Holland & Knight LLP
1600 Tyson Blvd, Suite 700
Tysons Corner, VA 22102
Agent for Applicants

MARCH 31, 2015

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Department of Planning & Zoning

APR 02 2015

Zoning Evaluation Division

KEY TO REVISIONS

1. Page reference numbers correspond to page numbers in the existing Tysons II Sign Manual/Comprehensive Sign Plan, or, if there is no such page number, the page reference indicates a new page.
2. Section references correspond to Section references in the existing Tysons II Sign Manual/Comprehensive Sign Plan, or if there is no such Section reference, the Section reference indicates a new Section.
3. Underlined text is additional text to the Tysons II Sign Manual/Comprehensive Sign Plan. Example.
4. Strike through text is text that is deleted from the Tysons II Sign Manual/Comprehensive Sign Plan. ~~Example~~.
5. Unmarked text is text that is reproduced verbatim from the Tysons II Sign Manual/Comprehensive Sign Plan and is neither additional nor deleted. Example.

P. 13 3.3 BUILDING IDENTIFICATION WALL MOUNTED SIGNS

A. MAJOR OFFICE TENANTS AND HOTELS

...

~~Illuminated signs must be black in the daytime and white at night unless otherwise approved by an amendment to said sign program by the Planning Commission, and the Tysons II Design Review Committee.~~

Illuminated signs may contain color to accommodate more recognizable corporate logos.

P. 17 3.3 OFFICE BUILDING GROUND FLOOR TENANTS AND RESTAURANTS

...

The Graphics for signs will be constructed of bronze, brass, stainless steel or jigged-out letters backed with clear acrylic. Acrylic may be used for illuminated portions only. ~~Colors shall be natural metal finish including white.~~ Lettering will be dimensional forms. Surface-painted or vinyl lettering is not acceptable. ~~Illuminated signs must be black in daytime and white at night unless otherwise approved by the Tysons II Design Review Committee.~~ Illuminated signs may contain color to accommodate more recognizable corporate logos.

DESCRIPTION OF THE APPLICATION

The applicant, Tye Development Company, LLC, is requesting approval of a Comprehensive Sign Plan Amendment (CSPA) for the Tysons II development, exclusive of the Ritz Carlton Hotel and the Galleria, an enclosed shopping mall, to permit flexibility in sign color. Tysons II is a mixed use development currently consisting of the Ritz Carlton, the Galleria, and high-rise office buildings. At this time, the development is partially completed.

As noted in the Statement of Justification, the purpose of this CSPA is to “maintain a fresh, contemporary and updated look”. The applicant states that the flexibility provided by the requested CSPA will attract and maintain businesses as tenants. In the Statement of Justification, the applicant notes that the Tysons II development has evolved dramatically since the development’s CSP, Tysons II Sign Manual, was approved 27 years ago in 1988, and with the Tysons Corner Metro station now operating to the south of the subject site, the area is rapidly transforming. As currently approved, the Sign Manual limits the Tysons II office buildings’ signage to two colors, black and white. This CSPA would allow flexibility in sign color to accommodate more recognizable corporate logos on the building identification signs and the ground floor tenant signs. The amendment does not seek any additional signs or an increase in sign areas; rather, it only seeks the flexibility to use additional colors on office building signs. Excerpts from the approved Sign Manual and a copy of the submitted CSPA are included at the beginning of this staff report. Proposed development conditions and the applicant's Statement of Justification are contained in Appendices 1 and 2, respectively.

LOCATION AND CHARACTER

Site Description

The portion of Tysons II subject to this CSPA is located on 57.80 acres located north of Chain Bridge Road, between International Drive and I-495 (the Beltway). The Tysons Corner Metro Station is located on the southern boundary of the property, along Chain Bridge Road. Tysons Boulevard and Galleria Drive both bisect the property. The property is, for the most part flat, but slopes steeply downwards to the northeast in the vicinity of its eastern boundary. Tysons II consists of an enclosed shopping mall, a hotel, and four high-rise office buildings, with a fifth high-rise office building nearing completion. The office buildings contain retail tenants, including eating establishments, on the ground floors. The development area also contains vacant acreage that is planned for additional high-rise office buildings, multi-family residential development, and a town square retail complex. As previously mentioned, this application does not apply to the mall and hotel portions of Tysons II.

Adjoining the subject property to the south, on the opposite side of Chain Bridge Road, is Tysons Corner Center, another enclosed shopping mall and its recently completed adjoining high-rise office and multi-family towers. In addition, on the south side of Chain Bridge Road, to the immediate west of the Chain Bridge Road/International Drive intersection, are two service stations and an auto service shop. To the west, beyond the Ritz Carlton and the Galleria, are the recently approved Greensboro Park Place mixed-use development (proposed high-rise multi-family and office buildings) and

several existing high rise office buildings and a hotel. To the north are several large apartment complexes, Lillian Court and Avalon Tysons Corner. To the east is the recently approved Arbor Row mixed-use development with its mix of proposed high-rise multi-family and office buildings. With the advent of the Metro Silver Line, the surrounding area is in the process of redevelopment and intensification.

SURROUNDING AREA DESCRIPTION			
Direction	Use	Zoning	Plan
South	Transit Station, Retail (Tysons Corner Station and Tysons Corner Center)	PDC, SC and HC	Retail Mixed Use
West	Retail, Hotel, Office (includes recently approved Greensboro Park Place, a mixed-use development)	PDC, PTC, C-4, SC and HC	Retail Mixed Use, Transit Station Mixed Use, Park/Open Space
North	Multi-family	R-30, PDH-30	Residential Mixed Use
East	Multi-family, Office, Open Space (includes recently approved Arbor Row, a mixed-use development)	PTC	Transit Station Mixed Use, Park/Open Space

BACKGROUND

The original Comprehensive Sign Plan, CSP 84-D-049, included the entire Tysons II development. That plan, titled the Tysons II Sign Manual and approved in March 1988, covered the Galleria, adjoining hotel, and surrounding office development to the east and south. The Sign Manual covered the type, size, location of signage, as well as details about the typeface, color, construction materials of the permanent and temporary signs throughout the Tysons II development.

In November 1995, February 1999, and September 2014, the manual was amended under applications CSPA 84-D-049, CSPA 84-D-049-2, CSPA 84-D-049-03, respectively. These three amendments applied only to the Galleria. The signage provisions related to the office buildings remain as adopted in 1988.

COMPREHENSIVE PLAN PROVISIONS (Appendix 4)

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

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

Applicable District Recommendations – North Tysons Central 123 Subdistrict

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

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

Applicable Areawide Recommendation

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

The Tysons Corner Urban Design Guidelines were endorsed by the Board of Supervisors in January 2012. Section 5 of the Guidelines, Signage and Way-finding, contains design suggestions addressing building identity signs, pedestrian oriented signs, and wayfinding elements.

ANALYSIS

Comprehensive Sign Plan Amendment

Title of Plan: Fourth Amendment to Tysons II Sign Manual
Prepared By: Holland & Knight LLP
Dated: March 31, 2015

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

The subject property is zoned PDC, Planned Development Commercial District. The submitted Comprehensive Sign Plan Amendment (CSPA) consists of three pages. Page 1 is the title page. Page 2 contains the key to the revisions. Page 3 contains the two requested text amendments to the Sign Manual.

The first text amendment permits color to be utilized on wall-mounted building identification signs to accommodate more recognizable corporate logos. The Sign Manual states (and will continue to state) that the building identification graphics will consist of individually fabricated letters and/or symbols and may be lit, but only with internal illumination. These graphics are generally located at or near the top of high-rise buildings. Currently, the Sign Manual requires that such illuminated signs must be black in daytime and white at night, unless otherwise approved by an amendment to the Manual by the Planning Commission and the Tysons II Design Review Committee. Under the proposed amendment, major office tenants and hotels would have the flexibility to incorporate corporate colors into these graphics subject to review by the Tysons II Design Review Committee (as mandated in the Introduction of the Manual).

The second proposed change would allow color to be utilized on wall-mounted building signs for ground floor tenants and restaurants located in office buildings to accommodate more recognizable corporate logos. The Sign Manual states that the ground floor tenant graphics will consist of individually fabricated letters and/or symbols which may be lit, but only with internal illumination. These signs are limited to the ground floor as specified by the Tysons II Design Review Committee. The Manual specifies the materials for these signs and further requires that such illuminated signs must be black in daytime and white at night unless otherwise approved by the Tysons II Design Review Committee. With this amendment, ground floor tenants and restaurant would have the flexibility to incorporate corporate colors into these graphics. As mandated by the Sign Manual, all signs will still be subject to review by the Tysons II Design Review Committee.

Land Use Analysis

While the Comprehensive Plan does not specifically flexibility in sign color, the use of color can be an element in attaining the Plan’s vision “*to create urban spaces that people can walk through easily, as well as to and from the adjacent Metro rail station.*” The Tysons Corner Urban Design Guidelines, prepared and endorsed as tool to help implement the Comprehensive Plan for Tysons, contains the following relevant Guideline suggestions:

- *Building identity signs recognize a corporate identity, a major tenant or the name of the building. Signs can be comprised of text or logos.*
- *Building identity signs should be sized proportionally to the height of the building and the size of the building façade. In general building identity signs should not be taller than the one story in height, although some variation for stand-alone logos may be considered.*
- *A majority of the pedestrian-oriented signs will be building-mounted signs for ground floor retail services and other commercial use which face the street.*

These Guideline suggestions show that incorporation of a company logo into signage was considered a viable method to convey building location information. Beyond the shape of the logo, staff believes the use of color would further establish the business association. The same rationale is applicable to pedestrian-oriented signs for locating a specific business along a street. Although the Comprehensive Plan and Design Guidelines do not contain provisions that directly address the proposed Sign Manual amendments, staff believes that the proposed amendments further the vision of those documents.

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

OCR has no concerns with allowing the requested amendment to the Tysons II Sign Manual to allow additional colors. OCR notes that this request is consistent with other building mounted signage within Tysons that has allowed for illuminated signs.

ZONING ORDINANCE PROVISIONS (Appendix 7)

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

The entire subject property is located in a Sign Control Overlay District. The purpose of this overlay district, as stated in Sect. 12-101 of the Zoning Ordinance, is to restrict “*freestanding signs in the intensely developed commercial and industrial areas of the County where there is an increased need to reduce visual clutter, sight distance obstruction, and interference with traffic control signals and mechanisms and where the speed of traffic does not warrant the freestanding signs otherwise permitted by the provisions of Article 12*”. The CSPA does not propose to increase the number or the size of freestanding signs in the Tysons II development and therefore the district’s standards are not applicable to this amendment request.

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

The southern third of the subject property, along Chain Bridge Road, is located in a Highway Corridor Overlay District. The Zoning Ordinance provides additional regulations for drive-in financial institutions, fast food restaurants, quick-service food

stores, service stations, and service station/mini-marts located in these overlay districts. The CSPA does not involve signage related to such businesses and therefore, the district's standards are not applicable to this amendment request.

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

Sect. 12-210 of the Zoning Ordinance allows the Planning Commission to approve a Comprehensive Sign Plan for developments within a "P" District as an alternative to the provisions contained in Article 12 of the Zoning Ordinance. This provision requires that a Comprehensive Sign Plan show the location, size, height and extent of all signs within the "P" District, or section of the "P" District, as well as the nature of the information being displayed on the signs. Par. 4 of Sect. 12-210 provides that *"signage options shall be in accordance with the standards for all planned developments as set forth in Part 1 of Article 16."* That paragraph furthers states that *"all proposed signs shall be in scale and harmonious with the development and shall be so located and sized as to ensure convenience to the visitor, user or occupant of the development while not adding to street clutter or otherwise detracting from the planned unit nature of the development and the purposes of architectural and urban design elements."*

The CSPA's proposal to permit additional colors will not impact the standards for planned developments in Part 1 of Article 16. Additionally, the CDPA will not alter the type, size, number, placement, or illumination of signs and in accordance with the approved Manual. Lastly, all signs within the development will continue to be required to be approved by the Tysons II Design Review Committee before submission to Fairfax County for required sign permits. This review will continue to help maintain oversight to ensure signage coordination within Tysons II and prevent impair the planned unit nature of the development.

CONCLUSIONS AND RECOMMENDATIONS

Staff Conclusions

In staff's opinion, the flexibility to add color to the signs for the tenants of the office buildings would help visitors and building occupants navigate the street network in locating specific businesses when driving from surrounding areas or walking from parking facilities, the Metro station, bus stops, or other local businesses. Staff finds that the proposed CSPA is consistent with the adopted Comprehensive Plan and meets applicable provisions of the Zoning Ordinance with the adoption of the proposed development conditions set forth in Appendix 1.

Recommendation

Staff recommends approval of CSPA 84-D-049-04 subject to the proposed development conditions in Appendix 1.

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

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

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

APPENDICES

1. Proposed Development Conditions
2. Applicant's Statement of Justification
3. Approved Development Conditions for CSP 84-D-049
4. Relevant Comprehensive Plan Text
5. Relevant Tysons Corner Urban Design Guidelines
6. Office of Community Revitalization Review Analysis
7. Relevant Zoning Ordinance Provisions
8. Glossary of Terms

PROPOSED DEVELOPMENT CONDITIONS**CSPA 84-D-049-04****June 10, 2015**

If it is the intent of the Planning Commission to approve CSPA 84-D-049-04, located at Tax Map 29-4 ((10)) 2A1, 2A2, 2C, 2D, 3A1, 3B1, 3C1, 3D1, 4A, 4B, 5A, 5B, 5C, 6, and B to allow a Comprehensive Sign Plan Amendment (CSPA) pursuant to Section 12-210 of the Fairfax County Zoning Ordinance, staff recommends that the Planning Commission condition the approval by requiring conformance with the following development conditions. These conditions are *in addition* to those approved by the Planning Commission with CSP 84-D-049.

1. This CSPA is granted for and runs with the land indicated in this application and is not transferable to other land.
2. The CSPA, titled "Fourth Amendment to Tysons II Sign Manual", prepared by Holland & Knight LLP, and dated March 31, 2015, is approved for amendment of Sign Manual Provisions 3.3 on Page 13 and 3.3 on Page 17, to permit flexibility in sign colors to accommodate more recognizable corporate logos.

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

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

Holland & Knight

1600 Tysons Boulevard, Suite 700 | McLean, VA 22102 | T 703.720.8600 | F 703.720.8610
Holland & Knight LLP | www.hklaw.com

Stuart Mendelsohn
(703) 720-8071
stuart.mendelsohn@hklaw.com

APPENDIX 2

RECEIVED
Department of Planning & Zoning

MAR 31 2015

Zoning Evaluation Division

March 31, 2015

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

Re: Statement of Justification for a Comprehensive Sign Plan Amendment to CSP 84-DR-049.

Dear Ms. Berlin:

The following is submitted as justification and support for the aforementioned Comprehensive Sign Plan Amendment.

I. Property and Statement of Ownership

TYE Development Company, LLC; TYF Development Company, L.L.C.; TYC Development Company, L.L.C.; TYD Development Company, LLLP; TYH Development Company, L.L.C.; Tysons II Land Company, L.L.C. and Tysons II Property Owners Association, Inc. (collectively the "Applicants") are the owners of the property identified as Fairfax County Tax Map Numbers 29-4((10)) 2A1, 2A2, 2C, 2D, 3A1, 3B1, 3C1, 3D1, 4A, 4B, 5A, 5B, 5C, 6 and B (collectively the "Subject Property"). The Applicants acquired the Subject Property in good faith. The Subject Property makes up a majority of the land known as the Tysons II development and is located in the Providence District.

II. Background

The entire Tysons II Development is subject to a Comprehensive Sign Plan, CSP 84-D-049, which was approved on March 31, 1988. This plan, titled the Tysons II Sign Manual (the "Sign Manual") was amended in 1995 (CSPA 84-D-049), 1999 (CSPA 84-D-049-2) and again in 2014 (CSPA 84-D-049-3). All three of these amendments pertained to the portion of the Tysons II development known as the Galleria. As stated in the Statement of Justification for CSPA 84-D-049-3, "each of these amendments represents the ongoing commitment to the Galleria to maintain a fresh, contemporary and updated look.

III. Proposal

This application, pursuant to §12-210 of the Zoning Ordinance, purposes to foster the same commitment of maintaining a fresh, contemporary and updated look for the remainder of the Tysons II Development, exclusive of the Ritz Carlton Hotel and the Galleria. Tysons has evolved dramatically since the Sign Manual was approved 27 years ago in 1988. Most significantly the Tysons II development now has a Metro station at its doorsteps. Tysons is transforming into the "Next Great City". To implement this transformation, Tysons needs to be able to attract and maintain businesses as tenants. As currently approved, the Sign Manual limits signage on the Subject Property to two colors, black and white. This application seeks to make a narrow amendment to allow flexibility in sign color to accommodate more recognizable corporate logos within the Subject Property. This amendment does not seek any additional sign area, but only seeks to allow color. This proposed amendment is consistent with developments surrounding Tysons II. Not only do the surrounding developments contain color, color has already been allowed in Tysons II for the restaurants at the Galleria.

IV. Conformance with the Zoning Ordinance.

§12-210 of the Zoning Ordinance permits an applicant in a P district to request a comprehensive sign plan as a means to provide flexibility in signage within planned developments. This application seeks to obtain the flexibility envisioned in §12-210 as it pertains to color. This amendment honors the approved Sign Manual and seeks to only modernize it to allow color. As such, this application is in conformance with §12-210 of the Zoning Ordinance

The Subject Property is located in a Sign Control Overlay District. §12-101 of the Zoning Ordinance explains that this overlay district pertains to reducing visual clutter associated with freestanding signs. This amendment only seeks to add color and does not purport to add any additional freestanding signs. As such, this application does not impact visual clutter associated with freestanding signs and is in conformance with the Sign Control Overlay District.

A portion of the Subject Property is also located in a Highway Corridor Overlay District governed by §7-600. This overlay district provides additional regulations for drive-in financial institutes, fast food restaurants, quick-service food stores, service stations, and service station/mini-marts located in such overlay districts. This overlay district does not impair any

vested rights. The addition of the use of color to the Sign Manual for the Subject Property does not interfere or affect the Sign Manual's regulation as to these types of uses. As such this amendment is in conformance with the Highway Corridor Overlay District.

V. Conformance with the Comprehensive Plan and Tysons Corner Urban Design Guidelines.

The Subject Property is located in Subarea 1 of the North Subdistrict in the Tysons Central 123 District of the Comprehensive Plan. The Comprehensive Plan for this area is silent as to signage, but does state that the area is planned to be developed "beyond its current retail emphasis to create a vibrant mixed use area." The addition of the use of color to the Sign Manual for the Subject Property is in conformance with the Comprehensive Plan's goal to create a vibrant environment.

The Tysons Corner Urban Design Guidelines state that "Building identity signs can also contribute to the identity of the skyline by providing visual interest when they are well-integrated into the building architecture." With Metro above ground, all commuters either by rail or road will view the Tysons skyline. Adding color will contribute to the identity of the skyline and provide visual interest. As such, this application is in conformance with the Tysons Corner Urban Design Guidelines.

VI. Conclusion

This application seeks a very narrow amendment to the Sign Manual, which has not been updated with respect to the Subject Property since 1988. The addition of color allows Tysons II to continue to attract premium tenants almost thirty years after the Sign Manual was originally approved.

Respectfully submitted,

HOLLAND & KNIGHT LLP



Stuart Mendelsohn



COMMONWEALTH OF VIRGINIA
COUNTY OF FAIRFAX

4100 CHAIN BRIDGE ROAD
 FAIRFAX, VIRGINIA 22030



April 5, 1988

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

Re: CSP-84-D-049

Dear Mr. McDermott:

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

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

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

Francis A. McDermott, Esquire
April 5, 1988

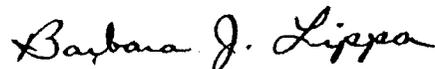
Page 2

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

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

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

Sincerely,



Barbara J. Lipka
Deputy Director

BJL:gw

Attachment (1)

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

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

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

NORTH TYSONS CENTRAL 123 SUBDISTRICT

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

Subarea 1: Tysons II

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

Base Plan

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

Planned and Approved Development

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

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

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

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

Redevelopment Option

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

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

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

Subarea 2: South West Park

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

Base Plan

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

Redevelopment Option

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

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

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

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

5

Signage and Wayfinding

5. SIGNAGE AND WAYFINDING

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

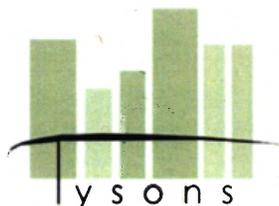
The quantity and quality of all signage should be considered in a comprehensive manner within a development but should also be complementary between neighborhoods and in most cases, the subdistrict, district, or Tysons as a whole.

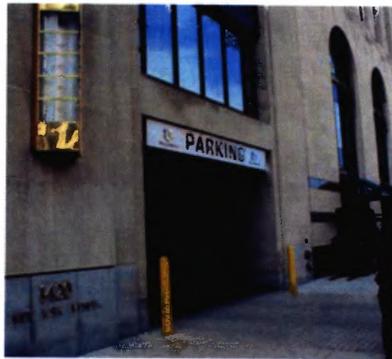
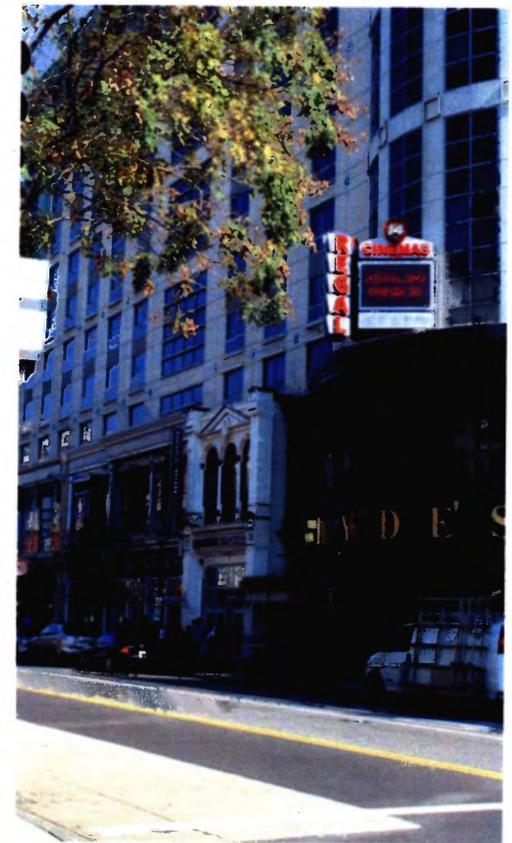
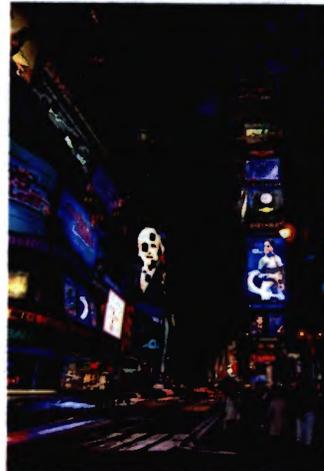
Article 12 of the Zoning Ordinance provides guidance regarding the permitted types, size and location of signs. All signs require permits which are reviewed and approved by the Zoning Inspection Branch of the Department of Planning and Zoning. Depending on the size and illumination of the sign, building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

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

Design Suggestions:

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





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

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

5.1 Signage and Wayfinding Elements

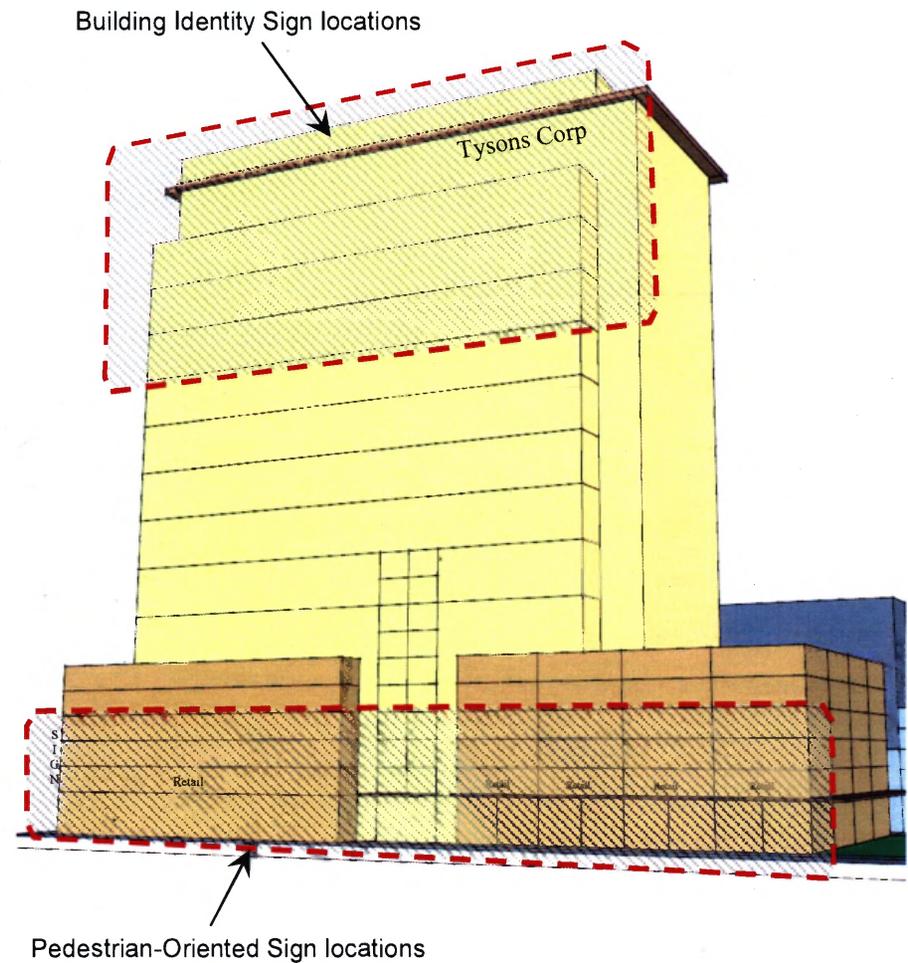
Building Identity Signs

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

Pedestrian-oriented Signs

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

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



Design Suggestions:

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



Opposite: General placement of sign types in urban development

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

Bottom: Continental Headquarters, Image: Wikipedia

5.3 Pedestrian-Oriented Signs

Design Suggestions:

Sign Bands

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

Pedestrian Blade Signs

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

Vertical Building Signs

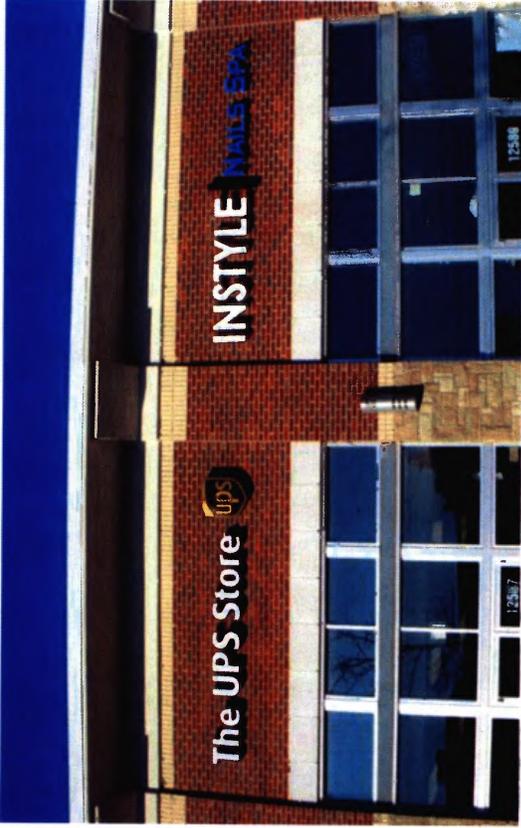
- ◆ Vertical building signs can be flush with, or project from, a building façade, and should be mounted above the first floor. Generally, signs should project no more than 3 feet from the building façade (D).
- ◆ Vertical building signs should be limited to one per business.

Monument Signs

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



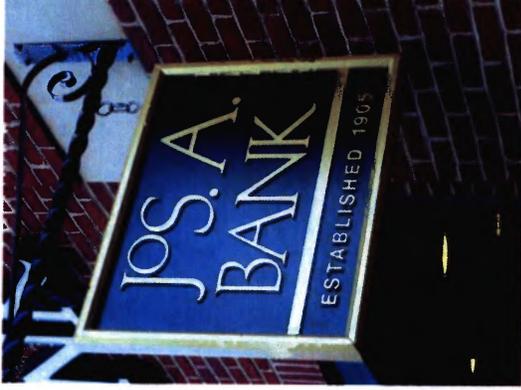
5.3 Pedestrian-Oriented Signs



A



B



C



D



E

5.3 Pedestrian-Oriented Signs

Design Suggestions (cont.):

Storefront (Window) Signs

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

Building-mounted Cabinet Signs and Display Windows

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

Other Signs

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



F

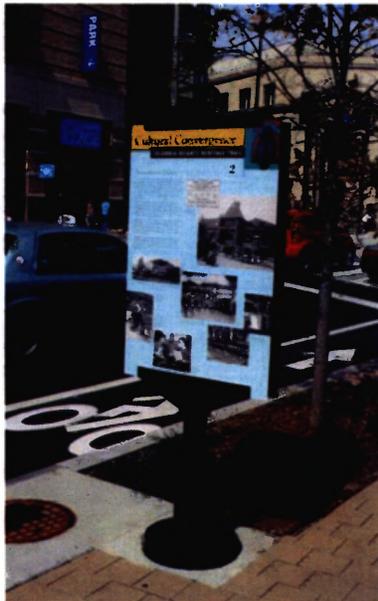


G

5.4 Wayfinding Elements

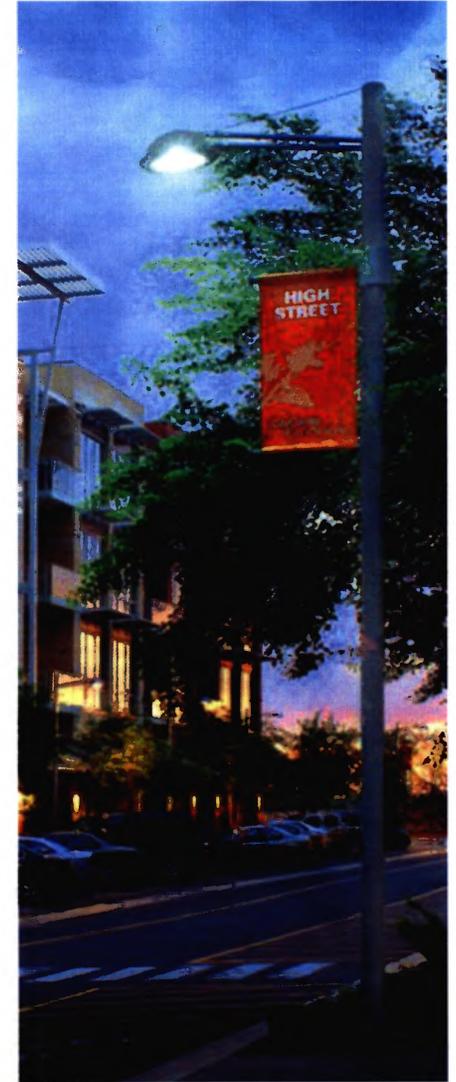
As the character of districts and subdistricts emerges, and as parks, museums, entertainment and dining areas are developed, wayfinding signage will help pedestrians and motorists navigate throughout Tysons.

Wayfinding elements are most effective when used on a sub-district and district level and indicate routes and events throughout Tysons. A Tysons-wide strategy for wayfinding should be considered, and could act as a branding tool. It is expected that stakeholder groups, such as the Tysons Partnership, will undertake and implement these wayfinding strategies as a collective vision that will complement and connect all of the redevelopment projects in Tysons.



Design Suggestions:

- ◆ Signs should include appropriately scaled elements that assist both motorists and pedestrians.
- ◆ Wayfinding signage should clearly convey information for both motorists and pedestrians without unnecessary clutter or detail.
- ◆ All signage structural components should complement the color and finish of streetscape furnishings in Section 3.4.
- ◆ Careful consideration should be paid to the placement of wayfinding signs in high-volume pedestrian areas. Signs should not obstruct pedestrian traffic in any way. Wayfinding signs should not be placed in the sidewalk zone.
- ◆ Streetlight-mounted banners that advertise public events, seasonal attractions or other attractions are encouraged.
- ◆ Conflicts with pedestrian flow should be minimized by consolidating different signs on one structure.
- ◆ Wayfinding programs should coordinate with online and interactive websites to provide up-to-date information on travel, events and other relevant information.
- ◆ Create wayfinding systems that can be utilized by a wide variety of users, including the visually and hearing impaired, and that comply with accessibility requirements.



Opposite Left: Sign with historic area information. Washington DC

Opposite Right: Retail signage—Bethesda, MD

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

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



County of Fairfax, Virginia

MEMORANDUM

DATE: May 7, 2015

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

FROM: *Barbara A. Byron*
Barbara A. Byron, Director
Office of Community Revitalization

SUBJECT: Urban Design Comments
CSPA 84-D-049-4 Tysons Development Company

The Office of Community Revitalization (OCR) has reviewed the above referenced Comprehensive Sign Plan Amendment and Statement of Justification dated March 31, 2015. The following analysis and recommendations are offered for consideration regarding this application.

The applicant proposes to allow for color signage to be utilized in the previously approved building identification wall mounted signage and ground floor tenant signage. The application does not propose to add additional sign locations or increase previously approved sign areas.

OCR does not have concern with allowing the amendment to the sign plan and Tysons II Sign Manual to allow additional colors. The building signage will remain limited in size and scope by the approved sign plan and the Tysons II Design Review Committee will continue to provide oversight to ensure signage is coordinated within the development. The request is consistent with other building mounted signage within Tysons that has allowed for color for illuminated signs.

CC: Bob Katai, DPZ
Scott Sizer, Revitalization Program Manager, OCR
OCR File



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

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.

ARTICLE 16

DEVELOPMENT PLANS

PART 1 16-100 STANDARDS FOR ALL PLANNED DEVELOPMENTS

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		