



APPLICATION ACCEPTED: January 13, 2016
PLANNING COMMISSION: May 25, 2016 @ 8:15 p.m.

County of Fairfax, Virginia

May 11, 2016

STAFF REPORT

CSP 2010-PR-014-02

PROVIDENCE DISTRICT



APPLICANT: CH Realty VI-Grey Star MF, Tysons Elan LLC

ZONING: PTC, SC, HC

LOCATION: 1521 Boyd Pointe Way

PARCEL(S): 29-3 ((32)) 2A and 3

ACREAGE: 1.58 acres

PLAN MAP: Transit Station Mixed Use

PROPOSAL: Comprehensive Sign Plan associated with RZ/FDP 2010-PR-014D

STAFF RECOMMENDATIONS:

Staff recommends approval of CSP 2010-PR-014-02 subject to the proposed development conditions in Appendix 2.

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.

Casey Gresham

The approval of these applications does not interfere with, abrogate or annul any easement, covenants, or other agreements between parties, as they may apply to the properties subject to these applications.

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.

O:\cgresham\Applications\!RZ_SE Cases\CSP 2010-PR-014-02 Adaire Grey Star\CSP 2010-PR-014-02 Grey Star Adaire Cover.docx

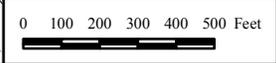
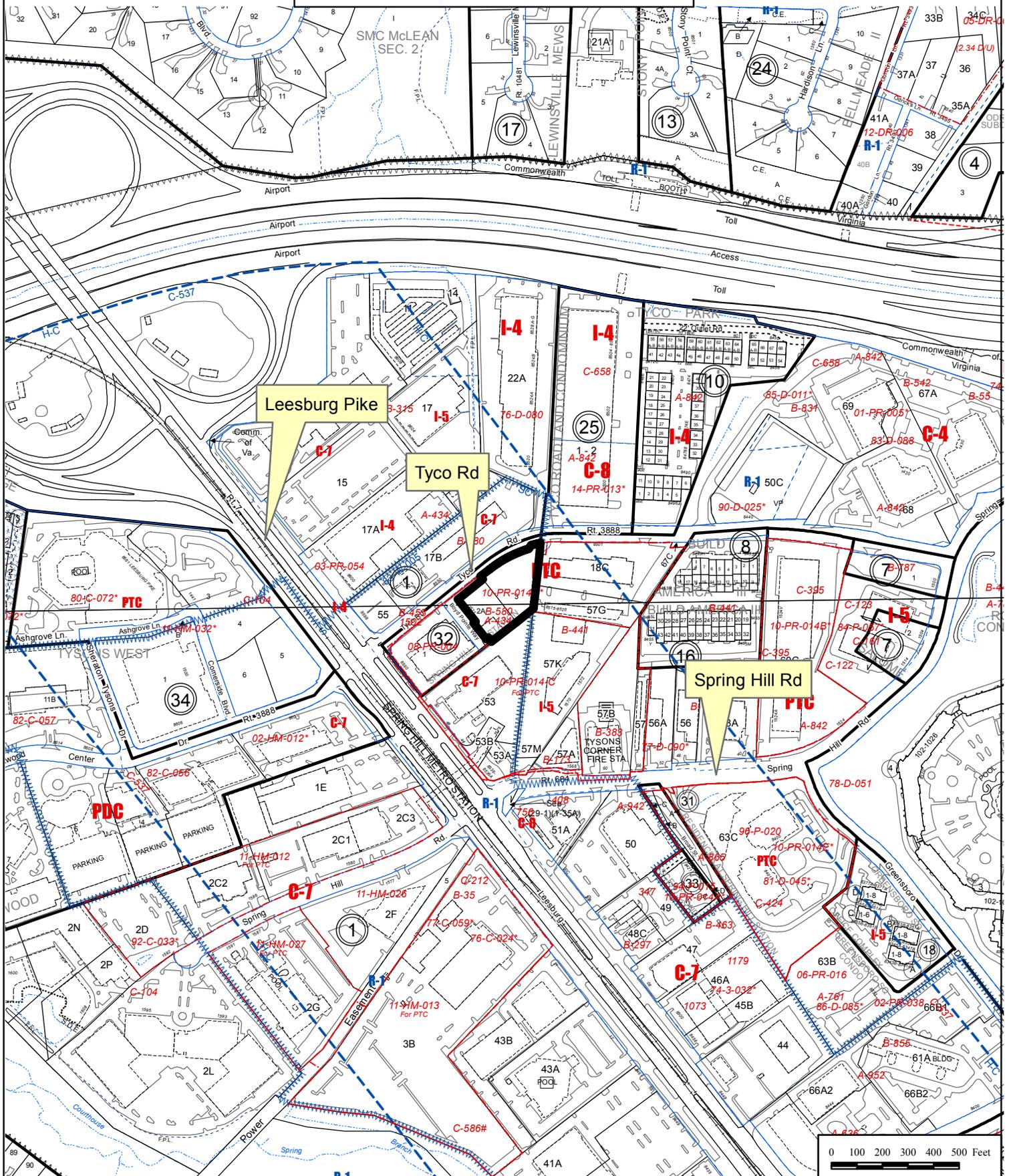


Americans with Disabilities Act (ADA): Reasonable accommodation is available upon 48 hours advance notice. For additional information on ADA call (703) 324-1334 or TTY 711 (Virginia Relay Center).

Comprehensive Sign Plan

CSP 2010-PR-014-02

CH REALTY VI - GREY STAR MF, TYSONS
ELAN LLC



DESCRIPTION OF THE APPLICATION

The applicant, CH Realty VI-Grey Star MF, Tysons Elan LLC, requests approval of a Comprehensive Sign Plan (CSP) for one building, currently under construction, approved as RZ/FDP 2010-PR-014D. The application area is located within the PTC District; the approved FDP for the site (FDP 2010-PR-014D) permits a residential building with ground floor retail (Building D2A) and an interim park. Building D2A, to be known as the Adaire, is a 35-story residential structure with 400 dwelling units being constructed on Parcel 2A; Parcel 3, which will be the future site of Building D2B, will be developed as an interim public park. The applicant seeks greater flexibility for the residential, temporary, and future tenant signage to enhance the overall visibility to the area given its proximity to the Spring Hill Metro Station. This coordinated signage system for the Adaire will assist in establishing the identity of the community while also helping to direct vehicular, transit, and pedestrian traffic to the Adaire. The proposed signage includes building-mounted signs for the residential tower as well as future retail tenant signs, temporary marketing banners, and temporary park signage.

A copy of the CSP proposed with this application is provided in Appendix 1. The proposed development conditions are provided in Appendix 2, and the applicant's statement of justification is provided in Appendix 3.

LOCATION AND CHARACTER

Site Description:

The application area is located in the southeast quadrant of the intersection of Tyco Road and Boyd Pointe Way. The 1.58-acre site is zoned PTC (Planned Tysons Corner Urban District), as well as SC (Sign Control Overlay District) and HC (Highway Corridor Overlay District). The site was previously utilized as a used car dealership, and the Adaire (Building D2A) is currently under construction. Parcel 3, which is located adjacent to the Adaire, will contain a public temporary park. Eventually, the temporary park will be replaced with a residential building (Building D2B) that will be conjoined with the Adaire as depicted on the proffered CDP for RZ 2010-PR-014D. In addition, as also shown on that same proffered CDP, the abutting site to the west will be developed with an office building (Building D1).

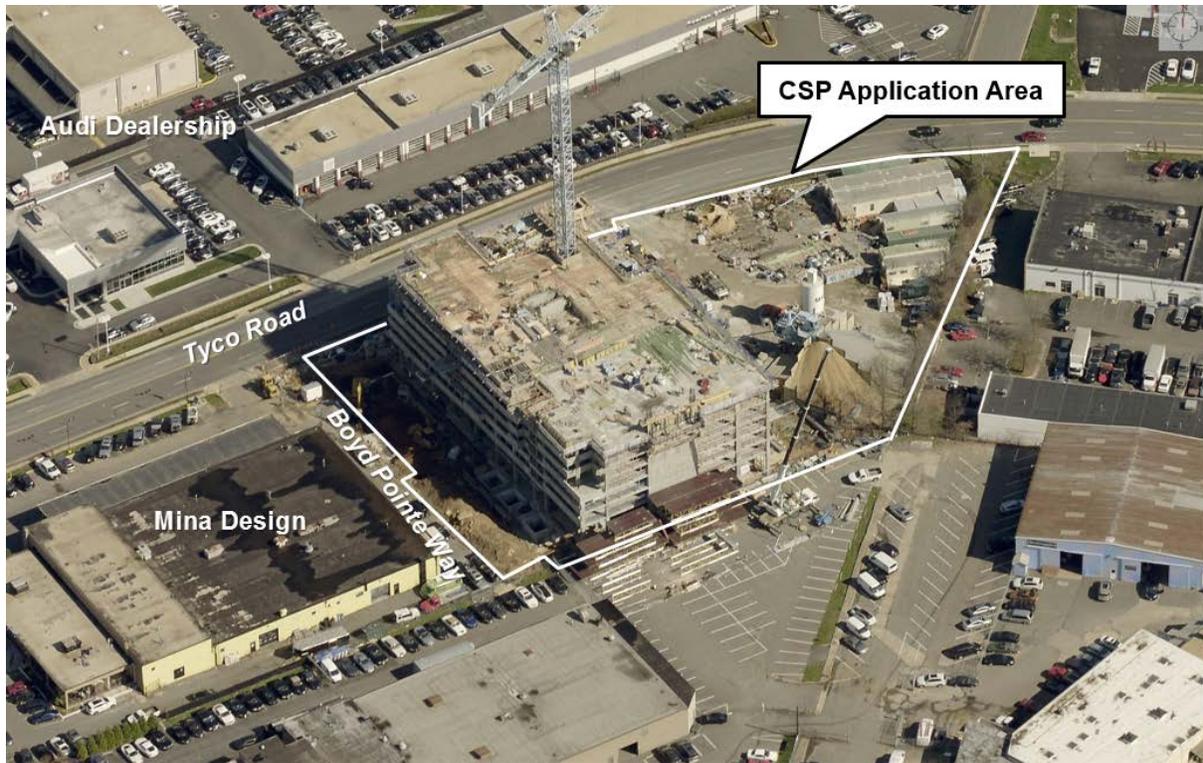


Figure 1: Aerial photograph of CSP application area

A summary of the surrounding land use, zoning, and Comprehensive Plan recommendations is provided in the following table.

	Existing Zoning:	Existing Use:	Plan Recommendation:
North:	C-7	Car dealership (Audi)	Transit Station Mixed Use
East:	PTC	Retail/commercial uses	Transit Station Mixed Use
South:	C-7	Car dealership (Bentley)	Transit Station Mixed Use, Park/Open Space
West	PTC	Retail/commercial uses	Transit Station Mixed Use

BACKGROUND

Site History:

On December 12, 1977, the Board of Supervisors approved SE 77-D-201 to permit an auto body shop. An amendment to the special exception was later filed, but it was withdrawn.

On April 8, 2008, RZ/FDP 2008-PR-004 was filed with the Zoning Evaluation Division, which sought to rezone the subject site from C-7 to PRM for mixed-use development. This case was dismissed on February 25, 2011.

On February 12, 2013, the Board of Supervisors approved RZ 2010-PR-014D, concurrent with FDP 2010-PR-014D. These applications rezoned 9.86 acres of land from the C-7 and I-5 Districts to the PTC District for a mixed-use development of seven buildings, including multi-family residential, office, and hotel buildings ranging up to 400 feet in height, with ground floor retail and other uses. FDP 2010-PR-014D sought to approve the final development plan for a single high-rise residential building (the Adaire), an interim park, and an option to retain or remove an existing building. Information on this application can be found at the following link.

<http://ldsnet.fairfaxcounty.gov/ldsnet/ZAPSMain.aspx?cde=RZ&seq=4161272>

COMPREHENSIVE PLAN PROVISIONS (Appendix 4)

Plan Area: Area II
Planning District: McLean Planning District
Planning Sector: Tysons Corner Urban Center (M1)
Plan Map: Transit Station Mixed Use

The Tysons Urban Design Guidelines, endorsed by the Board of Supervisors on January 24, 2012, address design elements that should be considered with signs. On Page 5-4, suggestions include:

- *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*

ANALYSIS

Comprehensive Sign Plan (Appendix 1)

Title of CSP: Adaire at Spring Hill Station, Land Bay – D2A, Comprehensive Sign Plan

Prepared By: Walsh Colucci Lubeley & Walsh PC

Original Date: December 30, 2015

Revision Date: April 29, 2016

Description of the Comprehensive Sign Plan

The CSP contains 28 sheets and proposes building-mounted signs and temporary signs for the Adaire building. The CSP also proposes building-mounted signs for future retail tenants. Typography or specific number of retail signs are not specified; however, the CSP does propose a limitation to the amount of sign area and the location of these future signs on the building façade.

The following is a summary of the proposed signage by sign type:

Permanent Site Signs

Adaire Building-Mounted Identification Signs

One ground-floor entrance sign is proposed on the south elevation of the building with a maximum proposed sign area of 11.5 square feet (SF). The sign will consist of individual aluminum face-lit channel letters.



Figure 2: Ground floor entrance signage

Two tower signs are proposed at the top of the building, with one sign measuring 157.5 SF to be located on the southern elevation and the other tower sign measuring 240 SF to be located on the northern elevation of the building. This signage would also consist of individual aluminum face lit channel letters.

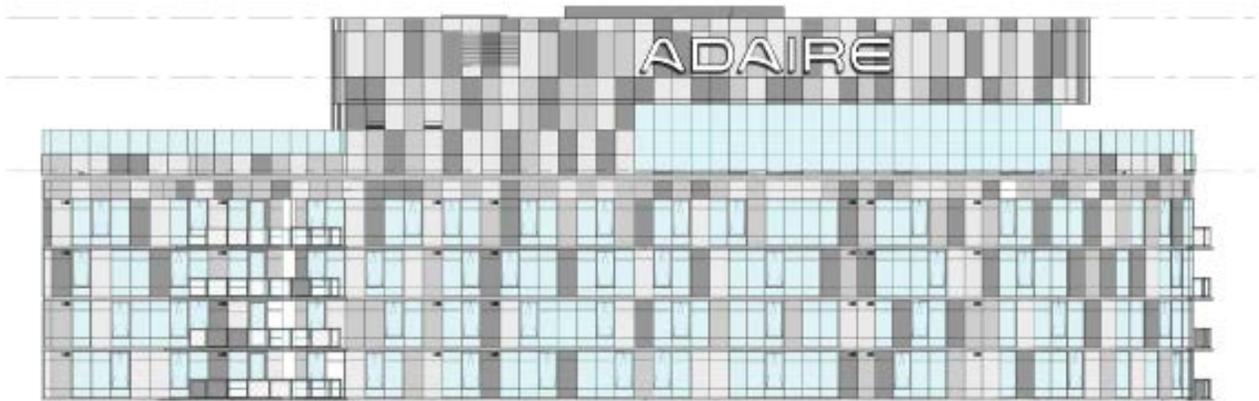


Figure 3: Tower signage, north elevation

Temporary Park Signage

A temporary park sign will be provided at three entry point locations to the interim park, as proffered in RZ 2010-PR-014D. Each of these signs will be no greater than 4 SF each.



Figure 4: Interim park signage

Parking Directional Signage

The CSP details three parking directional signs to be located on the southern elevation of the Adaire. These signs will include an exit lane sign, a loading entry sign, and a garage entry sign, measuring 5 SF, 8.1 SF, and 7.9 SF, respectively.

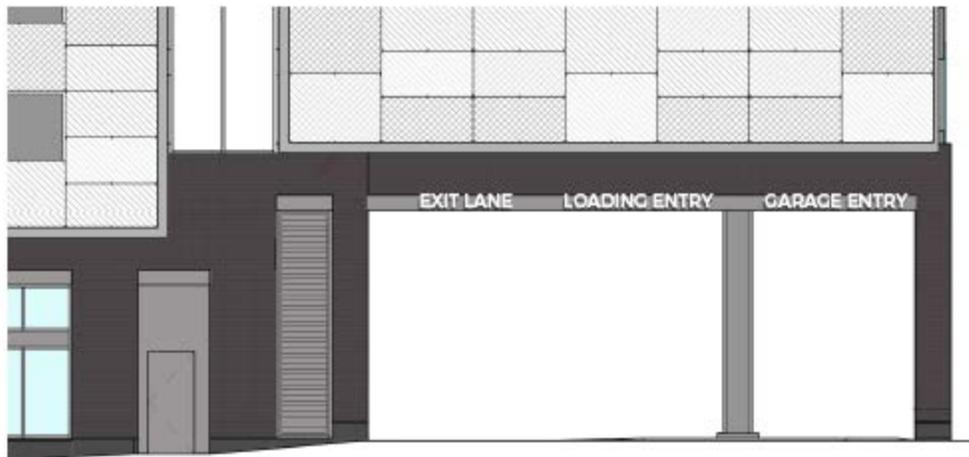


Figure 5: Ground floor parking signage

Retail Tenant Signs

The applicant has proposed building-mounted signage along with select sidewalk sandwich board signs to be utilized by retail tenants. Under the proposed CSP, the tenant storefronts may contain blade signs, window signs, façade signs, or sidewalk signs (for restaurant uses only). The size and number of each sign will vary by tenant, but under the proposed CSP, the maximum allowable square footage per tenant shall not exceed 2.0 SF for each linear foot of frontage or a combined sign area greater than 200 SF. The total frontage for tenants is approximately 107 SF, or 160 SF of total allowable retail tenant signage.

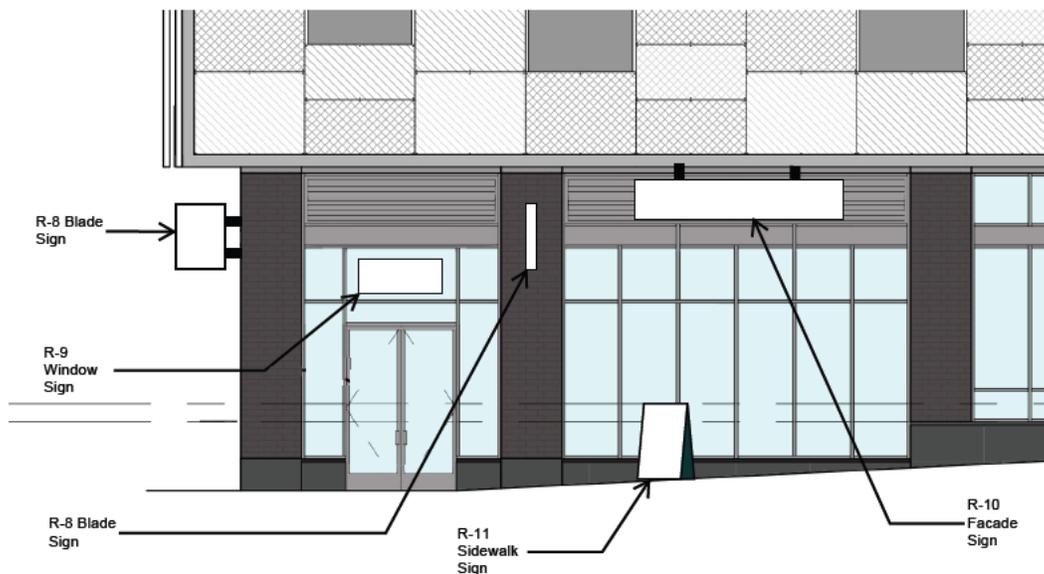


Figure 6: Retail signage

Temporary Signage

The CSP proposes two temporary signs to assist in marketing during the initial leasing of the building. One banner would be located along the western elevation, which would be 378 SF in size; the other banner, which would be located along the southern elevation facing the Spring Hill Metro platform, would be 750 SF in size. A development condition has been included permitting these banners to remain for a maximum of 18 months from the date of issuance of each sign permit.



WEST ELEVATION BANNER = 378 SQUARE FEET

Figure 7: Temporary signage along the western elevation



Figure 8: Temporary signage along the southern elevation

In summary, a maximum of approximately 1,751 SF of total sign area is proposed, as described above, which would exceed the 226 SF of total sign area permitted under the Zoning Ordinance for the Adaire and its associate retail tenants. The applicant developed a sign chart below to further detail the allowable sign area permitted under the Zoning Ordinance for each sign type and shows the amount of sign area that would exceed the allowable sign area.

CSP Page #	Sign Type/ Description	Zoning Ordinance Section	Number of Proposed Signs	Article 12 Allowable Sign Area	Total Proposed Sign Area	Difference Proposed vs. Allowable
13 & 14	ID P-1	12-202, Paragraph 2	1	12 SF ----- Max 30' above grade	11.5 SF ----- 14.75' above grade	-5 SF ----- within limit
15 & 16	ID P-2	12-202, Paragraph 2	1	12 SF ----- Max 30' above grade	157.5 SF ----- 349.5' above grade	+145.5 SF ----- +319.5' above grade
17 & 18	ID P-3	12-202, Paragraph 2	1	12 SF ----- Max 30' above grade	240 SF ----- 349.5' above grade	+228 SF ----- +319.5' above grade
19	ID P-4	12-203, Paragraph 2G	3	no limit specified ----- Max 6' above grade	4 SF each ----- 5' above grade	within limit ----- within limit
20 & 21	Parking Directional ID P-5	12-103, Paragraph 2G	1	2 SF	5 SF	+3 SF
20 & 21	Parking Directional ID P-6	12-103, Paragraph 2G	1	2 SF	8.13 SF	+6.13 SF
20 & 21	Parking Directional ID P-7	12-103, Paragraph 2G	1	2 SF	7.9 SF	+5.9 SF
23	Retail ID R-8 R-9 R-10	12-203, Paragraph 9	By Tenant	1.5 SF / 1 LF of retail frontage Total ~ 160 SF	1.5 SF / 1 LF of retail frontage Total ~ 160 SF	within limit
23	Retail ID R-11	12-104, Paragraph 1	By Tenant	No limit specified	Qty. 2 x 10 SF Total SF = 20	within limit
25	Temporary T-12	12-103, Paragraph 3D	1	12 SF ----- Max 8' above grade	378 SF ----- 73.75' - 80.75' above grade	+366 SF ----- +65.75' - 72.75'
26	Temporary T-13	12-103, Paragraph 3D	1	12 SF ----- Max 8' above grade	750 SF ----- 51' - 76' above grade	+738 SF ----- +32' - 68'

Figure 9: CSP proposed signage table

Land Use Analysis (Appendix 5)

Overall, staff finds that the proposed signs are in scale with the size and location of the 35-story residential tower. However, the Office of Community Revitalization offered two recommendations. First, staff noted that the proposed building-mounted signage at the top of the building may not provide enough contrast with the building colors and Mondrian geometric finish which, in turn, could result in reduced visibility, especially during the daytime hours. To that end, staff recommends a development condition

which would allow the applicant to provide a thicker outline on the lettering of these signs if additional contrast for the sign is needed.

Second, with regard to the temporary marketing banners, staff recommends a condition which would permit flexibility in color choice without the need of a future CSP amendment.

All other concerns raised within the OCR memo have been addressed by the applicant.

Environmental Analysis

There are no environmental issues with this application.

Transportation Analysis (Appendix 6)

All interim park signage should be located out of the Virginia Department of Transportation's (VDOT) right-of-way and clear zone. The applicant has located this signage in accordance with this recommendation. In addition, the sidewalk/sandwich board signs should not obstruct pedestrian walking paths located along the Tyco Road and Boyd Point Way street frontages. The applicant has acknowledged this comment, and all issues have been addressed.

Zoning Inspections Branch

The Zoning Inspections Branch reviewed this application, and all issues and comments, including minor clarifications and calculation errors, have been resolved.

Fairfax County Water Authority (Appendix 7)

In its memo, the Fairfax County Water Authority (FCWA) stated that permanent type signs and support structures with concrete footers are not allowed within FCWA easements. Furthermore, any proposed work within existing water main easements will require review and prior approval from FCWA. Finally, water mains located in the right-of-way will require a 5-foot separation with any proposed signage.

ZONING ORDINANCE PROVISIONS (Appendix 8)

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

The Zoning Ordinance allows the Planning Commission to approve a Comprehensive Sign Plan (CSP) for developments within a "P" District as an alternative to the provisions contained in the Zoning Ordinance. This provision requires that a CSP show the location, size, height, and extent of all signs within the "P" District, or section of the "P" District. It further 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 further 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.”

With the implementation of the proposed development conditions, staff finds that the proposed signs for the Adaire building are coordinated with the architecture of the principal use in such a manner that the overall appearance is harmonious in form and proportion. Overall, the proposed signage is attractive and will not be of any detriment to the surrounding area. The proposed signs are in scale and harmonious with the development and are proposed to be located and sized to ensure convenience to the visitor, user and/or occupant of the development while not adding to street clutter or otherwise detracting from the development. The CSP proposes limitations (size, number, location, time of usage) that are summarized in the Analysis portion of this staff report.

Overlay District Requirements

Sign Control (SC) Overlay District (Sect. 7-500)

The Sign Control Overlay District imposes additional constraints on the amount of signage permitted for commercial uses, specifically through the regulation of freestanding signs. As detailed in the applicant’s CSP, a majority of the proposed signage will be building-mounted and/or temporary signage. The CSP proposes the use of sidewalk/sandwich board signage only in conjunction with restaurant uses. To that end, staff recommends that the location of the freestanding sandwich board signs will be out of the pedestrian walkway. Staff believes that the proposal is in conformance with the SC Overlay District.

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

The Highway Corridor Overlay District places additional restrictions on certain automobile-oriented uses, including drive-in financial institutions, fast food restaurants, quick-service food stores, service stations, and service station/mini marts. The proffers and final development conditions associated with the subject site prohibit drive-in financial institutions, service stations, and service institutions, but the conditions permit fast food restaurants and quick-service food stores oriented towards the pedestrian.

CONCLUSIONS AND RECOMMENDATIONS

Staff Conclusions

Staff concludes that the proposed signage is appropriately sized, scaled, located, and designed to complement the Adaire building and associated retail tenants. Staff believes that with the implementation of the proposed development conditions, the proposed Comprehensive Sign Plan is consistent with the Comprehensive Plan and meets the applicable provisions of the Zoning Ordinance.

Staff Recommendation

Staff recommends approval of CSP 2010-PR-014-02, subject to the proposed development conditions contained in Appendix 2.

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

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

APPENDICES

1. Comprehensive Sign Plan, Revised Through April 29, 2016
2. Proposed Development Conditions
3. Statement of Justification
4. Comprehensive Plan Text
5. Transportation Analysis
6. Office of Community Revitalization Analysis
7. Fairfax Water Analysis
8. Applicable Zoning Ordinance Provisions
9. Glossary of Terms

ADAIRE

AT SPRING HILL STATION
LAND BAY - D2A
CSP-2010-PR-014-02

COMPREHENSIVE SIGN PLAN
REVISED APRIL 29, 2016

GREYSTAR

GREYSTAR DEVELOPMENT
8405 GREENSBORO DRIVE
SUITE 500
MCLEAN, VA 22102
(703) 714 -1401

**ADAIRE AT SPRING HILL STATION
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**ADAIRE
AT SPRING HILL STATION**

**I. COMPREHENSIVE SIGN
DESIGN**

ADAIRE AT SPRING HILL STATION
INTRODUCTION



ADAIRE AT SPRING HILL STATION INTRODUCTION

A luxury apartment building, Adaire, is a newly constructed, high-rise building in the Tysons West neighborhood. It is located off of Route 7, at the corner of Tyco Road and the new, Boyd Pointe Street. It is situated within 1/8 mile of the newly opened Spring Hill Metro Station.

This new flagship project for Greystar Development will set the standard for multi-family development. Its waving balconies and curvilinear forms are also showcased in its interior design and architecture. Once completed, the building will be the tallest residential building in Tysons. Adaire Luxury Apartments will have its 35th floor as the highest occupied floor in Virginia. There are sure to be taller buildings in the future, but none so unique.

Signs are a necessary means of visual communication for public convenience and are most effective when organized in a comprehensive system. A properly conceived sign system reflects the owner's concern and sense of responsibility for public safety and enhances the image and use of the property.

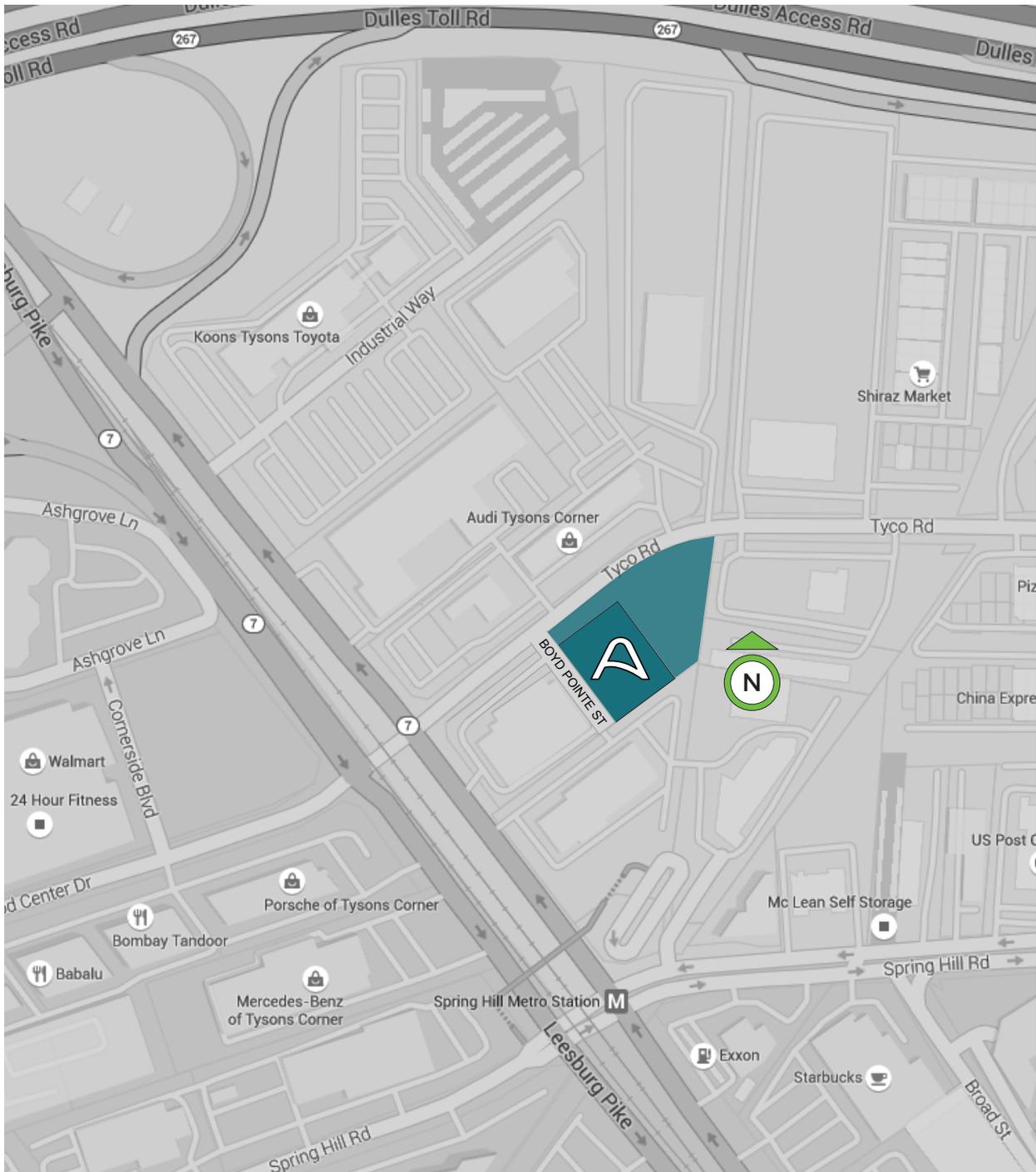
The elements of this sign system coincide and compliment the architecture and landscape features of Adaire at Spring Hill Station. All design details have been coordinated with the project's architects and landscape architects to assure a harmonious and well-integrated Comprehensive Signage Plan (CSP).

Sign design standards are set within this document in a manner to describe the standards, and to maintain flexibility to respond to changing market needs. The CSP provides illustrations, details, locations and types of messages for each sign on the site. These guidelines assure consistent display of information. The end result is a Comprehensive Sign Plan that will establish the building's identity, direct vehicular and pedestrian traffic, and facilitate access to site facilities.

ADAIRE AT SPRING HILL STATION NOTES

1. Illustrations in this CSP are intended to indicate the number, size, height, location, and character of signs for Adaire at Spring Hill Station
2. Permanent signs may be illuminated. Lighting may be by external illumination including building mounted down-lights, or internal illumination. Lighting of signs shall not be blinding, fluctuating or moving. 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.
3. This Comprehensive Sign Plan may only be modified with permission of the owner of the property.
4. Illustrations in this Comprehensive Sign Plan are intended to indicate the general size and character of the signs proposed for Adaire at Spring Hill Station, and contents of signs may change. All signs shall be in conformance with this Comprehensive Sign Plan.
5. All signs shall comply with all applicable requirements of the building codes.
6. Notwithstanding the number of signs shown in this Comprehensive Sign Plan, the applicant shall have no obligation to construct every sign shown.

ADAIRE AT SPRING HILL STATION VICINITY MAP



Site is located at the intersection of Boyd Pointe Street and Tyco Road, 1 block northeast of Leesburg Pike.

ADAIRE AT SPRING HILL STATION LOGO

The word "ADAIRE" is displayed in a large, outlined, sans-serif font. Each letter is composed of two parallel lines, creating a hollow effect. The letters are spaced evenly across the page.

A logo has been developed to provide an identity for the Adaire at Spring Hill Station.

The logo presented here is the initial logo. The typeface, shape, text and colors may be modified in the future subject to market conditions. Should the logo be modified, all logos will change in order to ensure consistency throughout Adaire at Spring Hill Station.

All uses of the logo throughout the property shall be consistent in proportion, colors (whether multi-colored or monotone) and typeface.

Montserrat Regular

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

a b c d e f g h i j k l m n o p q r s t u v w x y z

1 2 3 4 5 6 7 8 9 0

THE QUICK BROWN FOX JUMPS
OVER THE LAZY DOG.

The quick brown fox jumps over the lazy dog.

Montserrat Bold

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

a b c d e f g h i j k l m n o p q r s t u v w x y z

1 2 3 4 5 6 7 8 9 0

**THE QUICK BROWN FOX JUMPS
OVER THE LAZY DOG.**

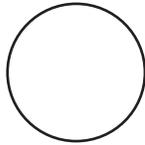
The quick brown fox jumps over the lazy dog.

Standard typography will be used for Site Permanent Signs within Adaire at Spring Hill Station. The initial standard typography will consist of Montserrat Regular and Montserrat Bold illustrated above. Subject to review of subsequent ownership, this standard typography may be modified due to changes in market conditions and prevailing styles; should the standard typography be modified, all signs will be changed to reflect new typography in order to ensure consistency throughout Adaire at Spring Hill Station.

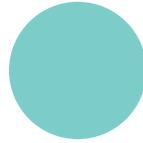
ADAIRE AT SPRING HILL STATION COLOR PALETTE

Branding and Permanent/Temporary Signage Colors:

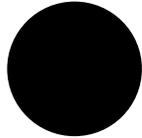
Primary Color Palette



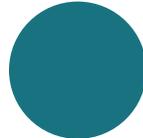
PMS White
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RGB 255, 255, 255



#7ECDC9
CMYK 49, 0, 24, 0
RGB 255, 255, 255

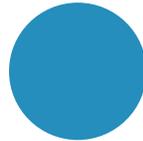


PMS Black
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RGB 0, 0, 0



#257380
CMYK 85, 42, 41, 11
RGB 37, 115, 128

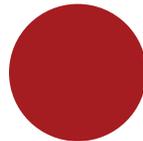
Secondary Color Palette



#1C8FBC
CMYK 28, 143, 12, 0
RGB 28, 143, 188



#257380
CMYK 91, 55, 59, 43
RGB 314, 69, 72



#A61E22
CMYK 23, 100, 100, 18
RGB 166, 30, 34



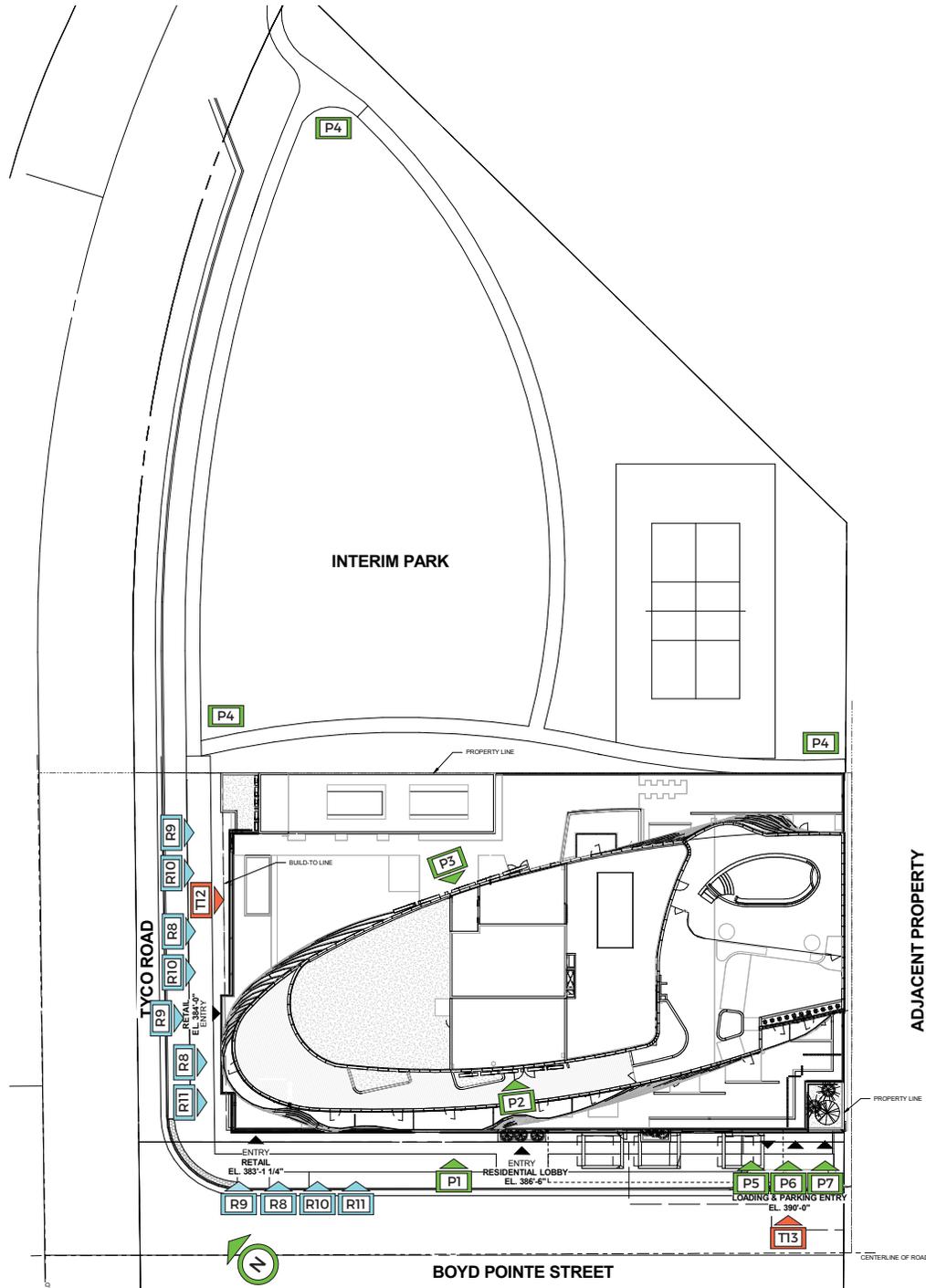
#EAEB81
CMYK 85, 42, 41, 11
RGB 37, 115, 128

Most Site Permanent Signs shall use the above shown colors in their design, except otherwise noted. Permanent Sign Colors represent the proposed color palette for Adaire.

Subject to the review of Greystar Development or subsequent ownership, these color palettes may be modified due to changes in market conditions and prevailing styles, provided that the color palette is consistently used among all signs using the standard typography.

Other materials such as brick, precast concrete, metal siding and glass may also be used for the support structures; these materials maybe used in their natural or painted finish.

ADAIRE AT SPRING HILL STATION SIGN LOCATION MAP



Permanent

- P-1 - ENTRANCE SIGN
- P-2 - TOWER SIGN SOUTH
- P-3 - TOWER SIGN NORTH
- P-4 - INTERIM PARK
- P-5 - GARAGE EXIT
- P-6 - LOADING ENTRY
- P-7 - GARAGE ENTRY

Retail

- R-8 - BLADE SIGN
- R-9 - WINDOW SIGN
- R-10 - FACADE SIGN
- R-11 - SIDEWALK SIGN

Temporary

- T-12 MARKETING BANNER
- T-13 MARKETING BANNER

ADAIRE AT SPRING HILL STATION SOUTH ELEVATION



Permanent

Retail

Temporary

P-1 IDENTITY - ENTRANCE

R-8 BLADE SIGN

T-13 MARKETING BANNER

P-2 IDENTITY - TOWER SIGN SOUTH

R-9 WINDOW SIGN

P-5 DIRECTIONAL - GARAGE EXIT

R-10 FACADE SIGN

P-6 DIRECTIONAL - LOADING ENTRY

R-11 SIDEWALK SIGN

P-7 DIRECTIONAL - GARAGE ENTRY

ADAIRE AT SPRING HILL STATION WEST ELEVATION



Retail

Temporary

R-8 BLADE SIGN
R-9 WINDOW SIGN
R-10 FACADE SIGN
R-11 SIDEWALK SIGN

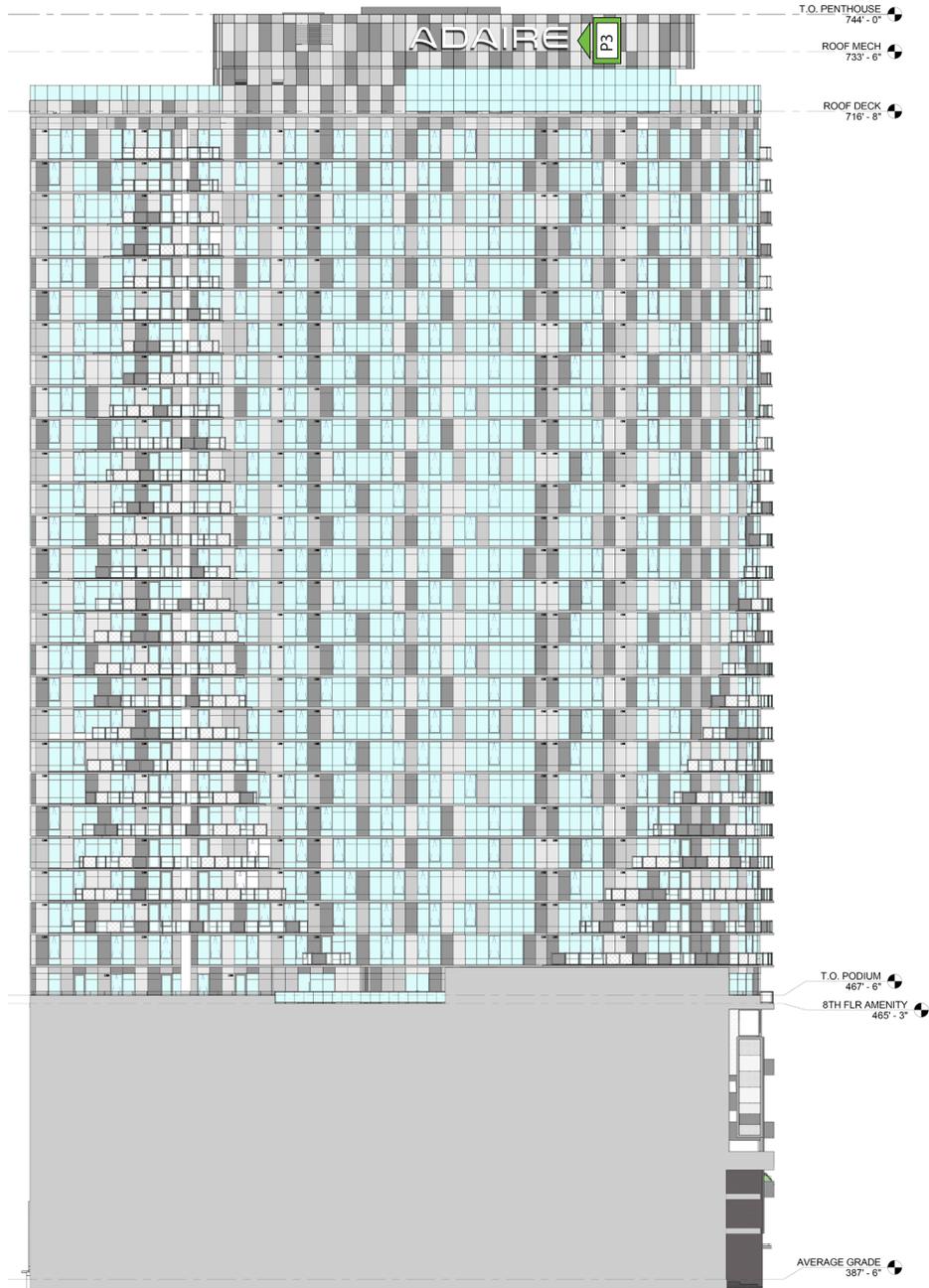
T-12 MARKETING BANNER

ADAIRE AT SPRING HILL STATION
EAST ELEVATION



NO SIGNAGE - THIS ELEVATION

ADAIRE AT SPRING HILL STATION NORTH ELEVATION



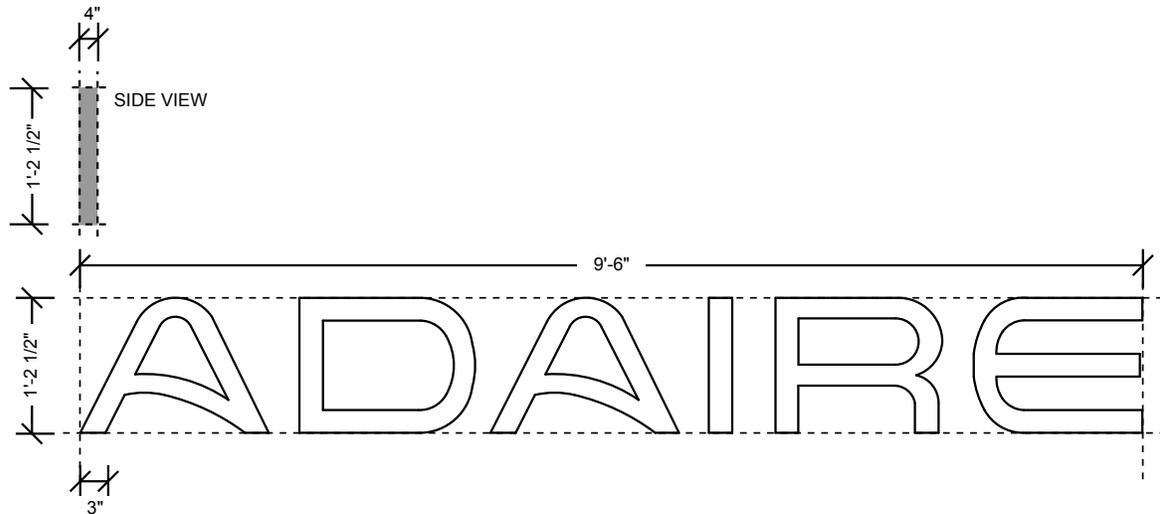
Permanent

P-3 IDENTIFICATION - TOWER SIGN NORTH

ADAIRE AT SPRING HILL STATION

II. PERMANENT SITE SIGNS

ADAIRE AT SPRING HILL STATION
P-1 IDENTIFICATION - ENTRANCE SIGN - GROUND FLOOR



3" Wide by 4" Deep Channel letters / Face is a White Acrylic lens with White LED Lighting / Returns will be stainless steel

(1) at Ground Floor South Elevation

Description:

A ground floor Identification Sign will be provided on the South Elevation. The identification signs consisting of 1'-2 1/2" H individual aluminum face lit channel letters with acrylic faces; acrylic channel letter faces to be covered with a white acrylic lens, ensuring the letters are white during the day and white at night for visibility during the day and at night. The word "Adaire" measures 11.5 square feet.

ADAIRE AT SPRING HILL STATION
P-1 IDENTIFICATION - ENTRANCE SIGN - GROUND FLOOR



P-1 IDENTIFICATION - ENTRANCE SIGN - GROUND FLOOR - SOUTH ELEVATION - DAY



P-1 IDENTIFICATION - ENTRANCE SIGN - GROUND FLOOR - SOUTH ELEVATION - NIGHT

ADAIRE AT SPRING HILL STATION
P-2 IDENTIFICATION - TOWER SIGN - SOUTH



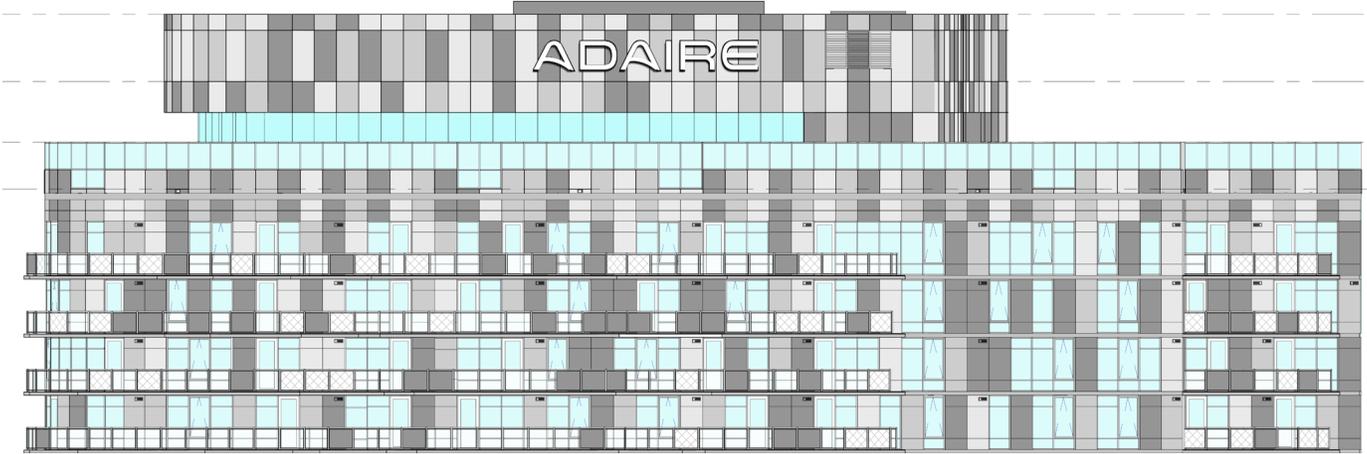
9" Wide by 4" Deep Channel letters / Face is a White Acrylic lens with White LED Lighting / Returns will be stainless steel

(1) at South Elevation

Description:

The P2 Identification Sign will be provided on the South Elevation. The identification sign consisting of 4'-6" H individual aluminum face lit channel letters with acrylic faces; acrylic channel letter faces to be covered with a white acrylic lens, ensuring the letters are white during the day and white at night for visibility during the day and at night time. The word "Adaire" measures 157.5 square feet.

ADAIRE AT SPRING HILL STATION
P-2 IDENTIFICATION - TOWER SIGN - SOUTH

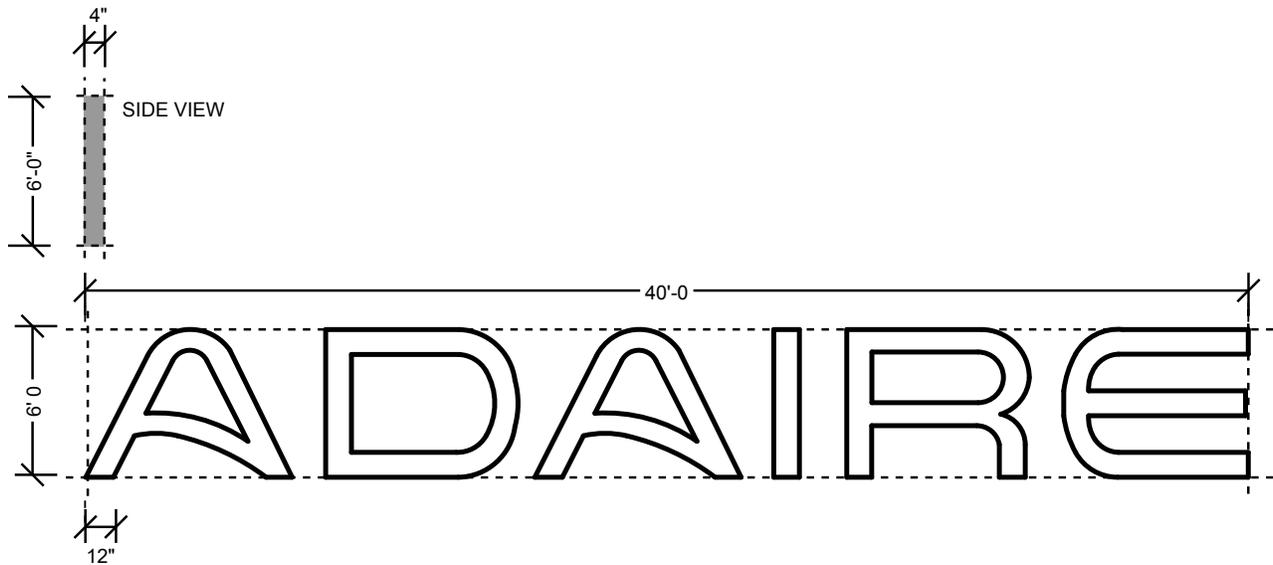


P-2 IDENTIFICATION - TOWER SIGN - SOUTH ELEVATION - DAY



P-2 IDENTIFICATION - TOWER SIGN - SOUTH ELEVATION - NIGHT

ADAIRE AT SPRING HILL STATION
P-3 IDENTIFICATION - TOWER SIGN - NORTH



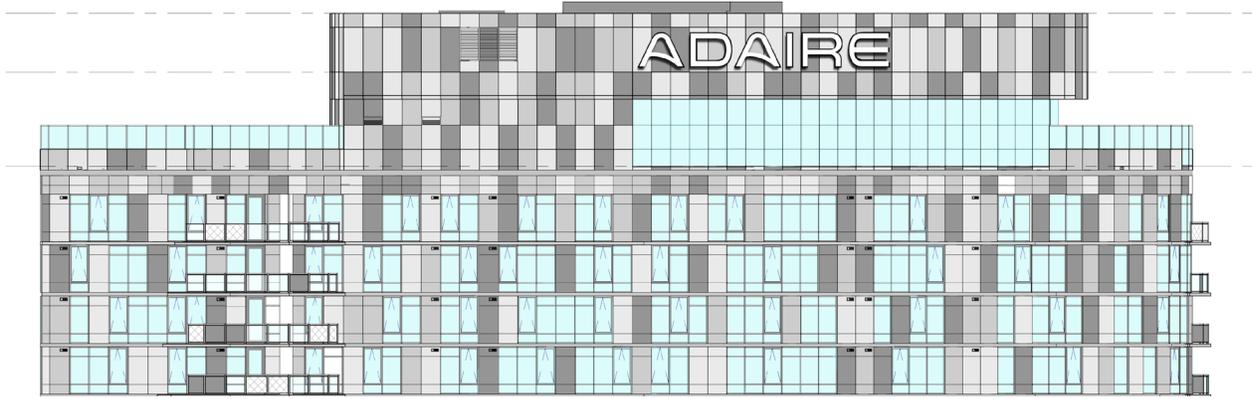
12" Wide by 4" Deep Channel letters / Face is a White Acrylic lens with White LED Lighting / Returns will be stainless steel

(1) at North Elevation

Description:

The P3 Identification Sign will be provided on the North Elevation. The identification sign consisting of 6'-0" H individual aluminum face lit channel letters with acrylic faces; acrylic channel letter faces to be covered with a white acrylic lens, ensuring the letters are white during the day and white at night for visibility during the day and at night time. The word "Adaire" measures 240 square feet.

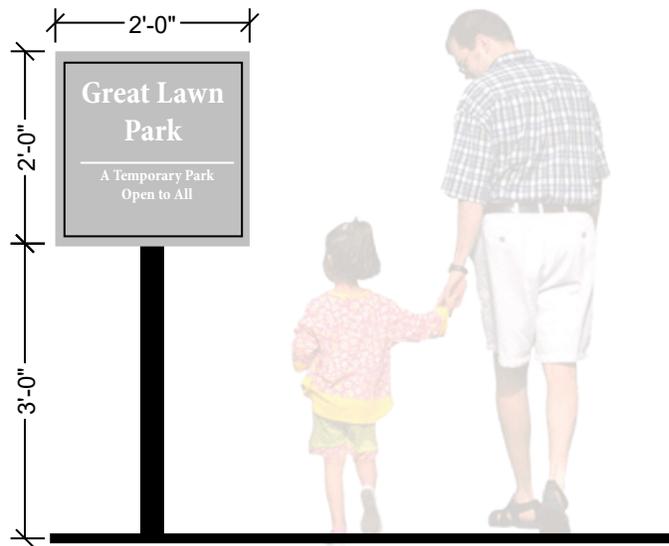
ADAIRE AT SPRING HILL STATION
P-3 IDENTIFICATION - TOWER SIGN - NORTH



P-3 IDENTIFICATION - TOWER SIGN - NORTH ELEVATION - DAY



P-3 IDENTIFICATION - TOWER SIGN - NORTH ELEVATION - NIGHT

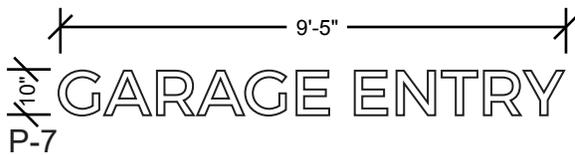
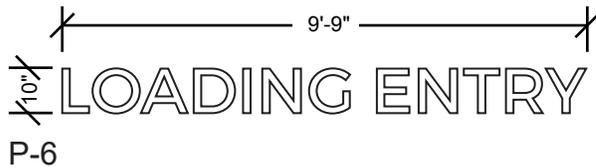
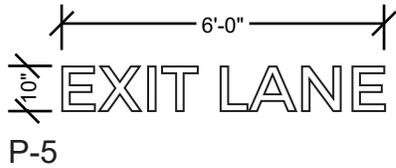


24" Wide by 24" High Double Sided Pole-Mounted Flat Sign with Aluminum Face, Painted Finish, Applied Vinyl Lettering and Graphics.

Description:

The P4 Identification Sign will be provided at the three entry point locations of the Interim Park. Final text and design for these signs are to be determined. All dimensions and areas shown are approximate. Signs will be 4 SF each.

ADAIRE AT SPRING HILL STATION
PARKING DIRECTIONAL SIGNS - P-5, P-6, & P-7



2" Wide Channel letters / Face is a White Acrylic lens with White LED Lighting
/ Returns will be stainless steel

(1) of each at South Elevation

Description:

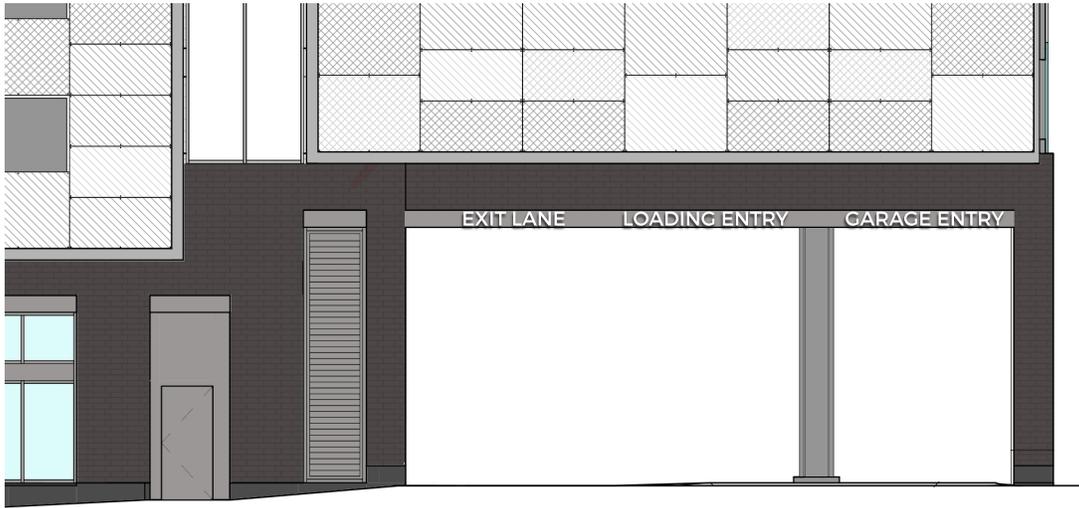
Parking directional signs will be provided on the South Elevation. The parking directional signs consist of an acrylic lens with White LED lighting. They will have 4" deep returns in a stainless steel housing. The total square footage of each sign is as follows:

P-5: 5 square feet

P-6: 8.1 square feet

P-7: 7.9 square feet

ADAIRE AT SPRING HILL STATION
PARKING DIRECTIONAL SIGNS - P-5, P-6, & P-7



P-5, P-6, P-7 DIRECTIONAL - GROUND FLOOR SOUTH ELEVATION - DAY

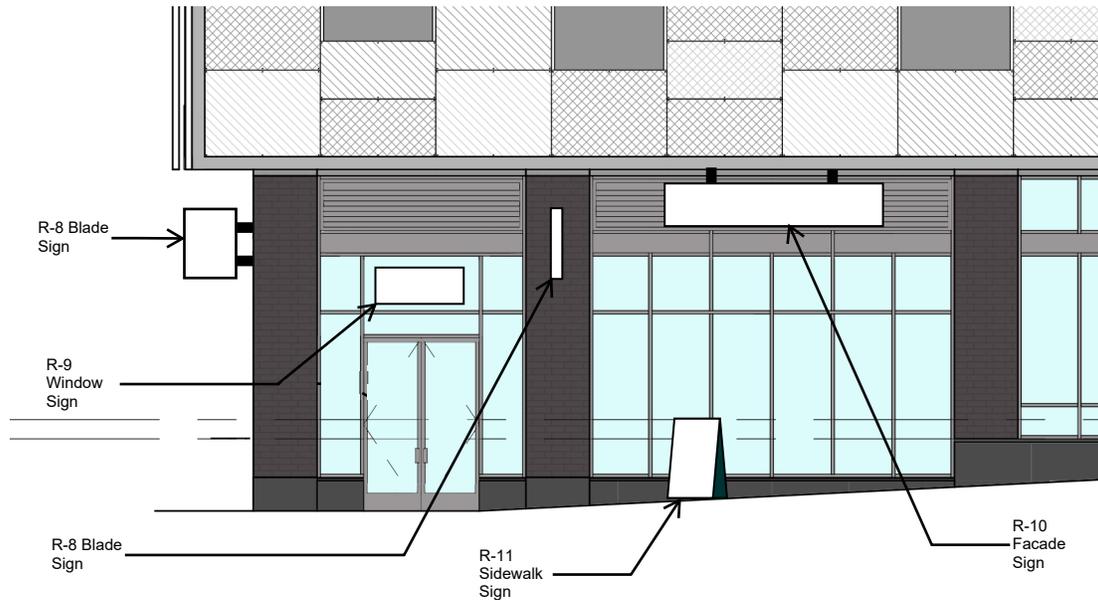


P-5, P-6, P-7 DIRECTIONAL - GROUND FLOOR SOUTH ELEVATION - NIGHT

**ADAIRE
AT SPRING HILL STATION**

III. RETAIL SIGNS

ADAIRE AT SPRING HILL STATION RETAIL SIGNS - R-8, R-9, R-10, & R-11



Tenant Storefronts may use any of the following sign types: Blade Signs, Window Signs, Facade Signs, or Sidewalk Signs. Allowable Signage Area shall be calculated as described below. Retail signs shown on this page and on pages 8 and 9 are sample signage only. Sizes and orientation will vary with each individual tenant.

Description:

- Building mounted blade signs to be seen at pedestrian or vehicular level, mounted perpendicular to the storefront walls. These signs are used to identify retail tenants. Blade signs are to be mounted minimum 8' from bottom of sign to grade and shall not extend beyond the building zone.
- Building mounted window signage to be permanent graphic or sign that is mounted to, intended to be primarily viewed through, or replacing a tenant's storefront window.
- A building mounted facade sign is a sign that is attached to the exterior of the storefront or base building with the display surface approximately parallel to the building or storefront.
- Each tenant will be allowed 2.0 square feet building mounted of sign area for each linear foot of frontage. No tenant shall have a combined sign area greater than 200 square feet. Total frontage for tenants is approximately 107 feet. (107 feet x 1.5 square feet = 160 square feet of total allowable retail tenant signage).
- In addition, sidewalk signs are permitted for restaurant uses provided they are located within the building zone and do not extend into the clean sidewalk zone or landscape amenity panel.

**ADAIRE
AT SPRING HILL STATION**

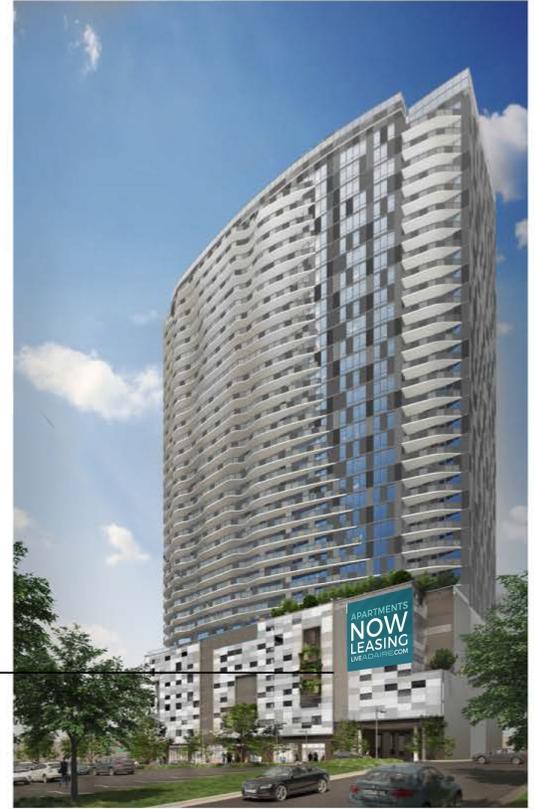
**IV. TEMPORARY SITE
SIGNS**

ADAIRE AT SPRING HILL STATION
T-12 - TEMPORARY MARKETING BANNER

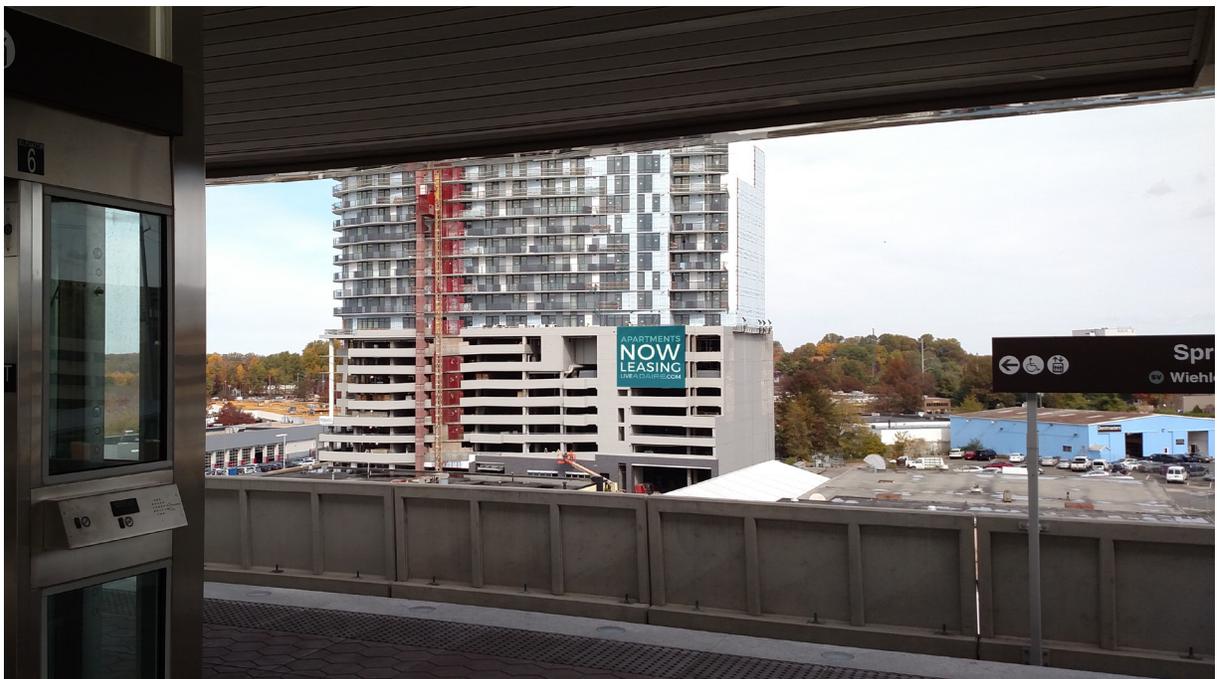


WEST ELEVATION BANNER = 378 SQUARE FEET

ADAIRE AT SPRING HILL STATION
T13 - TEMPORARY MARKETING BANNER



SOUTH ELEVATION = 750 SQUARE FEET



VIEW FROM METRO PLATFORM

**ADAIRE
AT SPRING HILL STATION**

V. APPENDIX

CSP Page #	Sign Type/ Description	Zoning Ordinance Section	Number of Proposed Signs	Article 12 Allowable Sign Area	Total Proposed Sign Area	Difference Proposed vs. Allowable
13 & 14	ID P-1	12-202, Paragraph 2	1	12 SF ----- Max 30' above grade	11.5 SF ----- 14.75' above grade	-.5 SF ----- within limit
15 & 16	ID P-2	12-202, Paragraph 2	1	12 SF ----- Max 30' above grade	157.5 SF ----- 349.5' above grade	+145.5 SF ----- +319.5' above grade
17 & 18	ID P-3	12-202, Paragraph 2	1	12 SF ----- Max 30' above grade	240 SF ----- 349.5' above grade	+228 SF ----- +319.5' above grade
19	ID P-4	12-203, Paragraph 2G	3	no limit specified ----- Max 6' above grade	4 SF each ----- 5' above grade	within limit ----- within limit
20 & 21	Parking Directional ID P-5	12-103, Paragraph 2G	1	2 SF	5 SF	+3 SF
20 & 21	Parking Directional ID P-6	12-103, Paragraph 2G	1	2 SF	8.13 SF	+6.13 SF
20 & 21	Parking Directional ID P-7	12-103, Paragraph 2G	1	2 SF	7.9 SF	+5.9 SF
23	Retail ID R-8 R-9 R-10	12-203, Paragraph 9	By Tenant	1.5 SF / 1 LF of retail frontage Total ~ 160 SF	1.5 SF / 1 LF of retail frontage Total ~ 160 SF	within limit
23	Retail ID R-11	12-104, Paragraph 1	By Tenant	No limit specified	Qty. 2 x 10 SF Total SF = 20	within limit
25	Temporary T-12	12-103, Paragraph 3D	1	12 SF ----- Max 8' above grade	378 SF ----- 73.75' - 80.75' above grade	+366 SF ----- +65.75' - 72.75' grade
26	Temporary T-13	12-103, Paragraph 3D	1	12 SF ----- Max 8' above grade	750 SF ----- 51' - 76' above grade	+738 SF ----- +32' - 68'

PROPOSED DEVELOPMENT CONDITIONS

CSP 2010-PR-014-02

May 11, 2016

If it is the intent of the Planning Commission to approve CSP 2010-PR-014-02, located at Tax Map Parcels 29-3 ((32)) 2A and 3 to allow a Comprehensive Sign Plan (CSP) pursuant to Sect. 12-210 of the Zoning Ordinance, staff recommends requiring conformance with the following development conditions:

1. The Comprehensive Sign Plan, entitled “Adaire at Spring Hill Station, Land Bay – D2A,” dated April 29, 2016, is granted for and runs with the land indicated in this application and is not transferrable to other land.
2. Regardless of the depictions or descriptions of the signs highlighted in the CSP, content of a sign is not regulated by this CSP. All signs shall be consistent with the number, location, size, and height indicated in the CSP. The specific design, color palette, typography, and materials of signage may vary from that shown on the CSP and may change over time, provided such signs are consistent throughout the project and remain in conformance with the overall limitations set forth in the CSP. Nothing in this CSP shall preclude individual tenant signs from incorporating various colors and typography within the individual tenant identification, provided that such signs remain in conformance with the overall limitations set forth in the CSP.
3. A matrix for signage shall be provided to the Zoning Administrator prior to the issuance of the first sign permit and all subsequent sign permits. The matrix shall include the submitting party’s name, address, sign location, sign height, sign area, Non-Residential Use Permit number (if issued), and/or any other pertinent information deemed necessary by the Zoning Administrator in order to allow sufficient tracking of all signage to be provided on site. Each sign permit shall be accompanied by a letter from the property owner, manager, and/or agent of the property acknowledging that the requested sign has been reviewed for compliance with this approval.
4. As stated in the CSP, each tenant may install a maximum of 2.0 square feet of building mounted signage for each linear foot of frontage. A maximum of 160 SF of building mounted retail signage may be located on the building.
5. As further described in the CSP, use of sandwich board signs shall only be permitted during operating hours. Such signs shall be: limited to a maximum size of six square feet; limited to one per tenant; must be placed in a building zone with a minimum width of four feet.
6. Notwithstanding that shown on the CSP, if desired, the applicant shall be permitted to increase the thickness of the lettering outline of identification signs P-2 and P-3 without the need of a CSP amendment in order to make the building identification signs more visible.

7. Illumination of signs shall be in conformance with Article 12, Signs, of the Zoning Ordinance and with the performance standards for glare as set forth in Part 9, Outdoor Lighting Standards, of Article 14 of the Zoning Ordinance.
8. Any ground-mounted signs, new, relocated, and/or enlarged, will require a sign permit that is accompanied by a sight distance diagram that meets VDOT Road Design Manual Standards Appendix F, Section 2, Intersection Sight Design. Such signage shall be placed in a location that does not conflict with sight distance requirements. Pursuant to Sect. 2-505 of the Zoning Ordinance, Use Limitation on Corner Lots, all freestanding signs shall be located so as not to restrict sight distance for drivers entering or exiting travel intersection, aisles, or driveways. All freestanding signs shall be located so as not to block any pedestrian walkway or travel way.
9. For any signs proposed to be located in the Virginia Department of Transportation's (VDOT) right-of-way, all required approvals shall be obtained from VDOT prior to installation.
10. Up to two temporary banners, shown as T-12 and T-13 in the CSP, may be installed and each banner shall require individual sign permits. Notwithstanding what is shown on the CSP, the colors of the T-13 and T-14 banners may be changed without the need for a CSPA. The temporary banners shall be valid for a maximum of 18 months from the date of issuance of each sign permit, after which the temporary banners shall be removed. Additional temporary banners shall not be installed without the approval of an amendment to this CSP.
11. No unpermitted temporary signs, including but not limited to "popsicle" signs, shall be placed on the building or along the street frontages of the subject property.

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.



**WALSH COLUCCI
LUBELEY & WALSH PC**

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

RECEIVED
Department of Planning & Zoning

DEC 31 2015

Zoning Evaluation Division

December 31, 2015

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

Re: Comprehensive Sign Plan Application for Adaire at Spring Hill Station
Applicant: CH Realty VI-Grey Star MF, Tysons Elan LLC
Fairfax County Tax Map 29-3 ((32)) 2A and 3 (the "Property")

Dear Ms. Berlin:

Please accept this letter as a statement of justification for an application for a Comprehensive Sign Plan for the Adaire at Spring Hill Station (the "Adaire"). Adaire is located in the Tysons West neighborhood of Tysons on property identified in the 2015 Fairfax County Tax Maps as 29-3 ((32)) 2A and 3. The Property is 68,513 square feet in size and is zoned to the PTC (Planned Tysons Corner Urban), SC (Sign Control Overlay) and HC (Highway Corridor Overlay) Districts. It was zoned PTC as part of the Georgelas Demonstration Project (RZ 2010-PR-14D) on February 12, 2013. The Applicant, CH Realty VI-Grey Star MF, Tysons Elan LLC, is the owner and developer of Adaire, a 35-story residential structure with 400 dwelling units being constructed on Parcel 2A. It is anticipated that initial occupancies will begin in July of 2016. Parcel 3, located north of Adaire, is being developed with a public park as an interim use. In the future, a residential building similar to Adaire will replace the interim park.

A coordinated and well-developed signage system for Adaire will establish the identity of this new transit-oriented residential community. Signs are a necessary means of visual communication for public convenience and are most effective when organized in a comprehensive system. A properly conceived signage system reflects the owner's concern and sense of responsibility for public safety, while simultaneously enhancing the image and use of the community.

The elements of this signage system are contextual to the architecture of Adaire. All design details have been coordinated with the project's architects to ensure a harmonious and well integrated signage program. The accompanying Comprehensive Sign Program provides

ATTORNEYS AT LAW

703 528 4700 • WWW.THELANDLAWYERS.COM
2200 CLARENDON BLVD. • SUITE 1300 • ARLINGTON, VA 22201-3359

LOUDOUN 703 737 3633 • WOODBRIDGE 703 680 4664

illustrations, details, locations and type of messages for each sign on the site. These guidelines ensure a consistent display of information throughout the Property.

The nature of Adaire is not typical of multi-family developments in other parts of Fairfax County. The Comprehensive Plan for the Tysons Urban Center encourages new multi-family developments to be developed as mid and high rise structures. Adaire is similar to another project by Greystar, The Ascent at Spring Hill Station, which was the first high-rise residential structure to be developed in Tysons West. However, Adaire is nine stories taller than The Ascent.

Adaire is located on a site formerly used as a car dealership. Existing uses in the area include offices, strip retail centers, quasi-industrial uses, car dealerships and vehicle repair facilities. Identifying Adaire as a residential community is important in this setting. Distinctive permanent signage will help set Adaire apart from the myriad of other uses in the area. Attractive and easily readable temporary marketing signage will identify this new residential opportunity and allow potential tenants to connect with Adaire's website for easy access to information.

Adaire has limited ground space for the monument type signage allowable through Article 12 for multi-family developments. Signage on the building face is the most effective means of identifying residential uses in urban settings. Article 12 allows very limited signage space on the multi-family buildings. The design of this Comprehensive Sign Plan utilizes the commercial signage regulations in Article 12 as its guideline, as commercial building types are more similar in quality and design to Adaire than a standard multi-family community. The permanent signs located at the top of the building are distinctive and elegant.

Because a large multi-family development such as Adaire requires significant marketing efforts, the Applicant is requesting temporary marketing signage on the north, south and west elevations which will enable the Property to be easily identified from Route 7, Tyco Road and the Spring Hill Metro Station (the "Metro Station") during the initial leasing of the building. Visibility from Metro facilities is important as it is anticipated that many potential residents will be seeking a transit oriented location. The temporary banners are simple and tasteful in their design – identifying the use and providing a website address for further information. The design and size of the temporary banners have been developed to ensure readability from a moving train on the elevated Silver Line track and from the entrance/exit to the Metro Station.

The Comprehensive Sign Program has been designed to effectively establish, identify and direct vehicular, transit and pedestrian traffic to Adaire at Spring Hill Station. Permanent signs will help establish Adaire as a premier residential community in the new Tysons. The proposed temporary marketing banners will help ensure Adaire is successful and identify Tysons West as a new mixed use neighborhood.

Page 3

Thank you for your attention to this matter.

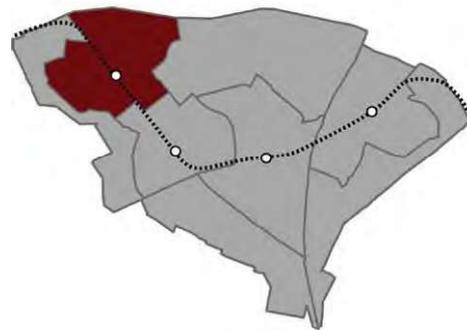
Very truly yours,

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

A handwritten signature in black ink, reading "Elizabeth D. Baker". The signature is written in a cursive style with a large, stylized initial "E".

Elizabeth D. Baker
Senior Land Use Planner

Tysons West



Tysons West is a gateway to Tysons from Leesburg Pike (Route 7) and the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267). This area of industrial uses, car dealerships and offices is envisioned to transform into a new transit-oriented, mixed use destination with special emphasis as an arts and entertainment center.

To become this vibrant urban destination, Tysons West will need a diversity in land use, including office, residential, hotel and retail uses, as well as a concentration of arts and entertainment uses of the type often found in more established downtown areas. Taking advantage of the Metro station, the majority of land uses closest to the station are designated for employment uses.

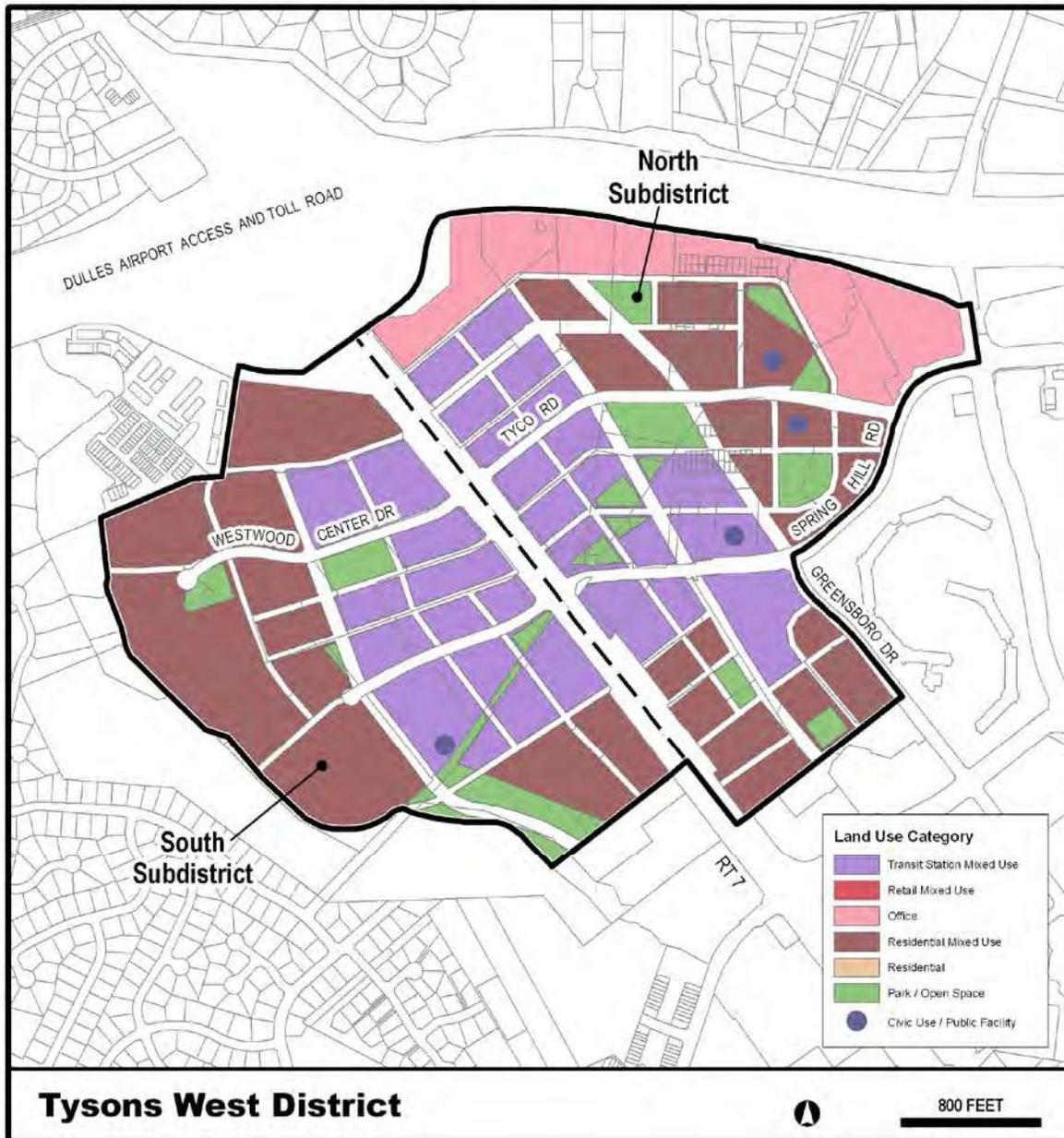
Retail uses should include restaurants and cafes, art galleries, small theaters, specialty and general retail that form the basis of an arts and entertainment center and stay open after the workday ends. Streets immediately adjacent to the Tysons West transit station are envisioned as retail streets, drawing people off Metrorail and into new residential neighborhoods. Residential buildings should front on tree-lined streets and be designed with inviting street level facades. A series of urban park spaces linked by the area's urban street grid will provide attractive places for walking and places for informal neighborhood gatherings. Live/work and loft housing should integrate with or be in close proximity to arts and entertainment uses.

Along Leesburg Pike, a transformed streetscape will create a wide tree-lined boulevard with inviting street level facades below high-rise buildings. This redesign should result in a calming of traffic through the area while maintaining the roadway capacity of Leesburg Pike.

Moving out from the station, planned intensities will provide transitions in scale, mass and height to the surrounding areas, such as on the west to the Old Courthouse Spring Branch Stream Valley Park and on the east to planned and existing residential areas in the North Central District.

On the southeast end of the district, office buildings along Leesburg Pike create a strong business environment. People should be able to move easily back and forth between the Tysons Central 7 and Tysons West TOD Districts to take advantage of both transit stations and the supporting services planned for the ground floor of the office buildings and future residential buildings in this area.

The land use concept for the Tysons West District is shown in the map below.



MAP 12

Adjacent to the DAAR, office uses are planned to take advantage of the visibility from the Toll Road and to continue the planned and existing office focus found in the North Central District located to the east.

The land use concept for the Tysons West district is shown in the map below. The district is composed of two subdistricts separated by Leesburg Pike: South and North Subdistricts.

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.

SOUTH SUBDISTRICT

The South Subdistrict is comprised of about 104 acres and is bounded by the DAAR and Toll Road/Leesburg Pike interchange on the north, Leesburg Pike on the east, the North Central 7 Subdistrict on the south and the West Side District on the west.

Base Plan

Auto sales use is the predominant land use along Leesburg Pike; the frontage properties also include two high-rise hotels and several office buildings. This area is planned for and developed with auto sales and office use with support retail and service uses at existing intensities ranging between 0.7 FAR and 1.0 FAR.

Office use is the predominant land use on Westwood Center Drive and Spring Hill Road; this area away from Leesburg Pike also includes several auto sales uses as well as two low-rise hotels. This area is planned for and developed with these existing uses. The hotels and office uses have existing intensities between 0.5 FAR and 0.7 FAR.

Redevelopment Option

This subdistrict is envisioned for substantial redevelopment to create a mixed use TOD with significant office, residential and retail components, as well as arts and entertainment uses. Retail should include such uses as restaurants and cafes, art galleries, small theaters, specialty and general retail that can help form the foundation for an arts and entertainment center. Residential development is an important component of this subdistrict; live/work and loft housing, if provided, should be integrated with or be in close proximity to arts and entertainment uses. A series of urban parks should be provided and be linked by the street grid; this green network will provide places for people of all ages to walk and enjoy parks and open space.

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

- The vision for this subdistrict is to redevelop with significantly higher intensity near the Metro station as well as to become more diverse in land uses and incorporate an arts and entertainment focus. 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, should 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. In most cases, consolidation should be sufficient in size to permit redevelopment in several phases that are linked to the provision of public facilities and infrastructure and demonstrate attainment of critical Plan objectives such as TDM mode splits, green buildings and affordable/workforce housing. If consolidation cannot be achieved, as an alternative, coordinated proffered development plans may be provided as indicated in the Areawide Land Use Recommendations.
 - In this subdistrict, the goal for assembling parcels for consolidation or coordinated proffered development plans is at least 20 acres. A consolidation of less than 20 acres should be considered if the performance objectives for consolidation in the Land Use section of the Areawide Recommendations are met.
 - When a consolidation includes land located in the first intensity tier (within 1/8 mile of a Metro station), it should also include land in the second intensity tier (between 1/8 and 1/4 mile of a station), in order to ensure connectivity to the Metro station.
- Redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation. Development proposals should show how the proposed development will be integrated within the subdistrict as well as the abutting districts/subdistricts through the provision of the grid of streets. The major vehicular circulation and access improvements in this subdistrict are the extension of Boone Boulevard and planned new ramps from the DAAR connecting to Boone Boulevard.
- Redevelopment along planned street alignments should provide right-of-way, construct portions of the street integral to the development, and further the implementation of streets serving the development. Other streets should create urban blocks, and pedestrian and bike circulation improvements should be provided, including multi-use trails along the adjacent stream valley park land. The ability to realize planned intensities will depend on the degree to which access and circulation improvements are implemented consistent with guidance in the Areawide Urban Design and Transportation Recommendations.
- Urban design amenities, such as streetscapes, plazas, courtyards, landscaping, public art, lighting and seating should be provided consistent with the Areawide Urban Design Recommendations.
- The green network planned for this subdistrict illustrates how the existing Dominion Power easement could be used as a pedestrian and open space amenity that links the Old Courthouse Spring Branch Stream Valley Park to the Tysons West Metro station, as well as to several urban parks; alternatives that provide open spaces linking this subdistrict to the area's Metro station in a similar manner should be considered.
- This area should also include one planned civic plaza (urban park), at least one acre in size and located within 1/4 mile of the Metro station. This plaza should be large enough for open-air activities such as farmers' markets and musical performances by small groups for residents and workers in this area. A common green urban park of at least one acre should also be located in the subdistrict to provide active and passive recreation and leisure opportunities for residents and workers.

- For active recreation, about four to six acres of new park land to support two athletic fields should be established in the area between existing park land and the Boone Boulevard extension. The land for these athletic fields may also be located in part in the abutting Tysons Central 7 District. Publicly accessible open space and recreational facilities should be provided consistent with the guidance in the Areawide Environmental Stewardship Recommendations.
- When redevelopment includes a residential component, it should include recreational facilities and other amenities for the residents, as well as affordable/workforce housing as indicated under 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 needed 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.
- In addition, a second electrical power substation will need to be constructed near the Dominion Power easement which contains a high voltage line. This improvement will need to be located either in the Tysons West District or in the abutting Tysons Central 7 District. From the second substation to the existing substation on Tyco Road, the high voltage line should be placed underground, in order to ensure a pedestrian friendly environment. However, if undergrounding proves infeasible, redevelopment should relocate the line or accommodate it in place.
- Under this option, building heights may range from 105 feet to 400 feet, depending upon location, as conceptually shown on the Building Height Map in the Areawide Urban Design Recommendations. The tallest buildings should be closest to the Metro station where building height is planned up to 400 feet. Building heights (generally between one-eighth and one-quarter mile from the Metro station) should be between 150 and 225 feet. Beyond one-quarter mile, buildings should have lower heights, with areas along Leesburg Pike to the south at 175 feet and areas at the western edge of the subdistrict having heights up to 105 feet. The exception is the Tysons Sheraton Hotel, which is a gateway landmark at 215 feet in height; property abutting to the east and south should not have buildings exceeding 150 feet in order to maintain this building as an existing gateway to Tysons Corner. Building heights should be consistent with the guidelines in the Areawide Urban Design Recommendations.
- Exposed parking structures adjacent to the DAAR should not be visible to the residential neighborhoods north of the DAAR.

NORTH SUBDISTRICT

The North Subdistrict is comprised of about 125 acres and is bounded by the DAAR on the north, Leesburg Pike on the southwest, and the Tysons Central 7 and North Central Districts on the southeast.



View looking toward Metro Station from an urban park in Tysons West's North Subdistrict

Base Plan

Auto sales and retail uses are the predominant land uses along Leesburg Pike, along with one high-rise office building. This area is developed and planned for auto sales and retail uses, as well as portions developed and planned for office use with support retail and service uses at existing intensities between 0.7 FAR and 1.3 FAR.

In the area away from Leesburg Pike, industrial and industrial flex uses are the predominant land uses. On the eastern end of Tyco Road, there is an electrical substation and a three building office complex. On Spring Hill Road, there is a fire station, post office and two office buildings. This area is planned for low intensity industrial and industrial flex uses and office use with support retail and service uses at existing intensities between 0.5 FAR and 0.7 FAR.

Since the easternmost property (Tax Map 29-1((1))67A, 68 and 69) provides a transition to the North Central District, this property should be similar in character and intensity to the North Central District properties fronting the DAAR. The property is planned for office use up to .85 FAR provided that the following conditions are met:

- Any additional structures on the subject property should be designed to be architecturally compatible with the existing office park;
- A transportation analysis should be performed in conjunction with any development application and commitments for any improvements identified as needed to mitigate transportation impacts directly related to site generated traffic should be provided; and
- The maximum building height is 75 feet.

Redevelopment Option

The subdistrict is envisioned for substantial redevelopment to mixed use with office being focused along Leesburg Pike and adjacent to the DAAR and Toll Road. Urban residential neighborhoods should be provided and will enliven the vibrancy of this mixed use district. Other land uses should include hotels, arts and entertainment, retail and support services. A series of urban parks should be provided and be linked by the street grid; this green network will provide places for people of all ages to walk and enjoy parks and open space.

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

- The vision for this subdistrict is to redevelop with office buildings with significantly higher intensity near the Metro station as well as to become more diverse in land uses, including hotels, residential dwellings, arts and entertainment uses, as well as retail and support services. Sites within 1/8 mile of the Metro station should be redeveloped predominantly with office use. Beyond 1/8 mile it is envisioned that the area will transition to urban residential neighborhoods. 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. In most cases, consolidation should be sufficient in size to permit redevelopment in several phases that are linked to the provision of public facilities and infrastructure and demonstrate attainment of critical Plan objectives such as TDM mode splits, green buildings and affordable/workforce housing. If consolidation cannot be achieved, as an alternative, coordinated proffered development plans may be provided as indicated in the Areawide Land Use Recommendations.
 - Throughout this subdistrict, the goal for assembling parcels for consolidation or coordinated proffered development plans is at least 20 acres. A consolidation of less than 20 acres should be considered if the performance objectives for consolidation in the Land Use section of the Areawide Recommendations are met.
 - When a consolidation includes land located in the first intensity tier (within 1/8 mile of a Metro station), it should also include land in the second intensity tier (between 1/8 and 1/4 mile of a station), in order to ensure connectivity to the Metro station.

- For property along Spring Hill Road, redevelopment proposals should address the redevelopment and relocation of the existing fire station and/or post office.
- Redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation. Development proposals should show how the proposed development will be integrated within the subdistrict as well as the abutting districts/subdistricts through the provision of the grid of streets. The major vehicular circulation and access improvements in this subdistrict are the extension of Greensboro Drive and the planned new ramps from the DAAR and Toll Road connecting to Greensboro Drive.
- Redevelopment along planned street alignments should provide right-of-way, construct portions of the street integral to the development, and further the implementation of streets serving the development. Other streets should create urban blocks and pedestrian and bike circulation improvements should be provided. The ability to realize planned intensities will depend on the degree to which access and circulation improvements are implemented consistent with guidance in the Areawide Urban Design and Transportation recommendations.
- Urban design amenities, such as streetscapes, plazas, courtyards, landscaping, public art, lighting and seating should be provided consistent with the Areawide Urban Design Recommendations.
- As discussed above under the South Subdistrict, a second electrical power substation will need to be constructed near the Dominion Power easement which contains a high voltage line. This improvement will need to be located either in the Tysons West District or in the abutting Tysons Central 7 District. From the second substation to the existing substation on Tyco Road, the high voltage line should be placed underground, in order to ensure a pedestrian friendly environment. However, if undergrounding proves infeasible, redevelopment should relocate the line or accommodate it in place.
- The green network planned for this subdistrict illustrates how the existing Dominion Power easement could be used as a pedestrian and open space amenity that links the Tysons West Metro station to the rest of the subdistrict. Along the power line easement, a series of urban parks are envisioned which link to other urban parks by the street grid. Alternatives that provide open spaces linking this subdistrict to the area's Metro station in a similar manner should be considered.
- Additional urban parks are to be located throughout the subdistrict. All urban parks in this subdistrict should be large enough for open-air activities such as farmers' markets and musical performances by small groups for residents and workers in the area. The sizes of these parks should be between 1/2 to over one acre. At least one two acre recreation-focused park should be provided in the subdistrict to serve the recreation and leisure needs of future residents and workers. Facilities could include sport courts, playground features, skate parks, splash pads, or other small-footprint facilities. Publicly accessible open space and recreational facilities should be provided in this subdistrict consistent with the Areawide Environmental Stewardship Recommendations.
- When redevelopment includes a residential component, it should include recreational facilities and other amenities for the residents, as well as affordable/workforce housing as indicated under 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 needed 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. It is anticipated that existing Fire Station 29 and the U.S. Post Office on Spring Hill Road will be relocated as redevelopment occurs.
- Building heights will vary depending upon location, as conceptually shown on the Building Height Map in the Areawide Urban Design Recommendations. The tallest buildings should be closest to the Metro station where building height is planned up to 400 feet. Building heights (generally between one-eighth and one-quarter mile from the Metro station) should be between 175 and 225 feet. Beyond one-quarter mile, buildings should have lower heights, as conceptually shown on the Building Height Map in the Areawide Urban Design Recommendations. Building heights should be consistent with the above guidance as well as the guidelines in the Areawide Urban Design Recommendations.
- Exposed parking structures adjacent to the DAAR should not be visible to the residential neighborhoods north of the DAAR.
- A potential circulator alignment extends through this subdistrict as described in the Areawide Transportation Recommendations. In addition to the above guidance for this area, redevelopment proposals along the circulator route should provide right-of-way or otherwise accommodate the circulator and should make appropriate contributions toward its construction cost. See the Intensity section of the Areawide Land Use Recommendations.



County of Fairfax, Virginia

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

DATE: April 18, 2016

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

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

RE: CSP 2010-PR-014-02
Adaire at Spring Hill Station

The Office of Community Revitalization (OCR) has reviewed the above referenced Comprehensive Sign Plan application with a revision date of March 14, 2016.

The applicant is requesting a CSP for the Adaire at Spring Hill Station, a newly constructed residential building in the Tysons West neighborhood. It is located at the corner of Tyco Road and a new street named Boyd Pointe Street and is within 1/8 mile of the Spring Hill Metro Station. The following analysis is offered for consideration regarding this application.

Tower Signage:

The applicant has proposed two building identification signs that will be mounted on the building tower. OCR has concerns that the signs, shown on pages 15-18, may not provide enough contrast with the building colors and may have reduced visibility, especially during the daytime hours. OCR suggests that the applicant be given flexibility to provide a thicker outline on the lettering, should additional contrast be desired in the future.

Temporary Marketing Banners:

The temporary banner signs proposed for the building are in scale with the size and location of the building, and are well placed along the building façades. Signs T13 & 14 (Page 26) propose a blue background with blue text. OCR recommends that the CSP not limit the colors on the signs, so that, if desired, the applicant can modify the color to provide greater visibility.

CC: Casey Gresham, Staff Coordinator, DPZ/ZEDciao
Suzianne Zottl, 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.fcrevet.org





County of Fairfax, Virginia

MEMORANDUM**DATE:** March 18, 2016

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

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

FILE: RZ 2010-PR-14D

SUBJECT: CSP 2010-PR-014-02 CH Realty VI-GreyStar MF, Tysons Elan LLC
(Adaire at Spring Hill Station)
1521 Boyd Pointe Way
Tax Map: 29-3 ((32)) 2A and 3

Transmitted herewith are the comments from the Department of Transportation with respect to the referenced application. These comments are based on the application material, dated December 30, 2015, and revised through March 14, 2016.

Previous FCDOT issues have been addressed. This department has no further comment.

cc: Casey Gresham, DPZ

MAD/RP

Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033-2895
Phone: (703) 877-5600 TTY: 711
Fax: (703) 877-5723
www.fairfaxcounty.gov/fcdot



RECEIVED FEB 12 2016

APPENDIX 7

Fairfax Water

FAIRFAX COUNTY WATER AUTHORITY
8560 Arlington Boulevard, Fairfax, Virginia 22031
www.fairfaxwater.org

RECEIVED
Department of Planning & Zoning
FEB 23 2016
Zoning Evaluation Division

**PLANNING & ENGINEERING
DIVISION**

Jamie Bain Hedges, P.E.
Director
(703) 289-6325
Fax (703) 289-6382

February 8, 2016

Ms. Barbara Berlin, Director
Fairfax County Department of Planning and Zoning
12055 Government Center Parkway, Suite 801
Fairfax, Virginia 22035-5505

Re: CSP 2010-PR-014-02
Spring Hill Station
Tax Map: 29-3

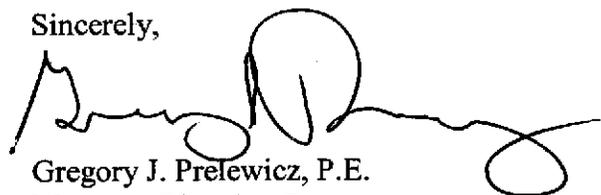
Dear Ms. Berlin:

The following information is submitted in response to your request for a water service analysis for the above application:

1. The property is served by Fairfax Water.
2. Adequate domestic water service is available at the site from existing and proposed water mains.
3. Permanent type signs and support structures with concrete footers are not allowed within Fairfax Water easements. Any proposed work within existing water main easements will require review and prior approval from Fairfax Water. Water main located in the right-of-way will require a 5-foot separation with any proposed signage.

If you have any questions regarding this information please contact Ross Stilling, P.E., Chief Site Plan Review at 703-289-6385.

Sincerely,



Gregory J. Prelewicz, P.E.
Manager, Planning Department

Enclosure

ZONING ORDINANCE PROVISIONS

ARTICLE 12

SIGNS

PART 1 12-100 GENERAL PROVISIONS

12-101 Purpose and Intent

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

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

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

12-210 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.

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		