



APPLICATION ACCEPTED: February 11, 2016
PLANNING COMMISSION: July 13, 2016

County of Fairfax, Virginia

June 29, 2016

STAFF REPORT

APPLICATION CSP 2011-PR-011-02

PROVIDENCE DISTRICT



APPLICANT: JLB McLean, LLC

PRESENT ZONING: PTC and HC

PARCELS: 30-3 ((1)) 6A

ACREAGE: 2.51 acres

PLAN MAP: Transit Station Mixed Use

PROPOSAL: The applicant seeks approval of a Comprehensive Sign Plan for the Haden Buildings, a portion of the Scotts Run Station South Development.

STAFF RECOMMENDATIONS:

Staff recommends approval of CSP 2011-PR-011-02 subject to the proposed development conditions in Appendix 1.

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

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

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

Bob Katai

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

O:\bkatai\Haden Buildings CSP\Staff Report and Conditions\00 – Consolidated Staff Report for the Haden Buildings CSP 2011-PR-011-02



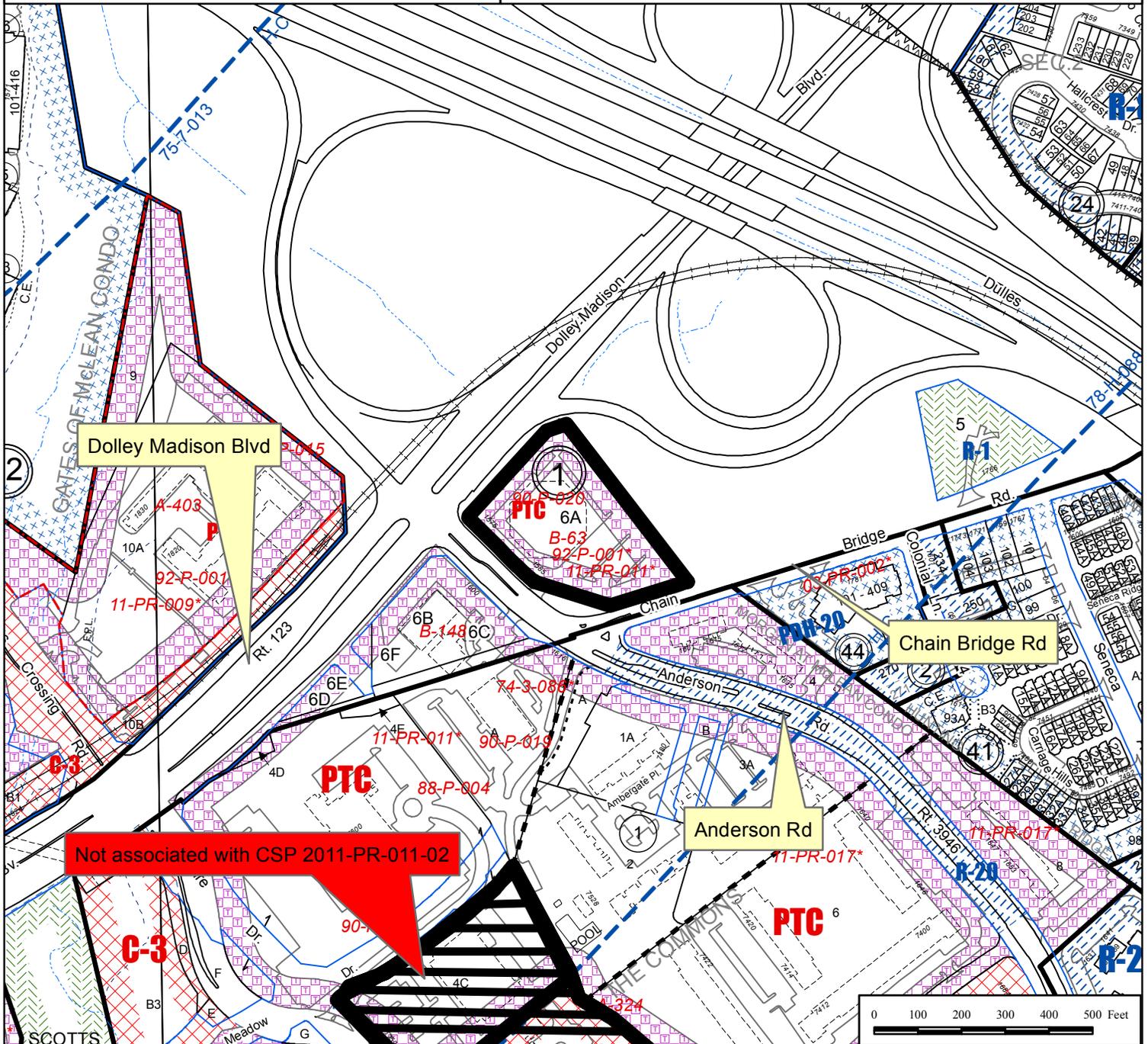
Americans with Disabilities Act (ADA): Reasonable accommodation is available upon 48 hours advance notice. For additional information on ADA call (703) 324-1334 or TTY 711 (Virginia Relay Center).

Comprehensive Sign Plan

CSP 2011-PR-011-02



Applicant: JLB MCLEAN LLC
Accepted: 02/11/2016
Proposed: COMPREHENSIVE SIGN PLAN
Area: 2.51 AC OF LAND; DISTRICT - PROVIDENCE
Zoning Dist Sect:
Located: EAST SIDE OF DOLLEY MADISON BOULEVARD,
NORTH SIDE OF ANDERSON ROAD AND WEST
SIDE OF CHAIN BRIDGE ROAD
Zoning: PTC
Overlay Dist: HC
Map Ref Num: 030-3- /01/ /0006A



DESCRIPTION OF THE APPLICATION

The applicant, JLB McLean, LLC, requests approval of a Comprehensive Sign Plan (CSP) for the Haden Buildings, a multi-family residential development located in the northeast corner of Tysons. The two residential buildings, which are nearing completion, are part of the Scotts Run Station South development. The Haden Buildings do not include any ground floor retail.

The proposed development conditions and the applicant's Statement of Justification are included in Appendices 1 and 2. A reduced copy of the CSP is included in Appendix 3.

LOCATION AND CHARACTER



Exhibit 1: Location

The property is bordered by Dolley Madison Boulevard (Route 123) to the north, an off ramp from the Dulles Airport Access Road (DAAR) to the east, Old Chain Bridge Road to the south, and Anderson Road to the west. The 2.51-acre parcel is zoned PTC (Planned Tysons Corner Urban District) and HC (Highway Corridor Overlay District). The site is a quarter mile northeast of the McLean Metro Station.

The Haden Buildings complex consists of a total of 425 multi-family units divided between a 15-story, 222-unit residential tower and a six-story, 203-unit mid-rise building. Access to the two buildings is provided by two internal private streets, identified as “Site Entry Drive” and “Service Drive” on the CSP plan. Service Drive, which is located off of Old Chain Bridge Road, provides access to the underbuilding garages and loading and service areas. Site Entry Drive, located off of Anderson Road, provides access to the main lobbies of the residential buildings. Both of these internal streets accommodate two-way traffic. However, due to the center median on Anderson Road, Site Entry Drive is right turn in/right turn out only at its intersection with Anderson Road.

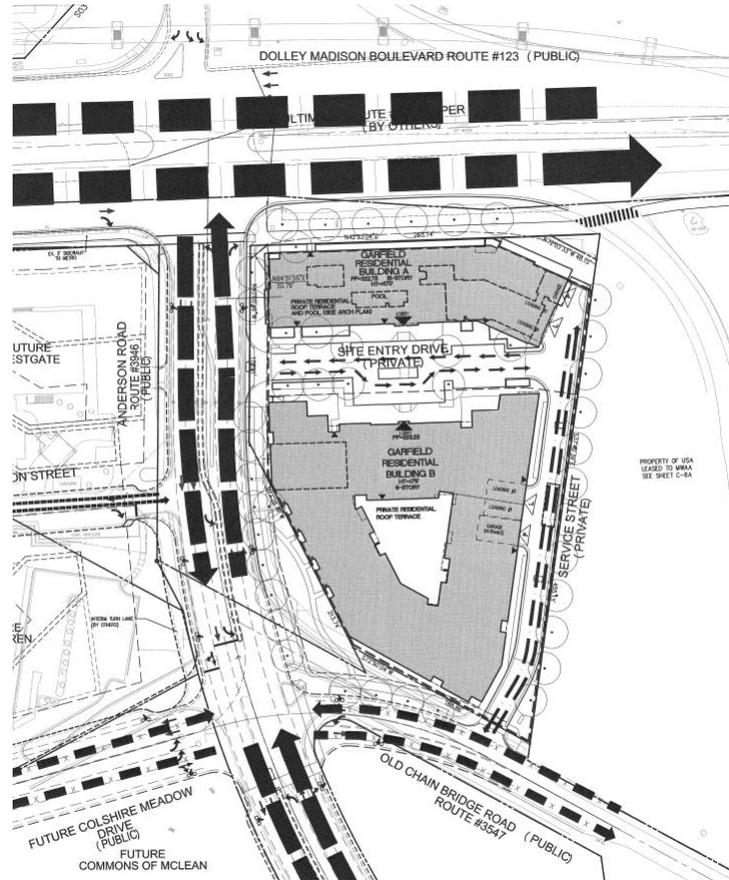


Exhibit 2: Approved FDP for RZ 2011-PR-011

SURROUNDING AREA DESCRIPTION			
Direction	Use	Zoning	Plan Map
North	Dulles Airport Access Road Right-of-way	ROW	ROW
East	Dulles Airport Access Road Right-of-way	ROW	ROW
South	Multi-family Residential (The Commons)	PTC and HC	Park/Open Space and Residential Mixed Use
West	Office, Retail, and Multi-family Residential (Scotts Run Station South)	PTC and HC	Transit Station Mixed Use

BACKGROUND

On April 9, 2013, the Board of Supervisors approved RZ 2011-PR-011 to rezone the project site from C-3 and HC to PTC and HC as part of the 10-block Scotts Run Station South Development. The Haden Buildings development, also referred to as the Garfield Site, is the northernmost of the Scotts Run Station South properties. Final Development Plan Application FDP 2011-PR-011 was approved by the Planning Commission on April 3, 2013, subject to the Board's approval of RZ 2011-PR-011. Subsequently, the site plan for the Haden Buildings was approved on July 11, 2014. The subject buildings are currently under construction.

COMPREHENSIVE PLAN PROVISIONS

Plan Area:	II
Urban Center:	Tysons Corner
Planning District:	Tysons East District
Subdistrict:	Anderson Subdistrict
Plan Map:	Transit Station Mixed Use

Page 94 of the Fairfax County Comprehensive Plan, 2013 Edition, Area II Tysons Corner Urban Center, amended through 4-29-2014, references the development of detailed urban design guidelines and standards for the Tysons area to provide more definitive guidance in implementing the Plan. The Tysons Urban Design Guidelines (UDG) endorsed by the Board of Supervisors on January 24, 2012, address design elements that should be considered with signs. Chapter 5 of the UDG contains the following design suggestions:

- *Limit the number of signs to convey a clear message and avoid visual clutter.*
- *Signage must not present a visual obstruction to sight distances at intersections and vehicular.*
- *Building identity signs recognize a corporate identity, a major tenant, or the name of the building. Signs can be comprised of text or logs.*
- *Building identity signs should be sized proportionally to the height of the building and the size of the building façade. In general, building identity signs should not be taller than one story in height, although some variation for stand-alone logs may be considered.*
- *Building identity signs should be located in the top half of a building, close to the roofline, and should be limited to one per major building façade. Additional building identity signs may be considered near the building base*

when the sizes are more appropriate to the pedestrian scale and do not produce visual clutter.

- *Building identity sign should be integrated into the building architecture, taking into consideration the pattern of fenestration and building materials.*
- *Monument signs, which are low and ground-mounted, are discouraged in an urban environment. If monument signs are proposed, they should not be located in the street scape, but they may be located in the building zone or within the plazas or open spaces which form entry features in the building.*
- *Monument signs may be integrated into seat walls or planter walls.*
- *Signs should include appropriately scaled elements that assist both motorists and pedestrians.*
- *Wayfinding signage should clearly convey information for both motorists and pedestrians without unnecessary clutter or detail.*
- *Careful consideration should be paid to the placement of wayfinding signs in high-volume pedestrian areas. Signs should not obstruct pedestrian traffic in any way. Wayfinding signs should not be placed in the sidewalk zone.*

ANALYSIS

Comprehensive Sign Plan (CSP) (Appendix 3)

Title of CSP: The Haden Buildings Comprehensive Sign Plan
Prepared By: WDG, LSG Landscape Architecture, Inc., VIKA Virginia, LLC
Date: January 2016, as revised through June 1, 2016

Description of the Comprehensive Sign Plan

The 50-page CSP requests approval of six permanent signs and two temporary banners. The six permanent sign locations are shown below. (The six permanent signs include: two development identification signs mounted just below the rooflines of two of Building A's facades; two building identification signs installed near the lobby entrances of each of the buildings; and two monument signs sited at the project's two entrances . Regarding the temporary banners, both will be mounted on facades of the 15-story Building A.

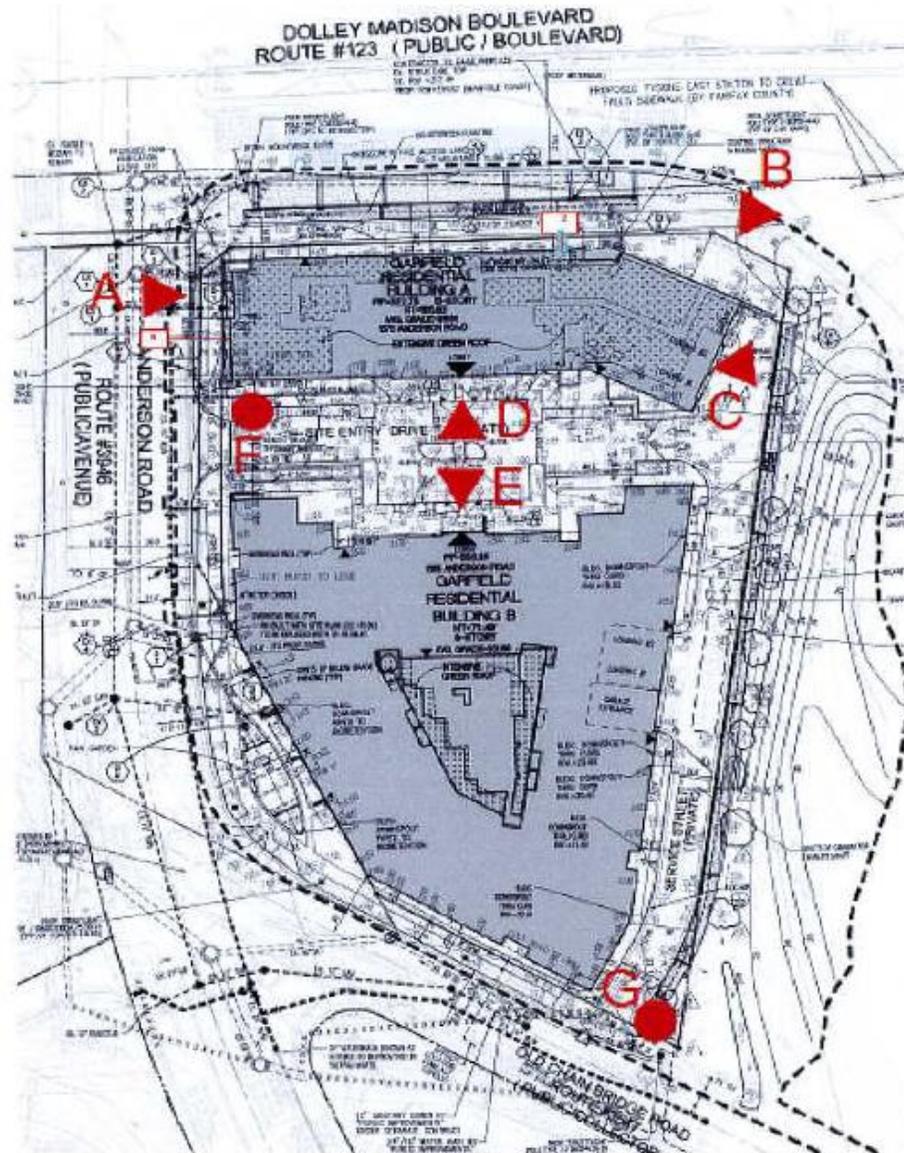


Exhibit 3: Proposed Sign Location Map

Development Identification Signs

The two building-mounted development identification signs, Signs A and B, will be installed just below the roofline of Building A; one on the Anderson Road façade and the other on the Dolley Madison Boulevard façade. The Anderson Road façade sign will consist of 54-inch high, individual, brushed aluminum letters that are backlit with LED lights. The 2-inch thick metal letters will be installed horizontally. The Dolley Madison Boulevard façade sign will consist of 67.5-inch high, individual, brushed aluminum letters that are backlit with LED lights. The 2.5-inch thick metal letters will be installed vertically. These signs are shown below.



Exhibit 4: Sign A - Building-mounted Development Identification Sign on Anderson Road



Exhibit 5: Sign B - Building-mounted Development Identification Sign on Dolly Madison Boulevard

Building Identification Signs

The CSP proposes two building identification signs as shown below. Sign D will consist of 10-inch high aluminum letters, backlit with LED lights. The letters will be installed on the building, to the left of the lobby entrance for Building A. Sign E will consist of similar lettering except installed on the canopy over the entrance of the lobby of Building B (the mid-rise residential building).



Exhibit 6: Sign D - Building Identification Sign for Building A, the Residential Tower



Exhibit 7: Sign E – Building Identification Sign for Building B, the Mid-rise Building

Monument Signs

The CSP proposes two monument signs. The first monument sign would be a 3' by 3' pillar, eight feet in height located at Site Entry Drive and Anderson Road. The second monument sign would be four feet in width, four feet in height and 6.75 feet long and constructed of wood. This sign would be located at the intersection of Service Drive and Old Chain Bridge Road. These two signs are illustrated below.



Exhibit 8: Sign F - Brick Pillar Monument Sign at Anderson Road/Entry Drive Intersection



Exhibit 9: Sign G - Old Chain Bridge Road/Service Street Intersection

Temporary Signs

The CSP proposes a maximum of two temporary banners to be mounted on Building A. Each of the banners would contain a maximum of 120 square feet (5 by 24 feet) and be mounted flat against the building to be viewed from the Metrorail, Dolley Madison Boulevard (Route 123), the Dulles Access Airport Road, and Anderson Road. The CSP requests that the marketing banners be installed for an initial period of 12 months with a possible six-month extension if the buildings are less than 90 percent leased.



Exhibit 10: Temporary Banners 1 and 2

Land Use Analysis (Appendix 4)

The land use analysis is based on staff's review of the application in context with the Comprehensive Plan and the Tysons Corner Urban Design Guidelines. Review comments from the Office of Community Revitalization are included in Appendix 4.

Visibility of Building Mounted Signs

Staff finds that proposed Signs A and B (the development identification signs) are generally well positioned and well integrated in the building architecture. However, given the location at the top of the residential tower, they will be unreadable from the street due to the narrowness of the script. The letters appear to be quite thin in the submitted renderings and the brushed aluminum appears to fade into the building façade during the daytime when the backlighting is less visible. To provide flexibility to the applicant to select a thicker script for the lettering, staff is recommending a condition that bolder type face or an increased thickness of the individual letters for Signs A and/or B may be selected without amendment to the CSP, provided that each of the areas of the signs, as approved, is not enlarged. Given this flexibility, staff finds these signs appropriate on this site.

Location of Building Mounted Signs

The applicant also proposes building-mounted signage at the main lobby entrances for both Buildings A and B. The proposed location for Sign E, the entrance sign for Building B, is along the edge of the canopy overhanging the lobby entrance. The proposed location for Sign D, the entrance sign for Building A, however, is to be located on the building wall adjacent to the lobby entrance. Staff is concerned that this sign will be obscured from view by trees that are proposed to be planted between the sign location and the sidewalk. With this potential conflict, staff is concerned that unnecessary pruning and possible removal of the trees may take place in order to improve the view of the sign. For that reason, staff strongly encouraged the applicants

to relocate Sign D to the edge of the entrance canopy, similar to Sign E, to eliminate any potential issues. The applicant has declined to relocate the sign.

Staff is recommending a condition that should the applicants decide to do so in the future, such relocation (replacement) may occur without amendment to the CSP, provided that the square footage of Sign D, as approved, remains unchanged. The condition further provides that if relocated to the entrance canopy, the applicants may choose darker outlining on the lettering for Sign D should additional contrast be desired. Staff is also recommending a condition providing the darker lettering outlining option for Sign E.

Monument Signs

The subject CSP proposes two monument signs. Sign F is located at the intersection of Anderson Road and Site Entry Drive, while Sign G is located at the intersection of Old Chain Bridge Road and Service Street. It is not clear what purpose these signs are to serve. Given their location at the entrances to the site, staff had assumed that the applicant intended these signs to serve as wayfinding signage. However, if this is the purpose of the monument signs, staff believes that the proposed locations of both Sign F and Sign G are ineffective in conveying wayfinding information to motorists or pedestrians. In particular, the Old Chain Bridge Road monument sign, which is four feet in height, will be obscured from view by its location behind Building B and the building's landscaping.

Additionally, the Tysons Corner Urban Design Guidelines discourage monument signs in an urban environment. Given this guideline and the questionable visibility of these monument signs, staff encouraged the applicant to investigate other wayfinding sign possibilities such as incorporating the sign into the planter walls or using a blade sign along the building façade. The Tysons West development addressed this issue by using blade signs with the name of the development and a parking symbol installed on the sides of the buildings to provide guidance to visitors.

The applicant has declined to eliminate the proposed monument signs. The applicant noted that wayfinding signs will be provided in accordance with Par. 2.G of Sect. 12-103, which exempts small signs (no greater than two square feet in size) that direct traffic to parking areas from Zoning Ordinance sign regulations. Staff's believes that such small signs will not be visible from Anderson Road and Old Chain Bridge Road and thus will be ineffective in directing motorists into the development.

Staff is concerned that, even if ineffective, once installed, the signs will become permanent site features, even if more effective signage is added. Such signage may become visual clutter, a situation that the Zoning Ordinance is trying to prevent. Reviewing the sign program for this development in a comprehensive manner, and not on such a piecemeal basis through a series of CSPAs, would allow the County to better differentiate signs that are meeting the urban design guidelines versus those that may add to visual clutter. If the applicant seeks to amend the CSP for this site in the future

to add future wayfinding signs, staff will review that amendment holistically and look to eliminate any ineffective signs.

District-wide Wayfinding Signs

Proffer 41G of RZ 2011-PR-011 requires that wayfinding signage will identify directions to locations of prominent attractions, parks, cultural arts destinations, and other public amenities, and that these signs will be coordinated with the Tysons Partnership. The subject residential buildings are the first PTC-zoned buildings to be completed in the Tysons East District. As such, a district-wide wayfinding sign plan has not yet been developed nor are many of the planned public amenities yet constructed. Therefore, in anticipation of a future district or subdistrict wayfinding sign plan, staff is recommending that this CSP be conditioned to not preclude such signs on the subject property and that a CSPA will not be required to install such signs.

Temporary Banners

Regarding the CSP's temporary signs, staff believes that the two proposed temporary banners will be in scale with the 15-story building and that the proposed initial period of 12 month installation period noted in the CSP for the banners is reasonable. However, staff has concerns that the requested six month extension provision, which would be dependent on the building being less than 90 percent leased, would be difficult for the County to confirm. In line with recent Tysons CSPs, staff is recommending a condition that the two temporary banners be permitted for an initial installation period of 18 months, with no extensions.

Transportation Analysis (Appendix 5)

Both the Fairfax County Department of Transportation (FCDOT) and Virginia Department of Transportation (VDOT) expressed concerns that sight distance diagrams were not included in the CSP for the monument signs. The applicant subsequently revised the CSP, including the sight distance diagrams (Page 45 of the CSP) which demonstrate that the proposed signs do not pose a hazard to vehicular traffic. With the implementation of the proposed development condition which would require sight distance diagrams to accompany the individual sign permits for the ground-mounted signs, this issue is resolved.

ZONING ORDINANCE PROVISIONS

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** (emphasis added) 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.*”

As previously noted, the CSP lacks wayfinding signs and staff is concerned that this lack of comprehensiveness makes a determination regarding street clutter difficult to make at this time. Staff requested that the applicant consider the addition of these signs to the application, particularly given staff’s concern about wayfinding into the site. However, staff cannot require an applicant to add more signs to a CSP application when the applicant has the option to file a Comprehensive Sign Plan Amendment (CSPA) should the need arise. Therefore, staff believes that the six proposed signs are in accordance with the standards set forth in Part 1 of Article 16 and as conditioned, that the six signs are in scale and harmonious with the development.

Highway Corridor Overlay District Standards (Part 7-600)

The subject property is located in a Highway Corridor Overlay District, which provides additional regulations for certain automobile oriented, fast service, or quick turn-over uses to protect and promote the health, safety and general welfare of the public by the prevention or reduction of traffic congestion and/or danger in the public and private streets. The residential buildings will not include any retail uses.

CONCLUSIONS AND RECOMMENDATIONS

Staff Conclusions

As discussed earlier in this report, staff believes that the proposed CSP lacks in comprehensiveness, particularly in terms of sign legibility, sign placement and wayfinding. Nevertheless, the CSP is consistent with the adopted Comprehensive Plan and meets applicable provisions of the Zoning Ordinance with the adoption of the proposed development conditions set forth in Appendix 1.

Recommendation

Staff recommends approval of CSP 2011-PR-011-02 subject to the proposed development conditions in Appendix 1.

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

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

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

APPENDICES

1. Proposed Development Conditions
2. Statement of Justification
3. Comprehensive Sign Plan
4. Office of Community Revitalization Analysis
5. Transportation Analysis
6. Applicable Zoning Ordinance Provisions
7. Glossary of Terms

PROPOSED DEVELOPMENT CONDITIONS**CSP 2011-PR-011-02****June 29, 2016**

If it is the intent of the Planning Commission to approve CSP 2011-PR-011-02, located at Tax Map 30-3 ((1)) 6A, to allow a Comprehensive Sign Plan (CSP) pursuant to Section 12-210 of the Fairfax County Zoning Ordinance, staff recommends that the Planning Commission condition the approval by requiring conformance with the following development conditions.

1. "The Haden Buildings Comprehensive Sign Plan", prepared by WDG, LSG Landscape Architecture, Inc., and VIKA Virginia, LLC and revised through June 1, 2016, is granted for and runs with the land indicated in this application and is not transferable 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 color palette, typography, number, location, size, height and material indicated in the CSP and as modified by these conditions. Minor modifications to the color palette and typography may be permitted without a CSPA when it is determined by the Zoning Administrator that such modifications are consistent throughout the project and in substantial conformance with the CSP.
3. 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. Signs that require lighting shall be internally illuminated or down-lit to avoid glare and light trespass.
4. Bolder type face or an increase in the thickness of the individual letters for Signs A and/or B (development identification signs to be located below the rooflines of Building A) may be utilized without amendment to the CSP, provided that each of the areas of the signs, as approved, is not enlarged.
5. Sign D, the building identification sign for Building A, may be relocated to the building's entrance canopy, similar to the placement of Sign E on Building B, without amendment to the CSP, provided that the square footage of Sign D, as approved, is not altered. If relocated to the entrance canopy, darker outlining may be utilized for the lettering should additional contrast be desired.
6. For Sign E, the building identification sign for Building B, darker outlining may be utilized for the lettering should additional contrast be desired.

7. A CSPA will not be required to install signs approved as part of a wayfinding and signage system for the Tysons East District by the Tysons Partnership.
8. All ground-mounted signs 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, Page F-34.
9. The monument signs shall not include LED screens, changeable type, or screens.
10. Up to two temporary banners, shown as Temporary Signs 1 and 2 in the CSP, may be installed on Building A. The temporary banners shall require individual sign permits, which shall be valid for a maximum of 18 months from the date of issuance of each sign permit. The temporary banners shall be removed after the allotted time frames, and no new temporary banners shall 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.

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

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



January 25, 2016

APPENDIX 2

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

RECEIVED
Department of Planning & Zoning

FEB 08 2016

Zoning Evaluation Division

Re: Comprehensive Sign Plan Application for the Haden Buildings
Applicant: JLB McLean LLC
1575 Anderson Road and 1585 Anderson Road
Tax Map Ref: 30-3 ((1)) 6A (the "Property")
Zoning District: PTC

Dear Ms. Berlin:

Please accept this letter as a statement of justification for an application for a Comprehensive Sign Plan for the Haden Buildings. The Haden Buildings are located in the Scotts Run Station South project east of the McLean Metro Station.

The property is located at 1575 Anderson Road and 1585 Anderson Road, in the Providence Magisterial District. The property is identified in the 2015 Fairfax County Tax Maps as 30-3 ((1)) 6A. The Property is 109,413 square feet in size and is zoned to the PTC (Planned Tysons Corner Urban) and HC (Highway Corridor) Districts. It was zoned PTC as part of Rezoning Application (RZ 2011-PR-011) on September 27, 2012. The Applicant, JLB McLean LLC is the owner and developer of The Haden Buildings, a 15 story and 6 story high residential structures with 425 dwelling units. The Haden was approved by Site Plan 1217-SP-002, with construction beginning in 2014.

A well designed signage system for the Haden Buildings 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 both the architecture and landscape features of the Haden. All design details have been coordinated with the project's architects and landscape architects to ensure a harmonious and well integrated signage program.

The nature of this multi-family project is not typical of multi-family developments in other parts of Fairfax County. The Comprehensive Plan for the Tysons Corner Urban Center Encourages new multi-family developments to be developed as mid and high rise structures. The Haden proudly serves as a visible product of this vision.

VIKA Virginia, LLC

Ms. Barbara Berlin
Comprehensive Sign Plan Application for the Hayden Buildings
Applicant: JLB McLean LLC
1575 Anderson Road and 1585 Anderson Road
January 25, 2016
Page 2 of 2

The success of the Haden Buildings is critical to the transformation of Tysons from a suburban quasi-industrial area into a multi-dimensional, mixed use neighborhood. Distinctive permanent signage will help set the Haden Buildings apart from the other uses in the area. Attractive and easily readable signage will identify this new use in the area and allow potential tenants to connect with the Haden Buildings for easy access to information.

The Haden Buildings have 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 method of identifying residential uses in urban settings and for providing a sense of community. Article 12 only allows for limited signage on the buildings for multi-family developments. The design of this Comprehensive Sign Program provides for a well-designed program which will enhance the neighborhood and provide identity to the development. The accompanying Comprehensive Sign Program provides illustrations, details, locations and type of messages for each sign on the site. These guidelines ensure a consistent display of information throughout the Property.

As the buildings are still under construction we would respectfully request the submission requirements for photographs of the buildings be waived at this time, as part of the application.

Thank you for your attention to this matter.

Sincerely,

VIKA Virginia, LLC



Michael R. Congleton
Senior Project Planner, Agent for the Applicant

CC: JLB Partners
John F. Amatetti P.E.
Robert R. Cochran L.S.

THE HADEN BUILDINGS

1575 and 1585 Anderson Road

SCOTTS RUN STATION SOUTH

COMPREHENSIVE SIGN PLAN

January 2016

Revised April 13, 2016

Revised June 1, 2016

Prepared by:

WDG
LSG LANDSCAPE ARCHITECTURE Inc.
VIKA VIRGINIA, LLC

JLB Partners

8120 Woodmont Avenue #960
Bethesda, Maryland 20814

DESCRIPTION OF THE APPLICATION

The applicant, JLB McLean LLC, is requesting approval of a Comprehensive Sign Plan (CSP) for The Haden Buildings. The Hayden is comprised of a total of 425 units. One 15 story building contains 222 units and a 6 story building containing 203 units. The buildings will be occupied entirely by residential uses and do not contain ground floor retail. The purpose of this sign plan is to create a coordinated signage system for the new residential community.

BACKGROUND

On April 9, 2013, the Board of Supervisors approved RZ 2011-PR-011 to rezone the project site from C-3, and HC to PTC, and HC as part of Scotts Run Station South. Under this project, a new grid of streets was proposed for the properties within the vicinity of the subject property. The applicant has designed the project's signs to create a sense of place and wayfinding, realizing that the grid of streets may be years in the future. The site plan for the Haden was approved on July 11, 2014, and the buildings, are under construction, but yet occupied.

Proffer Number 41.G. states: Signage for the Application Property shall be provided in accordance with the requirements of Article 12 of the Zoning Ordinance. **Alternatively, the Applicant may seek approval of a Comprehensive Sign Plan ("CSP") for all or a portion of the Application Property.** The placement of traffic control signage on public streets shall be coordinated with, and is subject to, VDOT review and approval. Wayfinding signage and elements shall be coordinated with the Tysons Partnership so as to facilitate a consistent wayfinding and signage system throughout the Tysons East District, but shall not be subject to approval by the Tysons Partnership. Wayfinding shall provide direction to locations of prominent attractions, parks, cultural arts destinations, and other public amenities.

LOCATION AND CHARACTER

The 109,413 square foot site (2.51 acres) is located on the south side of Route 123, at a distance of approximately ¼ mile from the Mclean Metro Station. The site has frontage on Anderson Road to the west and Chain Bridge Road to the south. The property to the east is right of way for the Dulles Toll Road. The Hayden Buildings are situated at a 45 degree angle to true north. For purposes of this narrative and the comprehensive sign plan, north indicates a direction towards Route 123, south towards Chain Bridge Road, west towards Anderson Road, and east towards the Dulles Toll Road. A description of the surrounding uses are summarized in the below matrix.

SURROUNDING AREA DESCRIPTION

DIRECTION	USE	ZONING	PLAN
NORTH	Route 123	N/A	N/A
SOUTH	Mixed Use	PTC, HC	Transit Station Mixed Use
EAST	Dulles Toll Road Right of Way	N/A	N/A
WEST	Mixed Use	PTC, HC	Transit Station Mixed Use

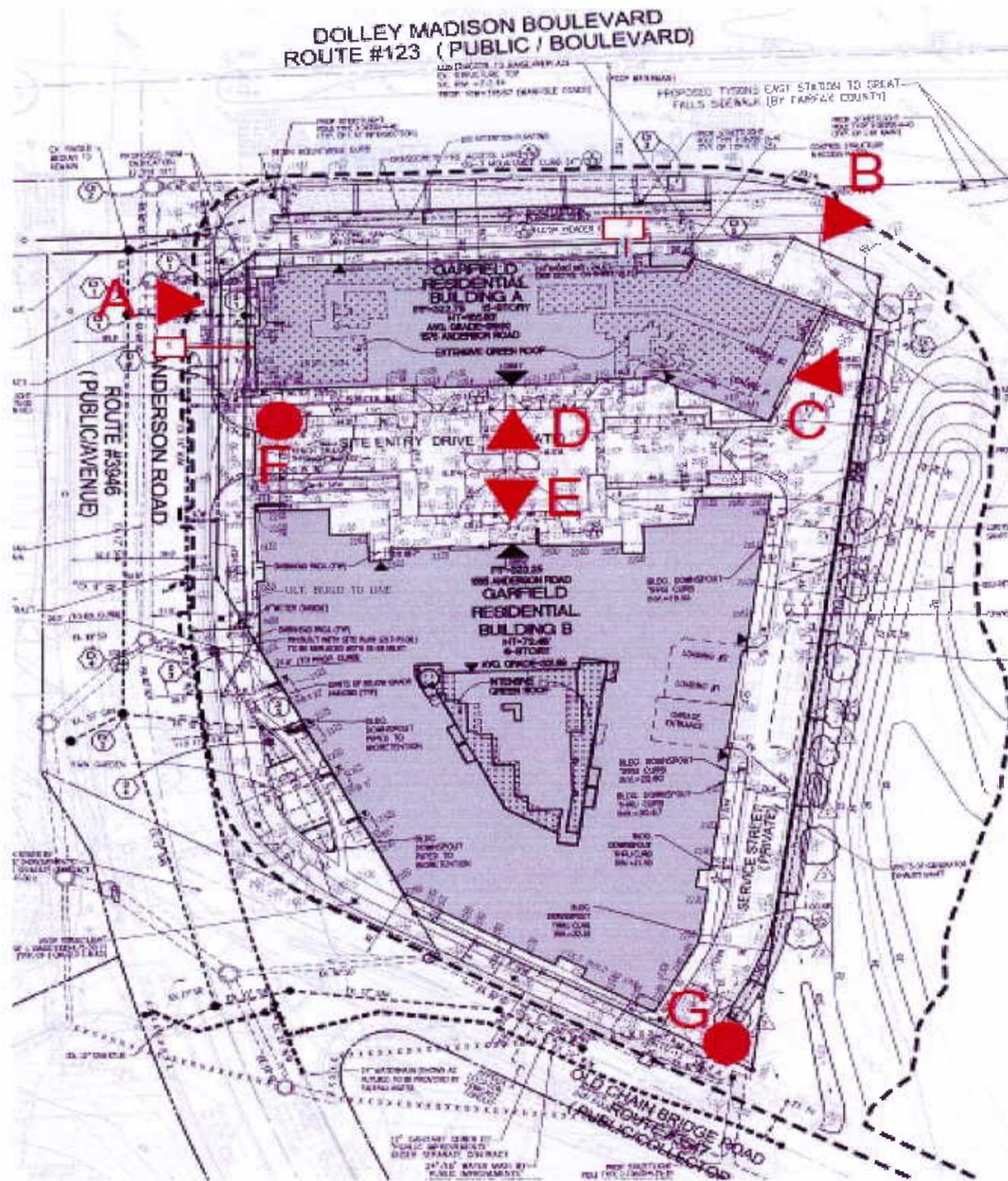
COMPREHENSIVE PLAN PROVISIONS

Plan Area:
Area II

Planning District:
Tysons Corner Urban Center

Tysons Corner Urban Center District:
Tysons East – Anderson Sub-District
The Tysons East District Comprehensive Plan Map shows the application property to be planned for Transit Station Mixed Use: Residential Mixed Use, Office with nearby Park / Open Space.

EXTERIOR SIGNS



SIGN A HAYDEN TOWERS – ID SIGN

SIGN B HAYDEN TOWERS – ID SIGN

SIGN C HAYDEN TOWER – ID SIGN

SIGN D HAYDEN TOWER – ID SIGN

SIGN D HAYDEN FLATS – ID SIGN

SIGN F HAYDEN BUILDINGS – ID SIGN

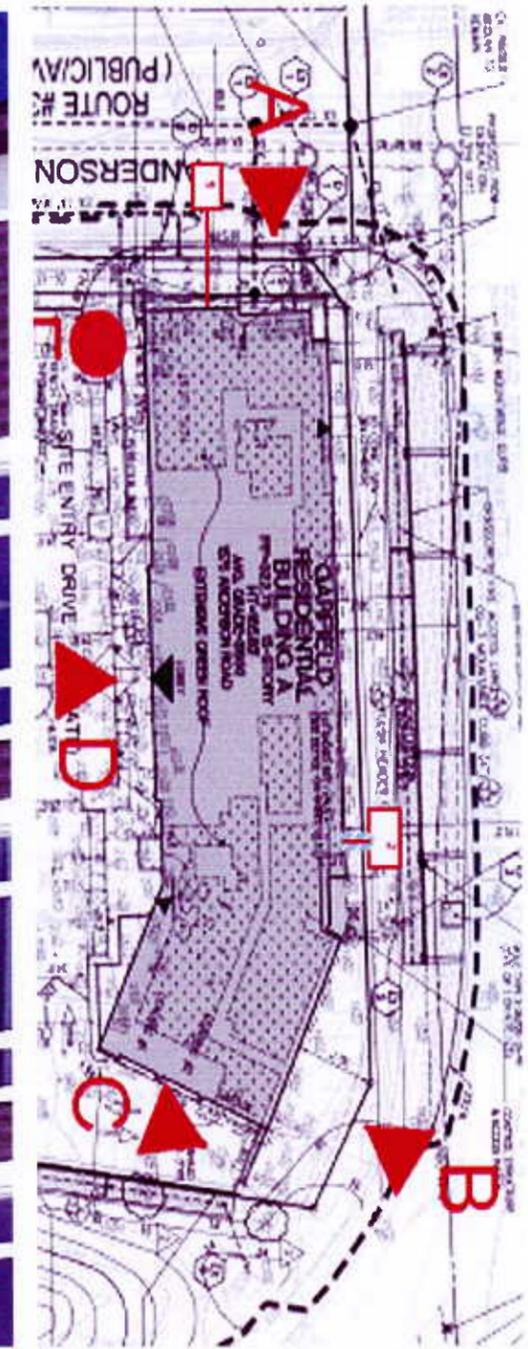
SIGN F HAYDEN BUILDINGS – ID SIGN

1 TEMPORARY SIGN - LEASING

2 TEMPORARY SIGN - LEASING

Sign A – Haden Towers ID Sign – Placement and Detail

This building identification sign will be located on the west side of the building and will consist of 54" high individual brushed aluminum face lit channel letters, backlit with bright white LED modules in a horizontal manner. The individual width of the letters is 30" with a total width of the sign established at 11' 3". The sign "HADEN" measures 50.62 square feet. This sign will be located at a height of approximately 150' from grade.

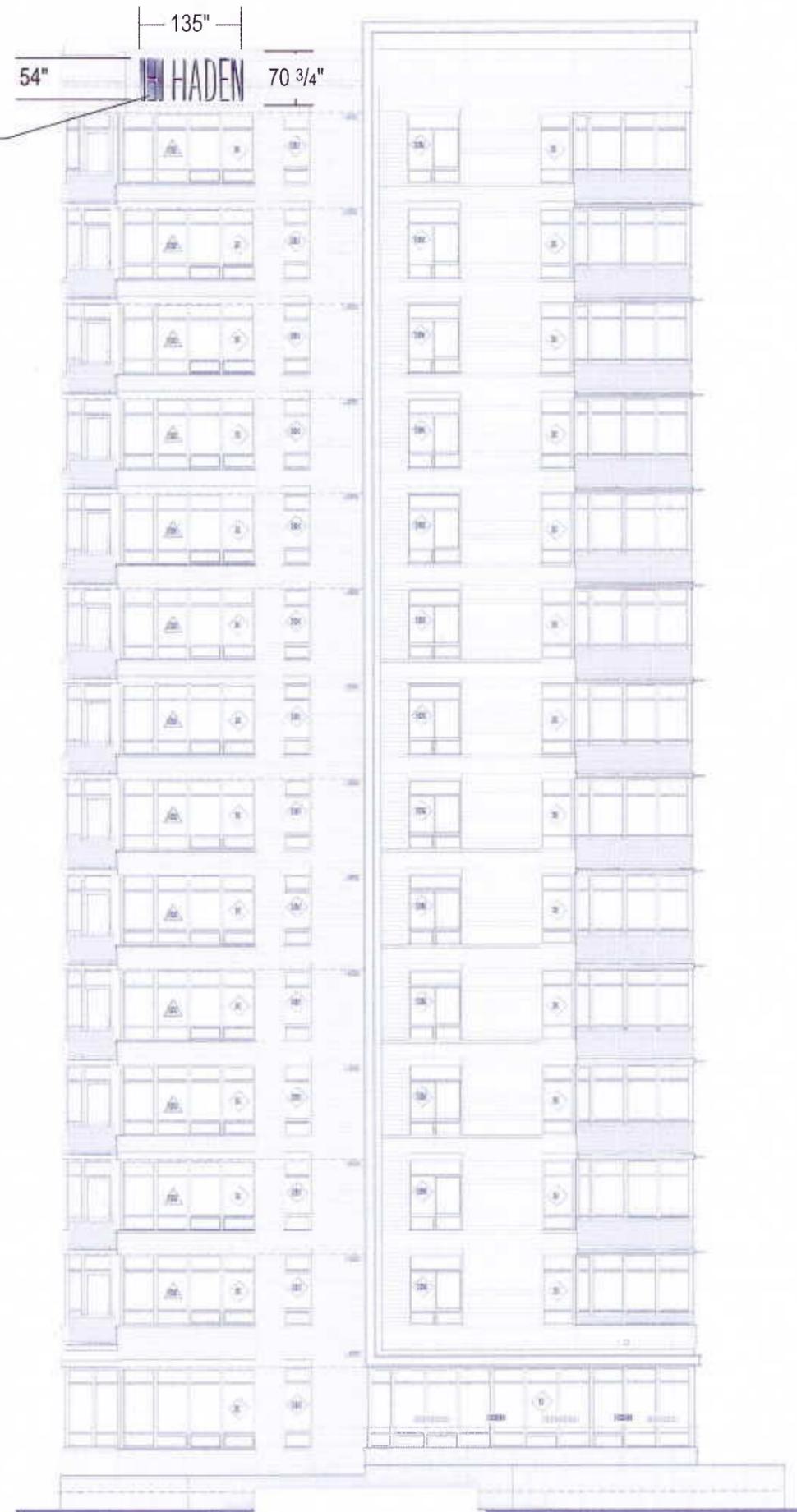


A



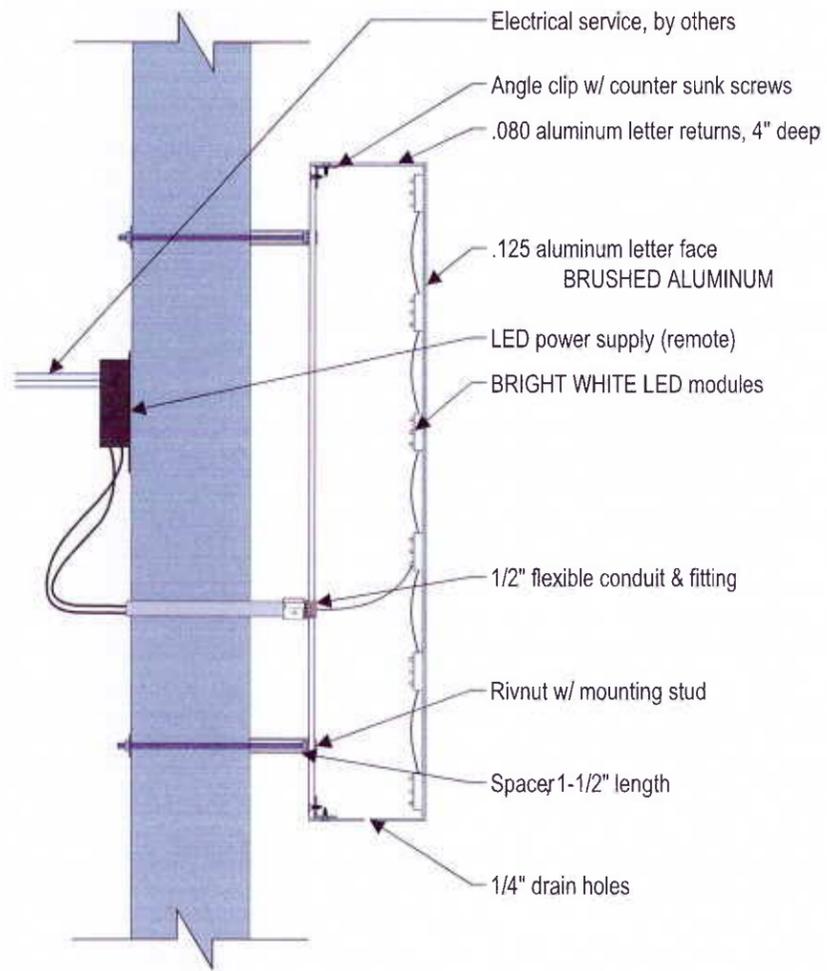
A

11'-3" W x 54" H REVERSE CHANNEL LETTER SET
BRUSHED ALUMINUM.
24" FROM EDGE OF BRICK.
(150' +/- FROM BOTTOM TO GRADE)

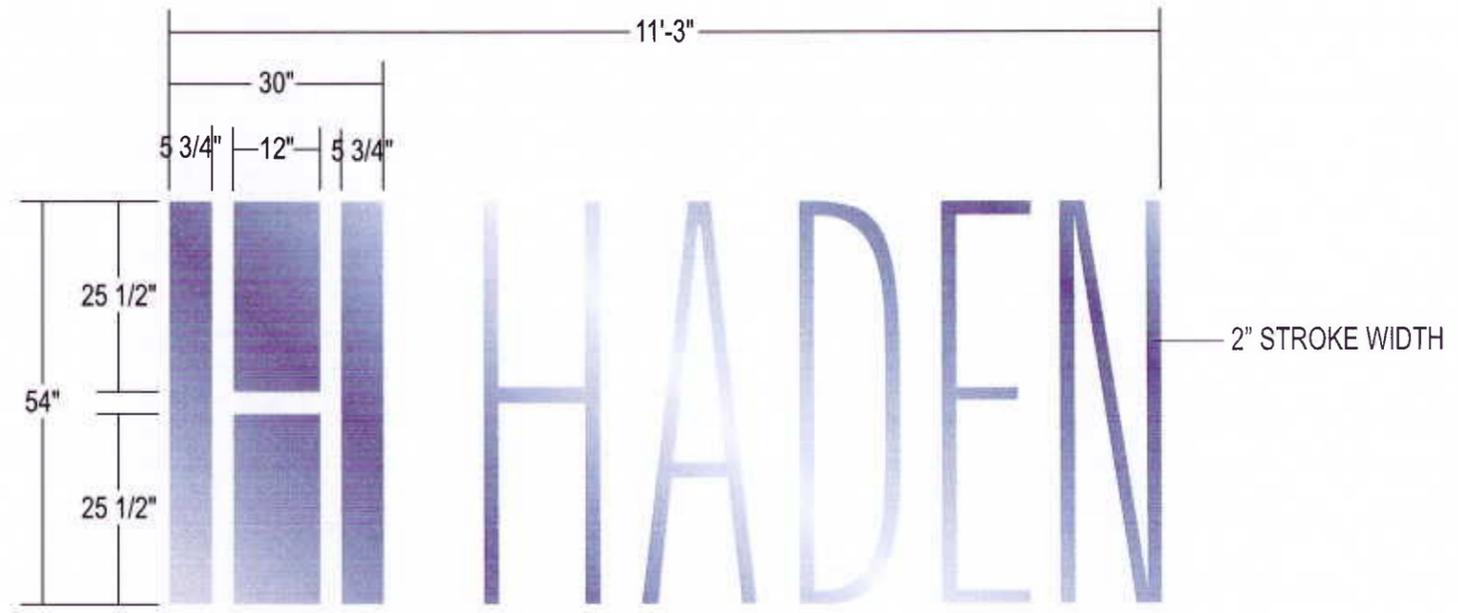


1 WEST ELEVATION
A.01 Scale: 1/16"=1'-0"

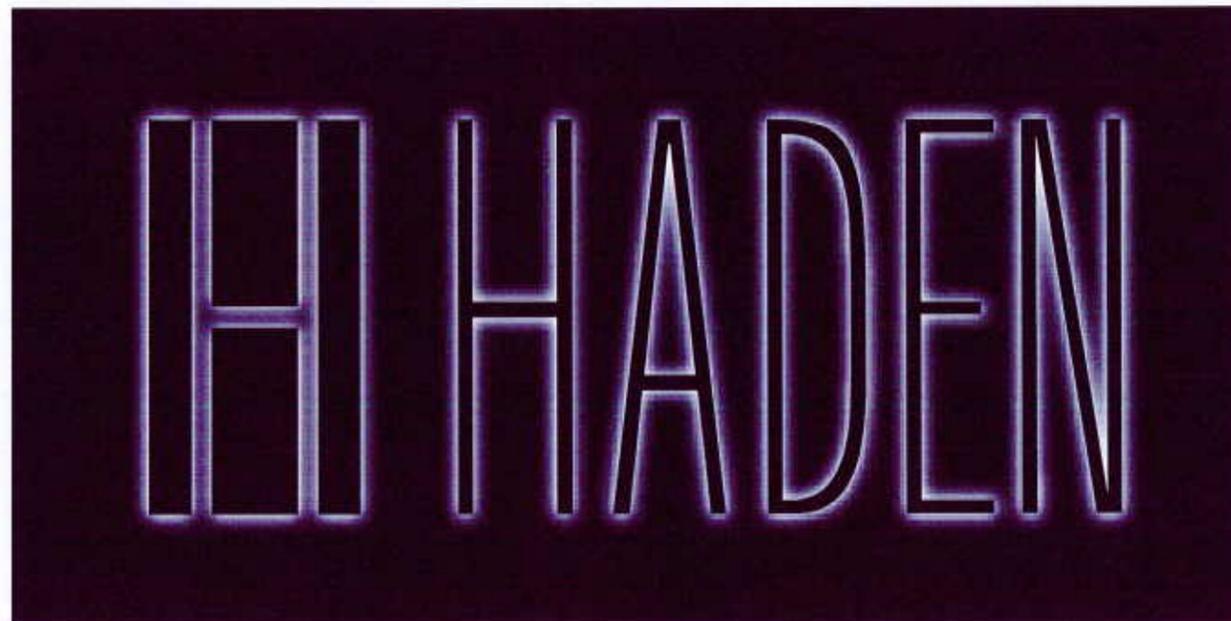
A



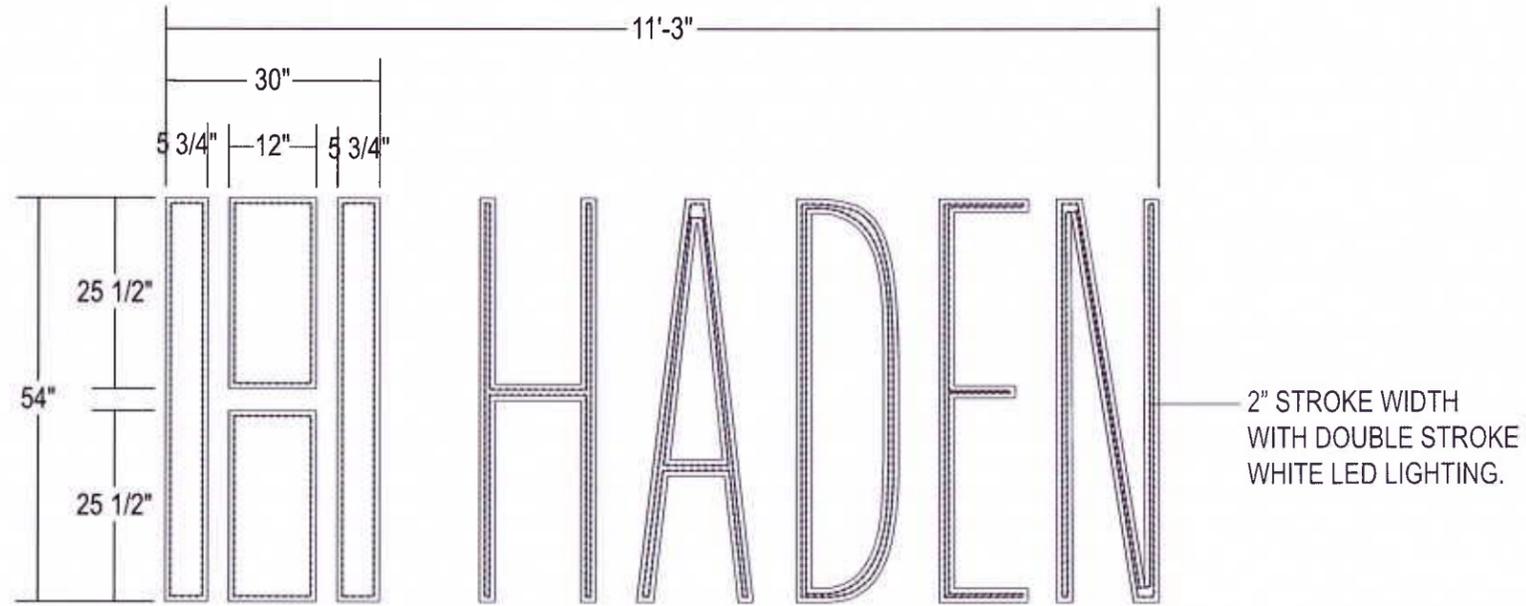
2 LETTER DETAIL
A.02 Scale: NTS



3 REVERSE CHANNEL LETTERS
A.02 Scale: 1/2"=1'-0"



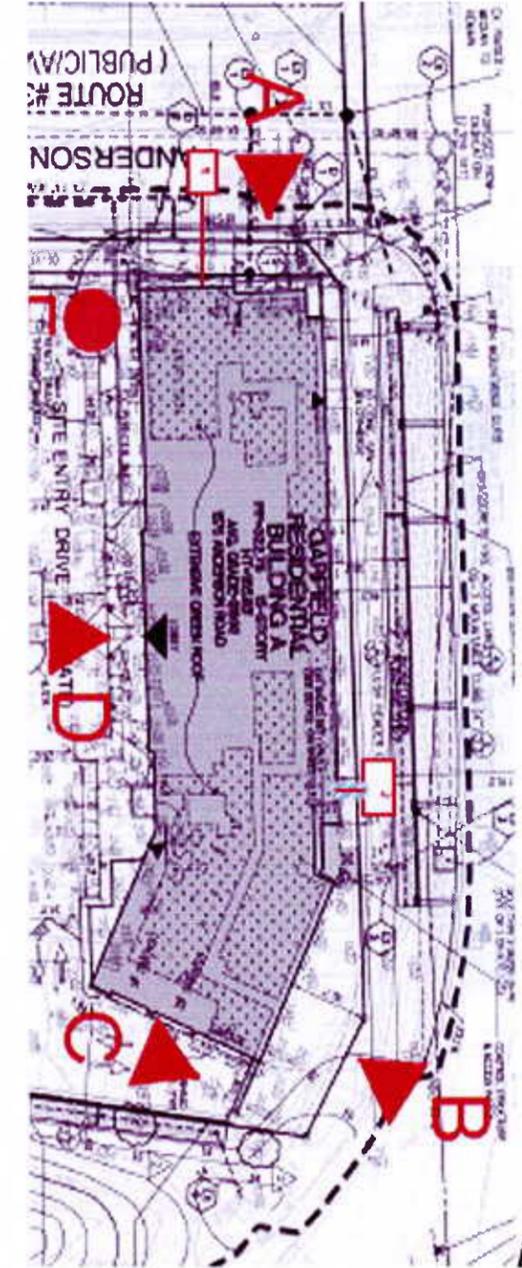
A



4 REVERSE CHANNEL LETTERS
A.03 Scale: 1/2"=1'-0"

Sign B – Haden Towers ID Sign - Placement and Detail

This building identification sign will be located on the north side of the building and will consist of 66 5/8" high individual brushed aluminum face lit channel letters, backlit with bright white LED modules in a vertical manner. The individual width of the letters is 36", with a total width of the letters established at 11'3". The length of the sign will be 37'6". The sign "HADEN" will measure 112.5 square feet. This sign will be located at a height of approximately, 123' from grade.



B



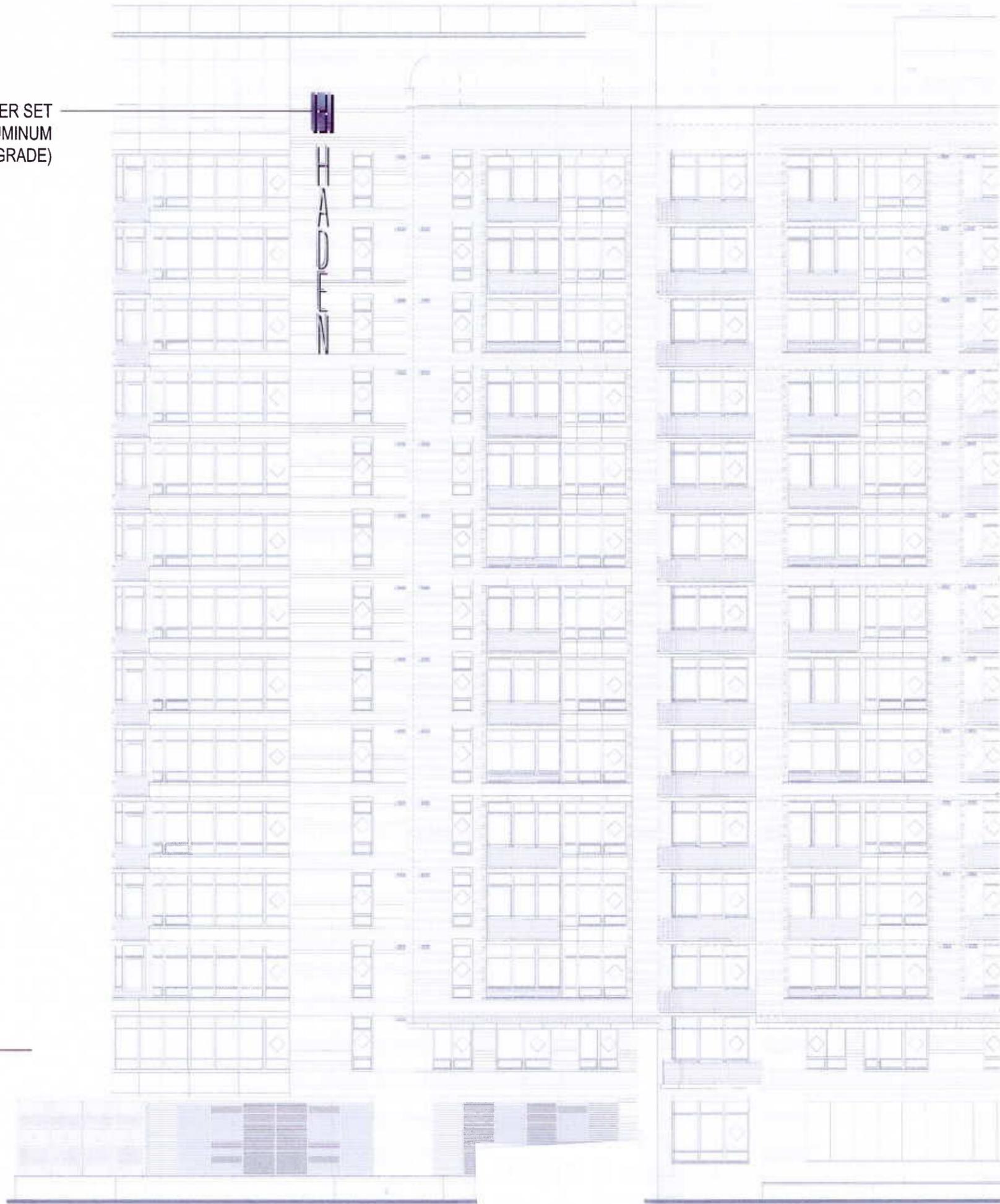
JLB McLean, LLC - GARFIELD SITE - SIGNAGE

WDG

WA 11035 |

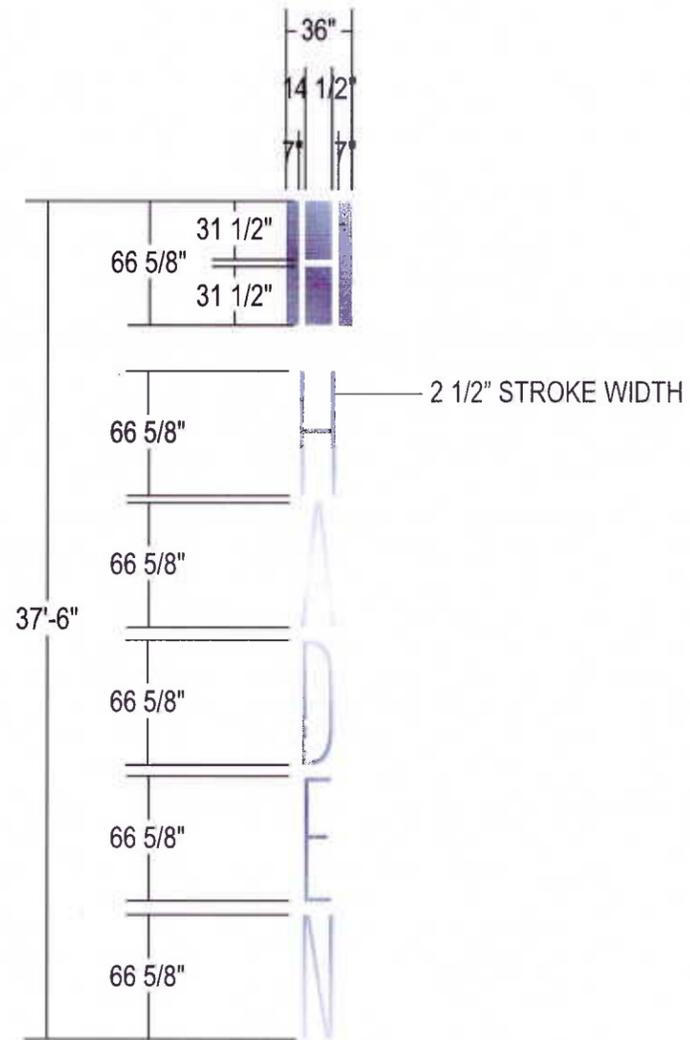
B

3' W x 37'-6" H REVERSE CHANNEL LETTER SET
BRUSHED ALUMINUM
(123' +/- FROM BOTTOM TO GRADE)

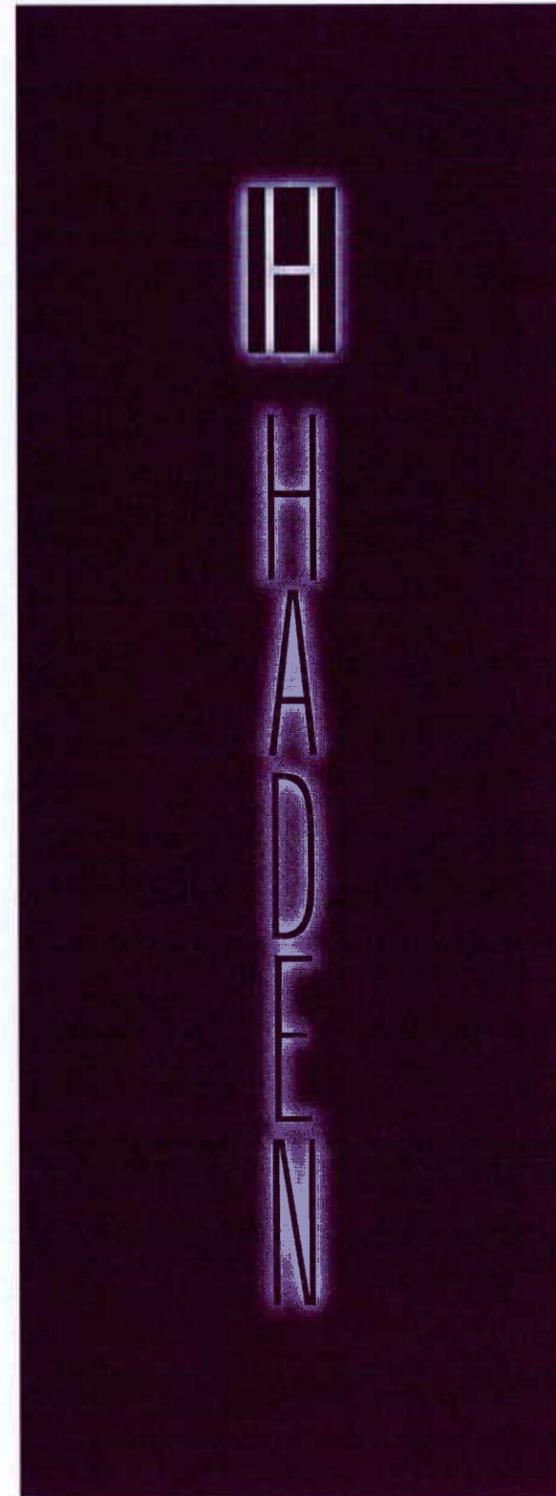


1 NORTH ELEVATION
A.01 Scale: 1/16"=1'-0"

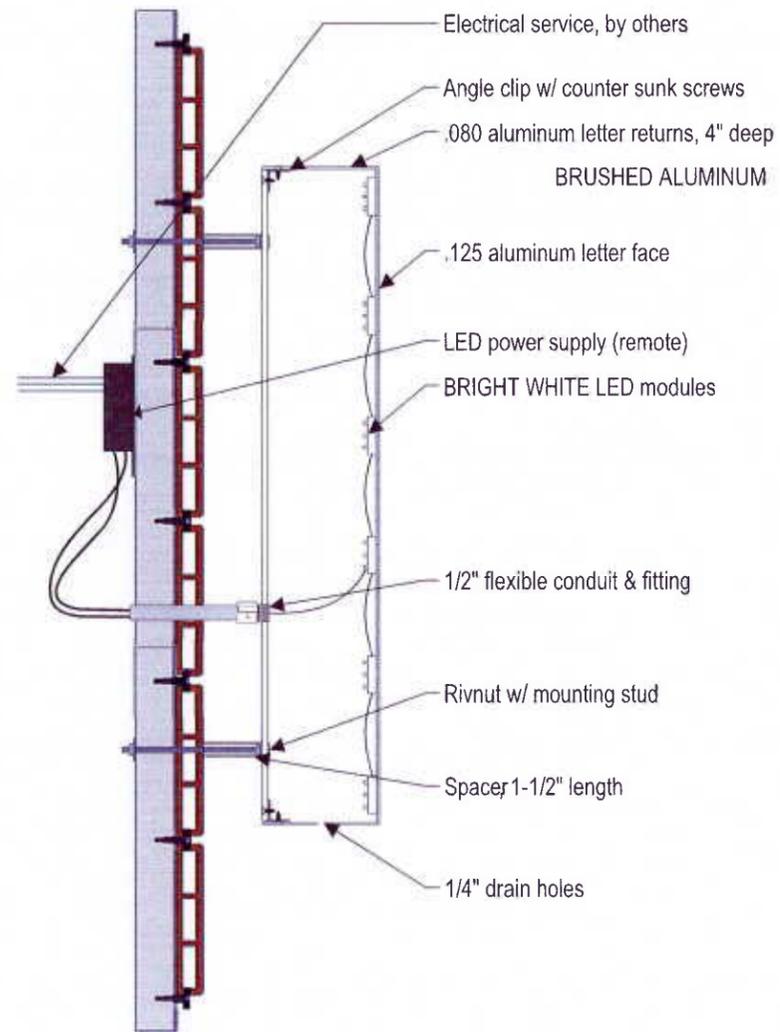
B



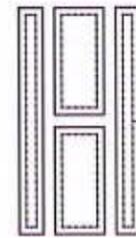
2 REVERSE CHANNEL LETTERS
A.02 Scale: 1/8"=1'-0"



B



3 LETTER DETAIL
A.03 Scale: NTS



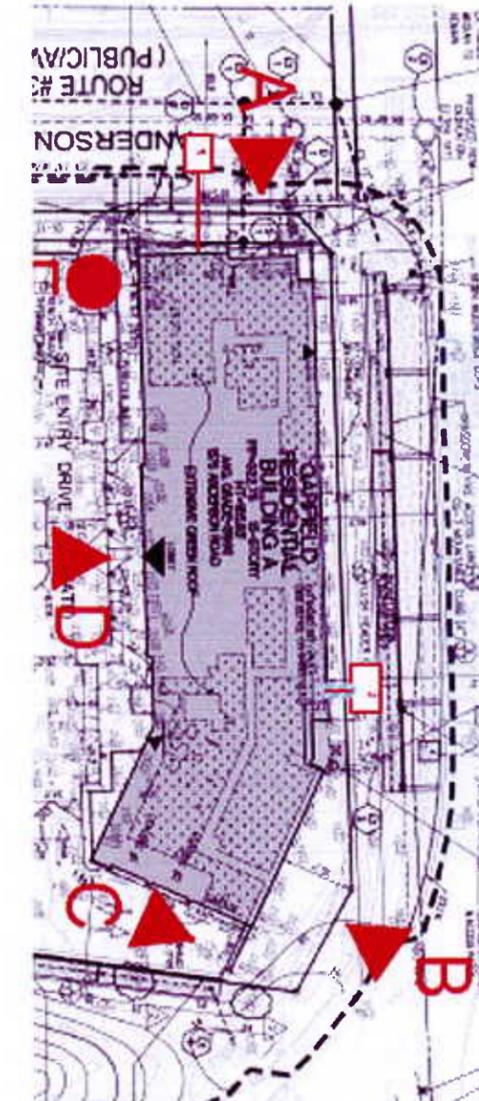
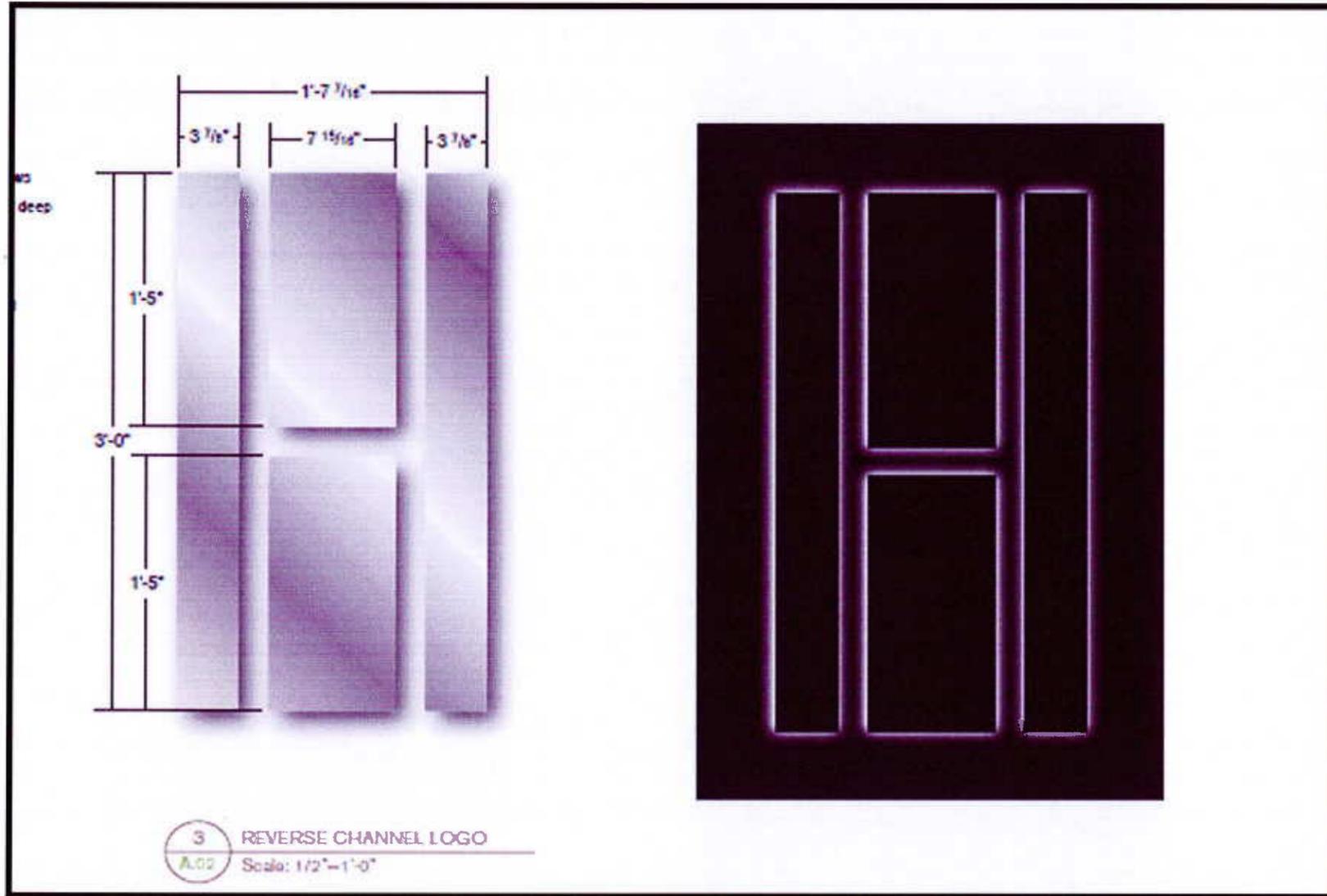
DOUBLE STROKE
WHITE LED LIGHTING.

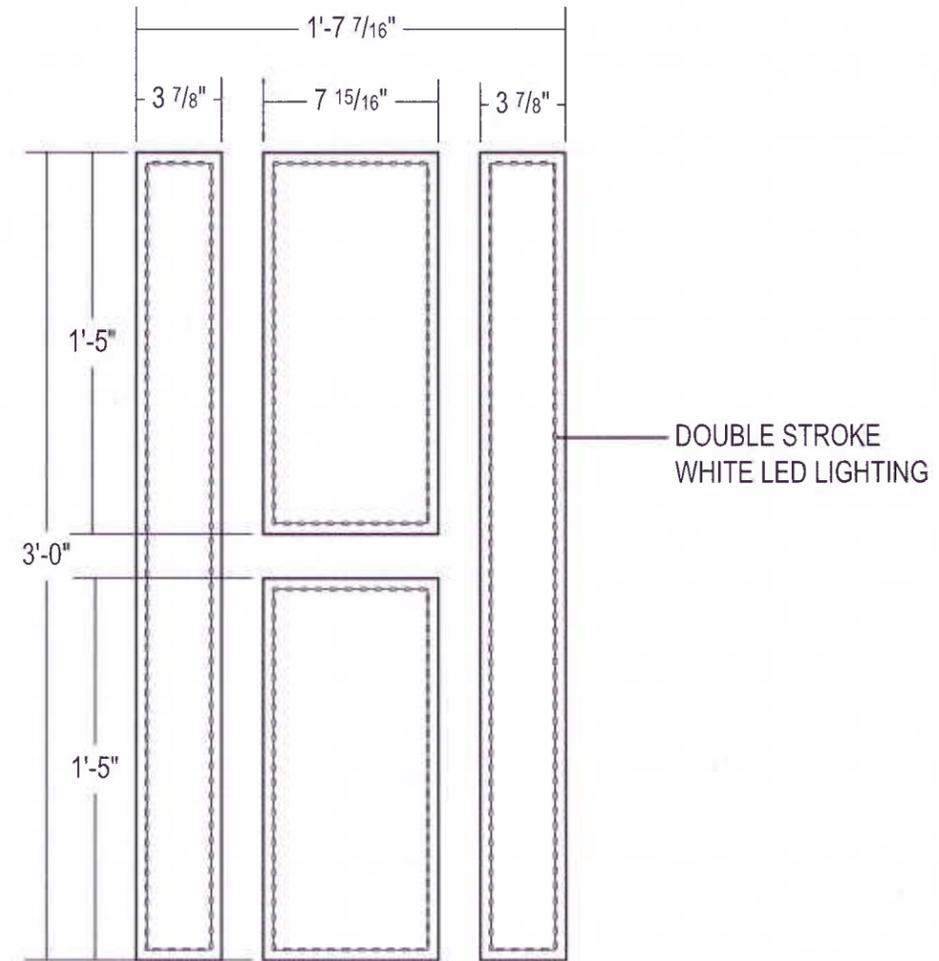


2 1/2" STROKE WIDTH
WITH DOUBLE STROKE
WHITE LED LIGHTING.

Sign C – Haden Tower ID Sign - Placement and Detail

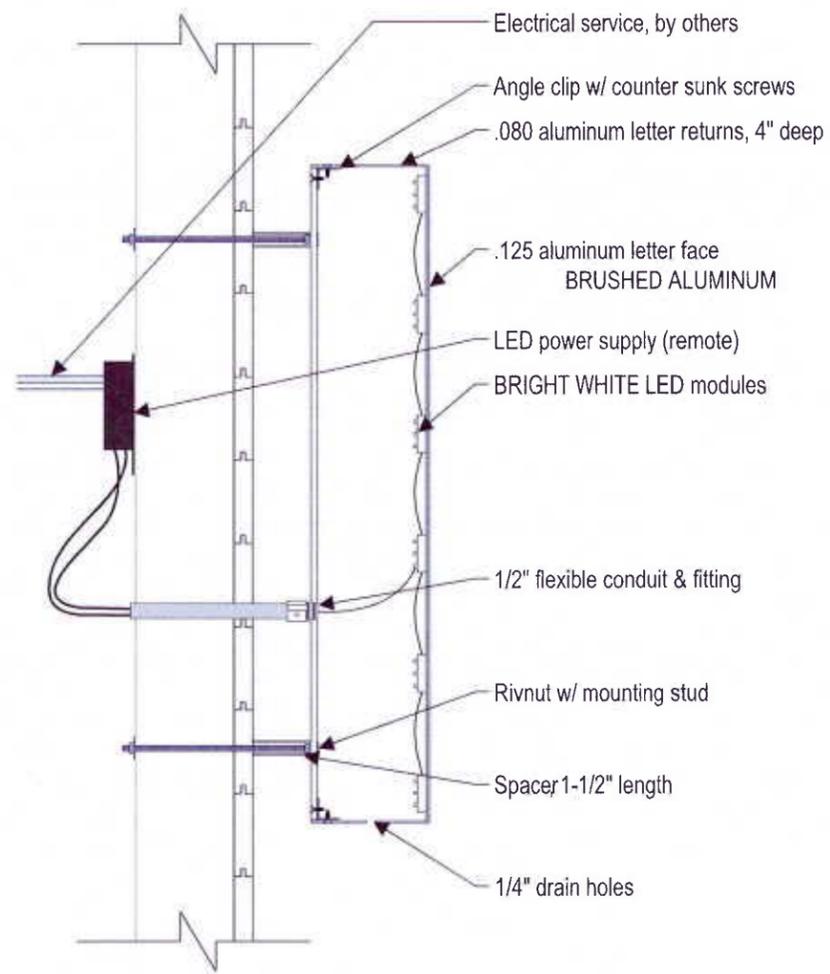
This building identification logo sign will be located on a retaining wall facing inward on the north side of the building and will consist of a single 3' high individual brushed aluminum face lit channel "H" letter, backlit with bright white LED modules. The individual width of the letter is 1' 7", with a total area of the letter logo established at 4.75 square feet. This logo sign will be located at a height of approximately 6' feet from grade.



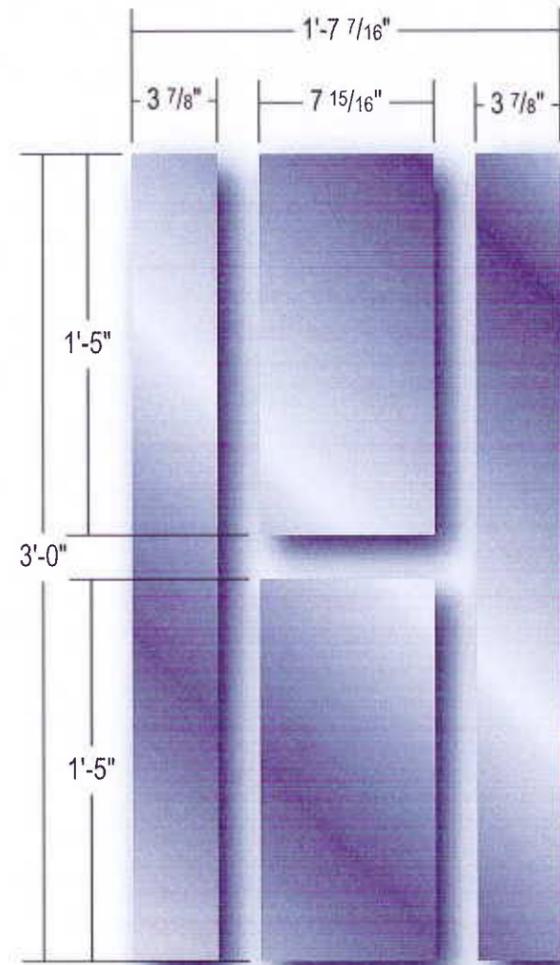


4 REVERSE CHANNEL LOGO
A.03 Scale: 1"=1'-0"

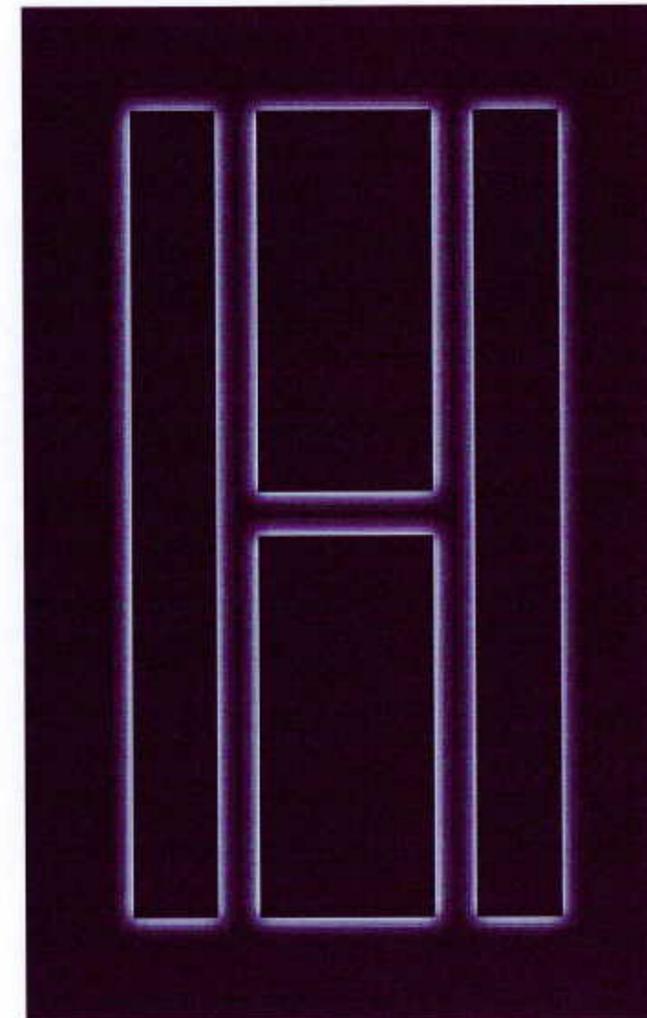
C

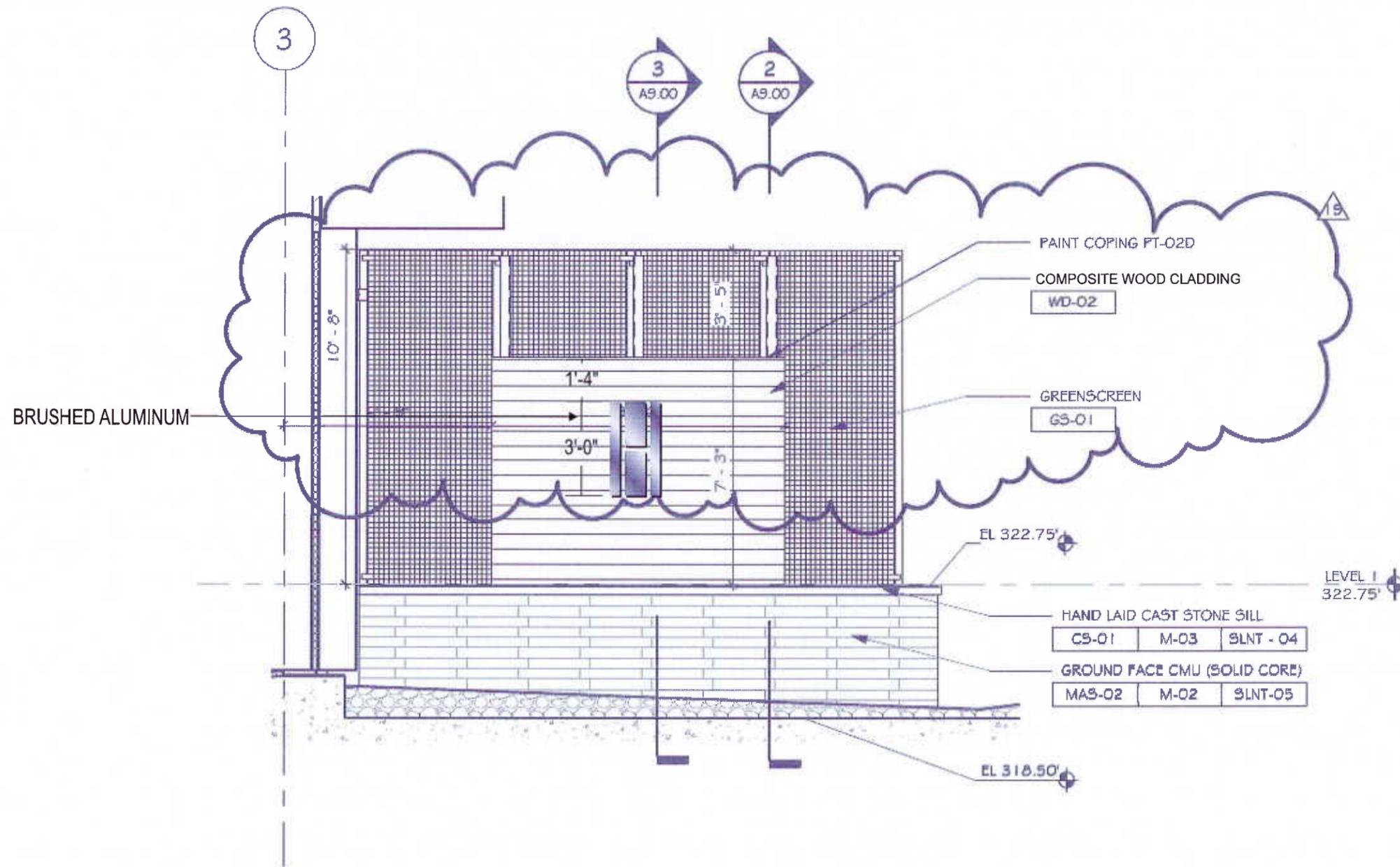


2 LETTER DETAIL
A.02 Scale: NTS



3 REVERSE CHANNEL LOGO
A.02 Scale: 1/2"=1'-0"

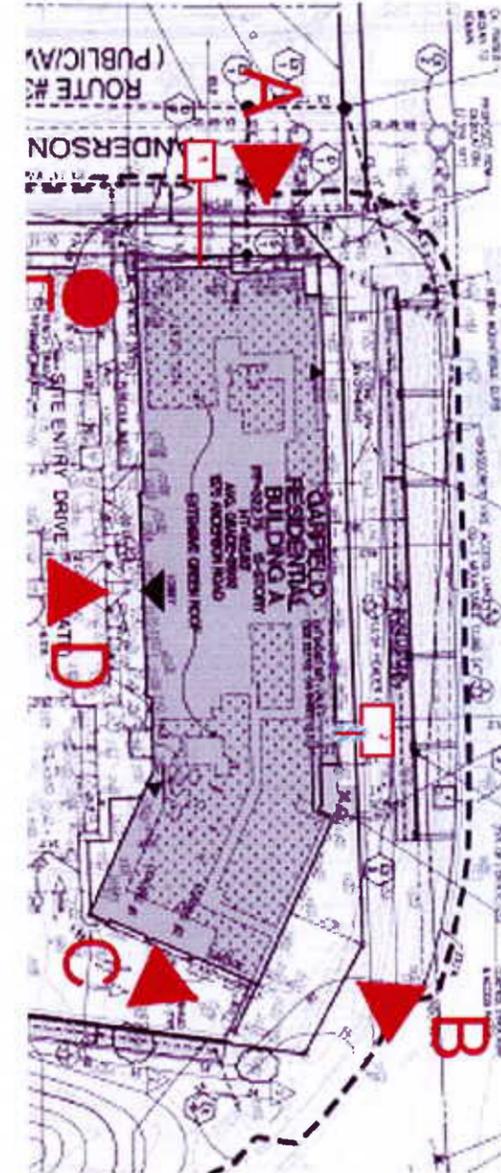




3 SCREEN WALL ELEVATION
 Scale: 1/4" = 1'-0"

Sign D – Haden Tower ID Sign - Placement and Detail

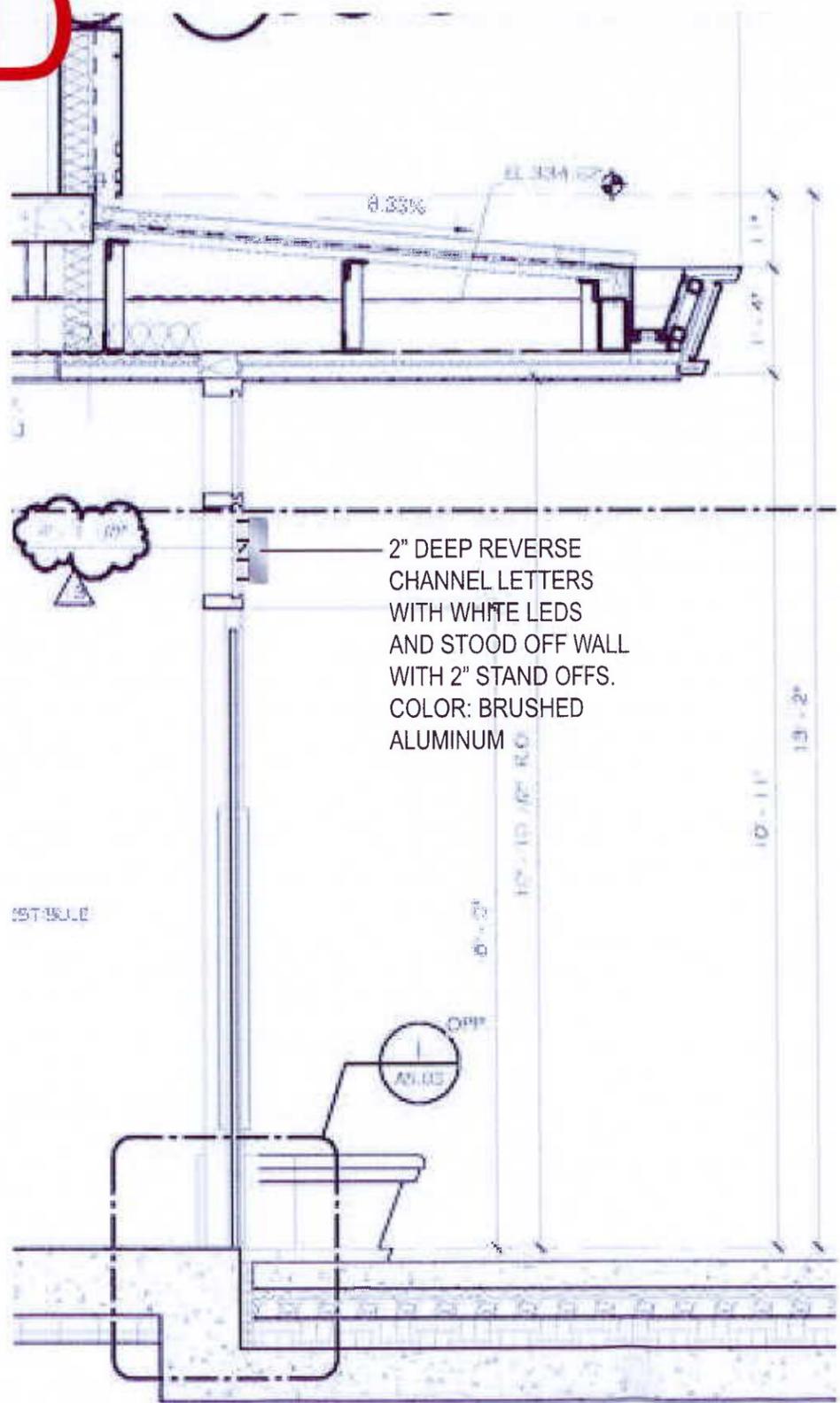
This building identification sign will be located on the south side of the building and will consist of 10" high individual brushed aluminum face lit channel letters backlit with bright white LED modules in a horizontal manner. The individual width of the letters will be 10" with a total width of the sign established at 14' 8 3/4". The words "HADEN TOWER" will measure 12.27 square feet. This sign will be located at a height of approximately 10' 11" from grade.



D



D



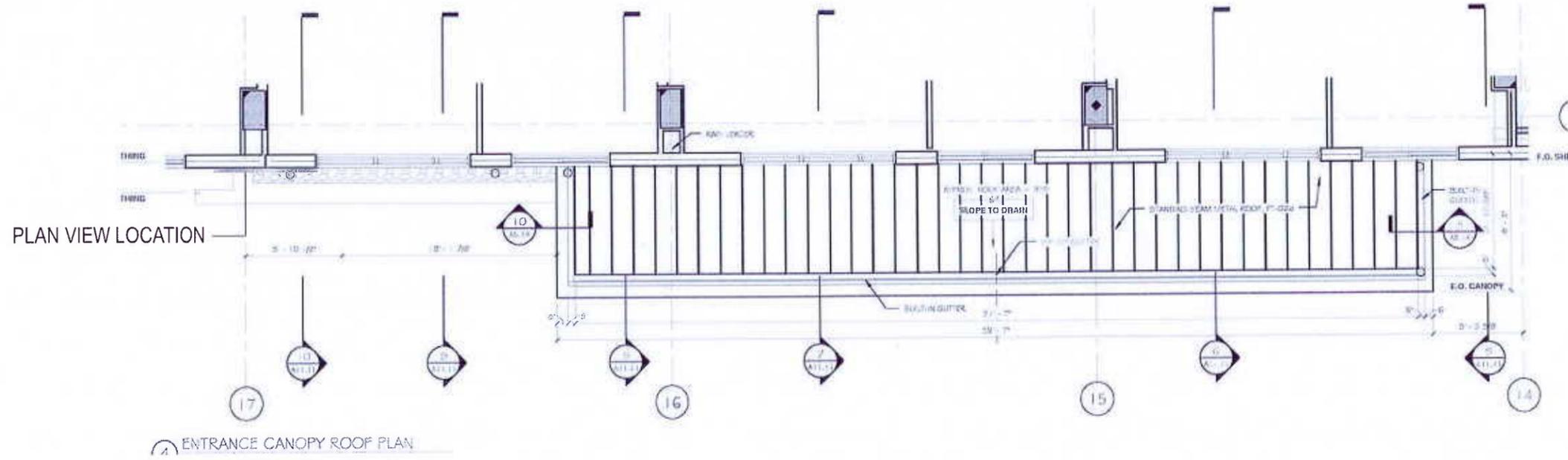
14'-8 3/4"

10" **H A D E N T O W E R**

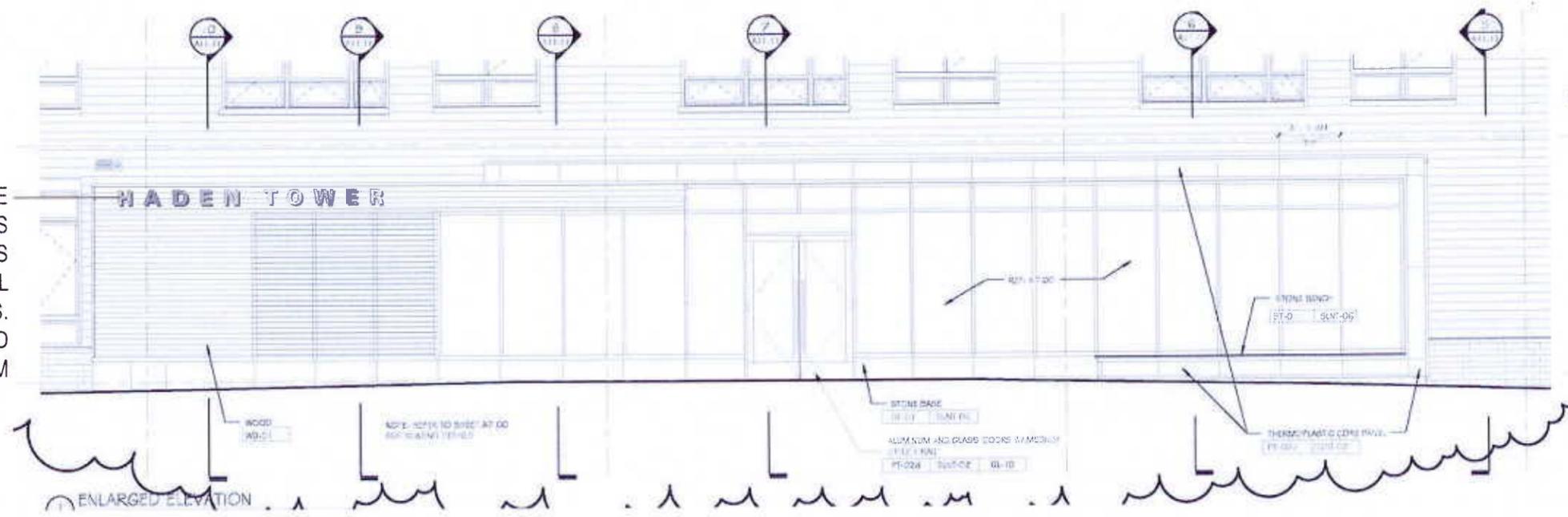
2" DEEP REVERSE CHANNEL LETTERS WITH WHITE LEDS AND STOOD OFF WALL WITH 2" STAND OFFS. COLOR: BRUSHED ALUMINUM

H A D E N T O W E R

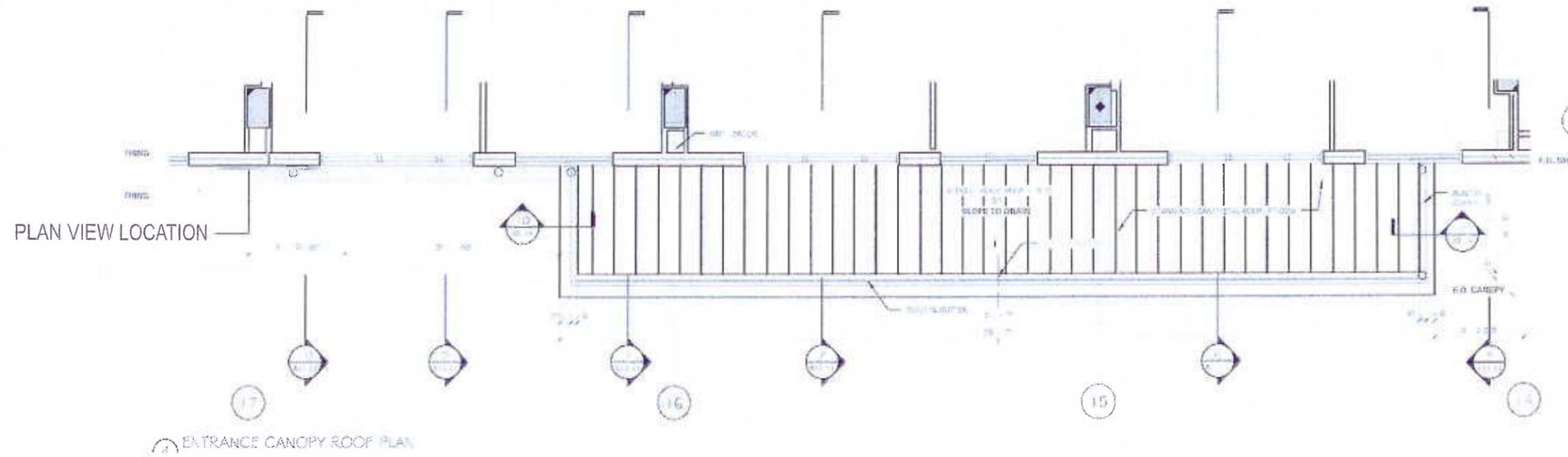
D



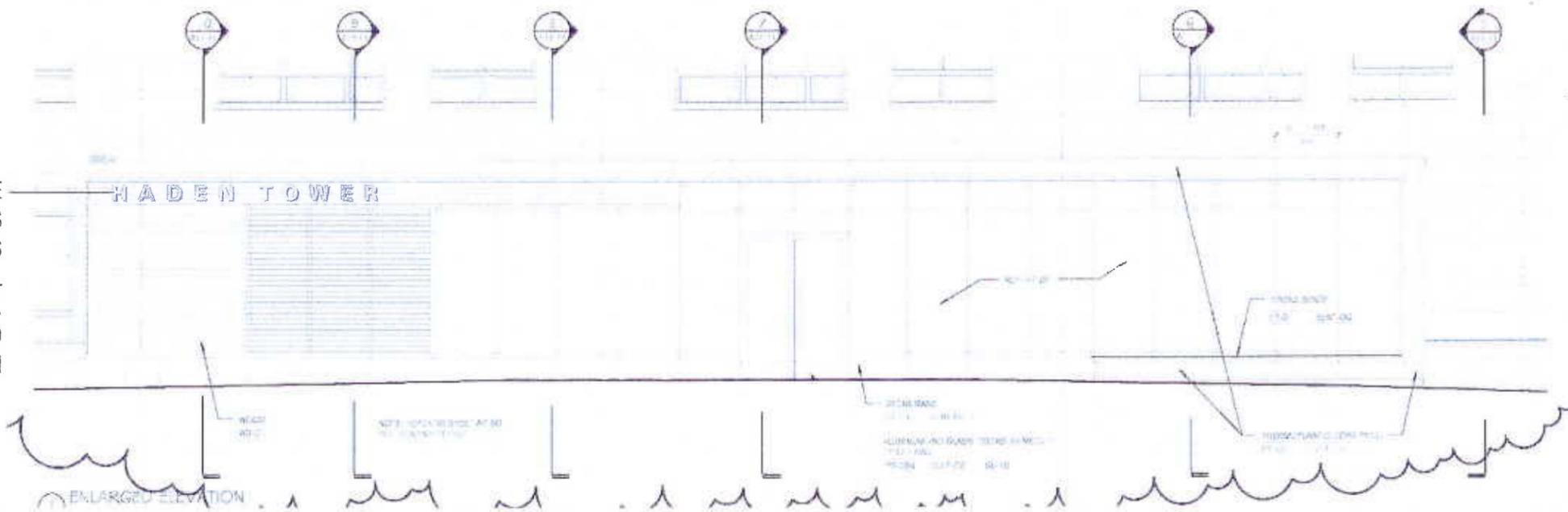
2" DEEP REVERSE CHANNEL LETTERS WITH WHITE LEDS AND STOOD OFF WALL WITH 2" STAND OFFS. COLOR: BRUSHED ALUMINUM



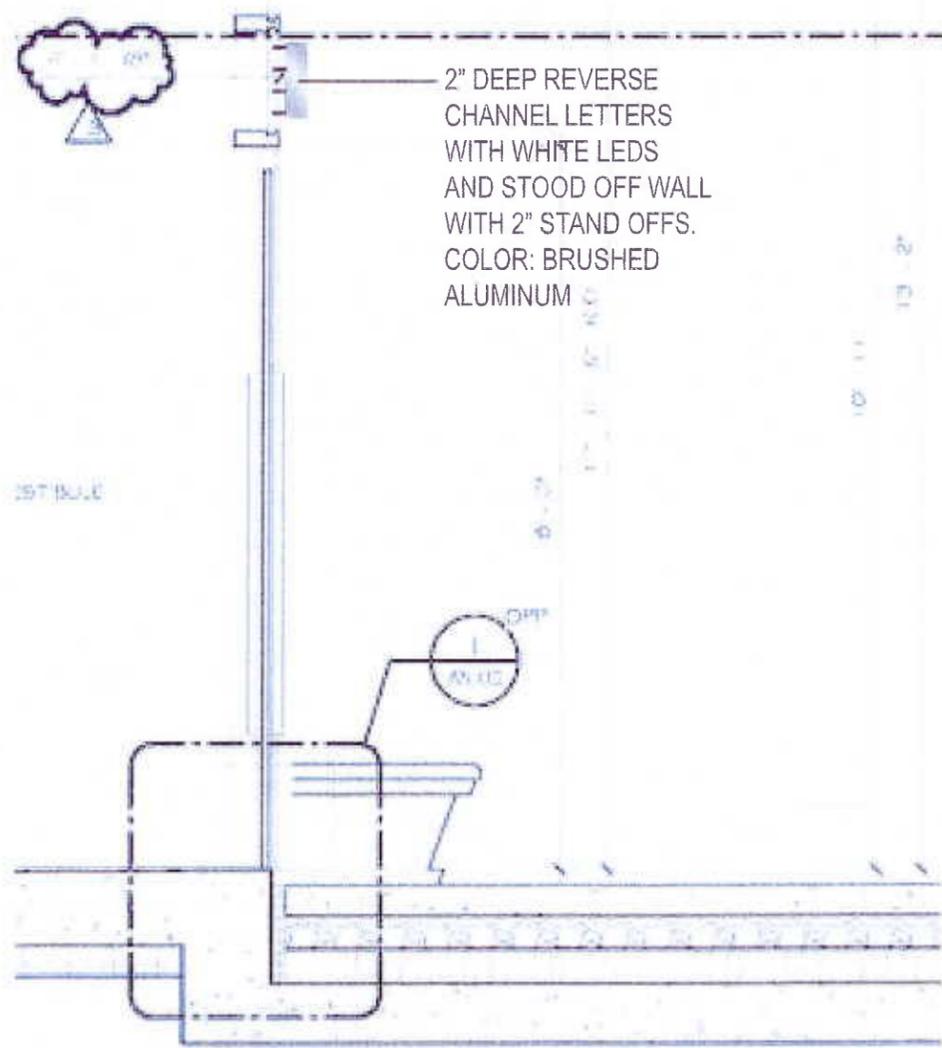
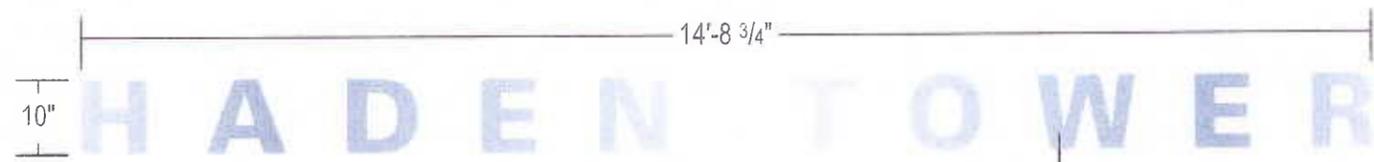
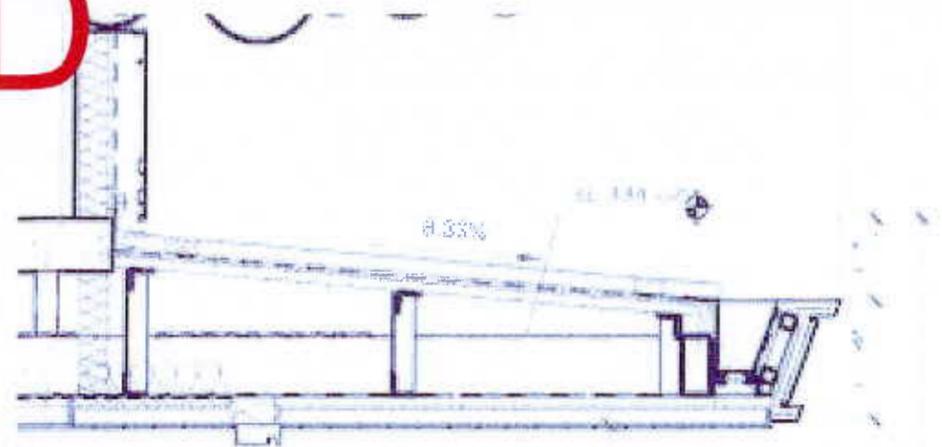
D



2" DEEP REVERSE CHANNEL LETTERS WITH WHITE LEDS AND STOOD OFF WALL WITH 2" STAND OFFS. COLOR: BRUSHED ALUMINUM



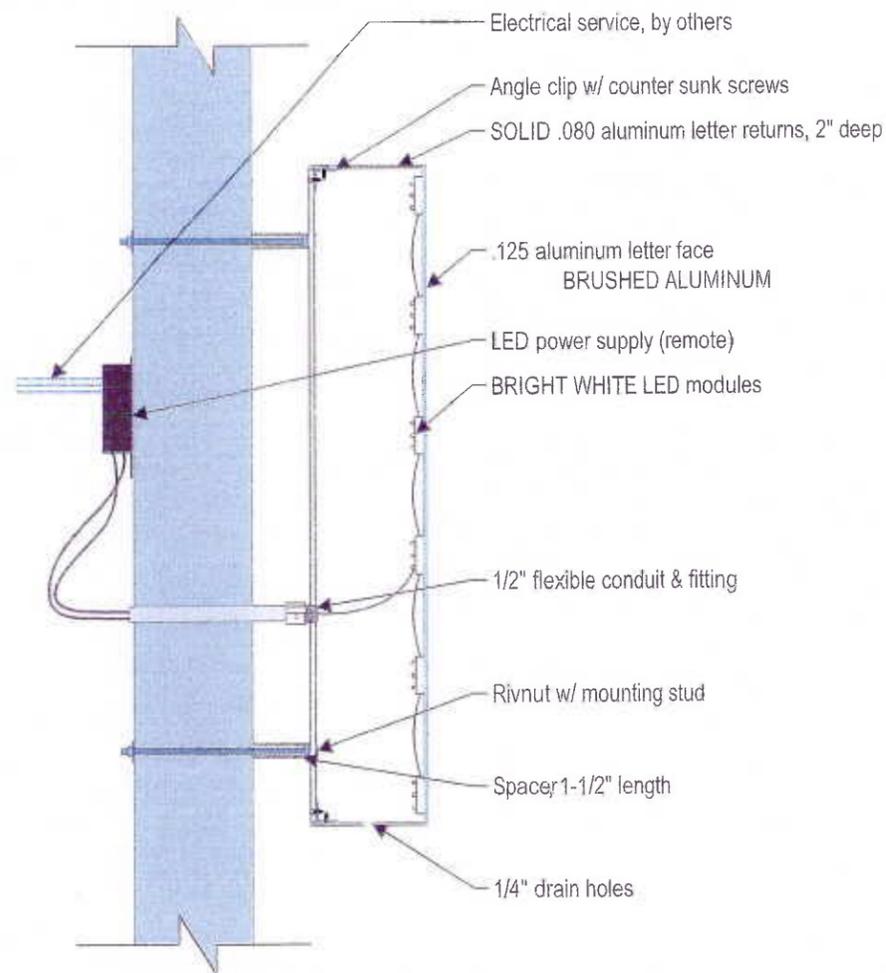
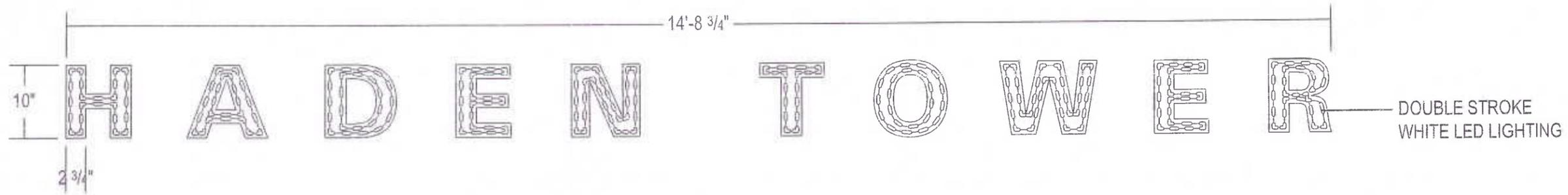
D



2" DEEP REVERSE CHANNEL LETTERS WITH WHITE LEDS AND STOOD OFF WALL WITH 2" STAND OFFS. COLOR: BRUSHED ALUMINUM



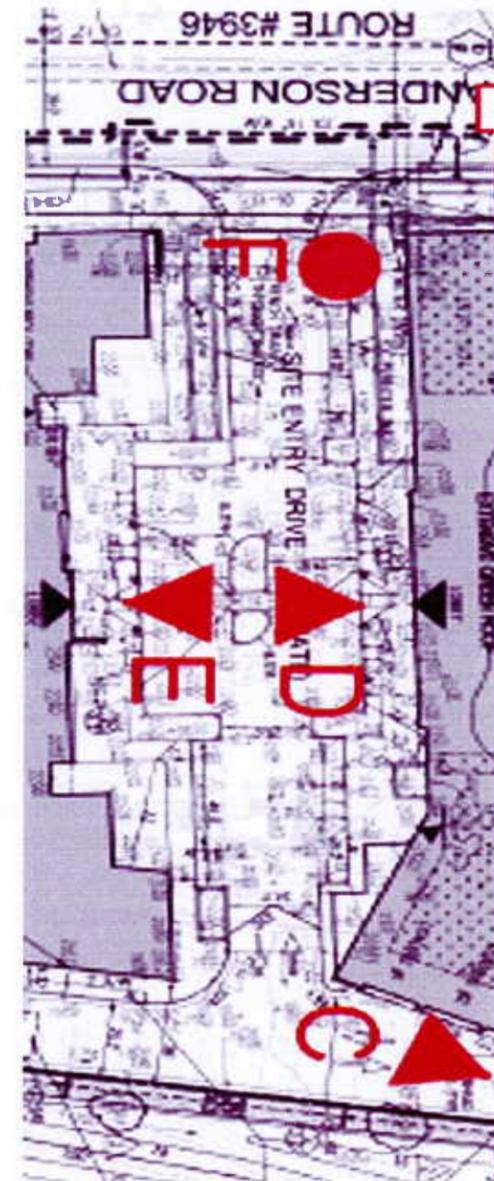
D



2 LETTER DETAIL
A.02 Scale: NTS

Sign E – Haden Flats ID Sign - Placement and Detail

This building identification sign will be located on the north side of the building and will consist of 10" high individual brushed aluminum face lit channel letters, backlit with bright white LED modules in a horizontal manner. The individual width of the letters will be 10" with a total width of the sign established at 14' 5 3/8". The words "HADEN FLATS" will measure 12.03 square feet. This sign will be located at a height of approximately 10' 1" from grade.



E



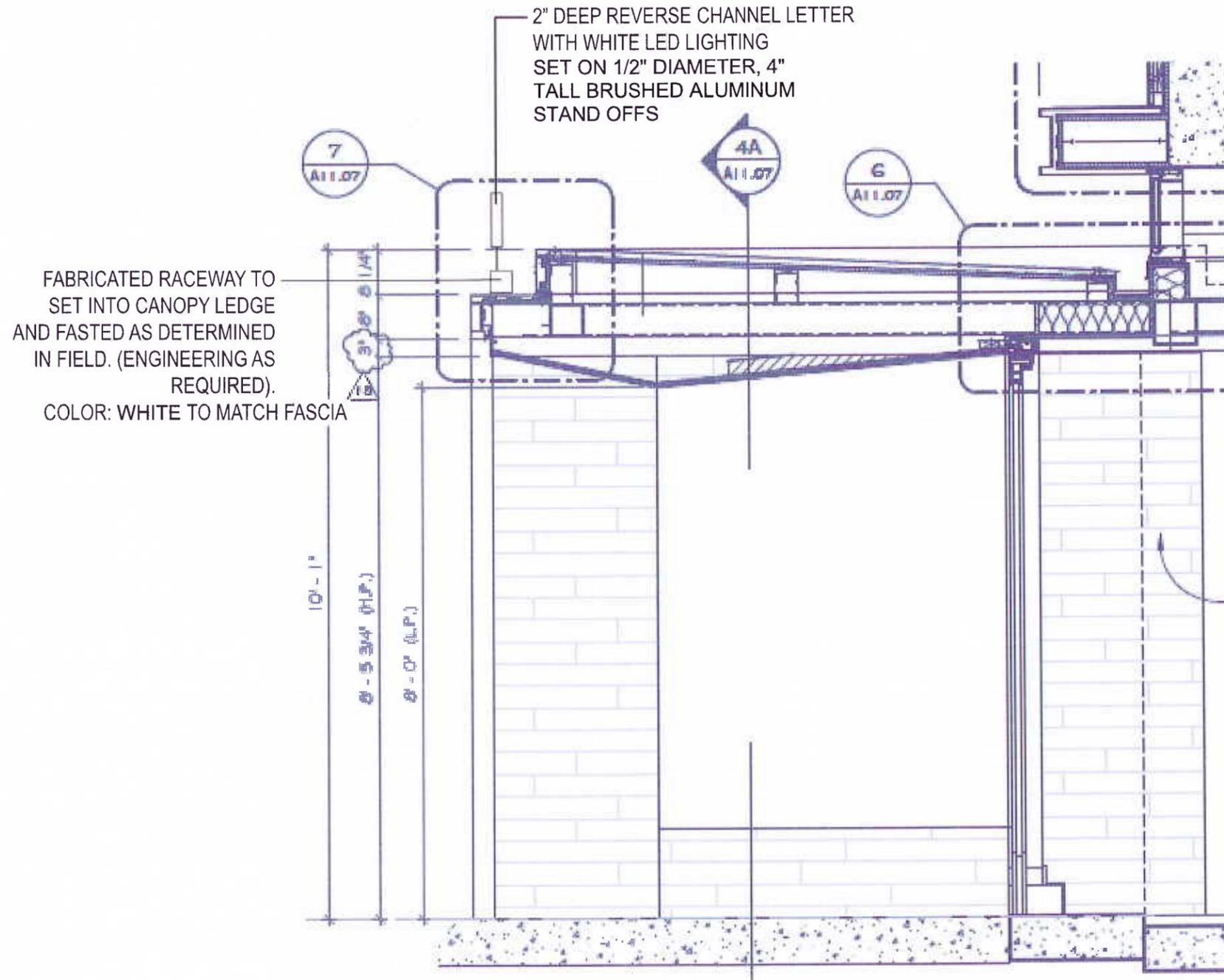
E



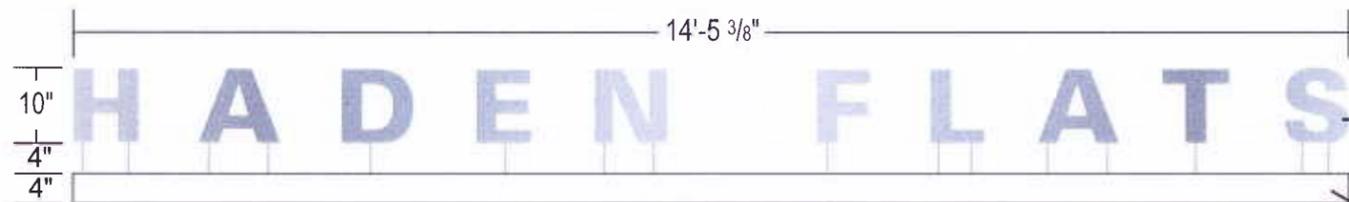
JLB McLean, LLC - GARFIELD SITE - SIGNAGE

WDG

E



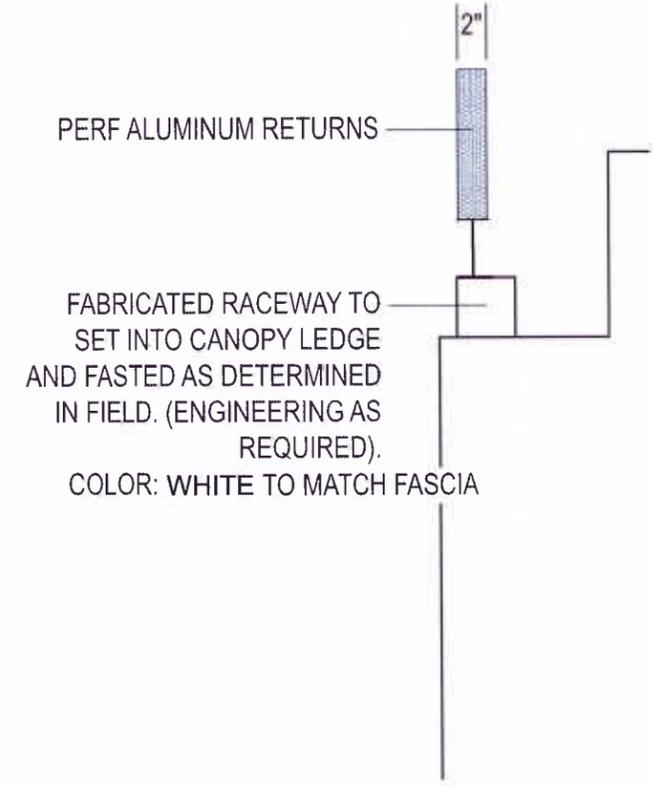
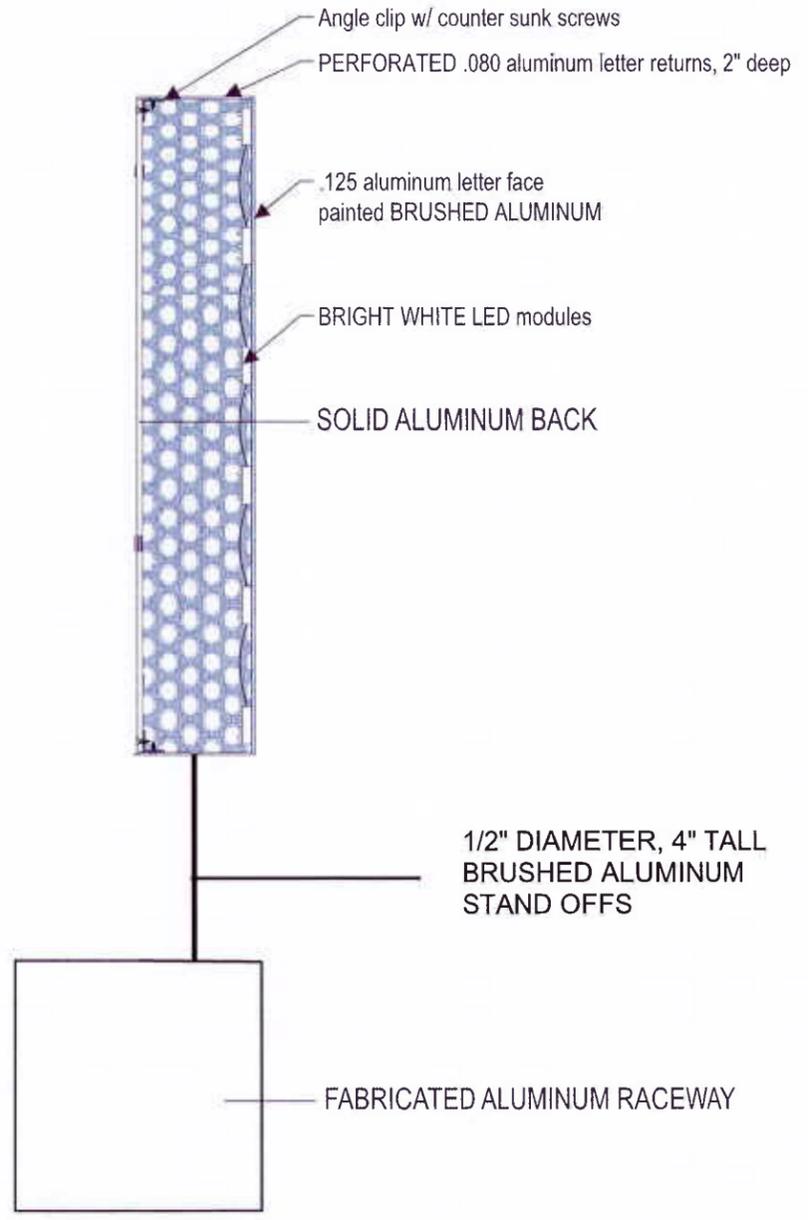
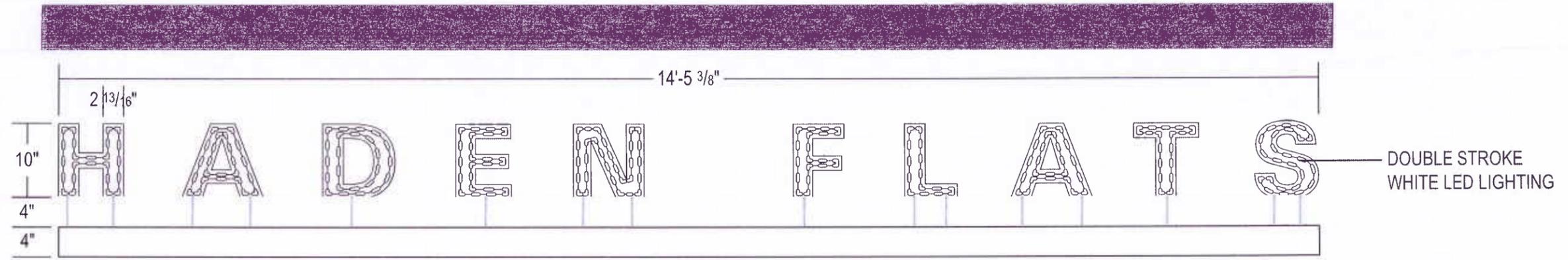
E



2" DEEP REVERSE CHANNEL
PAINTED BRUSHED ALUMINUM
SET ON 1/2" DIAMETER, 4"
TALL BRUSHED ALUMINUM
STAND OFFS

FABRICATED RACEWAY TO
SET INTO CANOPY LEDGE
AND FASTED AS DETERMINED
IN FIELD. (ENGINEERING AS
REQUIRED).
COLOR: WHITE TO MATCH FASCIA

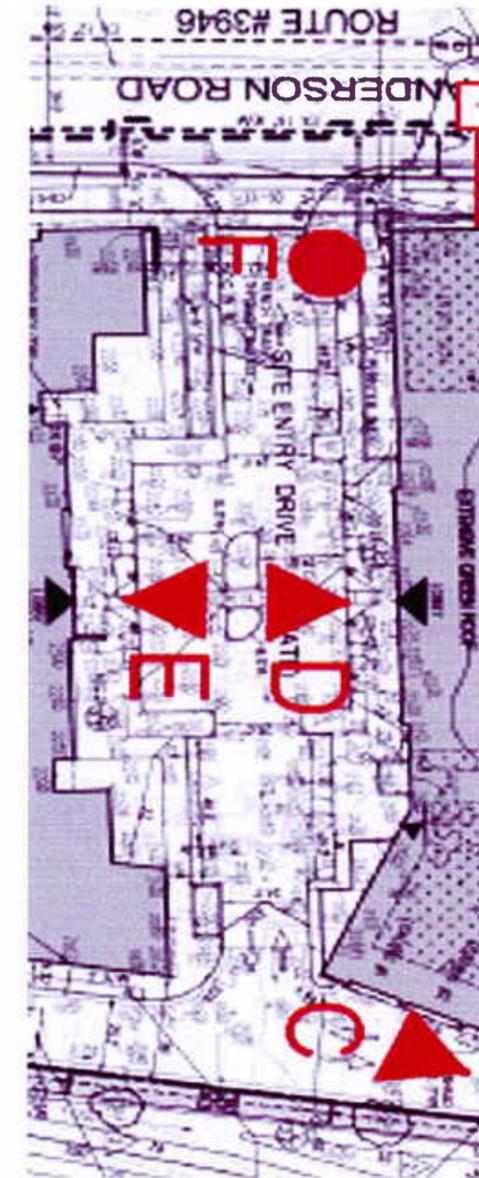
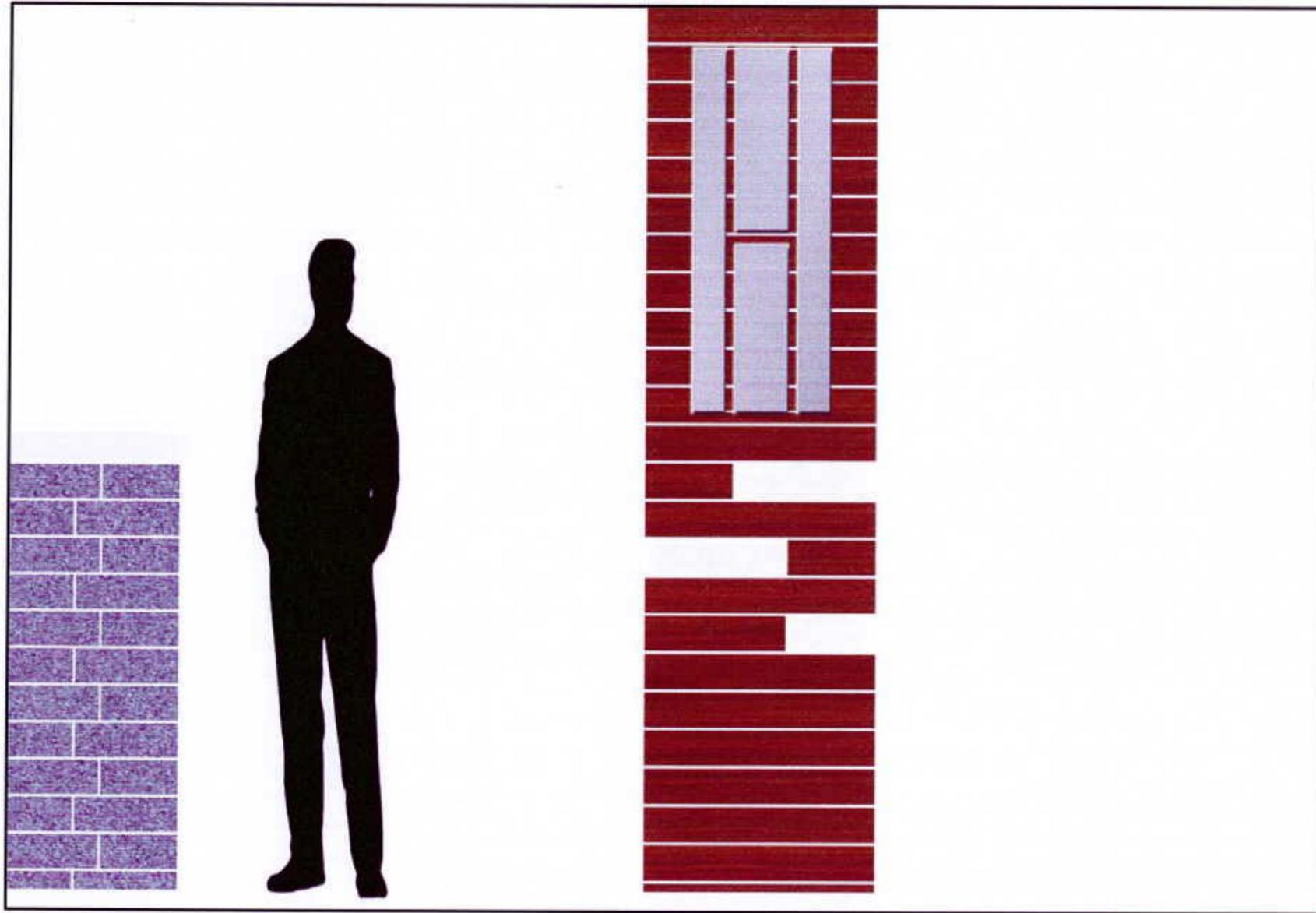
E



2 LETTER DETAIL

Sign F - Haden Buildings ID Sign - Placement and Detail

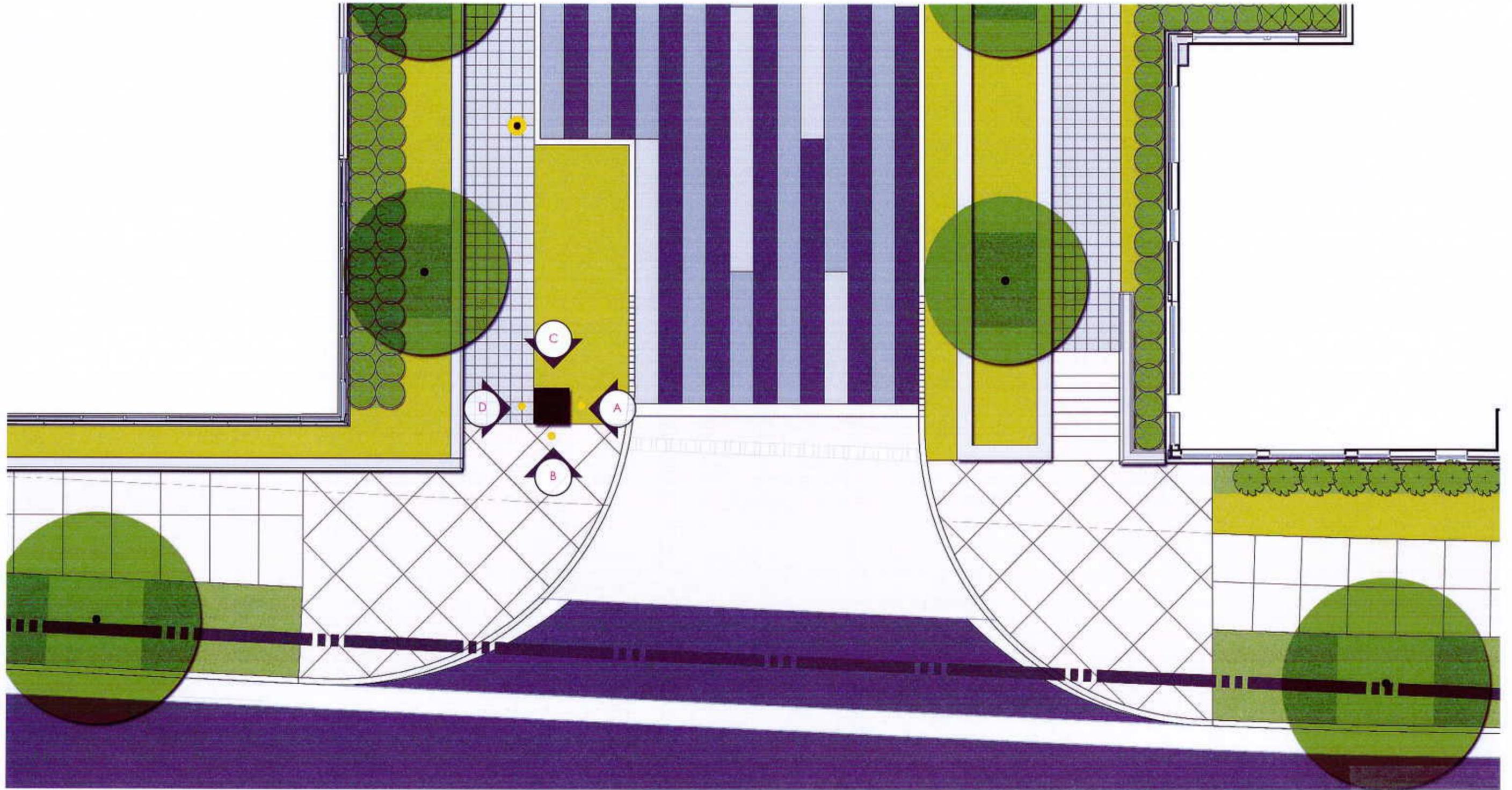
An entrance identification sign will be provided next to the Anderson Road entrance to the building on the west side of the property. The signs will consist of a logo on three sides of a brick pillar which measures at its base 3' x 3', 8' in height. The logo will consist of an individual brushed aluminum faced panel. The logo "H" will measure 1' 9" x 3' 4" for a total area of 5.8 square feet.





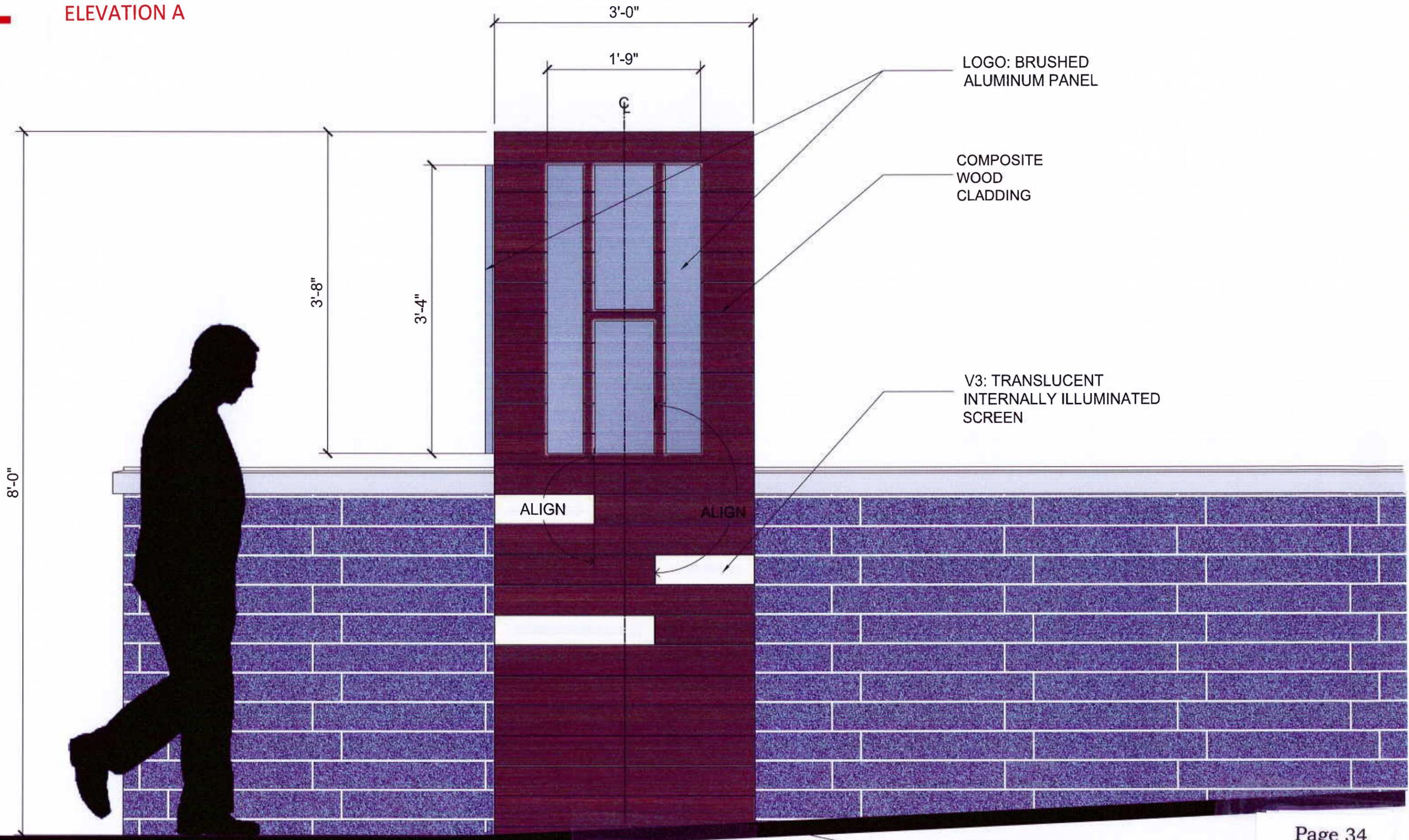
F

SIGN ELEVATION LOCATION



F

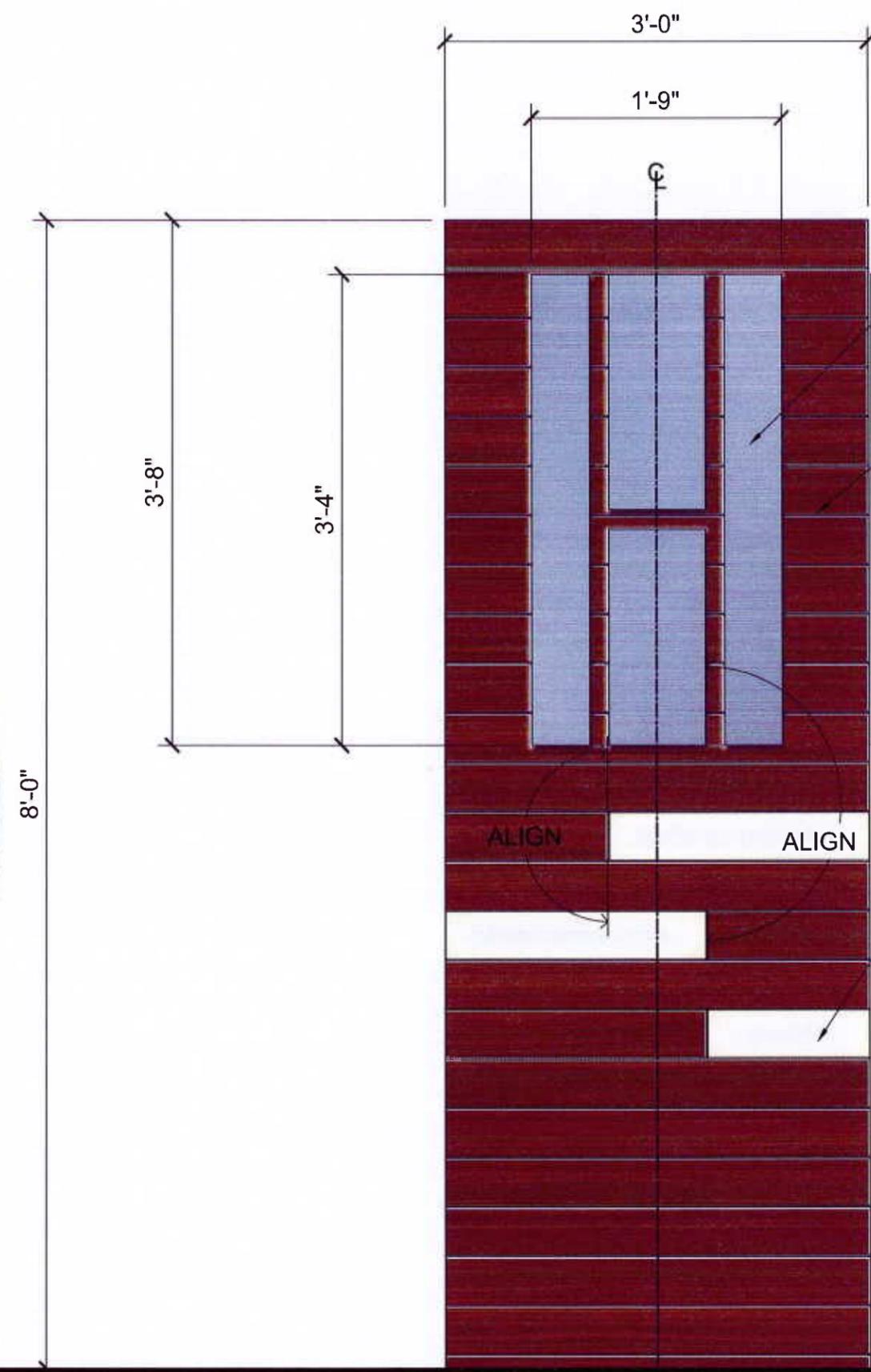
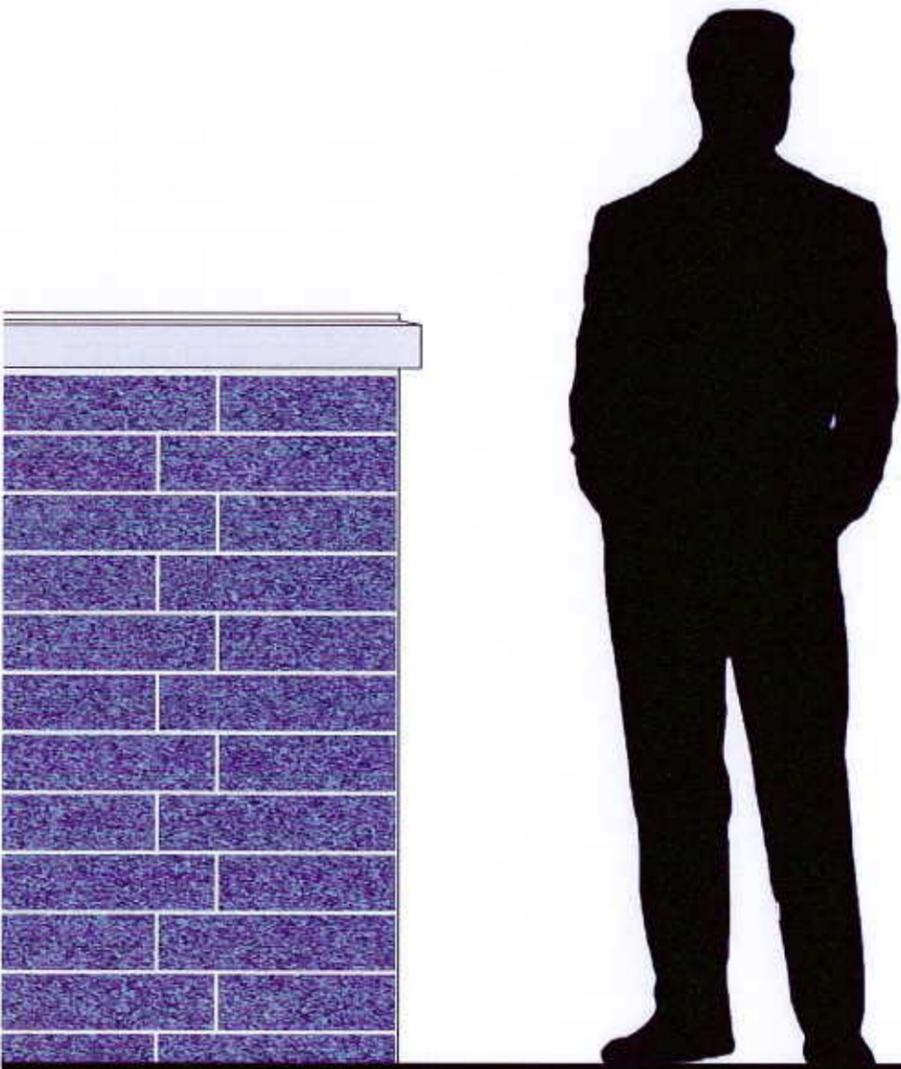
ELEVATION A



SEE CIVIL FOR GRADING

F

ELEVATION B



LOGO: BRUSHED ALUMINUM PANEL

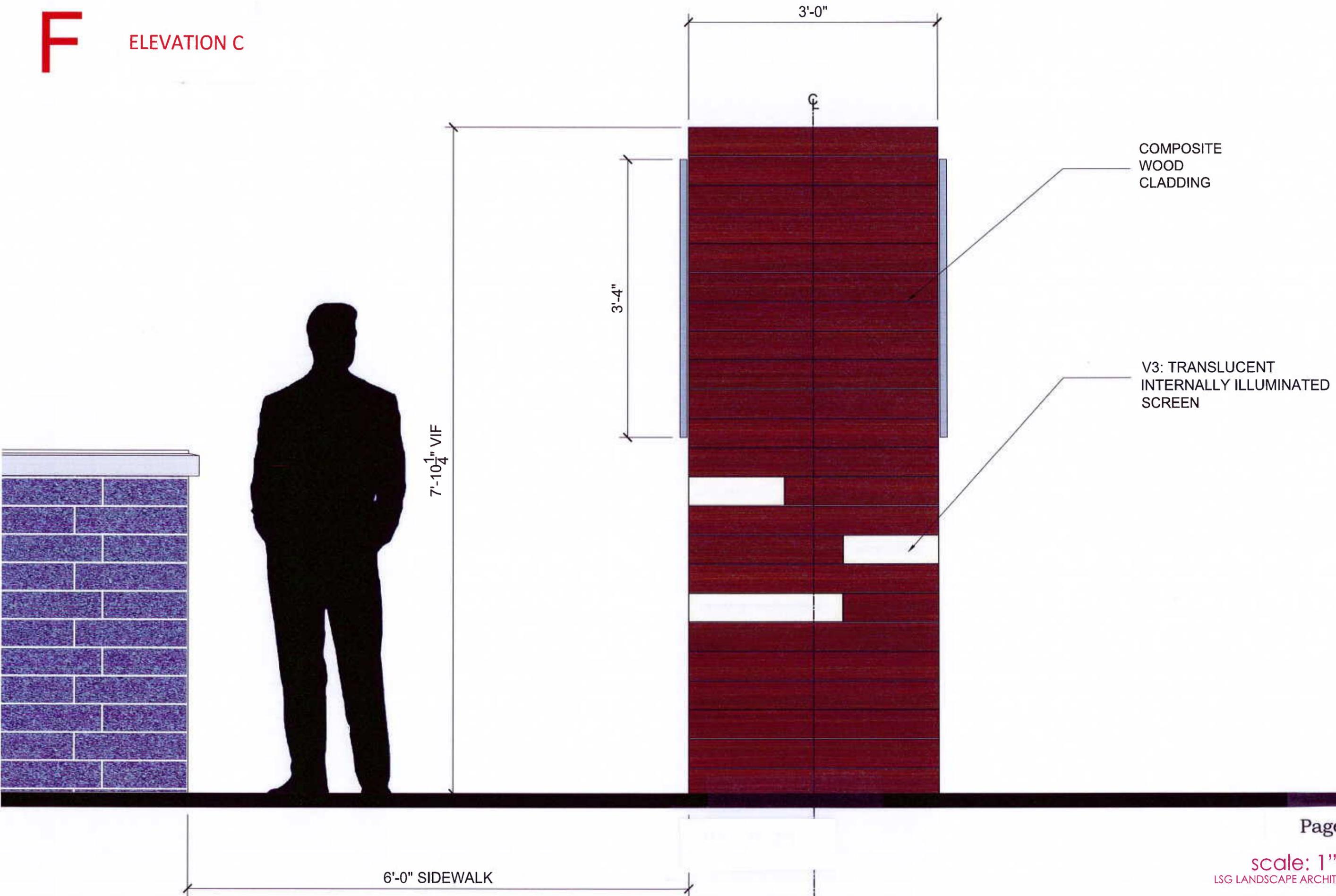
COMPOSITE WOOD CLADDING

V3: TRANSLUCENT INTERNALLY ILLUMINATED SCREEN

6'-0" SIDEWALK

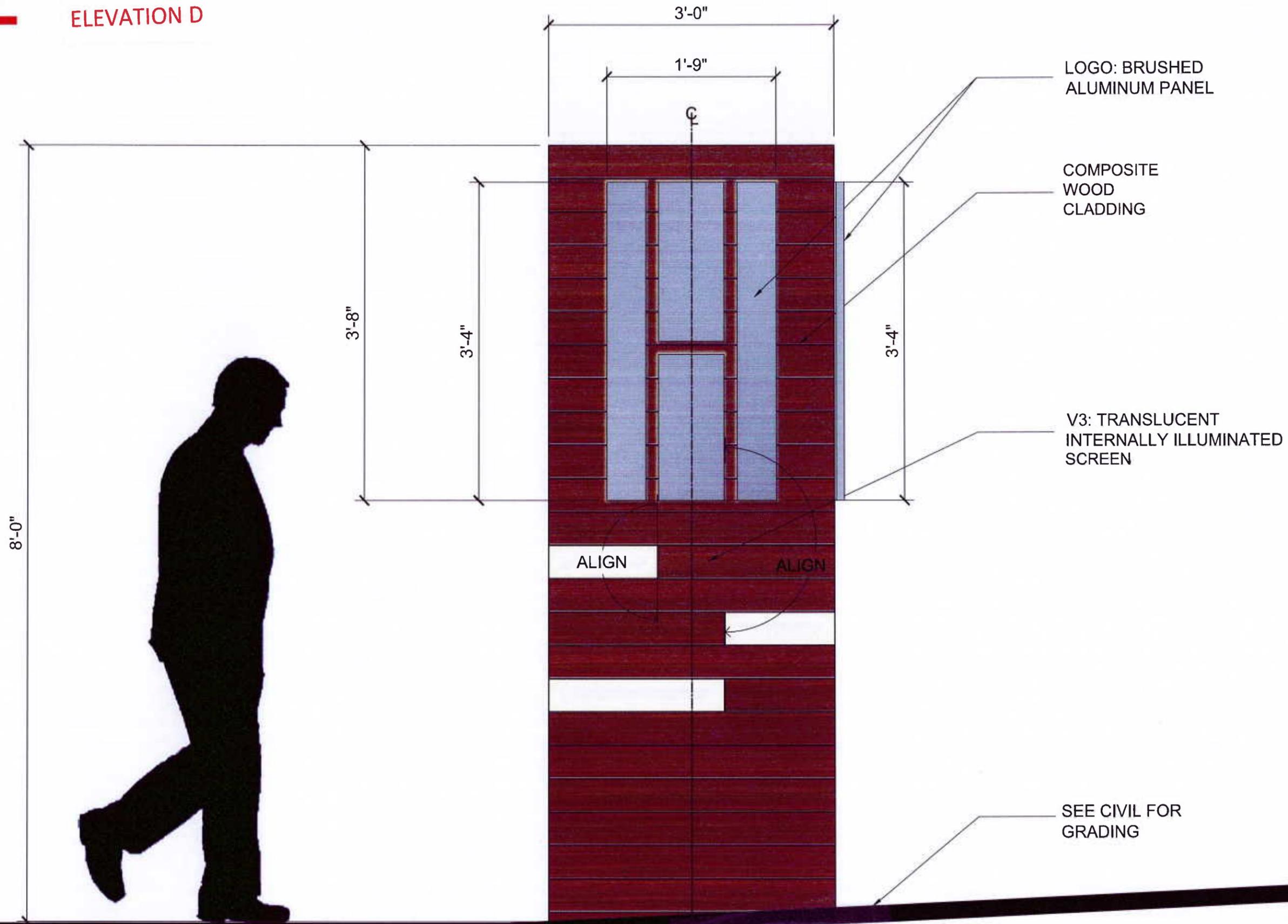
F

ELEVATION C



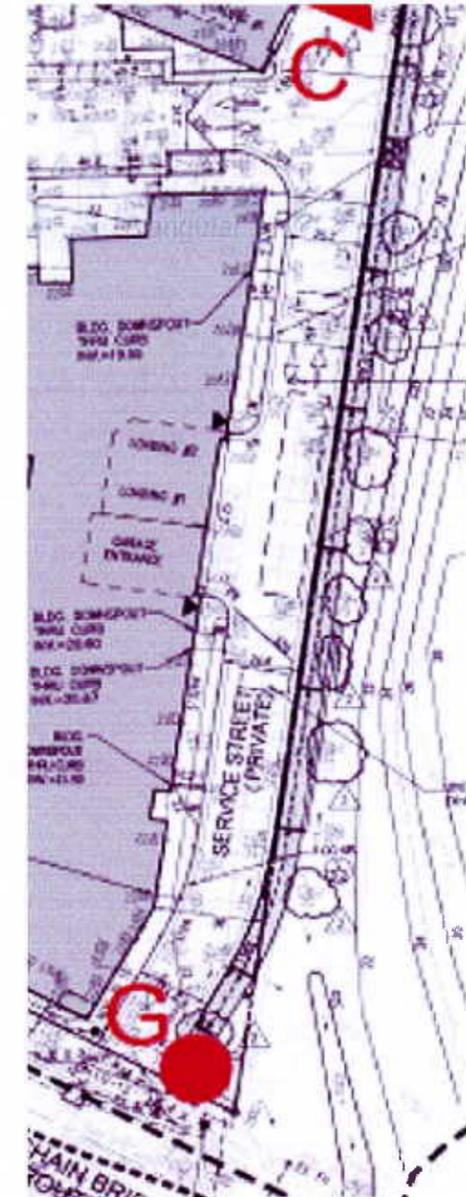
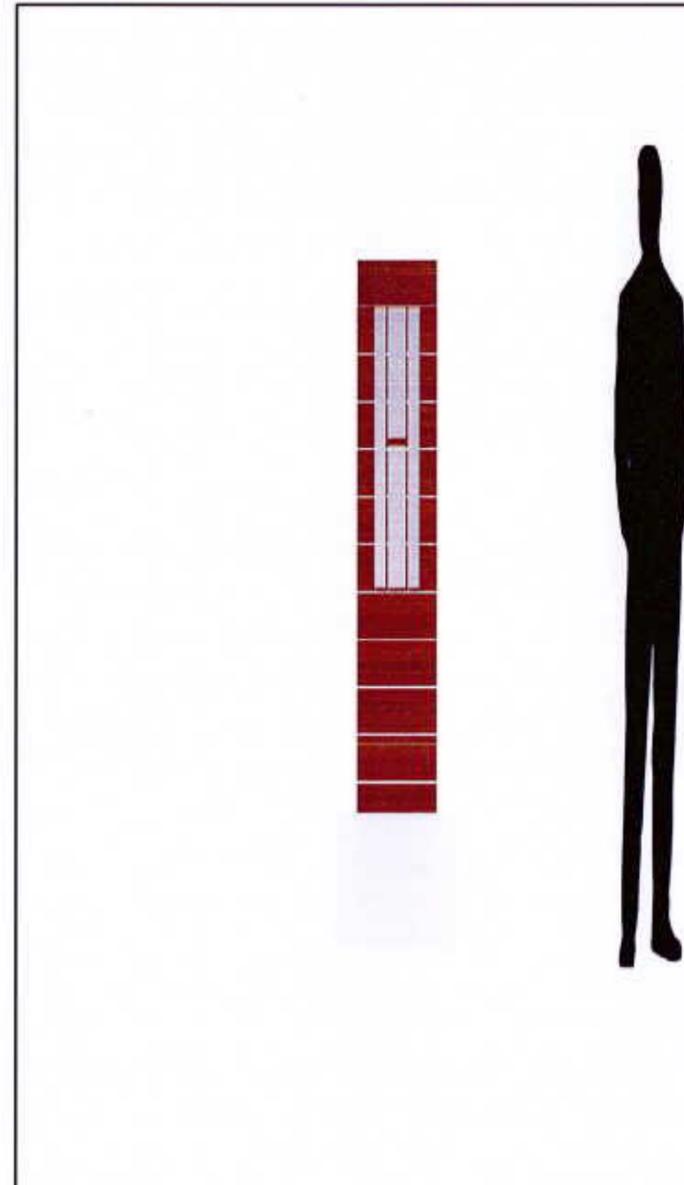
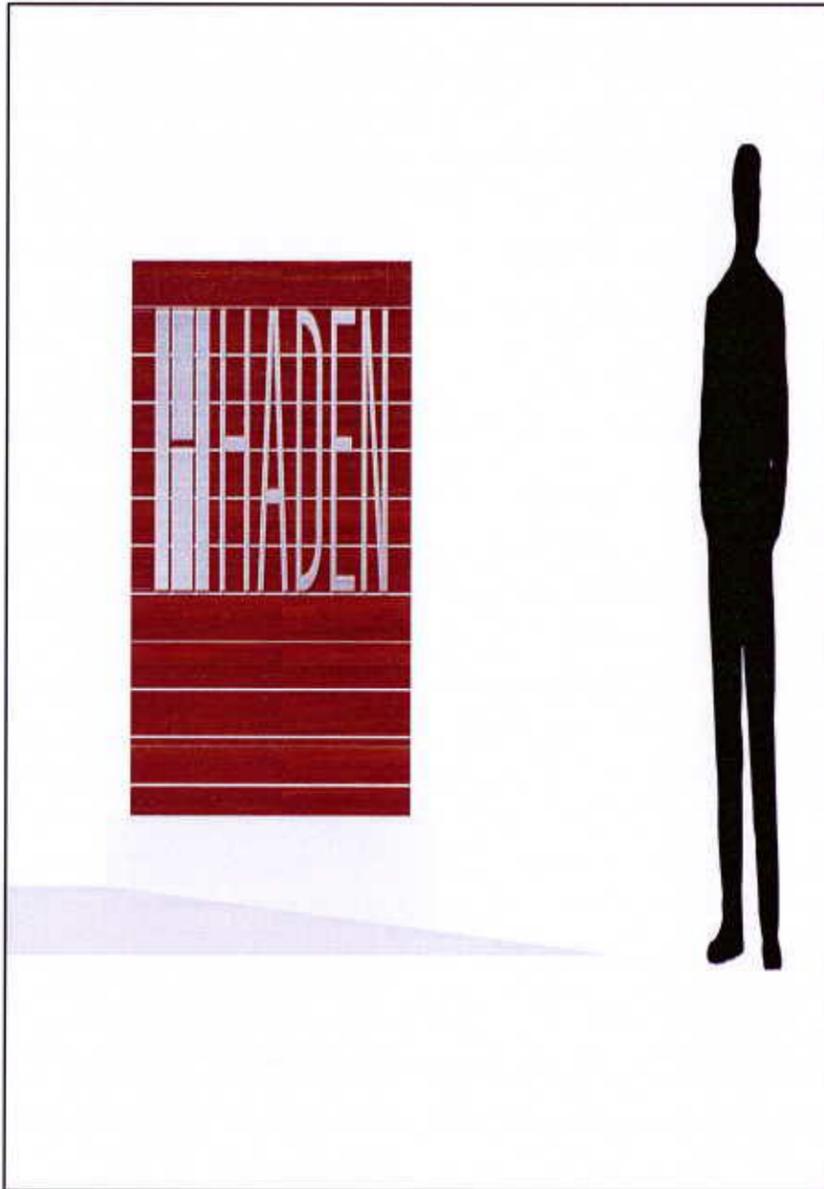
F

ELEVATION D



Sign G - Haden Buildings ID Sign - Placement and Detail

An entrance identification sign will be provided next to the Chain Bridge Road entrance to the building on the south side of the property. The signs will consist of a logo and lettering on three sides of a brick monument which measures 5' 9" x 2'. The logo and sign will consist of an individual brushed aluminum faced panel. On all three (3) faces of the monument the logo symbol measures 2' x 13'. On two sides the logo and word HADEN" measures 5'9" x 2' for a total of 11.5 square feet. On one side only the 2' x 13" logo is shown for an area of 2.16 square feet

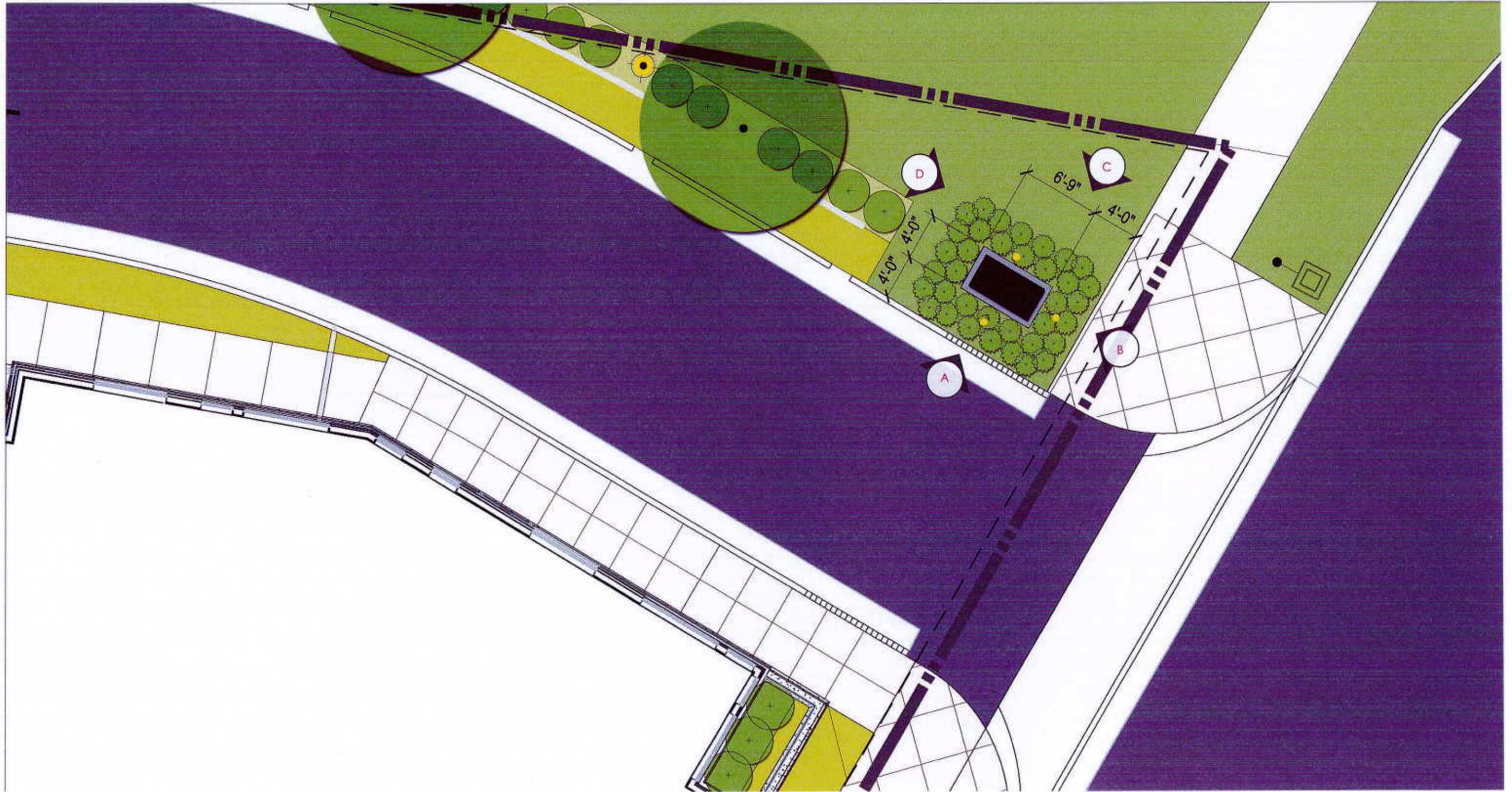


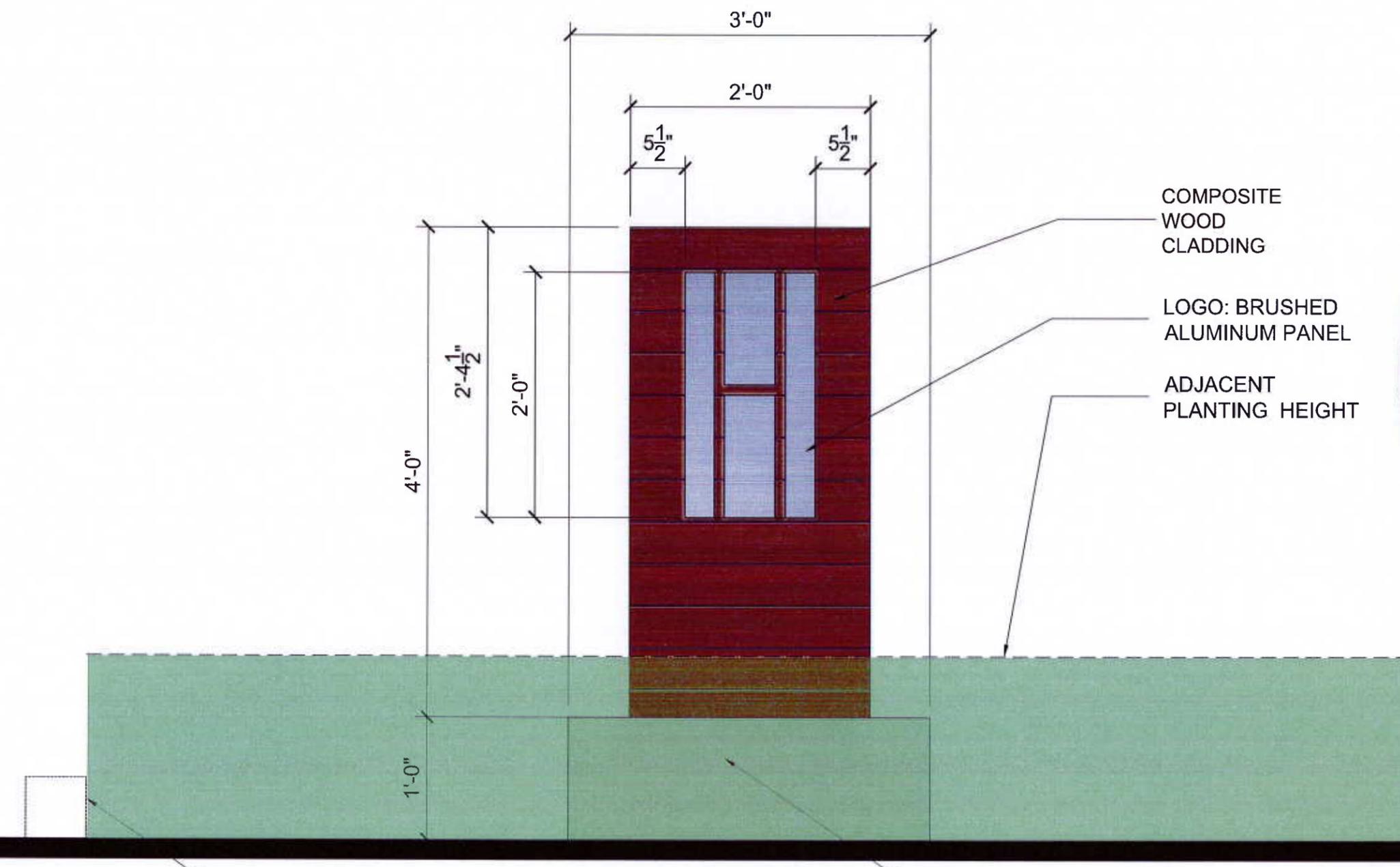
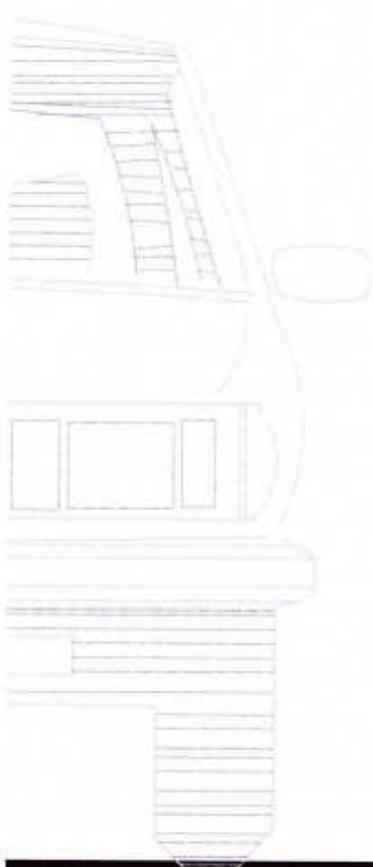
G



G

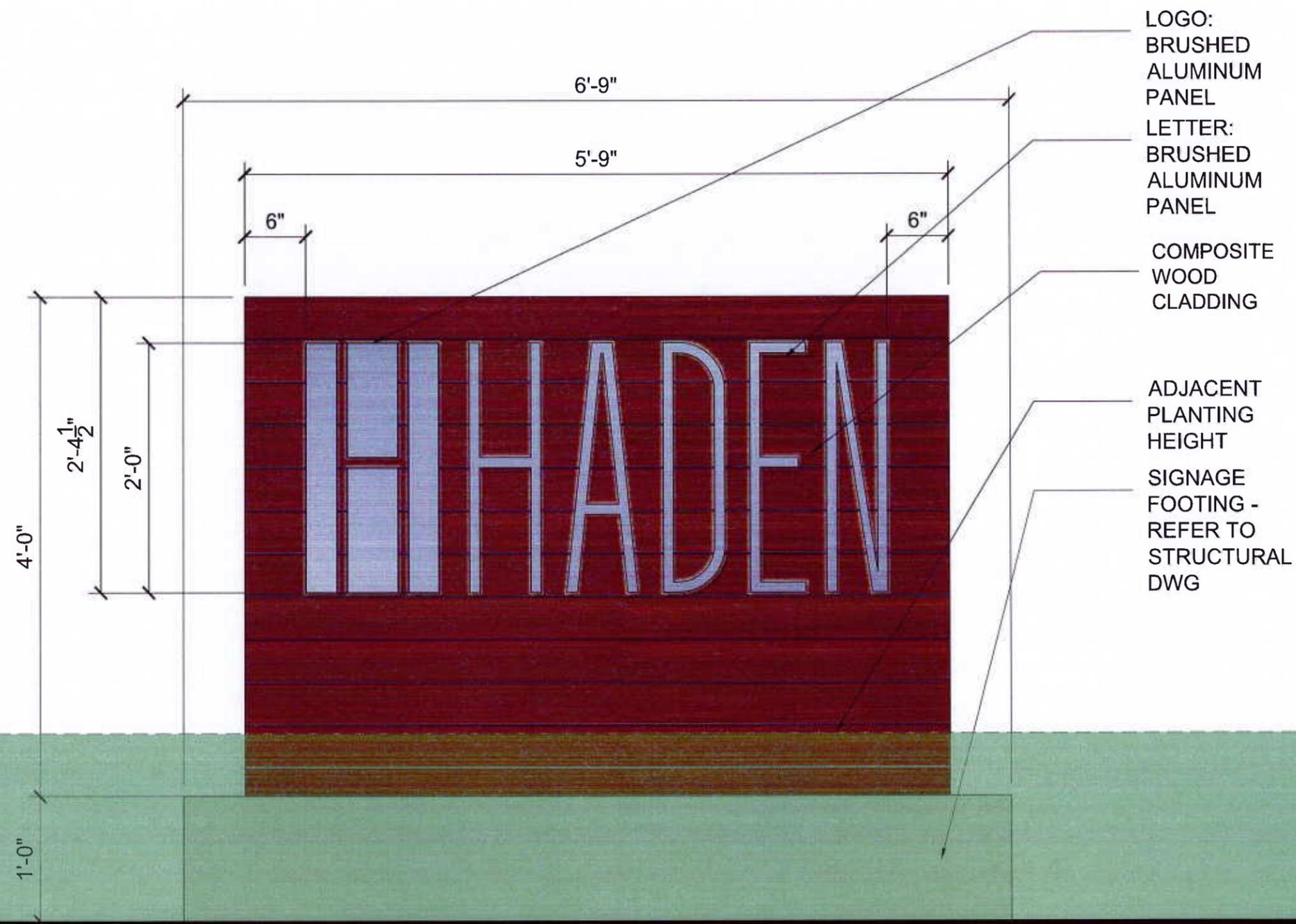
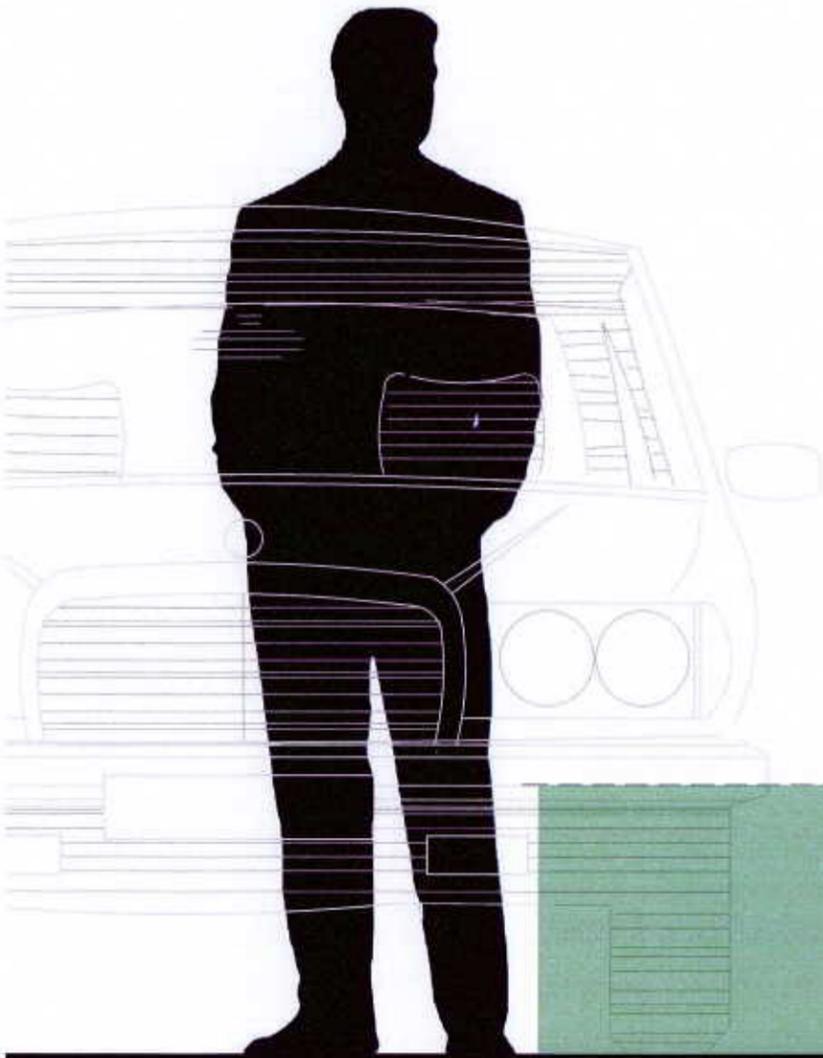
SIGN ELEVATION LOCATION



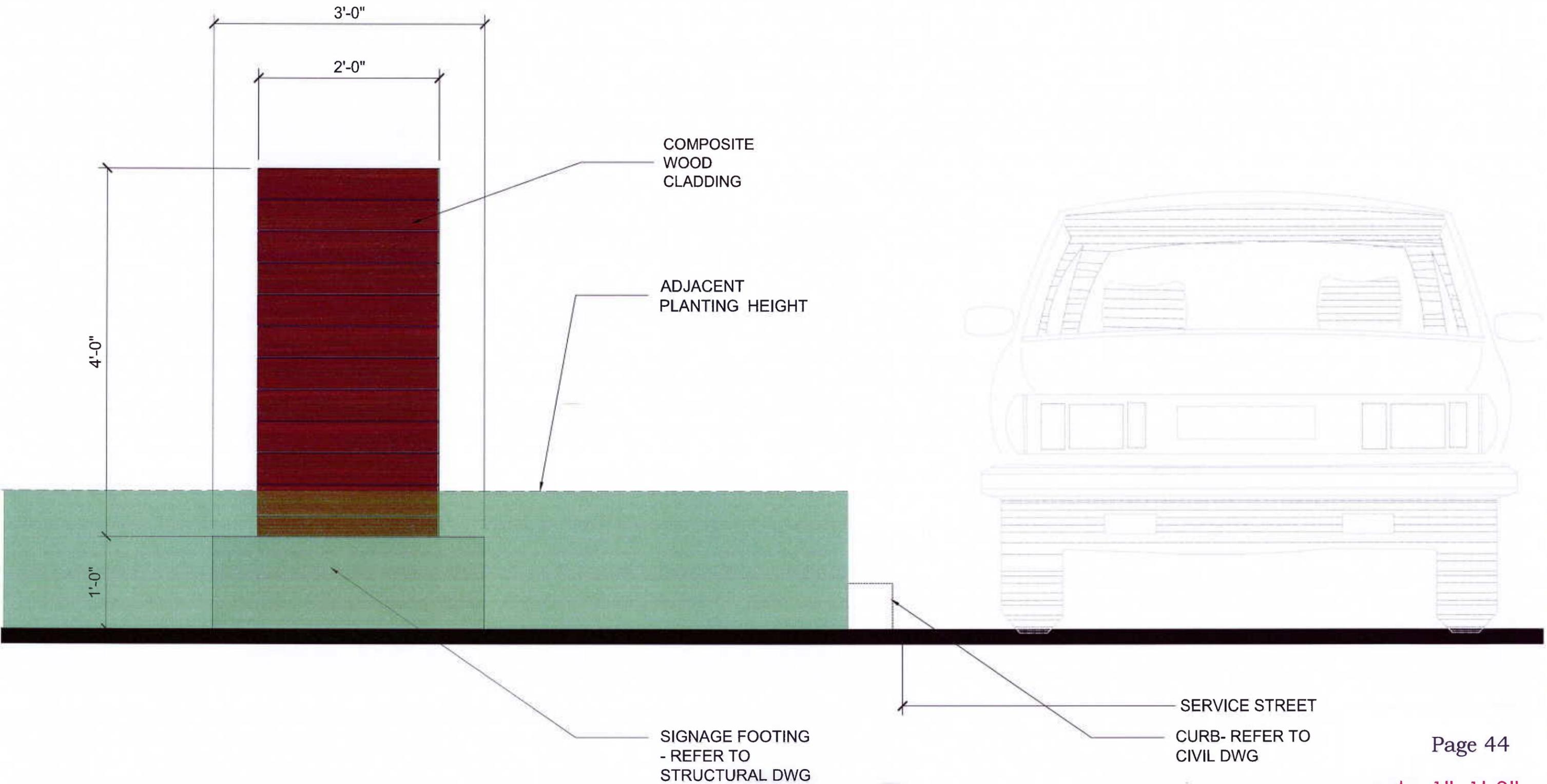


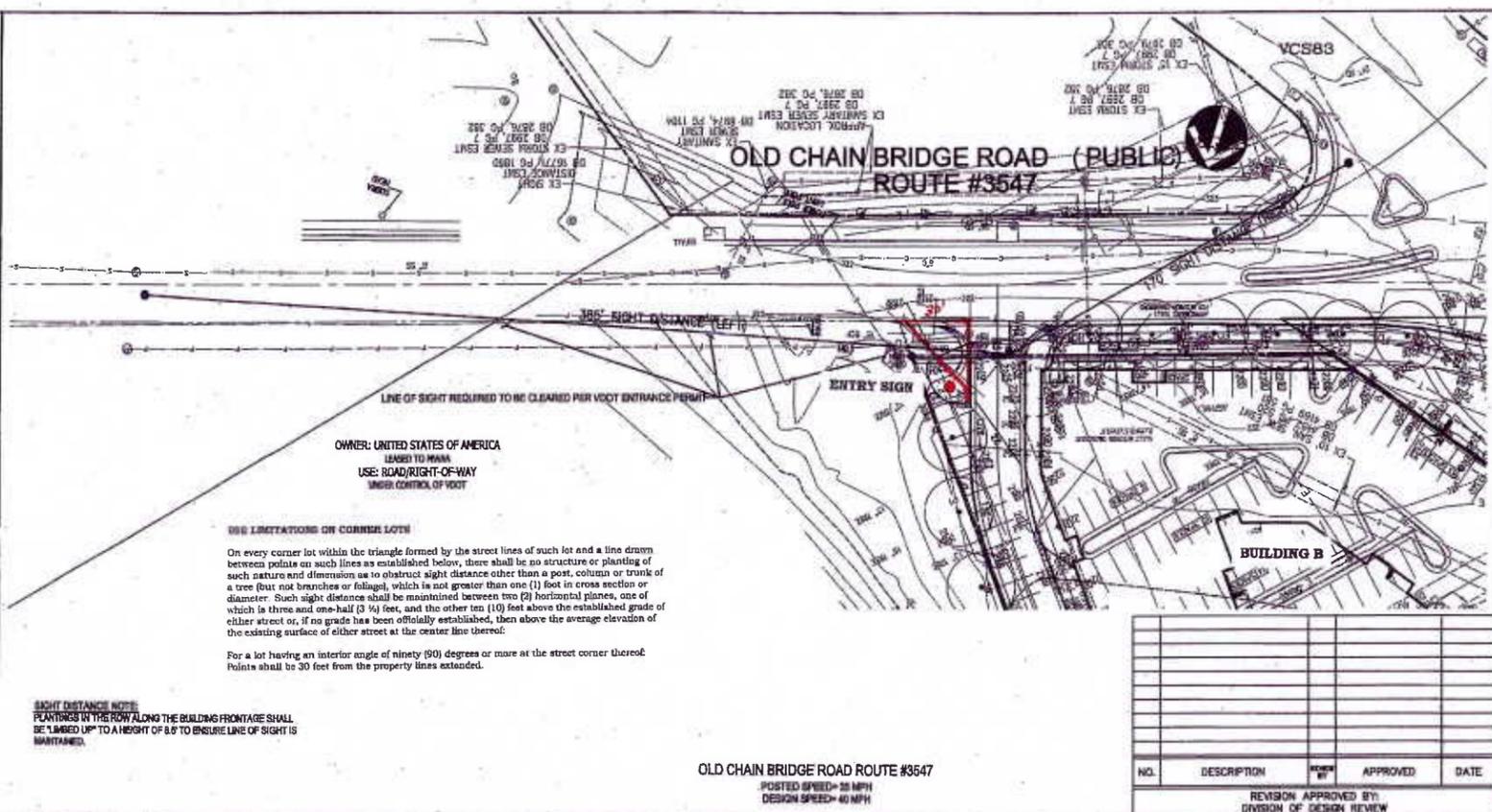
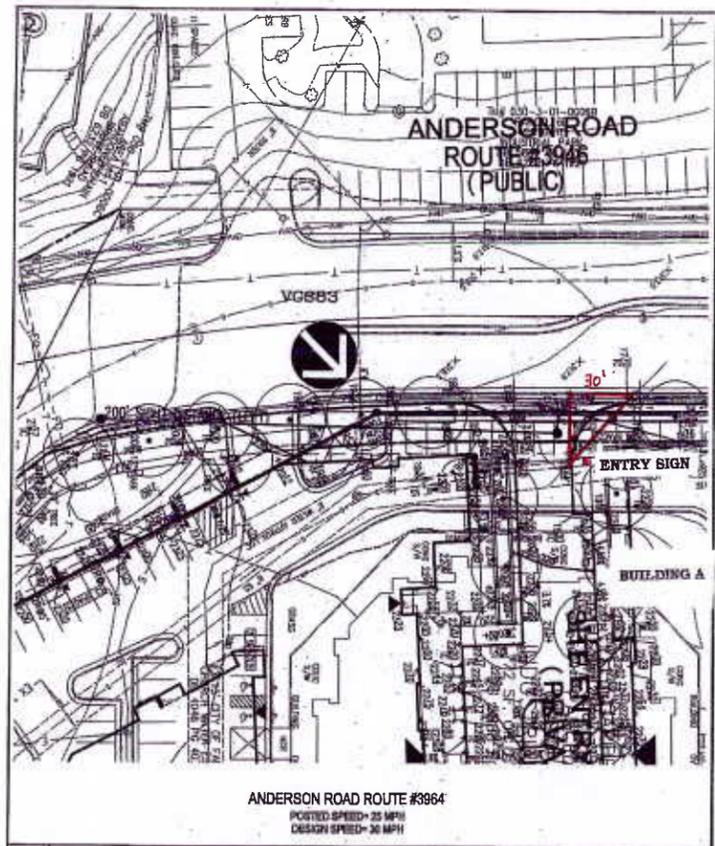
CURB- REFER TO CIVIL DWG

SIGNAGE FOOTING - REFER TO STRUCTURAL DWG



SIDE WALK





VDOT LIMITATIONS ON CORNER LOTS

On every corner lot within the triangle formed by the street lines of such lot and a line drawn between points on such lines as established below, there shall be no structure or planting of such nature and dimension as to obstruct sight distance other than a post, column or trunk of a tree (but not branches or foliage), which is not greater than one (1) foot in cross section or diameter. Such sight distance shall be maintained between two (2) horizontal planes, one of which is three and one-half (3 1/2) feet, and the other ten (10) feet above the established grade of either street or, if no grade has been officially established, then above the average elevation of the existing surface of either street at the center line thereof.

For a lot having an interior angle of ninety (90) degrees or more at the street corner thereof, points shall be 30 feet from the property lines extended.

SIGHT DISTANCE NOTE:
PLANTINGS IN THE ROW ALONG THE BUILDING FRONTAGE SHALL BE LIMBED UP TO A HEIGHT OF 8.5 TO ENSURE LINE OF SIGHT IS MAINTAINED.

NO.	DESCRIPTION	REVISION	APPROVED	DATE
REVISION APPROVED BY: DIVISION OF DESIGN REVIEW				

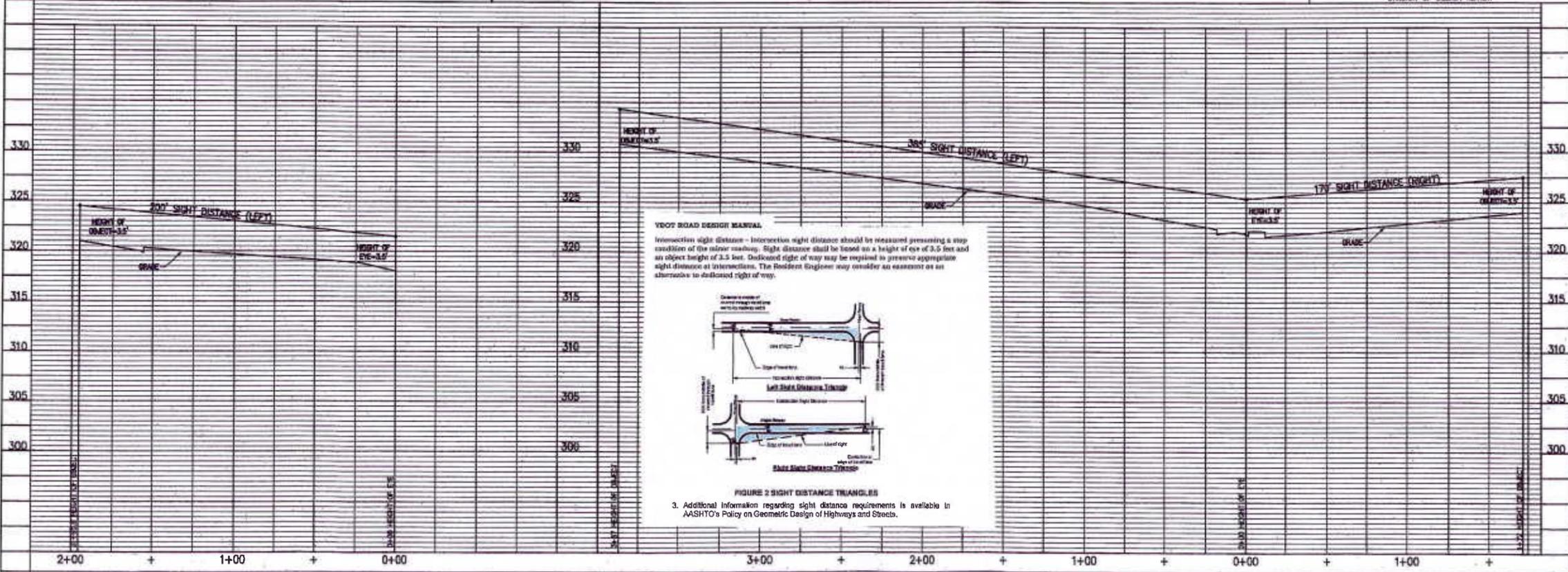


FIGURE 2 SIGHT DISTANCE TRIANGLES

3. Additional information regarding sight distance requirements is available in AASHTO's Policy on Geometric Design of Highways and Streets.

VIKA
CORPORATION
LANDSCAPE ARCHITECTS & SURVEYORS & SUSTAINABLE DESIGN
8180 GREENBORO DRIVE SUITE 200 TYSONS CORNER, VIRGINIA 22102
(703) 442-7500 FAX (703) 761-2727
WWW.VIKA.COM

GARFIELD SITE
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

SIGHT DISTANCE PLAN AND PROFILE

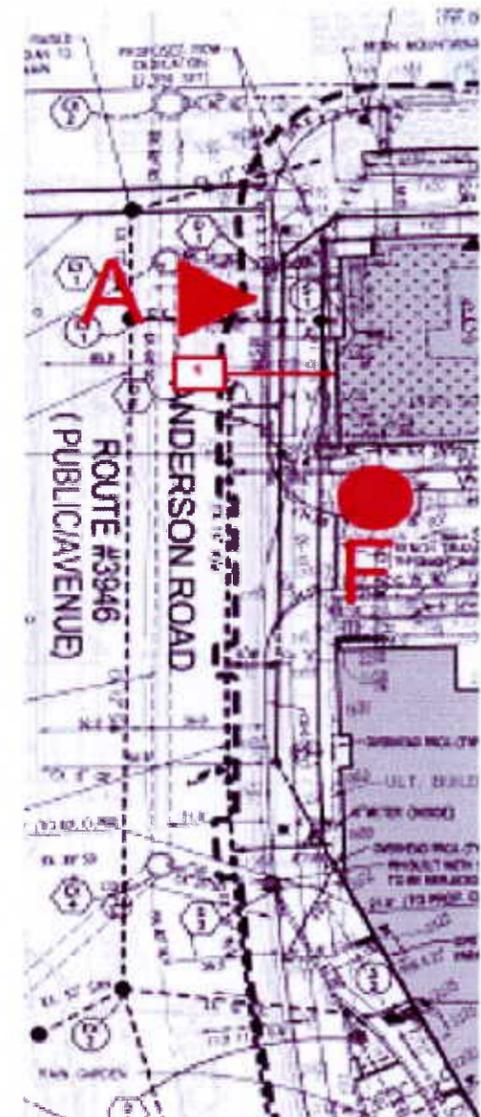


VIKA REVISIONS

2ND SUB. 03/07/2014
DECEMBER 30, 2013
OCTOBER 28, 2013
SEPTEMBER 25, 2013
DATE: MAY 24, 2013
DES: DWA DM/PH
SCALE: HORIZ: 1"=30'
VERT: 1"=5'
PROJECT/FILE NO.
V02276
SHEET NO.
22.1

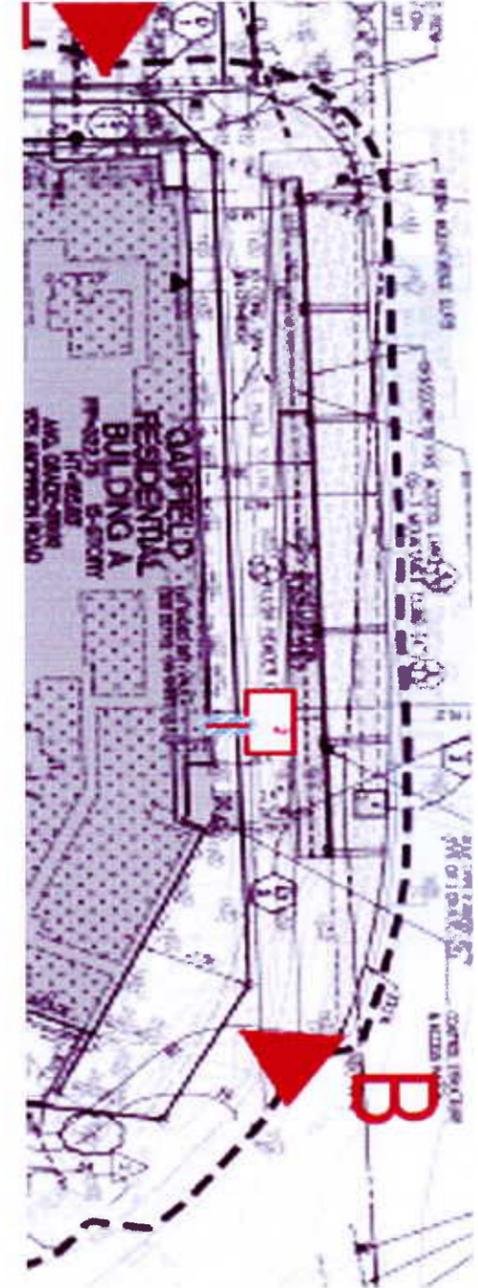
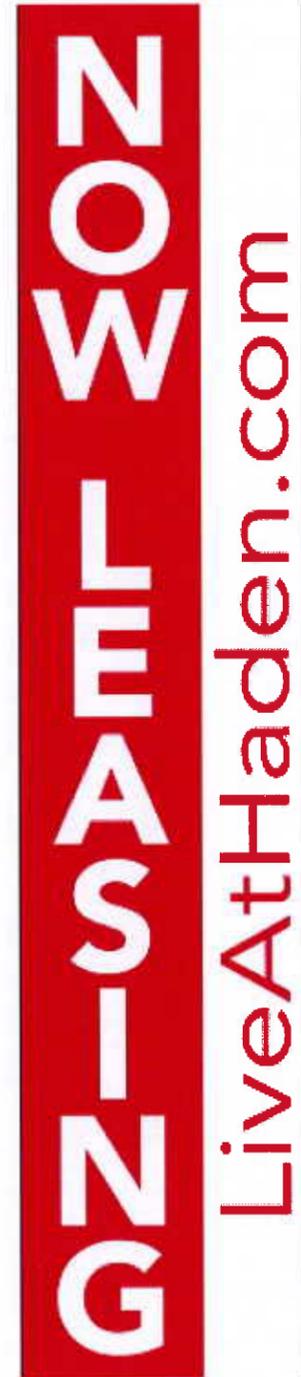
Sign 1 Temporary Sign - Placement and Detail

Temporary Sign 1 is a vertical banner measuring 5' wide and 24' 2" high for a total of 120 square feet. The banner will be facing toward Anderson Road. The banner will be secured to the building facade and run approximately 3 stories. This banner will say "Now Leasing" and also include the development's website address.



Sign 2 Temporary Sign - Placement and Detail

Temporary Sign 2 is a vertical banner measuring 5' wide and 24' 2" high for a total of 120 square feet. The banner will be located facing toward the Route 123. The banner will be secured to the building facade and run approximately 3 stories. The banner will say "Now Leasing" and include the development's website address.



SIGN MATRIX

As previously noted, Section 12-210 of the Zoning Ordinance allows the Planning Commission to approve a comprehensive sign plan as an alternative to the sign regulations contained in Article 12 of the Zoning Ordinance. For The Haden Buildings, the total sign area allowed under Article 12 for the proposed types of permanent signs is 12 square feet for building mounted identification signs per building and 30 square feet for site identification signs located on major entrances. For this project that would total 24 square feet of building signage and 60 square feet of freestanding signage for a total of 100 square feet. The total amount of requested permanent sign area is 318 square feet, which is 218 square feet above the Zoning Ordinance requirements. It should be noted however that the actual area of all the lettering equals 234 square feet which is 134 feet above that normally permitted. The Matrix below presents these calculations:

	Zoning Section	Ordinance	Article 12 Allowable Sign Area/ Height/Number	Number of Prop. Signs	Total Proposed Sign Area/ Height/Number	Difference Proposed vs. Allowable
Sign Building Mounted Tower	A	Para. 2 of Sect. 12-202	12 square feet/height 30 feet/number allowed 1	1	50.62 square feet/height 150'from grade/1 sign	+38.62 square feet/138' height
Sign Building Mounted Tower	B	Para. 2 of Sect. 12-202	12 square feet/height 30 feet/number allowed 1	1	112.5 square feet/ height of 123' from grade/1 sign	+100.5 square feet/111' height/1 additional sign
Sign Building Mounted Tower	C	Para. 2 of Sect. 12-202	12 square feet/height 30 feet/number allowed 1	1	4.75 square feet/ 6' from grade/1 sign	-7.25 square feet/-5' height/1 additional sign
Sign Building Mounted Tower	D	Para. 2 of Sect. 12-202	12 square feet/height 30 feet/number allowed 1	1	12.27 square feet/ height 10' 11"from grade/1	+27 square feet/-1.2' height/1 additional sign
Sign Building Mounted Flats	E	Para. 2 of Sect. 12-202	12 square feet/height 30 feet/number allowed 1	1	12.03 square feet/ height 10'1" from grade/1 sign	+0.01 square feet/-1.8 height/1 additional sign
Sign Freestanding	F	Para. 4 of Sect. 12-202	30 square feet/height 8 feet/allowed 1 at entrance	3	5.8 square feet/8 feet from grade/3 signs. However under Article 12 of the Zoning Ordinance the entire face of the pillar is computed for sign area, which results in three (3) signs of 24 square feet each/8 feet from grade	+42 square feet/0' height/2 additional signs
Sign G Free Standing		Para. 4 of Sect. 12-202	30 square feet/height 8 feet/allowed 1 at entrance	3	11.5 square feet/height/4 feet from grade/2 signs - 2.16 square feet/4 feet from grade/1sign However under Article 12 of the Zoning Ordinance the entire face of the monument is computed for sign area, which results in two (2) signs of 31.6 square feet each and one (1) sign of 8 square feet.	+54 square feet/-4' height/2 additional signs
Temporary Sign 1		Para. 3D of Sect. 12-103	12 square feet/height 8 feet	1	120 square feet/70' height	+108 square feet/62 'height
Temporary Sign 2		Para. 3D of Sect. 12-103	12 square feet/height 8 feet	1	120 square feet/70' height	+108 square feet/62 'height

PERMANENT SIGNS

The proposed 235 square feet of additional permanent sign area is proportionate for 26 and 17 story residential towers in Tysons, which is an urban environment. Approximately 96 square feet or 40 percent of the requested additional square footage of permanent signage is generated by size of the pillar and monument for the freestanding identification sign. The two building mounted signs will be located at the top of the Haden Tower building, with one on the north façade and the other on the west façade. Sign A will contain 50.62 square feet at a height of 150 feet and Sign B will contain 112.5 square feet at a height of 123 feet above grade. Article 12 of the Zoning Ordinance limits these types of signs to no more than one per building, no more than 12 square feet, and no more than 30 feet above grade. Compliance with the standard regulations prevents utilization of the design opportunities created by the building's height. Sign C contains 4.75 square feet. Sign D contains 12.27 square feet, and Sign E contains 12.01 square feet. It is doubtful that Sign D or E are visible off-site, therefore do not qualify as signs under the Zoning Ordinance, but were included in this application. The remainder of the requested additional square footage of permanent signage is divided between the two (2) building entrance signs along Anderson Road and Chain Bridge Road. The actual square footage of Sign F is 17.4 square feet and Sign G 25.18 square feet well below the Zoning Ordinance maximum of 30 square feet. However, under Article 12 of the Zoning Ordinance the entire face of the pillar/monument is computed for sign area, which results in the area to be computed.

TEMPORARY SIGNS

The Applicant proposes two temporary marketing banners identified as Temporary Signs 1 and 2. The banners will be placed at the corner of Anderson Road and the Dulles Toll Road.

Temporary Sign 1 is a vertical banner measuring 5' wide and 24'2" high for a total of 120 square feet. The banner will be facing toward Anderson Road. The banner will be secured to the building facade and run approximately 3 stories. This banner will say "Now Leasing" and also include the development's website address. TOD projects should be given an opportunity to reach potential tenants that will ensure to its success.

Temporary Sign 2 is a vertical banner measuring 5' wide and 24'2" high for a total of 120 square feet. The banner will be located facing toward Route 123. The banner will also the building facade and run approximately 3 stories. The banner will say "Now Leasing" and include the development's website address.

The temporary banners are an integral part of the advertising necessary to fill the apartments. The residential marketing banner signage is temporary signage provided during the leasing of the project. These banners will be affixed to the façades of these buildings such that no part is in motion. The marketing banners are anticipated to be installed for a period of twelve (12) months. The Applicant requests than an extension maybe permitted for an additional six (6) months, subject to new sign permits, if the building is less than 90% leased.

Regarding the temporary signage, the two temporary banners will total 381 square feet in excess of what is permitted under Article 12, upon the issuance of a new sign permit.

NOTES:

1. The Applicant requests the ability to install internal parking directional/informational signs as set forth in Section 12-103 at a later date without an amendment to the CSP provided the signs meet the standards of Article 12.
2. The Applicant requests that bolder type face or thickness of the individual letters may be permitted without an amendment to the CSP, provided that the area of the sign as approved is not enlarged.
3. As part of the CSP, the applicant commits that "wayfinding signage and elements shall be coordinated with the Tysons Partnership as part of the overall design of Scotts Run Station South so as to facilitate a consistent wayfinding and signage system throughout the Tysons East District." Said signs shall be established without an amendment to the CSP.
4. The signs shall be built in conformance with the designs illustrated in this plan.
5. Lighting of the signs shall be in conformance with the provisions of the Fairfax County Zoning Ordinance.
6. No signs shall be constructed within sight distance easements.

7. The project name is dependent on ownership and market conditions. The Applicant reserves the right to install name-specific signage, provided the maximum amount of signage provided does not exceed the parameters set forth in this CSP.
8. This sign package does not regulate signs within the building that are not visible from public right-of-way.



County of Fairfax, Virginia

MEMORANDUM

DATE: May 2, 2016

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

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

SUBJECT: The Haden Buildings at Scotts Run Station South
JLB McLean LLC
CSP 2011-PR-011-02

The Office of Community Revitalization (OCR) has reviewed the above-referenced Comprehensive Sign Plan (CSP) application with a revision date of April 13, 2016.

The applicant requests a CSP for the Haden Buildings at Scotts Run Station South, two newly constructed residential buildings that were previously approved for the Garfield site pursuant to the Scotts Run Station South rezoning. The following recommendations are offered for consideration:

Building-Mounted Signage

1. Building A

- a. Signs A & B – Haden Towers (sheets A-01 & A-02) – These signs are well-positioned to bring identity to the project and capture views from east- and westbound vehicular and metro traffic, and are integrated into the building architecture. However, the letters appear to be quite thin in the renderings provided by the applicant, and the brushed aluminum may fade into the building façade during the daytime when the backlighting is less visible. Thus, these signs may not be very visible from a distance. OCR suggests that the applicant be given flexibility to provide a thicker outline on the lettering, should additional contrast be desired in the future.
- b. Sign D – Haden Towers (sheet A-03) – This sign is clean and well-integrated into the building architecture. However, the sign is relatively small and skewed to the left of the building entrance, and therefore may not clearly identify the building entrance for pedestrians on the south side of the private internal road. Additionally, the trees along this frontage would likely obscure the sign in the future when they reach full maturity. OCR recommends the applicant relocate Sign D to the entrance canopy, similar to the placement of Sign E on Building B, in order to avoid future conflicts between the sign and the trees.



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

2. Building B

- a. Sign E – Haden Flats (sheet A-05) – This sign is relatively small, and may not clearly identify the building for pedestrians on the north side of the private internal road. In addition, the brushed aluminum letters may blend into the white structural materials behind them. OCR suggests that the applicant be given flexibility to provide a darker outline on the lettering, should additional contrast be desired in the future.

Free-Standing Signage

1. Signs F & G – (pgs 22-33) – Pursuant to the Tysons Design Guidelines, monument signs are discouraged in an urban environment. If monument signs are to be proposed, they should not be located in the streetscape, where they impede pedestrian flow and sightlines, but may be located within the building zone, plazas, open spaces, or integrated into seat walls or planter walls. Staff recommends the signs either be (1) eliminated; (2) incorporated into the planter walls shown in the submission; and/or (3) re-imagined as an opportunity to incorporate art (for example, rather than standard monument signs, provide free-standing sculptures that incorporate the “H” identification for the property.)
2. There appear to be structures of some sort in front of the main entrances of Buildings A and B (sheets A-03 & A-05). The Garfield Site FDP (Landscape Sections and Elevations; Sheet L-03; see Figure 1 below) labels this as a “feature” in the median at the site entry drive drop-off area. The applicant should clarify whether or not this “feature” is proposed to be a free-standing sign included in the CSP. Staff is not in support of such large, free-standing signage in an urban environment, for reasons described in the preceding comments regarding signs F and G. Furthermore, this “feature” appears to block the proposed building entrance signage (Signs D & E).

Parking Signage

1. There is no proposed wayfinding signage for parking included in the CSP. The applicant should consider how parking entrances will be identified on the site as well as their visibility for vehicles offsite.

Wayfinding Signage

1. Proffer 41.G in the original approval notes that wayfinding signage will identify directions to locations of prominent attractions, parks, cultural arts destinations, and other public amenities, and that these signs will be coordinated with the Tysons Partnership. Signage of this nature is not currently proposed for the Haden Buildings. OCR suggests that language be included in the application to note that this CSP does not preclude any future Tysons-wide wayfinding CSP, and that at such time no CSPA will be required to facilitate the wayfinding signage.

Cc. Bob Katai, Staff Coordinator, DPZ
Maggie Soffel, AICP, Revitalization Program Manager, OCR
OCR Files

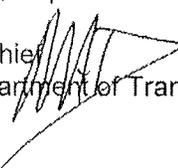


County of Fairfax, Virginia

MEMORANDUM

DATE: May 19, 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 2011-PR-011-02 JLB McLean LLC (The Haden Buildings)
1575 and 1585 Anderson Road, McLean VA 22102
Tax Map: 30-3 ((1)) 6A

Transmitted herewith is the comment from the Department of Transportation with respect to the referenced application. This comment is based on the application material, dated January 25, 2016, and revised through April 13, 2016, describing a comprehensive sign plan (CSP).

- The applicant should provide and depict, for the entrance identification signs labeled, "F" and "G", the intersection sight distance measurements according to VDOT standards. The CSP plan views should be updated to include these depictions.

cc: Bob Katai, 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





COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

May 31, 2016

Ms. Barbara Berlin, AICP, Director
Zoning Evaluation Division
Fairfax County Department of Planning and Zoning
12055 Government Center Parkway, Suite 730
Fairfax, Virginia 22035-5505

Re: JLB McLean LLC (Haden Buildings)
Fairfax County Plan No: CSP 2011-PR-011-02

Dear Ms. Berlin:

VDOT has completed our reviewed the above referenced plan and have no comments to offer.

Please contact me if you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Paul J. Kraucunas".

Paul J. Kraucunas, P.E.
Land Development Program Manager

cc: Bobby H. Katai, ZED

12-210 Uses in P Districts

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

1. As an alternative, signs may be permitted in a P district in accordance with a comprehensive plan of signage subject to the approval of the Planning Commission following a public hearing conducted in accordance with the provisions of Sect. 18-109. The comprehensive plan of signage shall show the location, size, height and extent of all proposed signs within the P district or section thereof, as well as the nature of the information to be displayed on the signs.
2. In addition, within a PRC District or the Tysons Corner Urban Center as designated in the adopted comprehensive plan, a plan for off-site directional signs which identify destinations or locations within the district or center such as commercial centers, residential areas, public uses or community facilities may be approved by the Planning Commission following a public hearing conducted in accordance with Sect. 18-109; provided, however, that written notice to property owners and adjacent property owners shall not be required. The plan for off-site signs shall show the location, size, height and extent of all signs encompassed within the plan as well as the nature of the information to be displayed on each sign. All such signs shall be located within the PRC District or the Tysons Corner Urban Center, as applicable.
3. Any application submitted pursuant to Par. 1 or 2 above may be made by any property owner, owner of an easement, lessee, contract purchaser or their agent or within the Tysons Corner Urban Center, an application pursuant to Par. 2 above may be made by a public agency or County recognized redevelopment organization or authority. Such application shall be accompanied by a statement setting forth the names of the record owners of the properties upon which such signs are proposed to be located and a fee as set forth in Sect. 18-106. In the event an application pursuant to Par. 2 above is made within the Tysons Corner Urban Center to include property not zoned PTC, such directional signs shall not impact the amount or size of signage otherwise permitted on such property.

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

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

ARTICLE 16

DEVELOPMENT PLANS

PART 1 16-100 STANDARDS FOR ALL PLANNED DEVELOPMENTS

16-101 General Standards

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

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

16-102 Design Standards

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

1. In order to complement development on adjacent properties, at all peripheral boundaries of the PDH, PRM, PDC, PRC Districts the bulk regulations and landscaping and screening provisions shall generally conform to the provisions of that conventional zoning district which most closely characterizes the particular type of development under consideration. In the PTC District, such provisions shall only

have general applicability and only at the periphery of the Tysons Corner Urban Center, as designated in the adopted comprehensive plan.

2. Other than those regulations specifically set forth in Article 6 for a particular P district, the open space, off-street parking, loading, sign and all other similar regulations set forth in this Ordinance shall have general application in all planned developments.
3. Streets and driveways shall be designed to generally conform to the provisions set forth in this Ordinance and all other County ordinances and regulations controlling same, and where applicable, street systems shall be designed to afford convenient access to mass transportation facilities. In addition, a network of trails and sidewalks shall be coordinated to provide access to recreational amenities, open space, public facilities, vehicular access routes, and mass transportation facilities.

GLOSSARY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

DEVELOPMENT PLAN: A graphic representation which depicts the nature and character of the development proposed for a specific land area: information such as topography, location and size of proposed structures, location of streets trails, utilities, and storm drainage are generally included on a development plan. A development plan is a submission requirement for rezoning to the PRC District. A **GENERALIZED DEVELOPMENT PLAN (GDP)** is a submission requirement for a rezoning application for all conventional zoning districts other than a P District. A development plan submitted in connection with a special exception (SE) or special permit (SP) is generally referred to as an SE or SP plat. A **CONCEPTUAL DEVELOPMENT PLAN (CDP)** is a submission requirement when filing a rezoning application for a P District other than the PRC District; a CDP characterizes in a general way the planned development of the site. A **FINAL DEVELOPMENT PLAN (FDP)** is a submission requirement following the approval of a conceptual development plan and rezoning application for a P District other than the PRC District; an FDP further details the planned development of the site. See Article 16 of the Zoning Ordinance.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

TRANSPORTATION SYSTEM MANAGEMENT (TSM) PROGRAMS: This term is used to describe a full spectrum of actions that may be applied to improve the overall efficiency of the transportation network. TSM programs usually consist of low-cost alternatives to major capital expenditures, and may include parking management measures, ridesharing programs, flexible or staggered work hours, transit promotion or operational improvements to the existing roadway system. TSM includes Transportation Demand Management (TDM) measures as well as H.O.V. use and other strategies associated with the operation of the street and transit systems.

URBAN DESIGN: An aspect of urban or suburban planning that focuses on creating a desirable environment in which to live, work and play. A well-designed urban or suburban environment demonstrates the four generally accepted principles of design: clearly identifiable function for the area; easily understood order; distinctive identity; and visual appeal.

VACATION: Refers to vacation of street or road as an action taken by the Board of Supervisors in order to abolish the public's right-of-passage over a road or road right-of-way dedicated by a plat of subdivision. Upon vacation, title to the road right-of-way transfers by operation of law to the owner(s) of the adjacent properties within the subdivision from whence the road/road right-of-way originated.

VARIANCE: An application to the Board of Zoning Appeals which seeks relief from a specific zoning regulation such as lot width, building height, or minimum yard requirements, among others. A variance may only be granted by the Board of Zoning Appeals through the public hearing process and upon a finding by the BZA that the variance application meets the required Standards for a Variance set forth in Sect. 18-404 of the Zoning Ordinance.

WETLANDS: Land characterized by wetness for a portion of the growing season. Wetlands are generally delineated on the basis of physical characteristics such as soil properties indicative of wetness, the presence of vegetation with an affinity for water, and the presence or evidence of surface wetness or soil saturation. Wetland environments provide water quality improvement benefits and are ecologically valuable. Development activity in wetlands is subject to permitting processes administered by the U.S. Army Corps of Engineers

TIDAL WETLANDS: Vegetated and nonvegetated wetlands as defined in Chapter 116 Wetlands Ordinance of the Fairfax County Code: includes tidal shores and tidally influenced embayments, creeks, and tributaries to the Occoquan and Potomac Rivers. Development activity in tidal wetlands may require approval from the Fairfax County Wetlands Board.

Abbreviations Commonly Used in Staff Reports

A&F	Agricultural & Forestal District	PDH	Planned Development Housing
ADU	Affordable Dwelling Unit	PFM	Public Facilities Manual
ARB	Architectural Review Board	PRC	Planned Residential Community
BMP	Best Management Practices	RC	Residential-Conservation
BOS	Board of Supervisors	RE	Residential Estate
BZA	Board of Zoning Appeals	RMA	Resource Management Area
COG	Council of Governments	RPA	Resource Protection Area
CBC	Community Business Center	RUP	Residential Use Permit
CDP	Conceptual Development Plan	RZ	Rezoning
CRD	Commercial Revitalization District	SE	Special Exception
DOT	Department of Transportation	SEA	Special Exception Amendment
DP	Development Plan	SP	Special Permit
DPWES	Department of Public Works and Environmental Services	TDM	Transportation Demand Management
DPZ	Department of Planning and Zoning	TMA	Transportation Management Association
DU/AC	Dwelling Units Per Acre	TSA	Transit Station Area
EQC	Environmental Quality Corridor	TSM	Transportation System Management
FAR	Floor Area Ratio	UP & DD	Utilities Planning and Design Division, DPWES
FDP	Final Development Plan	VC	Variance
GDP	Generalized Development Plan	VDOT	Virginia Dept. of Transportation
GFA	Gross Floor Area	VPD	Vehicles Per Day
HC	Highway Corridor Overlay District	VPH	Vehicles per Hour
HCD	Housing and Community Development	WMATA	Washington Metropolitan Area Transit Authority
LOS	Level of Service	WS	Water Supply Protection Overlay District
Non-RUP	Non-Residential Use Permit	ZAD	Zoning Administration Division, DPZ
OSDS	Office of Site Development Services, DPWES	ZED	Zoning Evaluation Division, DPZ
PCA	Proffered Condition Amendment	ZPRB	Zoning Permit Review Branch
PD	Planning Division		
PDC	Planned Development Commercial		