



Fairfax County, Virginia

BOARD OF SUPERVISORS

DRAFT AGENDA

Tuesday
June 22, 2010

Note: This draft agenda is produced two weeks prior to the Board Meeting and is subject to change. A final agenda is available for review in the Office of the Clerk to the Board, in regional libraries and at <http://www.fairfaxcounty.gov/government/board/meetings/2010/> by the Friday prior to each Tuesday meeting.

- 9:00 Reception for Onthank Award Recipients
- 9:30 Presentations
- 10:30 Presentation of the Onthank Award
- 10:45 Presentation of the 2009 Transportation Achievement Award
- 11:00 Appointments
- 11:00 Items Presented by the County Executive
- 11:30 Matters Presented by Board Members
- 12:20 Closed Session

3:30 p.m. Public Hearing on RZ 2009-SU-024 (Sully East L.C.) RZ Appl. to rezone from PDC, I-5, PDH-16, HD and WS to PDC, HD and WS to permit commercial development with an overall Floor Area Ratio (FAR) of .35 and approval of the conceptual and final development plans. Located in the S.E. quadrant of the Sully Rd. and Air & Space Museum Pkwy. interchange, W. of Centreville Rd. and S. of Historic Sully Way on approx. 76.60 ac. of land. Comp. Plan Rec: Mixed Use. Sully District. Tax Map 34-2 ((1)) 2 pt., 3A, 7, 8, 10A, 27 pt. and 35 pt. and a portion of Barnsfield Rd. right-of-way to be vacated and/or abandoned. (Concurrent with SEA 2003-SU-023 and PCA 2003-SU-035). (Approval of this application may enable the vacation and/or abandonment of portions of the public rights-of-way for Barnsfield Rd. to proceed under Sections 33.1-151 and 15.2-2270(2) of the Code of Virginia).

3:30 p.m. Public Hearing on PCA 2003-SU-035 (Sully East L.C.) PCA Appl. to amend the proffers, conceptual and final development plans for RZ 2003-SU-035 previously approved for mixed use development to permit reduction in land area and associated modifications to proffers and site design with an overall Floor Area Ratio (FAR) of .35. Located in the S.E. quadrant of the intersection of Sully Rd and Air & Space Museum Pkwy. and W. side of Centreville Rd. on approx. 68.80 ac. of land zoned PDC, PDH-16, HD and WS. Comp. Plan Rec: Mixed Use. Sully District. Tax Map 34-2 ((1)) 2 pt., 3A, 10A 27 pt. and 35 pt. and a portion of Barnsfield Rd. right-of-way to be vacated and/or abandoned. (Concurrent with RZ 2009-SU-024 and SEA 2003-SU-023). (Approval of this application may enable the vacation and/or abandonment of portions of the public rights-of-way for Barnsfield Rd. to proceed under Sections 33.1-151 and 15.2-2270(2) of the Code of Virginia).

4:00 p.m. A public hearing regarding the adoption of an amendment to *The Code of the County of Fairfax, Virginia* (Fairfax County Code), which will be set forth in Appendix M to expand the Signal Hill Community Parking District (CPD). The proposed CPD expansion would be established in accordance with and be subject to the provisions set forth in Article 5B of Chapter 82 of the Fairfax County Code; encompass Home Guard Drive from Signal Hill Drive to cul-de-sac east inclusive; Mount Corcoran Place from Parliament Drive north to Renaissance Court; Parliament Drive, on the north side, from Signal Hill Drive to Rolling Road; Signal Hill Drive, on the east side, from Burke Lake Road to Parliament Drive; Renaissance Court from Home Guard Drive to cul-de-sac inclusive; and prohibit the parking of watercraft, boat trailers, motor homes, and camping trailers, any other trailer or semi-trailer, regardless of whether such trailer or semi-trailer is attached to another vehicle; any vehicle with three or more axles; any vehicle that has a gross vehicle weight rating of 12,000 or more pounds except school buses used on a current and regular basis to transport students; any vehicle designed to transport 16 or more passengers including the driver, except school buses used on a current and regular basis to transport students; and any vehicle of any size that is being used in the transportation of hazardous materials as defined in Virginia Code § 46.2-341.4. No such CPD shall apply to (i) any commercial vehicle when discharging passengers or when temporarily parked pursuant to the performance of work or service at a particular location or (ii) utility generators located on trailers and being used to power network facilities during a loss of commercial power or (iii) restricted vehicles temporarily parked on a public street within any such CPD for a maximum of 48 hours for the purpose of loading, unloading, or preparing for a trip or (iv) restricted vehicles that are temporarily parked on a public street within any such CPD for use by federal, state, or local public agencies to provide services. Questions regarding this proposed amendment may be directed to the Fairfax County Department of Transportation at 703-877-5600. (Braddock District)

4:30 p.m. A public hearing to receive citizen input on the proposed amendments to the *Code of the County of Fairfax*, Chapter 82, Motor Vehicles and Traffic, Section 82-1-6, Adoption of State Law.

4:30 p.m. A public hearing to consider proposed revisions to the Comprehensive Plan for Fairfax County, VA, in accordance with the Code of Virginia, Title 15.2, Chapter 22. Comprehensive Plan Amendment ST05-CW-1CP concerns approximately 2100 acres of land (inclusive of roads), generally located south of the Dulles Airport Access Road in the vicinity of Leesburg Pike (Rt. 7), Route 123 and the Capital Beltway (I-495), that is described in the Plan as the Tysons Urban Center. The area is bounded on the north by the Dulles Airport Access and Toll Roads, on the southeastern side by Magarity Road, and on the southwestern side generally by the limit of commercial development along Gallows and Old Courthouse Road and the natural areas of Old Courthouse Stream Branch. The residential areas on the western side of Gosnell Road flanking Old Courthouse Road are included in the Tysons Urban Center. The Tysons Corner Urban Center, located in the Hunter Mill and Providence Supervisor Districts, has been the subject of a special transportation and urban design study conducted under the direction of County staff and a Tysons Land Use Task Force appointed by the Fairfax County Board of Supervisors. The Tysons Corner Urban Center Plan amendment sets forth a vision and implementation approach, areawide recommendations for land use, transportation, environmental stewardship, public facilities and urban design. The Plan amendment contains district recommendations for the four new Metrorail stations that are part of Metrorail's Silver Line (Tysons East, Tysons Central 123, Tysons Central 7, and Tysons West) that are referred to as Transit Oriented Development areas (TODs). Four districts are identified as Non-TOD districts with recommendations that provide a transition between the higher intensities planned near the stations and the surrounding communities.

Tysons is planned for a complementary mix of office, residential, retail, institutional, civic and other uses. Land use categories include: Retail Mixed-use (retail centers complemented by residential,

office, hotel and arts/civic uses); Office Mixed-use (primarily office use with ground floor retail, residential, hotel and arts/civic uses); Office (office with supporting retail and service uses); Residential Mixed-use (primarily residential use with office, hotel, arts/civic, and support retail uses); Residential (residential with supporting retail); Civic Use or Public Facility (public uses such as library, school, police/fire station, arts center and community center); and, Parks and Open Space (parkland and open spaces such as plazas and pocket parks). Other uses, such as educational and institutional uses are planned throughout Tysons. The areas closest to the Metrorail stations should be developed primarily with office space and other non-residential uses, while areas outside the ¼ mile radius should be developed primarily with multifamily housing. The highest intensity is planned for areas near the four Metrorail stations and is organized according to distance from the Metro Station. The Planning Commission and the Board will consider Plan text that does not provide for any maximum Floor Area Ratios (FARs) throughout Tysons. As recommended by County staff, the intensity for designated TOD Districts would be 4.75 Floor Area Ratio (FAR) for Tier 1 (0-1/8 mile from Metro); 3.0 FAR for Tier 2 (1/8-1/4 mile from Metro); and, 2.0 FAR for Tier 3 (1/4-1/2 mile from Metro). Also under consideration are the following intensities recommended by the Tysons Task Force for TOD Districts: 6.0 FAR for Tier 1 (0-1/8 mile from Metro); 4.0-4.5 FAR for Tier 2 (1/8-1/4 mile from Metro); 2.0-3.0 FAR for Tier 3 (1/4-1/3 mile from Metro); and, 1.75-2.75 FAR for Tier 4 (1/3-1/2 mile from Metro). Non-TOD Districts are recommended by staff and the Task Force for varying intensities generally up to 2.0 FAR. All intensities listed as staff's recommendations in the Plan may be increased by varying amounts because of the bonus intensity that is allowed as an incentive for such things as the provision of affordable housing (20%), green buildings (2% to 10%) and land or space for public improvements or facilities (up to 20%) . The amount of bonus intensity may be compounded when multiple planning objectives are being achieved. In addition, the Plan allows for density credits for land dedication and for intensity to be moved from one tier to another so long as the resulting development conforms to the goal of locating the highest intensities closest to transit and the development is consistent with the planned character and scale of the area. All of these provisions and incentives could allow for a development to be considered at up to a maximum intensity of 7.0 FAR under the staff's recommendation and up to 10.0 FAR under the recommendations of the Task Force. Alternatively, intensity may be allocated and limited by a maximum number of overall square feet of development planned for Tysons. To provide flexibility the overall maximum number of square feet recommended in the Plan could be up to 175 million based on a 2050 planning horizon. Development under the Plan may be phased to transportation, trip reduction objectives, and public facilities/improvements. Development under the redevelopment option set forth in the Plan is expected to rezone to the Planned Tysons Corner Urban District ("PTC"), which is advertised concurrently with the Plan amendment and hereby incorporated by reference. The proposed Plan amendment provides guidance for urban design, i.e., pedestrian circulation, streetscape design, a street grid and block pattern, build-to lines, building frontages, recommendations for bulk and massing, step-backs, building articulation, fenestration and transparency, and building heights of up to 400 feet under the staff's recommendation and up to 455 feet under the recommendations of the Task Force, which will be tallest in TOD areas within 1/8 mile of the Metrorail stations, moving outward to lesser heights. The Plan amendment also calls for reductions in maximum parking throughout Tysons Corner and a variety of robust Transportation Demand Management tools to mitigate traffic impacts. The Plan amendment also identifies transportation recommendations for transit and roadway improvements within and outside of Tysons. Amendments to the Countywide Transportation Plan are also under consideration as part of this amendment to reflect recommendations affecting the surrounding transportation network. The Countywide Transportation Plan amendments under consideration include, but are not limited to, the following transit additions and highway additions and deletions. The planned transit additions include the following: express bus/BRT routes on I-66, I-95/I-495 and Leesburg Pike east of Tysons Corner; a Circulator System serving Tysons; expanded local bus service; additional BRT routes and other supporting services including park-and-ride and feeder

bus routes to rail stations; and, at least two additional urban rail corridors with substantial TOD development. Planned highway improvements include the following: ramps connecting the Greensboro Drive extension to the Dulles Toll Road; ramps connecting the Boone Blvd. extension to the Dulles Toll Road; collector-distributor roads along the Dulles Toll Road; a ramp connecting Jones Branch Dr. to Scotts Crossing Rd.; an I-495 crossing connecting Tysons Corner Center with the Old Meadow Rd. area; ramps connecting Jones Branch Dr. to the Dulles Toll Road; the widening of the I-495 Outer Loop by one lane from Rt.7 to I-66; and, the addition of an extensive grid network of streets, containing a mix of Local Streets, Collector Streets and Avenues, to increase connectivity and to better accommodate pedestrians, bicyclists, transit vehicles and cars. Proposed highway deletions include: removal of grade-separated interchanges at Rt.7 and Westpark Drive/Gosnell Road, Rt.7 and Gallows Road/International Drive, and Rt.123 and International Drive.

Through this amendment the Tysons Corner Urban Center, as identified in the Comprehensive Plan, is designated an Urban Development Area for Fairfax County under the provisions of Section 15.2-2223.1 of the Code of Virginia. A map showing the boundary of the UDA is available for viewing at the office of the Dept. of Planning and Zoning.

The recommendations under consideration are contained in the report entitled "Transforming Tysons" prepared for the Fairfax County Planning Commission's Tysons Corner Committee, dated March 24, 2010. The document contains the recommendations of Fairfax County staff as well as alternatives to these recommendations. Where the staff recommendation differs from that of the Draft Review Committee of the Tysons Task Force and where alternatives are presented it is noted in the document and all recommendations are provided so as to provide the Planning Commission with the flexibility to choose among the recommendations or do less than what is presented.

Copies of this report, the staff report and any other supporting commentary or information can be obtained from the Dept. of Planning & Zoning, 7th floor, Herrity Bldg., 12055 Government Center Pkwy, Fairfax, VA, or by visiting the County's Web site at

<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/planamendments.htm> and <http://www.fairfaxcounty.gov/dpz/tysonscorner/>.

Copies of the Planning Commission (PC) recommendation may be obtained from the PC, 12000 Government Center Pkwy., Suite 330, Fairfax, VA. Any questions about the amendment may be directed to the Planning Division at 703-324-1380.

4:30 p.m. A public hearing on the matter of an amendment to Chapter 112 (the Zoning Ordinance) of the 1976 Code of the County of Fairfax, as follows:

To create a new Planned Tysons Corner Urban District (PTC), to include the following provisions:

1. A rezoning to the PTC District may only be sought in areas identified in the comprehensive plan as the Tysons Corner Urban Center (TCUC) area. Any applicant desiring to utilize any redevelopment option of the comprehensive plan may or may not rezone only to the PTC District.

2. As further qualified by the adopted comprehensive, the maximum density for a PTC District rezoning of a property within the TCUC shall not exceed 4.75 FAR. However, such density may be increased by the Board, in its sole discretion, to a maximum of 7.0 FAR when the increase is attributable to the floor area for affordable dwelling units (ADUs) and bonus market rate units provided in accordance with Part 8 of Article 2 of the Zoning Ordinance; and/or floor area for proffered bonus market rate units and/or bonus floor area, either of which is associated with the provision of workforce dwelling units; and/or bonus density or intensity obtained for incorporation of qualifying green building practices; and/or any bonus density or intensity granted by the Board for proffered public facilities and/or public infrastructure. *[NOTE: the amendment is advertised to permit the Board to adopt a maximum density limit that falls anywhere between 3.0 FAR and 10.0 FAR or to adopt the amendment without a specified numeric FAR limit, but staff's recommendation is a maximum density of 4.75 FAR, excluding bonuses and 7.0, including bonuses.]*

3. The PTC District allows for a mix of residential, commercial, and industrial uses that shall be permitted either by right, special permit or special exception, depending upon use, use characteristics, and location and such uses may be subject to use limitations designed to address compatibility. The following uses are proposed as by-right, when shown on an approved development plan: Accessory uses and home occupations as permitted by Article 10; Affordable dwelling unit developments; Automated teller machines; Business service and supply service establishments; Commercial and industrial uses of special impact (Category 5), limited to: Amusement arcades, Car washes, Drive-in financial institutions, Drive-through pharmacies, Fast food restaurants, Funeral chapels, Industrial/flex, Pawnshops, Mini-warehousing establishments, Quick-service food stores, Retail sales establishments-large, when located in a multiple story structure with at least one (1) other permitted use, Service stations, Service station/mini-marts, Vehicle light service establishments, Vehicle sale, rental and ancillary service establishments; Commercial recreation uses (Group 5), limited to: Billiard and pool halls, Bowling alleys, Commercial swimming pools, tennis courts and similar courts, Dance halls, Health clubs, Indoor archery ranges, fencing and other similar indoor recreational uses, Miniature golf course, Skating facilities, Any other similar commercial recreation use; Community uses (Group 4); Contractor's offices and shops; Dwellings, including multiple family, single family attached and detached; Eating establishments; Establishments for printing, production, processing, assembly, manufacturing, compounding, preparation, cleaning, servicing, testing, or repair of materials, goods or products and associated retail sales; however, bulk storage of flammable materials for resale, and those particular heavy industrial uses set forth in Par. 13 of Sect. 9-501 shall not be permitted; Establishments for scientific research, development and training where assembly, integration and testing of products in a completely enclosed building is incidental to the principal use of scientific research, development and training; Exposition halls and facilities to house cultural or civic events or conventions of political, industrial, fraternal or similar associations; Financial institutions; Garment cleaning establishments; Hotels, motels; Institutional uses (Group 3); Kennels; Light public utility uses (Category 1); New vehicle storage; Offices; Parking, commercial off-street, as a principal use; Personal service establishments; Public uses; Quasi-public uses (Category 3), limited to: Alternate uses of public facilities, Child care centers and nursery schools, Churches, chapels, temples, synagogues and other such places of worship with a child care center, nursery school, or private school of general or special education, Colleges, universities, Conference centers and retreat houses, operated by a religious or nonprofit organization, Congregate living facilities, Cultural centers, museums and similar facilities, Dormitories, fraternity/sorority houses, rooming/boarding houses, or other residence halls providing off-campus residence for more than four (4) unrelated persons who are students, faculty members, or otherwise affiliated with an institution of higher learning, Independent living facilities, Medical care facilities, Private clubs and public benefit associations, Private schools of general education, Private schools of special education, Quasi-public parks, playgrounds, athletic fields and related facilities; Repair service establishments; Retail sales establishments; Theatres; Transportation facilities (Category 4), limited to: Bus or railroad stations, Electrically-powered regional rail transit facilities, Regional non-rail transit facilities; Vehicle transportation service establishments; Veterinary hospitals; and Legally established uses existing at the time of rezoning to the PTC District.

The following uses are proposed to be allowed only by special permit: Group 8 – Temporary Uses; Group 9 – Uses Requiring Special Regulation, limited to: Home professional offices, Accessory dwelling units.

The following uses are proposed to be allowed only by special exception: Subject to the use limitations identified herein, any use presented as a permitted use as a Group or Category use may be permitted with the approval of a special exception when such use is not specifically designated on an approved final development plan; and the following shall only be permitted by special exception: Sports arenas, stadiums; Heliports and Helistops; Increase in parking in the PTC District, subject to the following standards: (a) such increase does not hinder or preclude

achievement of the Transportation Demand Management goals of the comprehensive plan for the property, (b) the design of parking structure necessitates additional parking construction, (c) the use is unique and justifies an increase in parking, (d) the parking increase is caused by a change in previously approved shared parking, valet or shuttle arrangements, (e) the development is single phase and will precede the operation of mass transit, (f) other circumstances where the use cannot be adequately served by the maximum parking specified by the Zoning Ordinance. Such additional parking may be administered by a parking management entity and may be subject to any conditions imposed by the Board.

The following use limitations are proposed: (1) All development shall conform to the standards set forth in Part 1 of Article 16 and the objectives of the PTC District. (2) all development plans shall conform to the standards set forth in Part 5 of Article 16. (3) All uses shall be designed to be harmonious with and not adversely affect the use or development of neighboring properties. (4) When a use presented as a Group or Category use is being considered for approval on a final development plan, the standards set forth in Articles 8 or 9 shall be used as a guide. When a use presented as a Group or Category use is being considered for approval as a special exception use the use shall be subject to the provisions of Article 9 and the special permit standards of Article 8, if applicable. Provided that such use is in substantial conformance with the approved conceptual development plan and any imposed development conditions or proffered conditions and is not specifically precluded by the approved final development plan, no final development plan amendment shall be required. In either of the above, all Category 3 medical care facility uses shall be subject to the review procedures presented in Part 3 of Article 9. (5) OPTION 1: Notwithstanding the definition of gross floor area, any cellar space any cellar space shall be counted as part of GFA and shall be included in the calculation of the floor area ratio except for space used for mechanical equipment with structural headroom of less than six feet six inches. OPTION 2: Notwithstanding the definition of gross floor area, any cellar space shall be counted as part of GFA and shall be included in the calculation of the floor area ratio except for space used for mechanical equipment with structural headroom of less than six feet six inches and that area that is specifically identified and used for storage and/or for accessory uses. OPTION 3: If the Board does not adopt Option 1 or Option 2, then cellar space shall not be counted toward GFA and shall not be included in the calculation of floor area ratio. *[NOTE: Staff recommends Option 1]* (6) The floor area for dwellings shall be determined in accordance with the gross floor area definition, as modified for cellar space; however, the following features associated with dwellings shall not be deemed gross floor area: balconies, porches, decks, breezeways, stoops and stairs which may be roofed but which have at least one open side; or breezeways which may be roofed but which have 2 open ends. An open side or open end shall have no more than 50 percent of the total area between the side(s), roof and floor enclosed with railings, walls, or architectural features. (7) All uses shall be conducted entirely within an enclosed building with no outside storage, except those uses which by their nature must be conducted outside a building. Outdoor display associated with a permitted use or outdoor seating associated with a fast food restaurant, a quick-service food store or an eating establishment shall be permitted when such areas are designated on an approved development plan. (8) all uses/structures shall be designed in an integrated manner. Small scale structures with 1 or more uses shall only be permitted when demonstrated that it meets the urban design guidelines in the comprehensive plan. If part of a long-term phased development as an interim use, existing and new uses/structures may be permitted even though they do not fully satisfy the urban design guidelines when (a) use is identified in phasing plan and applicant demonstrates use/structure will not adversely impact purpose and intent of district, (b) urban design elements are incorporated to the extent feasible, (c) parking, loading and stacking is included in the parking plan and existing surface parking and/or new surface parking is redesigned/designed to the extent feasible to minimize pedestrian conflicts, provide interior and perimeter landscaping and screening and is oriented toward rear and side of structure. (9) Service stations, service station/mini-marts and vehicle light service establishments shall be

permitted only under the following conditions: (a) all vehicle repair and service is conducted in completely enclosed structure and (b) There shall be no vehicle or tool rental and no outdoor storage or display of goods offered for sale. In addition, no more than 2 vehicles that are wrecked, inoperable or abandoned may be temporarily stored outdoors for a period in excess of 72 hours, and in no event shall any one such vehicle be stored outdoors for a period exceeding 72 hours; (10) Car washes, drive-in financial institutions, drive-through pharmacies, or any other use with a drive-through facility may only be permitted when specifically identified on the approved development plan and the use, drive through and stacking spaces are located within a multiple story building or parking structure. (11) Drive through facilities other than those in Paragraphs 8 and 10 shall not be permitted; (12) Kennels and veterinary hospitals shall be located within a completely enclosed building which is adequately soundproofed and constructed so that there will be no emission of odor or noise detrimental to other property in the area. In addition, the Health Department shall approve the construction and operation of all veterinary hospitals prior to issuance of any Building Permit or Non-Residential Use Permit. (13) Vehicle transportation service establishments shall be permitted in accordance with the following: (a) The total number of company vehicles permitted on site at any given time shall not exceed 5, (b) There shall be no maintenance or refueling of vehicles on site, and (c) the use is subject to the applicable transitional screening and barrier requirements; (14) Vehicle sale, rental and ancillary service establishments shall be permitted when specifically identified on the approved final development and where there is no outside display, all storage is within a parking garage or enclosed building and all ancillary service shall occur within a completely enclosed structure (15) New vehicle storage shall be permitted when located in a parking structure as a temporary use when (a) the existing parking spaces are available due to phasing or tenant vacancies, (b) layout does not hinder internal vehicle circulation and now mechanical parking lifts or fencing is utilized, (c) no signs are permitted and no sales/rental/service may occur; (16) mini-warehousing establishment shall only be permitted when specifically identified on an approved development plan and in accordance with the following: (a) Loading and unloading shall be fully enclosed and all other activities shall be conducted completely indoors in a multiple story structure, (b) The design of the storage structure shall be office-like in appearance and harmonious in color and design with that of the surrounding development so to minimize any adverse visual impact, (c) No individual storage bay doors, storage items, or lighted hallways located along the lengths of the building facades shall be visible from the outside of the storage structure, (d) The site shall be designed to facilitate safe and efficient on-site circulation and parking, (e) There shall be no incidental parking or storage of trucks, trailers, and/or moving vans except for purposes of loading and unloading. There shall be no truck, trailer, and/or van rentals conducted from the site (f) all signage shall be in scale and harmony with surrounding development so as not to detract from urban character of area; (17) Contractor's offices and shops and all associated operations and activities, including the storage of company vehicles shall be permitted only when located within a completely enclosed building, (18) Signs shall be permitted in accordance with Article 12, however it is encouraged that a comprehensive plan of signage be utilized, but in all cases, signs shall be harmonious in color and design and shall not detract from urban character; (19) All uses permitted pursuant to the approval of a final development plan shall be in substantial conformance with the approved final development plan as provided for in Sect. 16-403; and (20) All uses shall comply with the performance standards set forth in Article 14.

4. The minimum district size shall be 10 acres, which may be waived by the Board if the proposal is in conformance with the comprehensive plan. *[NOTE: the amendment is advertised to allow the Board to adopt a minimum district size of between zero acres and 25 acres, but staff's recommendation is a minimum district size of 10 acres.]* There is no proposed minimum requirement for lot area or lot width.

5. The maximum height and minimum yard requirements shall be controlled by the standards set forth in Part 1 of Article 16 of the Zoning Ordinance.

6. Open space, including off-site open space, shall be determined by the Board in accordance with the comprehensive plan recommendations for streetscape and urban park standards, including publicly accessible parks, courtyards, plazas, trails, outdoor recreational facilities, landscaped rooftops, courtyards on structures, green roofs and/or any rooftop recreational facilities. Not more than one-half of the publicly accessible open space shall be accommodated above street level. Recreational facilities of a minimum expenditure of \$1600 per dwelling unit, which may include such features as swimming pools, exercise rooms, and/or health clubs, subject to Sect 16-604, shall also be required. Such recreational facilities shall be provided on site or the Board may approved the facilities on land that is not part of the subject PTC District rezoning. This expenditure shall not apply to any ADUs in the development.

7. An approved parking plan shall be required for all PTC rezoning applications. The minimum and maximum parking requirements shall be determined by use, type of dwelling unit, bedroom count per dwelling unit, and/or proximity to metro stations entrance(s) as set forth in intensity tiers of the comprehensive plan. For a use not specified in this table, the parking rates specified in Article 11 shall serve as the maximum parking rate in TOD areas, with no minimum required parking rate. In Non-TOD areas, 85% of the rate specified shall serve as the minimum required parking rate and 110% of the rate shall serve as the maximum required parking rate. The Board may reduce the minimum required parking in both the TOD and Non-TOD areas when an applicant has demonstrated that the reduction is in furtherance of the goals of the TCUC. *[NOTE: The amendment is advertised to allow the Board to establish minimum and/or maximum parking rates for any use that falls between zero parking spaces and 5 parking spaces per unit of measure. However, staff recommends the parking rates set forth in the staff report.]*

Subject to approval of a parking redesignation plan pursuant to Par. 12 of Sect. 11-102, for an existing use located in the TCUC that is not the subject of a PTC rezoning request, the owner may voluntarily elect to comply with the PTC parking regulations such that the parking is at a rate between the minimum required by the applicable provisions of the Zoning Ordinance and the minimum rates specified for the PTC District.

8. Loading space requirements shall be determined at the time of rezoning based on the proposed uses, but shall be fully enclosed and integrated into buildings when located in TOD areas. No additional parking shall be required for a change of use that is in substantial conformance with the approved final development plan. Parking may be provided on-site or off-site, as approved by the Board, provided evidence of permission is granted for off-site parking.

9. Site plans or minor site plans may be filed concurrently with a rezoning, special exception, or special permit, but cannot be approved prior to the rezoning, special exception or special permit.

10. Landscaping and screening requirements of Article 13 shall apply as follows: Part 1 shall be applicable, Part 2 shall apply except where the comprehensive plan sets forth streetscape standards, Part 3 shall apply to peripheral boundary of the TCUC.

11. The following existing provisions shall also apply to the PTC District: Sect. 2-412, Par. 1A(2), 2C(3), 3A(1) and 5A(1) of Sect. 2-514; Par. 8 of Sect. 16-401; Par. 4A(7)(d) of Sect. 16-403; Sect. 16-404; Par. 3 of Sect. 18-211

12. A public agency or County recognized redevelopment organization or authority may make application for a comprehensive plan of signage or off-site directional signs in the TCUC.

13. A rezoning to the PTC District shall include certain submission requirements, including a plan and additional documentation to support the requested rezoning. The proposed submission requirements reflect the need for sufficient information in order for the Board to evaluate the proposal in the context of the Comprehensive Plan recommendations and Zoning Ordinance provisions.

14. The fee for a rezoning to the PTC District shall be \$26,640 plus \$885/acre when filed with a conceptual development plan or \$26,640 plus \$1,305/acre when filed with a concurrent conceptual and final development plan. The fee for a final development plan for an application property in the PTC District shall be \$13,320 plus \$420/acre.

For the convenience of the public, access to the full text will also be available for review at the County's website, www.fairfaxcounty.gov/dpz under the Zoning heading by clicking on Pending Zoning Ordinance Amendments.

5:00 p.m. Citizens and Businesses of Fairfax County are encouraged to present their views on issues of concern. The Board will hear public comment on any issue except: issues under litigation, issues which have been scheduled for public hearing before the Board (this date and future dates), personnel matters and/or comments regarding individuals. Each speaker may have up to three minutes and a maximum of 10 speakers will be heard. Speakers may address the Board only once during a six-month period.

All persons wishing to present their views on these subjects may call the Office of the Clerk to the Board at 703-324-3151 to be placed on the Speakers List, or may appear and be heard. As required by law, copies of the full text of proposed ordinances, plans and amendments, as applicable, as well as other documents relating to the aforementioned subjects, are on file and may be examined at the Office of the Clerk to the Board of Supervisors, Suite 533 of the Fairfax County Government Center, 12000 Government Center Parkway, Fairfax, Virginia. For the convenience of the public, copies may also be distributed to the County's Regional and Community Public Libraries.

Fairfax County is committed to a policy of nondiscrimination in all County programs, services and activities and will provide reasonable accommodations upon request. To request special accommodations call the Office of the Clerk to the Board, (703) 324-3151 (VOICE) or (703) 324-3903 (TTY). Please allow seven working days in advance of the event in order to make the necessary arrangements.