



# FAIRFAX COUNTY

**APPLICATION FILED:** August 15, 2005  
**PLANNING COMMISSION:** January 18, 2006  
**BOARD OF SUPERVISORS:** Not yet scheduled

V I R G I N I A

**January 4, 2006**

## **STAFF REPORT**

**APPLICATION RZ 2005-SU-026**  
(Concurrent with SE 2005-SU-023)

### **SULLY DISTRICT**

**APPLICANT:** Sully North Investments L.C.

**PRESENT ZONING:** R-1, I-3, WS

**REQUESTED ZONING:** I-5, WS

**PARCELS:** 34-2 ((1)) 33 (pt.) and 34 (pt.)

**ACREAGE:** 13.54 acres (R-1 = 7.47 acres; I-3 = 6.07 acres)

**FAR:** 0.5

**OPEN SPACE:** 20.8%

**PLAN MAP:** Mixed Use

**PROPOSAL:** Request to rezone the R-1 and I-3 portions of the property to the I-5 District to permit office use.

### **STAFF RECOMMENDATIONS:**

Staff recommends approval of RZ 2005-SU-026, subject to the execution of proffers consistent with those contained in Appendix 1.

Staff recommends approval of SE 2005-SU-023, subject to development conditions contained in Appendix 2.

Staff recommends approval of a modification of the transitional screening and barrier requirements along portions of the northern, southern, eastern and western property boundaries of the special exception.

Staff recommends approval of a waiver of the Comprehensive Plan trail requirement along a portion of Wall Road.

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

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

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



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



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V I R G I N I A

**January 4, 2006**

## **STAFF REPORT**

**APPLICATION SE 2005-SU-023**  
(Concurrent with RZ 2005-SU-026)

### **SULLY DISTRICT**

**APPLICANT:** Sully North Investments L.C.

**PRESENT ZONING:** I-5, WS

**PARCEL:** 34-2 ((1)) 34

**ACREAGE:** 27.27 acres

**FAR:** 0.735

**OPEN SPACE:** 16.2%

**PLAN MAP:** Mixed Use

**PROPOSAL:** Request to permit an increase in building height of two office buildings from 75 feet to a maximum of 150 feet.

### **STAFF RECOMMENDATIONS:**

Staff recommends approval of SE 2005-SU-023, subject to development conditions contained in Appendix 2.

Staff recommends approval of a modification of the transitional screening and barrier requirements along portions of the northern, southern, eastern and western property boundaries.

Staff recommends approval of a waiver of the Comprehensive Plan trail requirement along a portion of Wall Road.

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

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

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

**DESCRIPTION OF APPLICATIONS**

The applicant's rezoning application (RZ 2005-SU-026) requests approval of a rezoning of 13.54 acres presently zoned R-1, I-3, and WS to the I-5, and WS Districts to permit office uses. The rezoning area represents a portion of the 55.37 acre Dulles Discovery North property that is proposed to be developed as a high security office complex. As proposed, Dulles Discovery North will be developed in three phases and will be composed of three office buildings, two parking garages, a materials inspection facility, an access control center, and six guardhouses. The cumulative gross floor area (GFA) of the 55.37 acre site will be 1,282,848 square feet at a floor area ratio (FAR) of 0.532. The materials inspection facility (15,000 square feet), three guardhouses (750 square feet), a portion of the access control center (1,000 square feet), and portions of the parking garages (not calculated into the FAR) will be located within the rezoning area for a cumulative FAR of 0.03 for the rezoning application; the balance of the 0.5 FAR permitted by the I-5 District will be used for the overall Dulles Discovery North property.

The applicant's special exception application (SE 2005-SU-023) requests approval to permit an increase in building height of two office buildings from a maximum of 75 feet as permitted in the I-5 District to a maximum of 150 feet for each building. The special exception area represents 27.27 acres of the Dulles Discovery North property, which includes the rezoning area on the assumption that the rezoning request of 13.54 acres to the I-5, WS and AN Districts is approved. Two office buildings (427,192 square feet each), two parking garages, the materials inspection facility (15,000 square feet), three guardhouses (750 square feet), a portion of the access control center (1,000 square feet), and a portion of the connector link (1,942 square feet) will be located within the special exception area for a cumulative FAR of 0.735 for the special exception application. The Zoning Ordinance currently permits a maximum FAR of 0.5 in the I-5 District. The entire property is located within the Route 28 Tax District area; the I-5 portion of the property is grandfathered at its pre-Route 28 Tax District FAR limitation of 1.0, while the area subject to the rezoning will allow up to a 0.5 FAR, thereby permitting a maximum FAR of 0.785 for the 27.27 acre special exception area.

**MODIFICATIONS AND WAIVERS**

- Modification of the transitional screening and barrier requirements along portions of the northern, southern, eastern, and western property boundaries
- Waiver of the Comprehensive Plan trail requirement along Sully Road and portions of Wall Road

## LOCATION AND CHARACTER

### Site Description

The 13.54 acre rezoning area is a component of the 27.27 acre special exception area, which is a portion of the 55.37 acre Dulles Discovery North property. The site is located on the south side of Wall Road, east of Sully Road (Route 28), and approximately 800 feet west of Centreville Road. Existing vegetation on the site consists of a mixture of fields, successional growth and mature trees. A large portion of the site has been cleared and will soon be under construction with Phase I of the Dulles Discovery North development.

### Surrounding Area Description

Direction	Use	Zoning	Plan
North	Office, Vacant & SFD	I-5 & R-1	Mixed Use & Office
South	Industrial & Vacant	I-5	Mixed Use
East	Warehousing	I-5	Mixed Use
West	Dulles International Airport	R-1	Public Facilities

## BACKGROUND

- On May 19, 1971, the Board of Supervisors approved RZ C-267 to rezone 48.34 acres (Tax Map 34-2 ((1)) 33) from the RE-1 (currently R-1 District) to the I-L (currently I-5) District for 41.74 acres and a 100 foot wide buffer consisting of 6.6 acres along the western and southern portion of the site that was rezoned to the I-P (currently I-3) District. The site is grandfathered at 1.0 FAR for the 1-5 portion and 0.5 for the I-3 portion of the site. The file is available for review in the Zoning Evaluation Division of the Department of Planning and Zoning.
- On June 6, 1988, the Board of Supervisors approved RZ 87-C-030 to rezone 6.07 acres (Tax Map 34-2 ((1)) 34) from the R-1 District to the I-3 District. The applicant submitted an unproffered GDP for an office building and proffered to submit a Generalized Development Plan to the Planning Commission and Board of Supervisors for review and approval prior to site plan approval; however, no plans have been provided to date. The site is grandfathered at 0.5 FAR. Copies of the proffers are on file with the Zoning Evaluation Division of the Department of Planning and Zoning.
- On January 18, 2005, the Board of Supervisors approved SE 2004-SU-028 (Tax Map 34-2 ((1)) 34) to permit a commercial entrance in a residential district to serve an adjacent proposed office use. This driveway will provide the primary access to the Dulles Discovery office complex. A copy of the approved Special Exception Plat is included as Appendix 5.

- RZ/FDP 2003-SU-035 is a request to rezone 68.94 acres to the PDH-12 District to permit the development of single family attached and multi-family dwellings. Both of the subject properties (Tax Map 34-2 ((1)) 33 and 34) are included in this request that has been indefinitely deferred. Once the case is reactivated (pending the outcome of a proposed Out of Turn Plan Amendment), RZ/FDP 2003-SU-023 will need to be amended to remove the subject properties from the application area.

A rough grading plan has been approved to permit development activities for Phase I of the Dulles Discovery North office complex that will consist of a 75 foot tall 373,204 square foot office building and associated surface parking and stormwater management facilities. The subject rezoning and special exception applications are associated with Phases II and III of the Dulles Discovery North office complex.

## COMPREHENSIVE PLAN PROVISIONS

Beginning on page 79 of the Fairfax County Comprehensive Plan, Area III, 2003 Edition, Dulles Suburban Center, as amended through June 20, 2005, under the heading Dulles Suburban Center Land Unit Recommendations, Land Unit D-4, the Plan states:

“Land Unit D-4 consists of 157 acres and is bounded on the north by Wall Road, on the west by Route 28, on the southwest and south by the Sully Historic Site Park and on the east by Centreville Road (Figure 19). This land unit contains a portion of the Sully Historic Overlay District, a few scattered warehousing and industrial uses and a large outdoor storage operation north of Barnsfield Road. In addition, about two-thirds of the land unit remains vacant. Cain Branch of Cub Run crosses the southeastern portion of this land unit.

As an alternative, Parcel 24-4((1)) 7A and Parcels 34-2((1)) 1, 1A, 3, 3B and 10A are planned for a mix of non-residential uses up to .50 FAR that may include office, hotel, retail, cultural, recreation and/or entertainment uses. A visitors center providing information about the attractions in the area, including Sully Plantation and the Air and Space Museum Annex, may also be appropriate on this site. Development proposals should be designed to achieve the following:

- Retail and other uses that will serve tourists, such as hotel, cultural facilities, restaurants and entertainment uses, should be of high visual and architectural quality and oriented to Route 28;
- Retail development will not constitute a regional, community or neighborhood shopping center, a regional mall, or a power center;
- Development should occur in a manner that will minimize impacts on existing residential neighborhoods on the east side of Centreville Road. Mitigation measures will include reducing development intensity and scale along Centreville Road and the use of landscaping and screening to enhance the appearance of the development from Centreville Road. No freestanding retail sales or service uses will be located within 600 feet of Centreville Road;

- The existing cemeteries located on the subject properties should be preserved;
- Development of the site will conform with the provisions of the Sully Historic Overlay District. It is noted that implementation of this recommendation may involve a request to revise the Sully Historic Overlay District; and
- Traffic generated by this alternative should be mitigated.

Development of this land unit should incorporate recreation areas to serve employees and nearby residents. Such recreational uses would greatly enhance the attractiveness of this area for private industry and nearby residents as well as complement the Sully Historic Site and district.

## ANALYSIS

### Generalized Development Plat (Copy at the front of staff report)

**Title of GDP:** Dulles Discovery North

**Prepared By:** Urban Engineering & Associates, Inc.

**Original and Revision Dates:** June 29, 2005, as revised through December 9, 2005

GDP SHEET INDEX	
Sheet #	Contents
1	Cover Sheet
2	Site Tabulations and Notes
3	GDP Layout
4	Landscape Plan
5	Pedestrian Circulation Plan

### Special Exception Plat (Copy at the front of staff report)

**Title of SE Plat:** Dulles Discovery North

**Prepared By:** Urban Engineering & Associates, Inc.

**Original and Revision Dates:** June 29, 2005, with revisions through December 9, 2005

<b>SE PLAT SHEET INDEX</b>	
<b>Sheet #</b>	<b>Contents</b>
1	Cover Sheet
2	Site Tabulations and Notes
3	SE Plat Layout
4	Landscape Plan
5	Pedestrian Circulation Plan
6	Illustrative Site/Building Perspectives

Separate Existing Vegetation Maps (EVMs) for the rezoning and special exception are contained in the front of the staff report. A supplemental stormwater management package is also contained in the front of the staff report and discussed in greater detail later in the staff report.

The Dulles Discovery North office complex is a 55.37 acre development that is currently zoned R-1, I-3, I-5, WS, and AN. The rezoning application requests to rezone the R-1 and I-3 portions (13.54 acres) of the property to the I-5 District to permit office use. The special exception application (27.27 acres) seeks to permit an increase in building height of two office buildings from 75 feet to a maximum of 150 feet. A portion of the site (28.1 acres) is currently being developed with Phase I of the Dulles Discovery office complex. As proposed, the Dulles Discovery North office complex will be developed as follows:

<b>DULLES DISCOVERY NORTH Building Tabulations</b>		
<b>Building</b>	<b>Size (square feet)</b>	<b>Height (feet)</b>
Office Building (Phase I) <sup>1</sup>	373,204	75 (5 stories)
Office Building (Phase II) <sup>2</sup>	427,192	150 (10 stories)
Office Building (Phase III) <sup>2</sup>	427,192	150 (10 stories)
Materials Inspection Facility	15,000	30
Access Control Center	5,000	30
6 Guardhouses	1,500 (250 each)	15
Connector Link <sup>3</sup>	33,760	
2 Parking Garages	1,050 spaces (Phase II) 1,330 spaces (Phase III)	50
<b>Gross Floor Area</b>	<b>1,282,848</b>	
<b>Floor Area Ratio</b>	<b>0.532</b>	
<b>Parking</b>	<b>5,145 spaces</b>	

1. Phase I is currently under development
2. Special Exception request to permit an increase in building height in the I-5 District from 75 feet to 150 feet
3. Proposed Connector Link will consist of an enclosed walkway connecting the three office buildings

The layout of the Dulles Discovery North office complex is as follows:

### Layout

- The layout of the Dulles Discovery North office complex has been designed in compliance with federal security guidelines that mandate secure areas between buildings on-site and uncontrolled areas off-site.
- Distances between the property boundaries and the office buildings will be:
  - Phase I building, 304 feet from the western property boundary
  - Phase II building, 316 feet from the southwestern property boundary
  - Phase III building, 353 feet from the northeastern property boundary and 173 feet from the southwest corner of the shared property line with Tax Map 24-4 ((1)) 8
- For security purposes, a nine foot tall chain link security fence will be located a minimum of sixteen feet from the perimeter of Tax Map 24-4 ((1)) 8 and ten feet from the northern property boundary adjacent to the vacated portion of Wall Road west of the cul-de-sac. The security fence will be located between 20 and 50 feet from all other property boundaries adjacent to Sully Road, Air and Space Museum Parkway, and Wall Road.
- 2,765 surface parking spaces will surround the buildings with an additional 2,380 parking spaces contained within the Phase II and III parking garages, for a cumulative total of 5,145 parking spaces.
- To control the flow of materials into the site and to provide security for the Dulles Discovery North office complex, a materials inspection facility (MIF) will be located in the northeast corner of the property, an access control center (ACC) will be located at the primary entrance to the site, and six guardhouses will be located at the entrances.

### Transportation

- The Air and Space Museum Parkway will be extended as a four lane divided road to Wall Road from its current terminus at its intersection with Sully Road. This roadway will have two through lanes with dedicated turn lanes into the site entrance opposite from Historic Sully Way and onto Wall Road .
- Access to the site will be provided through two entrances from Wall Road and two entrances from Air and Space Parkway Museum.
- Access to the site will be controlled and segregated based upon the nature of the access.
- An optional truck entrance is depicted on the SE Plat that would permit an additional entrance from the cul-de-sac on Wall Road.
- Sidewalk improvements will be made to the northwest side of the Air and Space Museum Parkway and the south side of Wall Road west of the Air and Space Museum Parkway which will connect to the interior sidewalk network through the main entrance to the site. An eight foot wide major paved trail will be provided along the south and east sides of Air and Space Museum Parkway.

### Landscaping

- Peripheral parking lot and interior parking lot landscaping will be provided throughout the Dulles Discovery North office complex in conformance with Article 13 of the Zoning Ordinance.
- The applicant requests a modification of the transitional screening and barrier requirements along the southern boundary and around Tax Map 24-4 ((1)) 8 to permit that shown on the GDP and SE Plat. This modification request is discussed in greater detail in the Waivers and Modifications section of the staff report.

### Stormwater Management

- A stormwater management dry pond will be constructed in the northwest corner of the property that was approved in conjunction with the site plan for Phase I of the Dulles Discovery North office complex.
- Stormwater management for Phases II and III of the Dulles Discovery North office complex will be provided for by two underground stormwater detention vaults.
- Best Management Practice (BMP) measures for Phases II and III will be provided through two underground stormfilters.

### **Land Use Analysis** (Appendix 6)

The subject property is located within Land Unit D-4 of the Dulles Suburban Center, which consists of 157 acres and is planned for a mix of non-residential uses up to a 0.50 FAR. The Dulles Discovery North office complex comprises 55.37 acres of Land Unit D-4 and is proposed to be developed with office uses at a maximum FAR of 0.532. Staff believes that the applicant's proposal to rezone 13.54 acres of the Dulles Discovery North office complex to the I-5 District to permit office development in conjunction with the currently existing I-5 use to the west that is grandfathered at a 1.0 FAR and the special exception request for an increase in building height are in conformance with the Comprehensive Plan pertaining to the proposed use and FAR.

### **Environmental Analysis** (Appendix 7)

No Environmental Quality Corridors (EQCs) or Resource Protection Areas (RPAs) are located on the property. The property is located within the Cub Run watershed and is subject to the provisions of the Water Supply Protection Overlay District (WSPOD). The applicant proposes to meet the water quality and quantity control requirements on-site through underground vaults, stormfilters, and a stormwater management dry pond. Staff has not identified any outstanding environmental issues with these applications.

### **Urban Forest Analysis** (Appendix 8)

The entire site will be cleared of all existing vegetation, which has not been deemed of a quality worthy of preservation efforts. A landscape plan is included

in the GDP and SE Plat. Urban Forest Management has requested that all parking lot landscape islands be a minimum ten feet in width as shown on the GDP and SE Plat, which is addressed in the proposed development conditions.

### **Transportation Analysis (Appendix 9)**

The applicant has committed to improving Air and Space Museum Parkway from the Sully Road interchange to Wall Road as a four lane divided roadway with dedicated turn lanes into the site and onto Wall Road. An access road will be provided through Tax Map 34-2 ((1)) 4 so as to provide access for this property and Tax Map 34-2 ((1)) 6 to the Air and Space Museum Parkway. Traffic warrant analyses will be submitted by the applicant and if the warrants are met, the applicant will install a traffic signal at the Air and Space Museum Parkway/Historic Sully Way intersection and at the Wall Road/Centreville Road intersection. A TDM proffer has been provided by the applicant that will commit the future tenant to engage in programs to reduce vehicle trips. Staff does not believe that there are any outstanding transportation related issues with these applications.

### **Public Facilities Analyses**

#### *Stormwater Management Analysis (Appendix 10)*

Two underground vaults to meet the water quantity requirements and two stormfilters to meet the water quality requirements will be constructed in conjunction with Phases II and III of the Dulles Discovery North office complex. Details regarding these facilities are contained within the supplemental stormwater management submission. The Department of Public Works and Environmental Services (DPWES) has reviewed the stormwater management submission and has concluded that there are no outstanding stormwater management issues.

#### *Sanitary Sewer Analysis (Appendix 11)*

The subject property is located in the Cub Run (T1) watershed and would be sewer into the Upper Occoquan Sewer Authority (UOSA) Treatment Plant. Based upon current and committed flow, there is excess capacity and an existing twelve inch line located in an easement approximately 100 feet from the property that is adequate for the proposed use. The applicant has proffered to submit a public improvement plan for any inadequate component of the sanitary sewer system that may exist, and has committed to construct such improvements with reimbursement provided to the applicant on a pro rata basis by subsequent users of the improved sanitary sewer system.

#### *Fairfax County Water Authority (Appendix 12)*

The property is located within the Fairfax Water service area and adequate domestic water service is available to the site from an existing eight inch water main located at the property.

*Fire and Rescue (Appendix 13)*

The site is serviced by the Chantilly Station # 415 of the Fairfax County Fire and Rescue Department and currently meets fire protection guidelines.

*Parks Analysis (Appendix 14)*

The Fairfax County Park Authority recommends that a Phase I archaeological survey be performed and followed up by Phase II and/or Phase III studies if deemed necessary. A Phase I archaeological investigation was performed on the property in September of 2004 for the entire 67 acre Dulles Discovery property. The study concluded that no further action was necessary for the portion of the site that is subject to these applications. Furthermore, since the time of this study, clearing and grading activities have commenced on the site in conjunction with Phase I of the proposed 55.37 acre Dulles Discovery North office complex.

**ZONING ORDINANCE PROVISIONS**

<b>Bulk Standards (I-5 Zoning)</b>		
<b>Standard</b>	<b>Required</b>	<b>Provided</b>
Lot Size	20,000 square feet	13.54 acres (RZ 2005-SU-026) 27.27 acres (SE 2005-SU-023)
Lot Width	100 feet	755 feet
Building Height	75 feet	150 max (SE request)
Front Yard	45° ABP, not less than 40 feet	49 feet
Side Yard	No requirement	
Rear Yard	No requirement	
FAR	0.50	0.03 (RZ 2005-SU-026) 0.735 (SE 2005-SU-023) 0.532 (Dulles Discovery North)
Open Space	15%	20.8% (RZ 2005-SU-026) 16.2% (SE 2005-SU-023) 31.8% (Dulles Discovery North)
Parking Spaces	3,335 spaces	5,145 spaces
Loading Spaces	5 spaces	15 spaces
<b>Transitional Screening &amp; Barrier</b>		
North	TS 2 <sup>1</sup> ; Barrier D, F or E <sup>2</sup>	Modification Requested
East	TS 2; Barrier D, F or E	Modification Requested
South	TS 2; Barrier E, F or E	Modification Requested
West	TS 2; Barrier D, F or E	Modification Requested

1. Transitional Screening 2 shall consist of an unbroken strip of open space a minimum of 35 feet wide and planted with: (1) One large evergreen tree with an ultimate height of 40 feet or greater for every 10 linear feet, plus one medium evergreen tree with an ultimate height of 20 to 40 feet for every 5 linear feet, plus one deciduous tree with an ultimate height of 50 feet or greater for each 30 linear feet OR (2) With approval of the Director, one large deciduous tree with an ultimate height of 50 feet or greater for every 15 linear feet, plus one medium evergreen tree with an ultimate height of 20 to 40 feet for every 5 linear feet, plus one small deciduous tree with an ultimate height of 20 feet or less for each 12 linear feet.
2. Barrier D shall consist of a 42-48 inch high chain link fence and may be required by the Director to have inserts in the fence fabric, to be coated, or to be supplemented by trees and/or shrubs. Barrier E shall consist of a 6 foot wall, brick or architectural block faced on the side facing the existing use and may be required to be so faced on both sides as determined by the Director. Barrier F shall consist of a 6 foot high solid wood or otherwise architecturally solid fence.

#### Watershed Protection Overlay District (Sect. 7-800)

The provisions of Sect. 7-808, Use Limitations, apply additional standards for uses in the WSPOD. Any use requiring a site plan must provide water quality control measures designed to reduce by one-half the projected phosphorus runoff pollution for the proposed use. Such water quality control measures or Best Management Practices (BMPs) shall be reviewed, modified, waived and/or approved by the Director in accordance with the Public Facilities Manual (PFM). The applicant's supplemental stormwater management submission indicates that the water quality control requirements will be met through the use of two stormfilters while the water quantity control requirements will be met through the use of two underground detention vaults. Staff from DPWES has reviewed the stormwater management proposal and has found no deficiencies with the proposal at this time.

#### Airport Noise Impact Overlay District (Sect. 7-400)

The boundaries of the Airport Noise Impact Overlay District encompass a portion of Tax Map 34-2 ((1)) 34 that is not the subject of these applications; therefore, the provisions of Sect. 7-408 are not applicable.

### **Special Exception Standards**

General Standard 1 states that the proposed used shall be in harmony with the adopted Comprehensive Plan. The special exception requests an increase in building height for two office buildings from 75 feet to a maximum height of 150 feet. The Comprehensive Plan recommends that Land Unit D-4 of the Dulles Suburban Center be developed with a mix of uses at a FAR not to exceed 0.5. The entire 55.37 acre Dulles Discovery North office complex will be developed with office uses at an ultimate FAR of 0.532, assuming the successful rezoning of 13.54 acres of the site from the R-1 and I-3 Districts to the I-5 District. Staff believes that the special exception request is in harmony with the Comprehensive Plan because the increase in height will not pose an adverse

impact upon surrounding properties and the proposed height meets FAA standards; therefore, this standard has been satisfied.

General Standard 2 states that the proposed use shall be in harmony with the general purpose and intent of the applicable zoning district regulations. Assuming the successful rezoning of 13.54 acres from the R-1 and I-3 Districts, the entire 55.37 acre Dulles Discovery North office complex will be zoned I-5 for office development, which meets the intent of the Plan. All of the bulk regulations of the I-5 District have been met as depicted in the table above. The FAR of the special exception area will be 0.735 and the FAR of the entire Dulles Discovery North office complex will be 0.532. The I-5 District permits a maximum FAR of 0.5. The property is located within the Route 28 Tax District; the I-5 portions of the site outside of the rezoning area are grandfathered at their pre-Route 28 Tax District maximum FAR limitation of 1.0. Staff believes that this standard has been satisfied and that the FAR of the special exception area and the overall Dulles Discovery North office complex are permissible according to the Route 28 Tax District grandfather provisions.

General Standard 3 states that the proposed use shall be such that it will be harmonious with and will not adversely affect the use or development of neighboring properties in accordance with the applicable zoning district regulations and the adopted Comprehensive Plan. With the exception of Tax Map 24-4 ((1)) 8 which is zoned R-1, the surrounding properties are industrially zoned and developed with industrial and office uses. The Comprehensive Plan recommends mixed-use for the entirety of Land Unit D-4 and office use for the properties north of Wall Road. The property to the north is the subject of an Area Plan Review (APR) item and a rezoning application that has been filed to permit a mixed-use development. The properties to the south are the subject of a rezoning application to permit the development of an age restricted housing development. Tax Map 24-4 ((1)) 8 contains a single family detached dwelling and sheds, and is of such a small size (one acre) that its redevelopment potential according to the recommendations of the Comprehensive Plan are severely limited because it is not of a large enough size to redevelop in accordance with the recommendations of the Plan without consolidation. Staff believes that the proposed road improvements and perimeter screening associated with this application will create a development that will not adversely impact surrounding properties. Therefore, staff believes that this standard has been satisfied.

General Standard 4 states that the proposed use shall be such that pedestrian and vehicular traffic associated with such use will not be hazardous or conflict with the existing and anticipated traffic in the neighborhood. The applicant proposes to extend Air and Space Museum Parkway as a four lane divided roadway to Wall Road. The cul-de-sac in Wall Road will be improved and the portion of Wall Road west of the cul-de-sac has already been abandoned. Trail connections will be provided on the south and east sides of Air and Space Museum Parkway and sidewalk improvements will be provided on the north and west sides of Air and Space Museum Parkway. Staff believes that the applicant's transportation improvements will greatly improve vehicular and

pedestrian circulation. Therefore, staff believes that this standard has been satisfied.

General Standard 5 states that landscaping and screening shall be in accordance with the provisions of Article 13 of the Zoning Ordinance. Satisfactory interior and peripheral parking lot landscaping will be provided as shown on the GDP and SE Plat. The applicant has requested a modification of the transitional screening and barrier requirements along portions of the northern, southern, eastern and western property boundaries, which staff supports, as discussed below. Therefore, staff believes that this standard will have been satisfied with the approval of the requested modification.

General Standard 6 states that open space shall be provided in an amount equivalent to that specified for the zoning district in which the proposed use is located. The I-5 District requires that 15% of the site remain as open space. The special exception area will provide 16.2% of the site as open space and the overall Dulles Discovery North office complex will provide 31.8% of the site as open space. Therefore, staff believes that this standard has been satisfied.

General Standard 7 states that adequate utility, drainage, parking, loading and other necessary facilities to serve the proposed use shall be provided. Excess parking and loading spaces will be provided and adequate utilities are available for the proposed use. The applicant has proffered to submit a public improvement plan for any components of the sanitary sewer system that may become inadequate with the development of the Dulles Discovery North office complex. Therefore, this standard has been satisfied.

General Standard 8 states that signs shall be regulated by the provisions of Article 12. The applicant has not provided any signage details of the Dulles Discovery North office complex. A development condition has been proposed that addresses this issue. Therefore, staff believes that this standard will be satisfied with adoption of the proposed development conditions.

#### Provisions for Approving an Increase in Building Heights (Sect. 9-607)

Additional Standard 1 states that an increase in height may be approved only where such will be in harmony with the policies embodied in the adopted Comprehensive Plan. The Comprehensive Plan does not recommend a maximum height for buildings within Land Unit D-4 of the Dulles Suburban Center. Staff believes that an increase in height as proposed is in harmony with the recommendations of the Comprehensive Plan and that this additional standard has been satisfied.

Additional Standard 2 states that an increase in height may be approved only in those locations where the resultant height will not be detrimental to the character and development of adjacent lands. The Dulles Discovery North office complex has been designed as a secure compound such that all buildings will be located near the center of the site to provide a secure buffer. The requested increase in height raises some concerns pertaining to the property's proximity to Dulles

International Airport. However, the applicant has submitted a study assessing the proposed development's conformance with Federal Aviation Administration (FAA) standards. The study concludes that the proposed building heights will not violate FAA standards, which would permit a maximum building height of 178 feet above ground level. The applicant proposes a maximum building height of 150 feet above ground level. Therefore, with adoption of the proposed development conditions that require the applicant to obtain FAA approval, this additional standard will have been satisfied.

Additional Standard 3 states that an increase in height may be approved in only those instances where the remaining regulations for the zoning district can be satisfied. Aside from the 75 foot maximum building height of the I-5 District, all zoning ordinance provisions have been met. Therefore, this additional standard has been met.

Additional Standard 4 pertains to properties located within the Sully Historic Overlay District or those properties located within 500 feet of the Sully Historic Overlay District perimeter boundary. The provisions of this additional standard are not applicable.

## **Waivers and Modifications**

### Modification of the transitional screening and barrier requirements

The applicant requests a modification of the transitional screening (TS 2) and barrier (D, E or F) requirements along portions of the northern, southern, eastern and western property boundaries. The subject properties surround Tax Map 24-4 ((1)) 8, which is a one acre property zoned R-1 that is occupied by a single family detached dwelling and multiple sheds. The properties to the south across Air and Space Museum Parkway are currently zoned for industrial use, and are the subject of RZ 2003-SU-035 which requests to rezone the property to the PDH-12 District to permit an age restricted housing development. The Landscape Plan depicts a buffer yard around Tax Map 24-4 ((1)) 8, that beginning from the shared property boundary, will consist of a six to eight foot wide strip of evergreen trees, a ten foot wide clear zone, and then a nine foot tall chain link fence. The southern property boundary along Air and Space Museum Parkway will have a thirty foot landscaped buffer yard adjacent to the right-of-way and then a nine foot tall chain link fence. The applicant requests these modifications of the transitional screening and barrier requirements as essential components of the secure nature of the Dulles Discovery office complex. Staff supports the requested transitional screening and barrier modifications around Tax Map 24-4 ((1)) 8, because that property will be surrounded by a dense buffer yard with a chain link fence that will sufficiently separate the proposed use from the existing single family detached house located on that property. Staff supports the requested modification of the transitional screening and barrier requirements along a portion of the southern property boundary because the proposed buffer yard will provide sufficient screening of the Dulles Discovery North office complex from the properties across Air and Space Museum Parkway.

### Waiver of the Comprehensive Plan Trail requirement

The applicant requests a waiver of the Comprehensive Plan recommended major paved trail along Sully Road and a portion of Wall Road. The portion of the Dulles Discovery North office complex that lies adjacent to Sully Road is not part of the rezoning or special exception application areas; therefore, staff will not make a recommendation on this waiver request which will need to be addressed by the applicant during site plan review of Phase I of development. Staff recommends approval of the waiver of the trail requirement along a portion of Wall Road because Wall Road has already been abandoned west of the cul-de-sac. The applicant has committed to construct an eight foot wide major paved trail along the south side of Air and Space Museum Parkway up to Wall Road. This trail will eventually provide a connection to Centreville Road as others construct the portion of the trail along Wall Road east of the subject properties.

## **CONCLUSIONS AND RECOMMENDATIONS**

### **Staff Conclusions**

Staff believes that the applicant's request to rezone 13.54 acres from the R-1 and I-3 Districts to the I-5 District to permit office use and the special exception request to permit an increase in building height from 75 feet to a maximum of 150 are in harmony with the Comprehensive Plan and applicable Zoning Ordinance provisions.

### **Recommendations**

Staff recommends approval of RZ 2005-SU-026, subject to proffers consistent with those contained in Appendix 1.

Staff recommends approval of SE 2005-SU-023, subject to the development conditions contained in Appendix 2.

Staff recommends approval of a modification of the transitional screening and barrier requirements along portions of the northern, southern, eastern and western property boundaries in favor of that depicted of the special exception.

Staff recommends approval of a waiver of the Comprehensive Plan trail requirement along a portion of Wall Road.

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

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

## **APPENDICES**

1. Draft Proffers
2. Proposed Development Conditions
3. Affidavit
4. Statement of Justification
5. SE 2004-SU-028 SE Plat
6. Land Use Analysis
7. Environmental Analysis
8. Urban Forest Management Analysis
9. Transportation Analysis
10. Stormwater Management Analysis
11. Sanitary Sewer Analysis
12. Fairfax County Water Authority Analysis
13. Fire and Rescue Analysis
14. Fairfax County Park Authority Analysis
15. Zoning Ordinance Provisions
16. Glossary

**RZ 2005-SU-026**  
**SULLY NORTH INVESTMENTS, L.C.**  
**DRAFT PROFFER STATEMENT**

October 18, 2005  
December 9, 2005  
December 16, 2005  
January 3, 2006

Pursuant to Section 15.2-2303(A) of the Code of Virginia, as amended, and subject to the Fairfax County Board of Supervisors' (the "Board") approval of rezoning application RZ 2005-SU-026, as proposed, from the R-1, I-3, WS and AN Districts, to the I-5, WS and AN Districts, Sully North Investments, L.C. (the "Applicant"), for themselves and their successors and assigns, hereby proffer that development of Tax Map Parcels 34-2-((1))-33 (part) and 34 (part) (the "Property"), containing approximately 13.53 acres, shall be in accordance with the following proffered conditions which shall replace any and all existing proffered conditions and special exception conditions pertaining to the Property:

1. Substantial Conformance. Subject to the provisions of Section 18-204 of the Zoning Ordinance, the Property shall be developed in substantial conformance with the Generalized Development Plan (the "GDP") dated June 29, 2005, as revised through December 9, 2005 and prepared by Urban Engineering & Associates, Inc., as further modified by these proffered conditions.
2. Minor Modifications. Pursuant to Paragraph 5 of Section 18-204 of the Zoning Ordinance, the Applicant may make minor modifications to the GDP which may be required as a result of final engineering and design. The Applicant shall have the flexibility to modify the layout shown on the GDP, provided such changes are in substantial conformance with the GDP and proffers, and do not decrease below the minimum amount of open space or less than the peripheral setbacks shown to be provided on the Property.
3. Permitted Uses. The following uses, and other related uses including but not limited to a materials inspection facility and guardhouses, as listed in Section 5-502 of the Zoning Ordinance shall be permitted: accessory uses and accessory services uses; child care centers; financial institutions; mobile land-based telecommunications facilities; offices; and public uses.
4. Maximum Floor Area Ratio (FAR). The maximum floor area ratio ("FAR") built upon the Property which is the subject of this rezoning shall not exceed 0.03 FAR; any remaining density attributable to the Property over and above said 0.03 FAR up to .50 FAR shall be reserved for and attributed to development on the remainder of the 55.37074 acre assemblage/project area (Tax Map Parcels 34-2-((1))-33 and -34). Parking garages depicted on the GDP shall not be included in gross floor area calculations.
5. Right-of-Way Dedication. The Applicant shall dedicate all right-of-way ("ROW") referenced below subject to review and approval by VDOT and DPWES. All road ROW

dedicated in conjunction with these proffers and/or as depicted on the GDP shall be conveyed to the Board of Supervisors in fee simple at the time of recordation of the final record plat for the contiguous development area, or upon demand by Fairfax County, whichever occurs first. All ROW dedication shall be subject to the "Density Credit" proffer in Paragraph 19, below, regarding reservation of development intensity to the residue of the Property.

6. Road Improvements. The following ROW dedication and/or road improvements shall be provided by the Applicant, as approved by VDOT and DPWES, on Air and Space Museum Parkway and Wall Road. All entrances into the development depicted on the GDP shall have restricted access for private use only. However, upon demonstration by the Applicant that, despite diligent efforts by the Applicant, provision of the respective improvements has been unreasonably delayed by others, the Zoning Administrator may agree to a later date for the completion of the improvements:
  - A. Air and Space Museum Parkway. In accordance with that shown on the GDP, the Applicant shall dedicate and convey in fee simple to the Board up to 112 feet of ROW sufficient for construction of and shall construct a four-lane, divided roadway on the Property, plus northbound left and right turn lanes at its Wall Road intersection and at the Property's main entrance and secondary entrance median breaks, as depicted on the GDP, beyond that portion of Air and Space Parkway already funded for construction by the "Route 28 PPTA", prior to issuance of the first Non-Residential Use Permit ("Non-RUP") for the Phase 2 office building.
  - B. Wall Road Frontage Improvements. In accordance with that shown on the GDP, along the frontage of the subject Property the Applicant shall dedicate and convey in fee simple to the Board 35 feet of ROW from the existing centerline and construct one-half of a four-lane undivided roadway prior to issuance of the first Non-RUP for the Phase 2 office building.
  - C. Wall Road Left Turn Lane. The Applicant shall restripe Wall Road to accommodate an off-site separate left turn lane from westbound Wall Road to southbound Air and Space Museum Parkway prior to issuance of the first Non-RUP for the Phase 2 office building.
  - D. Cul-de-Sac. Subject to provision of ROW from adjacent property owners, the Applicant shall dedicate and construct to VDOT standards a permanent cul-de-sac at the terminus of Wall Road prior to issuance of the first Non-RUP for the Phase 2 office building.
7. Traffic signals.
  - A. A warrant study for a traffic signal at the Air and Space Museum Parkway/Historic Sully Way intersection shall be submitted to VDOT for review prior to site plan submission for any buildings on Tax Map 34-2-((1))-34. The traffic signal shall be designed and installed by the Applicant, when warranted.

- B. A warrant study for a traffic signal at the Wall Road/Centreville Road intersection shall be submitted prior to issuance of Non-RUPs for 600,000 square feet of development on Tax Map 34-2-((1))-33 and/or 34. The warrant study shall project traffic for the site build out. The Applicant shall pay the cost for design and installation of said traffic signal, when warranted. In the event that the traffic signal is not warranted prior to final bond release, an escrow shall be provided by the Applicant for the cost of the traffic signal in an amount to be determined by FCDOT.
8. Office Transportation Demand Management. Transportation Demand Management ("TDM") strategies shall be utilized to attempt to reduce vehicle trips during peak periods. Tenants shall be advised of this TDM strategy. Transportation coordination duties shall be carried out by a designated property manager(s) or transportation management coordinator(s) (collectively "TDM Coordinator"). The TDM Coordinator position may be a part of other duties assigned to the individual(s). The TDM strategies shall be implemented upon 75% occupancy of the first office building. Strategies implemented shall include but not be limited to the following:
- A. TDM materials describing available transit options, car/van pooling formation, and alternative work schedules shall be distributed to building occupants.
  - B. Voluntary car pool/van pool programs shall be established for employees with the program under the direction of the TDM Coordinator;
  - C. A program for matching car pool and van pool services shall be coordinated with FCDOT;
  - D. Convenient parking in preferred locations of office parking structures shall be designated for car pool/van pool use;
  - E. Mass transit usage shall be encouraged and promoted by the TDM Coordinator; and
  - F. Conveniently located bicycle storage, locker and shower facilities shall be provided for the use of office employees.
9. Private Streets. All private streets will be constructed with materials and depth of pavement consistent with public street standards in accordance with the Fairfax County Public Facilities Manual ("PFM"), as determined by DPWES. The above standard shall not apply to parking lots.
10. Roads in Use. All public streets shall be constructed in accordance with the PFM and/or VDOT standards, as determined by DPWES. Acceptance of public roads by VDOT into its roadway system shall be diligently pursued by the Applicant, and shall be accomplished prior to final bond release.
11. Interparcel Access. The Applicant shall record, in a form approved by the County Attorney, an inter-parcel access easement from Air and Space Museum Parkway to Tax

Map Parcel 34-2 ((1)) 6 to the south and east in the general width and location shown on the GDP.

12. Bus Shelters. Upon initiation of bus service on Air and Space Museum Parkway, bus shelters shall be installed on Air and Space Museum Parkway in locations determined by FCDOT. The number of bus shelters shall be determined by FCDOT in coordination with the Washington Metropolitan Area Transit Authority ("WMATA") as appropriate, but shall not exceed two bus shelters. If bus service is not available at issuance of the Non-RUP for 1.25 million square feet of development on Tax Map 34-2-((1)) 34, an escrow shall be provided for the provision of bus shelters in an amount determined by FCDOT and based upon the number (not to exceed two) of shelters determined appropriate by FCDOT.
13. Pedestrian Circulation System. As depicted on GDP Sheet 5, an eight (8)-foot wide, "Type I" asphalt trail shall be constructed by the Applicant on the subject Property along the south side of Air and Space Museum Parkway. Said trail shall be subject to a public access easement, in standard County format, if located outside of the public ROW or public ownership. Final trail locations shall be subject to the review and approval of DPWES. Sidewalks shall be provided generally as depicted on the GDP and shall be a minimum of five feet in width. Notwithstanding all of the aforesaid, the Applicant shall have no obligation to construct off-site sidewalks or trails, except that shown on the GDP along Air and Space Museum Parkway westward to the Route 28 exit ramp.
14. Security. Guard Houses, and security fencing up to twelve (12) feet in height, shall be provided around the perimeter of the site, generally as depicted on the GDP.
15. Lighting. All lighting, including of signage, shall be provided in accordance with the requirements of Section 14-900 of the Zoning Ordinance. Full cut-off lighting shall be used wherever possible, as determined by the Applicant.
16. Stormwater Management. In accordance with County engineering requirements and subject to approval by the DPWES, an underground stormwater management/Best Management Practice ("SWM/BMP") detention vault facility shall be provided on-site, and/or an above ground SWM facility on-site or off-site generally as depicted on the GDP in accordance with PFM requirements.
17. Open Space. A minimum of twenty (20) percent of the Property shall be retained in open space.
18. Landscaping. Landscaping shall be generally consistent with the quality, quantity and the locations shown on GDP Sheet 4 "Landscape Plan." Actual types, quantities and species of vegetation shall be determined pursuant to more detailed landscape plans submitted at the time of the first and all subsequent submissions of site plans for each respective section, for review and approval by Urban Forest Management. Such landscape plans shall provide tree coverage and species diversity consistent with the PFM criteria, as determined by Urban Forest Management.

19. Density Credit. All intensity of use attributable to land areas dedicated and/or conveyed to the Board or any other public entity at Applicant's expense pursuant to these proffers (including, without limitation, the dedications referenced above) shall be subject to the provisions of Paragraph 4 of Section 2-308 of the Zoning Ordinance and is hereby reserved to the residue of the Property.
20. Sanitary Sewer. Prior to final site plan approval for construction of any building on the Property for which adequate sanitary sewer collection capacity does not exist in the downstream collector, sub-main, or trunk components serving the Property, the Applicant shall (i) submit a public improvement plan, for review and approval by DPWES, for any such inadequate component; and (ii) construct each such component as approved by DPWES provided said construction has been made the subject of a Pro Rata Reimbursement Agreement pursuant to which Applicant shall be reimbursed, on a pro rata basis by each subsequent user of such replacement component, Applicant's cost of constructing such facilities over and above its own pro rata share of such cost.
21. Successors and Assigns. Each reference to "Applicant" in this proffer statement shall include within its meaning, and shall be binding upon, Applicant's successor(s) in interest and/or developer(s) of the site or any portion of the site.

[SIGNATURE ON FOLLOWING PAGE]

Sully North Investments L.C.  
Applicant and Title Owner

By: \_\_\_\_\_  
Title: \_\_\_\_\_

PROPOSED DEVELOPMENT CONDITIONS

SE 2005-SU-023

January 4, 2006

If it is the intent of the Board of Supervisors to approve a special exception for an increase in building height requested by Sully North Investment L.C. located at Tax Map 34-2 ((1)) 34 in accordance with Sect. 9-607 of the Fairfax County Zoning Ordinance, the staff recommends that the Board condition the approval by requiring conformance with the following development conditions:

1. This Special Exception is granted for and runs with the land indicated in this application and is not transferable to other land.
2. This Special Exception is granted only for the purpose(s), structure(s) and/or use(s) indicated on the special exception plat approved with the application, as qualified by these development conditions.
3. This Special Exception is subject to the provisions of Article 17, Site Plans, as may be determined by the Director, Department of Public Works and Environmental Services (DPWES). Any plan submitted pursuant to this special exception shall be in substantial conformance with the approved Special Exception Plat entitled "Dulles Discovery North" consisting of six sheets prepared by Urban Engineering & Associates, Inc. dated June 29, 2005 as revised through December 9, 2005. Minor modifications to the approved special exception may be permitted pursuant to Par. 4 of Sect. 9-004 of the Zoning Ordinance.
4. The maximum building height for the Phase II and Phase III office buildings shall be limited to 150 feet above grade as shown on the SE Plat; however, prior to site plan approval, the applicant shall obtain approval from the Federal Aviation Administration (FAA) for the building heights depicted on the SE Plat; if the FAA does not approve the height as shown on the SE plat, the maximum building height will be either the maximum height permitted by the Zoning Ordinance or a lesser increase in height as permitted by the FAA.
5. No site plan for the Dulles Discovery North office complex (Tax Map 34-2 ((1)) 34) shall be approved unless the site plan also includes the adjacent parcel (Tax Map 34-2 ((1)) 33).
6. All lighting, including streetlights, security lighting, signage lighting and pedestrian or other incidental lighting shall be in conformance with Part 9 of Article 14 of the Zoning Ordinance.
7. All signage shall comply with the provisions of Article 12 of the Zoning Ordinance.

8. All parking lot landscape islands shall be a minimum of 10 feet in width as shown on the SE Plat.
9. Architectural elevations shall be in substantial conformance with those shown on the SE Plat.

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. The applicant shall be himself responsible for obtaining the required Non-Residential Use or Residential Use Permits through established procedures, and this Special Exception shall not be valid until this has been accomplished.

Pursuant to Section 9-015 of the Zoning Ordinance, this special exception shall automatically expire, without notice, thirty (30) months after the date of approval unless the use has been established or construction has commenced and been diligently prosecuted. The Board of Supervisors may grant additional time to establish the use or to commence construction if a written request for additional time is filed with the Zoning Administrator prior to the date of expiration of the special exception. The request must specify the amount of additional time requested, the basis for the amount of time requested and an explanation of why additional time is required.