



APPLICATION FILED: February 25, 2005

PLANNING COMMISSION: April 20, 2006

BOARD OF SUPERVISORS: not scheduled

# County of Fairfax, Virginia

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April 5, 2006

## STAFF REPORT

### SPECIAL EXCEPTION APPLICATION SE 2005-HM-010

#### HUNTER MILL DISTRICT

**APPLICANT:** Walker FLP Limited Partnership

**ZONING:** I-3

**PARCEL(S):** 18-3 ((1)) 7B, 7G part

**ACREAGE:** 8.5 acres

**FAR:** 0.823 site  
*0.50 overall, based on land area included in the density allocation plat for a portion of Parkridge Center*

**OPEN SPACE:** *Option A, office: 38%*  
*Option B, office/hotel: 40%*

**PLAN MAP:** Office

**SE CATEGORY:** Category 6; Increase in Height  
Category 5; Hotel

**PROPOSAL:** *Option A: development of two office buildings, with a special exception for an increase in height from 75 feet to 123 feet for Building A*  
*Option B: development of one office building (Building A, with an SE for an increase in height to 123 feet) and an SE for a hotel (Building B.)*

**WAIVERS & MODIFICATIONS REQUESTED:** Modification of transitional screening and waiver of barrier requirements along the eastern and northern property boundaries, in favor of that shown on the SE Plat

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#### Department of Planning and Zoning

Zoning Evaluation Division  
12055 Government Center Parkway, Suite 801  
Fairfax, Virginia 22035-5509  
Phone 703 324-1290  
FAX 703 324-3924  
[www.fairfaxcounty.gov/dpz/](http://www.fairfaxcounty.gov/dpz/)

Waiver of the service drive requirement along the  
Dulles International Airport Access and Toll Road

Modification of the 75' setback from the Toll Road  
(parking garage only)

**STAFF RECOMMENDATIONS:**

Staff recommends denial of SE 2005-HM-010 as proposed. If it is the intent of the Board of Supervisors to approve SE 2005-HM-010, staff recommends that such approval be subject to the proposed development conditions in Appendix 1.

It should be noted that it is not the intent of staff to recommend that the 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 TTY 711 (Virginia Relay Center).



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).

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

**DESCRIPTION OF THE APPLICATION**

**Proposal:**

*Option A, two office buildings:*

Approval of a special exception to allow an increase in height from 75 feet to 123 feet for one of two office buildings, Building A. (No increase in height is sought for Building B)

*Option B, one office building, one hotel:*

Approval of a special exception to allow an increase in height from 75 feet to 123 feet for an office building (Building A); and approval of a special exception for a hotel (Building B: no increase in height requested)

**Waivers and Modifications Requested:**

Modification of transitional screening and waiver of barrier requirements along the eastern and northern property boundaries, in favor of that shown on the SE Plat

Waiver of the service drive requirement along the Dulles International Airport Access and Toll Road (Toll Road)

Modification of the 75' setback from the Toll Road (parking garage only; required because of covered connection to building)

**LOCATION AND CHARACTER**

The subject property is located in the southwest quadrant of the intersection of the Dulles Airport Access and Toll Road (Toll Road) and Hunter Mill Road. The property is primarily vacant, with surface parking on Parcel 7G serving the office building to the west. The site is part of the Parkridge office park. An existing stormwater management wet pond serving the Parkridge development is located partially on the southern portion of the application property.

<b>SURROUNDING AREA DESCRIPTION</b>			
<b>Direction</b>	<b>Use</b>	<b>Zoning</b>	<b>Plan</b>
<b>North</b>	Church Private School	R-E	Residential, 0.2-0.5 du/ac
<b>South &amp; West</b>	Office Buildings	I-3	Office
<b>East</b>	Single Family Detached Residential	R-1	Residential, 0.5-1 du/ac

## BACKGROUND

- RZ 79-C-023 was approved by the Board of Supervisors on February 4, 1980. The application rezoned approximately 156 acres from the R-E District to the I-3 District. The application property consisted of that area bounded by the Dulles International Airport Access and Toll Road to the north, Sunrise Valley Drive to the south, Wiehle Avenue to the west, and Hunter Mill Road to the east. The proffers accepted with the rezoning (see Appendix 4) did not specify a maximum FAR. At that time, however, the I-3 District allowed a maximum FAR of 0.5, therefore, since the application was proffered, the property is considered to be grandfathered to the 0.5 FAR. No Generalized Development Plan was proffered.
- Site Plan #005482-SP-008-2 was approved on April 11, 2000, to allow a by-right office building, 75 feet in height, with primarily surface parking. The site plan was never implemented but remains active. (See Appendix 5)

## COMPREHENSIVE PLAN PROVISIONS (Appendix 6)

<b>Plan Area:</b>	Area III
<b>Planning District:</b>	Upper Potomac Planning District
<b>Planning Sector:</b>	Reston-Herndon Suburban Center
<b>Plan Map:</b>	Office
<b>Plan Text:</b>	

In the Area III volume of the Comprehensive Plan, 2003 edition, Upper Potomac Planning District, as amended through December 6, 2004, Reston-Herndon Suburban Center and Transit Station Area, Land Unit I, Sub-unit I-3, pages 62 and 63, the Plan states:

### “Land Unit I

This land unit is located south of the Dulles Airport Access Road between Hunter Mill Road and Wiehle Avenue (see Figure 12). Sunrise Valley Road is the southern boundary of this land unit. Land Unit I is almost fully developed in office use. It is planned for office use up to .35 FAR.

A high quality living environment can be created through the provision of well-designed residential and mixed-use projects which provide active recreation, entertainment and other site amenities. Each residential development should include on-site affordable housing that is well integrated and dispersed throughout the development.

The portion of the land unit adjacent to the Wiehle Avenue TSA is subject to the *Pedestrian/bicycle access* guidelines in the Suburban Center Areawide Recommendations shown at the beginning of the Suburban Center text. . . .

Sub-unit I-3

Sub-unit I-3 is almost fully developed in office use. It is planned for office use up to .35 FAR.”

See Appendix 6 for additional Plan text.

**ANALYSIS****Special Exception Plat** (Copy at front of staff report)

Title of SE Plat:	Special Exception Plat Parkridge VI
Prepared By:	William H. Gordon Associates, Inc.
Original and Revision Dates:	February 23, 2005 as revised through February 17, 2006

The SE Plat consists of 12 sheets (description follows). **Sheet 1** is a title sheet, and includes the notes (including waivers requested), sheet index, vicinity map, and an aerial photograph of the area with the proposed site layout sketched in. **Sheet 2** shows the layout of the site under Option A (two office buildings), and includes an illustration of bulk plane and tabulations for Option A. **Sheet 3** shows the layout of the site under Option B (office building and hotel), and includes a illustration of bulk plane and tabulations for Option B. **Sheet 4** shows the landscape plan for Option A, and includes photographs of proposed landscaping materials and a cross-section of the landscaping along Hunter Mill Road. **Sheet 5** shows the landscape plan for Option B and a cross-section of the landscaping along Hunter Mill Road. **Sheet 6** shows an aerial photograph of the site with Option B (hotel) sketched in, and a cross-section of the site; both showing the relationship of the development (with hotel) to the residences across Hunter Mill Road. **Sheet 7** contains the stormwater management details, including drainage divides. **Sheet 8** shows elevations of Building A (the office building subject to the request for an increase in height). **Sheet 9** shows an elevation (western – interior to the site) of Building B as an office building (Option A), which is labeled “for informational purposes only.” **Sheet 10** shows elevations (western and southern – both interior to the site) of Building B as a hotel (Option B), which are labeled “for informational purposes only.” **Sheet 11** shows shadow studies for the site at four different months (no time of day noted). **Sheet 12** shows a detail of the landscape treatment along Hunter Mill Road (Option B – hotel) including a plan view and an elevation.

*Optional Plans:*

The SE Plat shows two options for development on the site. Option A includes two office buildings; Option B includes an office building and a hotel. Because the application property is subject to underlying covenants which prohibit the construction of residential or hotel uses, for Option B to be constructed, the applicant would first need to have those covenants modified. While the County does not enforce private covenants,

staff has proposed a development condition requiring the applicant to demonstrate that the covenants have been modified to allow the hotel use on the site.

The basic size, orientation and height of the two buildings; vehicular entrances, parking, and circulation; and open space and screening are the same in either option. It should be noted, however, that in Option A (two office buildings) the tabulations do not actually allocate floor area between Buildings A and B.

#### *Buildings:*

Building A is proposed as an office building, with a gross floor area (GFA) of 224,100 square feet. This building is the subject of the special exception request for the height increase to 123 feet (75 feet allowed by-right). The majority of the building is proposed to be 100 feet tall; the mechanical penthouse, which runs the length of the building and exceeds 25% of the roof area, is an additional 16 feet. A roof feature that will be open, outdoor space and offer rooftop amenities such as picnic tables will be located on the western end of the roof only, and will bring the height to a maximum of 123 feet. Building A is located along the northern property boundary, adjacent to the Toll Road.

Building B is proposed as a second office building under Option A and a hotel with 150 rooms under Option B (requiring SE approval). In both options, the GFA is proposed to be approximately 81,900 square feet, and the height is proposed to be 75 feet. Building B is located along the western property boundary, adjacent to Hunter Mill Road.

Locations for two emergency generators are shown, one on the north side of Building A, adjacent to the Toll Road, the second on the eastern end of that building, adjacent to Hunter Mill Road (and proximate to the residences across the street). The applicant has indicated that these generators will be partially underground, and shielded with walls that are architecturally similar to the buildings, but no specifics have been provided on the SE Plat.

#### *Parking & Access*

Access is provided through one entrance onto Parkridge Boulevard, a loop road with two entrances onto Sunrise Valley Drive. No direct access is provided onto Hunter Mill Road. This entrance road gives access to a parking deck to the left before bringing the patron to a circle/plaza area in front of the two buildings. In Option B (hotel) this circle is modified to give access to the hotel via a porte-cochere. Parking is provided primarily in a seven-level parking deck (1,107 spaces; one to two levels shown to be below grade) on the western side of the site. Additional surface parking (95 spaces, including handicapped spots) is shown on the northern and eastern sides of office Building A, adjacent to the Toll Road and Hunter Mill Road. Notes indicate that 97 of the spaces in the parking deck are allocated for use by the adjacent office building (Parcel A).

In Option B (hotel) an additional 75 spaces are shown as an optional underground deck beneath the hotel (Building B). Access to this underground parking is shown to the south of the entrance circle / plaza.

#### *Open Space and Landscaping/Screening*

Option A, two office buildings, shows 38% open space; Option B, hotel and office, shows 40% open space. In both cases, approximately 20% of the open space consists of the wet pond.

Along the northern boundary (adjacent to the Toll Road), a 20 foot-wide landscaping strip is located between the property boundary and the parking / travel aisles. Some minimal vegetation is provided in this area; the adjacent right-of-way is heavily vegetated in this area. Along the eastern boundary (adjacent to Hunter Mill Road, across from residences), a 25 foot wide buffer is provided. This buffer is shown to be extensively landscaped with a mixtures of evergreen and deciduous trees as well as understory plantings.

#### *Other site features*

An existing stormwater management wet pond (which doubles as a water feature) is located at the south end of the site, partially extending onto the adjacent property. This pond and the area around it are noted as Resource Protection Area (RPA). No modifications to the pond are proposed with this application.

A sidewalk is shown along the Parkridge Blvd. frontage of the site, connecting to existing paths to either side. A six-foot wide asphalt trail and a four-foot wide natural surface trail are shown along Hunter Mill Road. Both of these trails run along the street frontage, except at the southern end of the site where they curve into the site to connect to existing, on-site trails. A "Y" shaped pedestrian trail is shown connecting into the site from the trails along Parkridge Blvd. and Hunter Mill Road. This connection runs through the open space and up to the traffic circle in front of the buildings.

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

The Comprehensive Plan provides specific recommendations to preserve existing low-density residential areas. The proposed development depicts a 75 foot tall building adjacent to a low-density single family neighborhood and seeks a modification of screening along the Hunter Mill Road frontage adjacent to that neighborhood. Furthermore, an outdoor emergency generator pad is proposed on the eastern side of the site, presenting a potential noise impact, in addition to the visual impact of the office buildings and parking. Staff believes that the applicant should provide buffers which are greater than the minimum Zoning Ordinance requirement (35 feet in width) to minimize views, noise, traffic, glare and other impacts on the adjacent low-density neighborhood. Along the northern portion of this frontage, the SE Plat shows a 25 foot wide buffer, plus trails adjacent to Hunter Mill Road, with parking to the interior of the buffer adjacent to Building A. Along the southern portion of the frontage, the SE Plat shows the 25 foot

wide buffer plus trails adjacent to the road, and a grass paver fire access area between the buffer strip and Building B. Staff does not support the proposed modifications.

It is further noted that additional building heights are encouraged by the Plan adjacent to the toll road. However, the applicant should demonstrate--with view sheds and perspectives--the impact that the proposed taller Building A would have on the residential area. In staff's opinion, the perspective drawings provided to this point show an undue impact on the surrounding area. The mass of Building A, as proposed, is unacceptable and should be reduced by moving the building further into the site, away from the residential uses to the east. Additionally, while building elevations have been provided, they are labeled "for informational purposes only," and do not include such details as building materials or colors. Finally, the elevations provided for the proposed hotel do not appear to be related to the proposed office building. While the pitched roof shown on the hotel might indeed be more respectful of the adjacent residential, no commitments have been made that would tie the buildings together, such as commitments to materials, colors, or even to actually develop what is shown "for informational purposes."

The Urban Design Guidelines for Transit Station Areas (found in Appendix 6) apply generally to areas that are within the Reston-Herndon Suburban Center but located outside of the Transit Station Areas themselves, including this property. These guidelines speak to the following:

- Building Design, Height and Mass
- Design Compatibility
- Open Spaces, Plazas and Courtyards for public/employee amenities
- Trees, Landscaping and Natural Environment
- Pedestrian/Bicycle connections
- Buffers and Lighting.

While the proposed use is generally in harmony with the surrounding area and the intent of the Comprehensive Plan, staff feels that the design and layout of the proposed development do not take full advantage of the subject property in a manner which is truly effective or sensitive to the existing low-density residential development to the east. Staff feels that there are several elements of the proposed development which could be improved.

Screening and buffering for the eastern side of the site should be provided in a manner which is more sensitive to the low-density residential properties to the east. At a minimum, the required transitional screening area should be provided; ideally, the area should be expanded beyond the required 35 feet. It appears that this might be accomplished by eliminating a small number of surface parking areas on the west side of the proposed parking structure and the west end of Building A. Furthermore, while the applicant has indicated that the proposed outdoor emergency generators will be set partially into the ground and screened with structures architecturally compatible with the buildings, no details have been provided on the SE Plat. Staff has therefore proposed a condition addressing this issue, but it would be preferable for the eastern generator to be relocated and the new location shown on the SE Plat.

While a plaza area between the two buildings has been provided, the area appears to function primarily as a drop-off zone. In keeping with the urban design guidelines cited above, the applicant should either provide additional design elements for these areas, making them better on-site amenities, or should provide details about alternative amenity areas on-site. The applicant's main justification for the requested increase in height is a comparison with the currently approved site plan (which is virtually all impervious and covered with surface parking; see Appendix 5). The design provided, however, does not appear to take advantage of the additional open space reclaimed from that surface parking to provide either an improved amenity package or improved relationships between the buildings on-site.

While the shadow studies provided are not incompatible with on-site amenities, and do not appear to have a significant off-site impact, the studies do not indicate what time of day is shown, so it is impossible to know if this is the moment of least impact or the moment of greatest impact.

#### *Reston Covenants*

The subject property is located in an area of Reston that is subject to the Reston Center for Industry and Government covenants, which prohibit residential development and hotels. While the County does not enforce such private covenants, it should be noted that proposed Option B, including a hotel, could not be legally developed without a change in these covenants. Staff therefore has proposed a development condition requiring that the applicant demonstrate, at the time of site plan submission for the hotel use, that the covenants have been changed.

#### **Transportation Analysis** (Appendix 7)

##### *Right-of-way – Hunter Mill Road:*

Hunter Mill Road is planned to be a four-lane, divided road, as shown in the Comprehensive Plan. Additionally, the site is impacted by the future interchange at Hunter Mill Road and the Toll Road. The SE Plat shows an area of reservation for these future improvements. The applicant has provided a sketch to demonstrate that the improvements will fit in the proposed right-of-way.

At this time, staff is not satisfied that the proposed right-of-way is sufficient to provide for the future improvements to Hunter Mill Road. The applicant needs to fully demonstrate, to staff's satisfaction, that the necessary improvements can be provided in the proposed right-of-way, or additional right-of-way should be dedicated. This issue has not been resolved.

Additionally, it would be appropriate for the area shown as reservation for future right-of-way to be dedicated at the time of site plan approval. Staff has proposed such a development condition requiring such dedication.

### *Traffic Impacts – Hotel Use*

According to the applicant's statement of justification (see Appendix 3) the proposed hotel option will increase traffic over the by-right office development (or all-office SE option) on this site. The statement of justification shows a 43% increase in total trips, though the applicant notes that the majority of these additional trips will be "reverse" trips (*i.e.* outbound trips during the AM peak and inbound trips during the PM peak). The Comprehensive Plan includes a policy that applicants must demonstrate that any increase in traffic proposed by their development does not result in a degradation in the level of service (LOS) of the surrounding road network. Should the applicant be unable to show this, additional mitigation measures (such as additional traffic signal commitments) or additional methods to reduce traffic (such as shuttles to the airport for the hotel) must be provided. This issue remains outstanding.

### *Bus Service*

The applicant should provide improvements to a nearby bus stop on either Sunrise Valley Drive or Hunter Mill Road. Such improvements could include the provision of a shelter, pavement over the utility strip (offering solid access to the bus instead of grass), or a connection from the internal trail system to a bus stop. Staff has proposed a condition requiring the provision of such improvements.

### *Transportation Demand Management*

Because of the traffic increase related to the hotel option, if the hotel is developed, the applicant should provide for a transportation demand management plan that includes provision of a shuttle service to the metro and/or Dulles Airport. Additionally, secure bike storage and shower facilities should be provided for the office component of the site (under either development option). Staff has provided for such commitments in the proposed conditions.

### *Traffic Signal*

The applicant should escrow funds towards a traffic signal at Sunrise Valley Drive and Parkridge Boulevard (either east or west). Staff has provided for such a commitment (a pro-rata share contribution) in the proposed conditions.

### *Dulles Corridor Metrorail Project (DCMP)*

The DCMP has identified this site as an appropriate location for a stormwater management pond to serve the rail project. The applicant has been coordinating with the DCMP on how to utilize the existing pond to serve the DCMP, as well as the existing office park. It appears that this will likely require a larger pipe for the drainage structures going to the pond and enlargement of the pond itself. Because the pond has been designated as a Resource Protection Area (RPA) there might be additional approvals required for work in the RPA. Because the pond was sized to serve the entire office park when it was constructed, the applicant does not need to enlarge the pond to serve the development itself.

Staff is working with the applicant, the Department of Public Works and Environmental Services and the DCMP to determine what additional approvals would be needed, and to determine the appropriate commitments for this application. At this time, staff believes it is appropriate to require the applicant to install the pipes at a size that will accommodate the DCMP, and to grant any easements necessary to allow the reconstruction of the pond. Staff has proposed such conditions, and has further proposed a condition which would allow the pond to be enlarged, so long as such enlargement does not impact the transitional screening, buildings, or roadways on site.

### **Environmental Analysis**

#### *Resource Protection Area and Stormwater Management:*

The 2005 revisions to the County's Chesapeake Bay Preservation Ordinance (CBPO) and maps resulted in the SWM wet pond and surrounding area being designated as Resource Protection Area (RPA). While both proposed development options depict some encroachment into the RPA, the Department of Public Works and Environmental Services (DPWES) has determined that these proposals would reduce the total amount of impervious surface in the RPA as compared to the existing site plan approved on the site. Therefore, under the exception for approved and pending plans, the reduced encroachment into the RPA is acceptable and does not require an RPA exception. The SE Plat shows that stormwater management and water quality controls will be handled by the existing on-site wet pond.

#### *Adequate Outfall:*

The outfall narrative indicates that the outfall is adequate and that runoff from the subject property will be transported from the pond through a pipe system under Hunter Mill Road. The narrative does not provide a complete description regarding the ultimate destination, nor has a depiction been provided to illustrate the outfall adequacy. The outfall adequacy is subject to review and approval by DPWES. Because the standard of review for adequate outfall is higher for cases going through the zoning process than is required at the time of site plan, staff has proposed a development condition requiring that adequate outfall be demonstrated to the Zoning Ordinance standard.

#### *Impervious Surface:*

The applicant proposes between 21% and 33% more parking under both development options, than is required by the Zoning Ordinance. Staff feels that the excess parking, and associated travel aisles, could be reduced, resulting in less impervious surface and increased open space. As noted in the land use assessment, this would also allow for additional opportunities for improved amenities. The applicant is encouraged to look for opportunities to reduce impervious surface onsite in order to provide more landscaping.

*Transportation Generated Noise:*

The application property will likely be affected by transportation generated noise impacts from the adjacent DAATR. If development Option B (hotel) is implemented, the applicant should commit to the use of certain building materials for the hotel to achieve interior noise level of 45 dBA  $L_{dn}$  in accordance with Comprehensive Plan guidance. Staff has proposed such a condition.

**ZONING ORDINANCE PROVISIONS** (Appendix 9)

<b>Bulk Standards (I-4)</b>		
<b>Standard</b>	<b>Required</b>	<b>Provided</b>
Lot Size	40,000 square feet	8.5 acres
Lot Width	100 feet	310± feet (Parkridge Blvd.) 660± feet (Hunter Mill Rd.)
Building Height	75 feet	Building A: 123 feet <sup>1</sup> Building B: 75 feet
Front Yard	45° ABP, not less than 40 feet Building A: 123 feet Building B: 75 feet	Building A: 45° ABP, not less than 108 ft -DAATR; 45° ABP, not less than 116 ft -Hunter Mill Rd Building B: 75 ft (Sunrise Valley Dr)
FAR	0.50 <sup>2</sup>	0.50 <sup>3</sup>
Open Space	15%	Option A (offices) 38% Option B (office / hotel) 40%
Parking Spaces	Option A (offices) 874 spaces Option B (office / hotel) 40%	Option A: 1,202 spaces (inc. 97 spaces for adjacent property) Option B: 1,277 spaces (inc. 75 option spaces under hotel and 97 spaces for adjacent property)
<b>Transitional Screening &amp; Barrier</b>		
North	TS 2 (35 feet); Barrier D, E, F	20 feet (modified), no barrier
East	TS 2 (35 feet); Barrier D, E, F (Option A) or E, F, G (Option B)	25 feet (modified), no barrier

<sup>1</sup> Requesting increase in height per special exception

<sup>2</sup> Because of the 1980 proffered rezoning, the property was "grandfathered" pursuant to the Commercial and Industrial District amendments; and is therefore subject to a 0.5 FAR, rather than the 0.4 FAR in place today in the I-4 District

<sup>3</sup> Calculated on entire development area covered under the Density Allocation Plat

## Waivers and Modifications Requested

- *Modification of transitional screening and waiver of barrier along the eastern and northern property boundaries, in favor of that shown on the SE Plat*

The SE Plat shows a 20 foot setback from the northern property line where 35 feet of transitional screening would be required. A row of deciduous trees is shown in this area, with some additional evergreen plantings. Because of the Toll Road and the distance to the residential property to the north, any screening provided on this site would be relatively ineffective for screening said residential property. Additionally, the residentially zoned property to the north is occupied by a school and church, uses that would not require screening. Staff would, however, prefer to see additional landscaping along this frontage that would be in keeping with the high quality site design expected in this corridor.

The SE Plat shows a 25 foot wide landscaping strip along Hunter Mill Road (the eastern property line) where 35 feet of transitional screening would be required. In addition to the screening provided, a 4 foot wide natural surface trail and a 6 foot wide asphalt trail are provided between the screening area and the road. Finally, along the frontage of Building B (the more southerly building), an additional green area consisting of a grass-paver fire access lane is provided between the building and the screening strip. As noted, staff does not support any reduction in the width of the screening strip. Along the northern portion of the boundary, where the proposed 25 feet of screening is directly adjacent to parking and travel aisle, the screening could be supplemented without affecting the layout of the site. Staff therefore has proposed a development condition that, should the application be approved, would require the nine parallel parking spaces along the edge of the buffer on the eastern side of Building A to be deleted and replaced with landscaping, to provide the full 35 foot width in this area.

- *Waiver of the service drive requirement along the Dulles Airport Access and Toll Road (DAATR)*

Staff does not object to a waiver of the service drive requirement along the DAATR. The site is part of a developed office park built around public street, Parkridge Boulevard, which in effect acts as a service drive for these parcels.

- *Modification of the 75' setback from the DAATR (parking garage only; required because of covered connection to building)*

The requested modification is for the parking structure only, not the actual building. If the parking structure was not connected to the building by a covered walkway, it would not be subject to the 75 foot setback. Staff does not object to the requested waiver.

## **Special Exception Requirements**

General Special Exception Standards (Sect. 9-006)  
Provisions for Approving an Increase in Building Heights (Sect. 9-607)  
Additional Standards for Hotels, Motels (Sect. 9-512)

### *General Special Exception Standards (Sect. 9-006)*

General Standard 1 requires that the proposed use at the specified location be in harmony with the adopted Comprehensive Plan. While the general uses are in conformance with the Plan, as noted in the land use analysis, the Comprehensive Plan for this area has specific design guidance and specific guidance relating to mitigation of the impact on adjacent residential developments. Staff does not believe that, barring additional landscaping and setbacks, the proposed plan adequately addresses the Comprehensive Plan guidance. Additionally, the Policy Plan includes specific guidance requiring that uses which would reduce the level of service of the surrounding street network mitigate those impacts. Staff is awaiting information from the applicant to review the LOS impacts to determine if any additional mitigation is necessary; without this information, staff would not support the hotel option for development.

General Standard 2 requires that the proposed uses be in harmony with the general purpose and intent of the applicable zoning district regulations. The proposal does meet the bulk regulations of the I-4 District, with the grandfathered FAR of 0.5 and the requested increase in height. As noted, staff does not support the requested reduction in transitional screening width along a portion of the eastern boundary, and has included proposed conditions to that effect.

General Standard 3 requires that the proposed uses be harmonious with and not adversely affect the use or development of neighboring properties in accordance with the applicable zoning district regulations and the adopted comprehensive plan. The location, size and height of buildings, structures, walls and fences, and the nature and extent of screening, buffering and landscaping should be such that the use will not hinder or discourage the appropriate development and use of adjacent or nearby land and/or buildings or impair the value thereof. As discussed in the land use analysis, staff believes that additional screening and setbacks along the Toll Road and Hunter Mill Road would be appropriate to mitigate the impact of the height increase, which is more than 60% taller than what would be allowed by-right.

General Standard 4 requires that the proposed use 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. As noted in the transportation analysis, there are a number of outstanding issues with this application. Most importantly, the applicant has not demonstrated that Hunter Mill Road could be constructed as the planned four-lane divided facility in the proposed right-of-way, and the applicant has not provided level of service information for evaluation of the hotel option.

General Standards 5, 6, 7 and 8 require landscaping, screening, open space, adequate utility, drainage, parking, loading, and signage to be regulated in accordance with the Zoning Ordinance; however, the Board may impose more strict requirements for a given use than those set forth in this Ordinance. The proposal meets the minimum Zoning Ordinance requirements for parking, landscaping, width of screening areas (assuming approval of the requested waivers), and open space. Stormwater management and drainage appear to be adequate.

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

Paragraph 1 requires that the proposal be in harmony with the policies in the Comprehensive Plan. As noted, while the proposed uses are in harmony with the Plan, staff believes the proposal does not fully address the guidelines relating to urban design and compatibility. In addition, the hotel option has not been shown to meet the Comprehensive Plan policy requiring applicants to mitigate negative impacts on the level of service of the surrounding road network.

Paragraph 2 requires that the proposal not be detrimental to the character and development of adjacent lands. As noted in the land use assessment, staff does not believe the proposal, as currently shown, meets this standard.

Paragraph 3 requires that the remaining regulations for the zoning district be satisfied. The proposal would require several modifications including a modification of the transitional screening requirement. As noted, staff does not support any reductions in the transitional screening requirements.

*Additional Standards for Hotels, Motels (Sect.9-512)*

The additional standards require that, when located in an I district, the use be an integral design element of a site plan for an industrial building or building complex containing not less than 100,000 square feet of gross floor area. The proposed development on the application property would consist of two buildings sharing access, open space, and parking as well as a plaza and drop-off area, with over 300,000 square feet of total gross floor area. In addition, the application property is an integral part of a larger office park. This standard is satisfied.

**Summary of Zoning Ordinance Provisions**

Staff does not believe that all of the applicable Zoning Ordinance provisions have been satisfied. Specifically, staff believes that the proposal does not meet all of the applicable Comprehensive Plan guidance or address all of the transportation issues associated with the development.

## **CONCLUSIONS AND RECOMMENDATIONS**

### **Staff Conclusions**

Staff finds that the proposed development is not in harmony with the Comprehensive Plan nor in conformance with the applicable Zoning Ordinance provisions. Specifically, staff believes that further attention should be paid to the high quality design expected in this corridor, and to the impact that a building more than 60% taller than would be allowed by-right would have on the adjacent residential development. Furthermore, the outstanding transportation issues including a demonstration of no decrease in level of service, and the provision of appropriate right-of-way along Hunter Mill Road have not been adequately addressed.

### **Recommendation**

Staff recommends denial of SE 2005-HM-010 as proposed. If it is the intent of the Board of Supervisors to approve SE 2005-HM-010, staff recommends that such approval be subject to the proposed development conditions in Appendix 1.

It should be noted that it is not the intent of staff to recommend that the 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. Proposed Development Conditions
2. Affidavit
3. Statement of Justification
4. RZ 79-C-023 (proffers and area map)
5. Layout proposed under Site Plan #005482-SP-008-2
6. Plan Citations and Land Use Analysis
7. Transportation Analysis
8. Environmental Analysis
9. Applicable Zoning Ordinance Provisions
10. Glossary

**PROPOSED DEVELOPMENT CONDITIONS****SE 2005-HM-010****April 5, 2006**

If it is the intent of the Board of Supervisors to approve SE 2005-HM-010 located at 10750 Parkridge Boulevard, Tax Map 18-3 ((1)) 7B, 7G part, for an increase in building height and hotel, pursuant to Sects. 5-304 and 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 "Special Exception Plat Parkridge VI," prepared by William H. Gordon Associates, Inc. and dated February 23, 2005, as revised through February 17, 2006, and these conditions. 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 height of Building A shall be limited to that depicted on the SE Plat, with no more than 25% of the roof area reaching the maximum height of 123 feet.
5. Irrespective of the notes on the SE Plat, the architecture for Building A shall be in substantial conformance with that shown on the SE Plat.
6. The building materials and colors utilized for Building B shall be the same as those used in Building A, as demonstrated to DPWES at the time of building permit approval.
7. The height of Building B shall not exceed 75 feet, as allowed by the Zoning Ordinance.
8. As depicted on the SE Plat, the Floor Area Ratio shall not exceed 0.5 as measured on the entire land area approved under the Density Allocation Plat entitled "Plat Showing Density Allocation for a portion of Parkridge Center, Part of Section 910, Reston," prepared by William H. Gordon Associates, Inc. and dated August 19, 2005.
9. The two outdoor generators shown on the SE Plat shall be completely shielded, and such shielding shall be constructed so that a minimum of half the generator is below grade, and any shielding above grade is constructed of the same materials found on Building A.

10. The nine parallel parking spaces shown on the east side of Building A, adjacent to Hunter Mill Road shall not be constructed, and shall instead be developed as landscaped open space, subject to approval by Urban Forestry Management.
11. At the time of site plan approval, a public access easement shall be recorded across the trails located along Hunter Mill Road.
12. Any office building developed on-site shall provide secure bike parking and showers for tenants/employees.
13. Subject to approval by the property owner and Fairfax Count DOT, the applicant shall provide pedestrian access to the bus stop located on the western side of Hunter Mill Road. Such access shall consist of a trail connection to the internal trail with a public access easement, and a solid surface pad at the bus stop, extending to the curb.
14. Funds shall be escrowed towards a traffic signal at Sunrise Valley Drive and Parkridge Boulevard (either east or west), in an amount determined by DPWES to equal a pro-rata share of the traffic generated by this site.
15. That area shown on the SE Plat as "Reserved for future ROW dedication" shall be dedicated to the Board of Supervisors in fee simple and at no cost at the time of Site Plan approval, or upon demand, whichever occurs first.

### **Stormwater Management Pond**

16. (a) Prior to site plan approval, adequate outfall for the proposed development to the standards required in the Zoning Ordinance and the Public Facilities Manual shall be demonstrated for the stormwater management pond. The applicant shall construct any such improvements required by DPWES to achieve adequate outfall, so long as any such on-site improvements are in substantial conformance with the SE Plat. Any on-site improvements which are not deemed to be in substantial conformance with the SE Plat shall require a special exception amendment.  
  
(b) Prior to site plan approval, the applicant shall also provide an adequate outfall analysis for the pond including the additional water expected to be added to the site by the Dulles Corridor Metrorail Project (DCMP), to the standards of the PFM. Should additional improvements to the system not otherwise required under Part (a) of this condition be demonstrated by such analysis, these improvements shall not be the responsibility of this applicant.
17. Any easements required to allow the use of the existing pond for water from the DCMP shall be provided concurrent with site plan approval, or upon demand by the DCMP whichever occurs first. This shall include the provision of temporary construction easements for any necessary enlargement of the pond.
18. Should the existing pond need to be enlarged to accommodate water from the DCMP, such enlargement may be allowed, so long as it does not impact the transitional screening, buildings, or roadways on-site.
19. Drainage pipes which are installed to convey stormwater to the existing pond shall be sized to accommodate the expected flow from the DCMP.

## Hotel Use

20. At the time of first site plan submission including a hotel (Option B), it shall be demonstrated to DPWES that the Reston Center for Industry and Government covenants governing the property have been amended to allow hotel uses.
21. Should Option B be developed, the hotel shall have a maximum of 150 rooms.
22. All guest suites shall have an interior noise level of a maximum of 45 dBA Ldn within any area impacted by noise above 65 dBA Ldn noise contours. Construction materials and techniques shall be used so as to achieve an STC of at least 39 for exterior walls for all guest suites. Doors and glazing shall have a laboratory STC rating of at least 28 and if glazing constitutes more than 20 percent (20%) of any façade, they shall have the same STC ratings as walls. Measures to seal and caulk between surfaces shall follow methods approved by the American Society of Testing and Materials to minimize sound transmission. Prior to issuance of building permits, the applicant may pursue other methods of mitigating noise impacts, provided that it can be demonstrated through an independent noise study, as reviewed and approved by DPWES in consultation with the Department of Planning and Zoning, that these methods will be effective in reducing interior levels in guest suites to 45 dBA Ldn or less.
23. Prior to the time of first site plan submission including a hotel, the applicant shall demonstrate to Fairfax County DOT's satisfaction that the level of service on the surrounding road network will not be degraded by the additional traffic generated by the hotel use. Should it be demonstrated that level of service will be degraded by the additional traffic generated by the hotel use, the applicant shall provide mitigation methods which may include traffic signals, reduction in number of rooms, or other methods to mitigate the reduction, or no hotel use shall be developed.
24. Any hotel developed on the site shall provide shuttle or van service on a regular schedule to either Dulles Airport and/or to a metrorail stop with access to the airport; said schedule shall be reviewed and approved by the Fairfax County Department of Transportation.

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

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 Permit 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.