



COMMONWEALTH OF VIRGINIA  
COUNTY OF FAIRFAX

4100 CHAIN BRIDGE ROAD  
FAIRFAX, VIRGINIA 22030



February 11, 1980

Mr. E. A. Prichard  
4103 Chain Bridge Road  
Fairfax, Virginia 22030

Re: Rezoning Application  
Number 79-C-023

Dear Mr. Prichard:

Enclosed you will find a copy of an Ordinance adopted by the Board of Supervisors at a regular meeting held on February 4, 1980, granting, as proffered, Rezoning Application No. 79-C-023 in the name of Reston Land Corporation, to rezone certain land in Centreville District from R-E District to I-3 District on subject parcels 27-1 ((1)) pt. 1 & pt. 5 consisting of 155.8553 acres instead of the requested I-4 District.

Very truly yours,

Ethel Wilcox Register  
Clerk to the Board

EWR/mg

cc: Mr. Patteson  
Mr. Knowlton  
✓ Mr. Steele  
Mr. Beales

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Room in the Massay Building at Fairfax, Virginia on the 4 day of February, 1980, the following ordinance was adopted:

AN ORDINANCE AMENDING THE ZONING ORDINANCE  
( PROPOSAL NO. 79-C-023 )

WHEREAS, Reston Land Corporation filed in proper form, an application requesting the zoning of a certain parcel of land hereinafter described, from R-E District to I-4 District, and

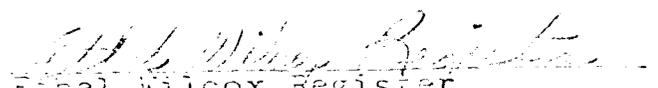
WHEREAS, at a duly called public hearing the Planning Commission considered the application and the propriety of amending the Zoning Ordinance in accordance therewith, and thereafter did submit to this Board its recommendation, and

WHEREAS, this Board has today held a duly called public hearing and after due consideration of the reports, recommendation, testimony and facts pertinent to the proposed amendment, the Board is of the opinion that the Ordinance should be amended,

NOW, THEREFORE, BE IT ORDAINED, that that certain parcel of land situated in the Centreville District, and more particularly described as follows: See attached legal description. Be, and hereby is, zoned to the I-3 District, and said property is subject to the use regulations of said I-3 District, and further restricted by the conditions proffered and accepted pursuant to Va. Code Ann., § 15.1-491(a), which conditions are incorporated into the Zoning Ordinance as it affects said parcel, and

BE IT FURTHER ENACTED, that the boundaries of the Zoning Map heretofore adopted as a part of the Zoning Ordinance be, and they hereby are, amended in accordance with this enactment and that said zoning map shall annotate and incorporate by reference the additional conditions governing said parcel.

GIVEN under my hand this 4 day of February, 1980.

  
Ethel Wilcox Register  
Clerk to the Board

Application Number 79-C-023Approved to the I-3 DistrictTotal Number of Dwelling Units N.A. Density N.A.Building Floor Area \_\_\_\_\_ Floor Area Ratio (FAR) 0.50The Generalized/~~Conceptual/Final~~ Development Plan ~~was~~/was not proffered.

The following conditions were proffered and accepted pursuant to Virginia Code, Ann., Section 15.1-491(a) and shall further restrict the use of the property subject to the above referenced application:

(1.) See attached proffers

BOARD OF SUPERVISORS ACTION

ON ZONING MAP AMENDMENT

APPLICATION NUMBER 79-C-023

Applicant: RESTON LAND CORPORATION

Present Zoning: R-E

Requested Zoning: I-4

Proposed Use: INDUSTRIAL & OFFICES

Subject Parcels: 27-1(11) pt 1, pt 5

Acreage: 155.8553 Acres

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Room in the Massey Building at Fairfax, Virginia on FEBRUARY 4, 1980, the following action was adopted on the subject application.

- Amended the zoning map as requested.
- Amended the zoning map as requested, and further restricted the use of the subject property by the conditions proffered and accepted pursuant to Virginia Code Ann., Section 15.1-491(a), which conditions are incorporated into the Zoning Ordinance as it affects said parcel. (See Attachment 1)
- Denied the requested I-4 District.
- Amended the zoning map for the subject property to the \_\_\_\_\_ District.
- Amended the zoning map for the subject property to the I-3 District, and further restricted the use of the subject property by the conditions proffered and accepted pursuant to Virginia Code Ann., Section 15.1-491(a), which conditions are incorporated into the Zoning Ordinance as it affects said parcel. (See Attachment 1)
- In addition to the action taken above, the applicant presented certain restrictive covenants for recordation governing the subject property (a copy of which is attached).
- In addition to the action taken above, the Board of Supervisors instructed that the site plan/subdivision plat be forwarded to the Planning Commission/Board of Supervisors for its review before approval.

Distribution:

District Supervisor  
Applicant Ed PRICHARD  
Clerk to the Board  
Executive Director, Planning Commission  
Supervisor of Assessments  
Director, Mapping Division, Overlay Branch  
Director, Zoning Enforcement Division  
Director, Office of Research and Statistics  
Public Affairs  
VDH & T

Coordinator R Reid

PROFFER STATEMENT  
Rezoning Application No. 79-C-023  
Reston Land Corporation

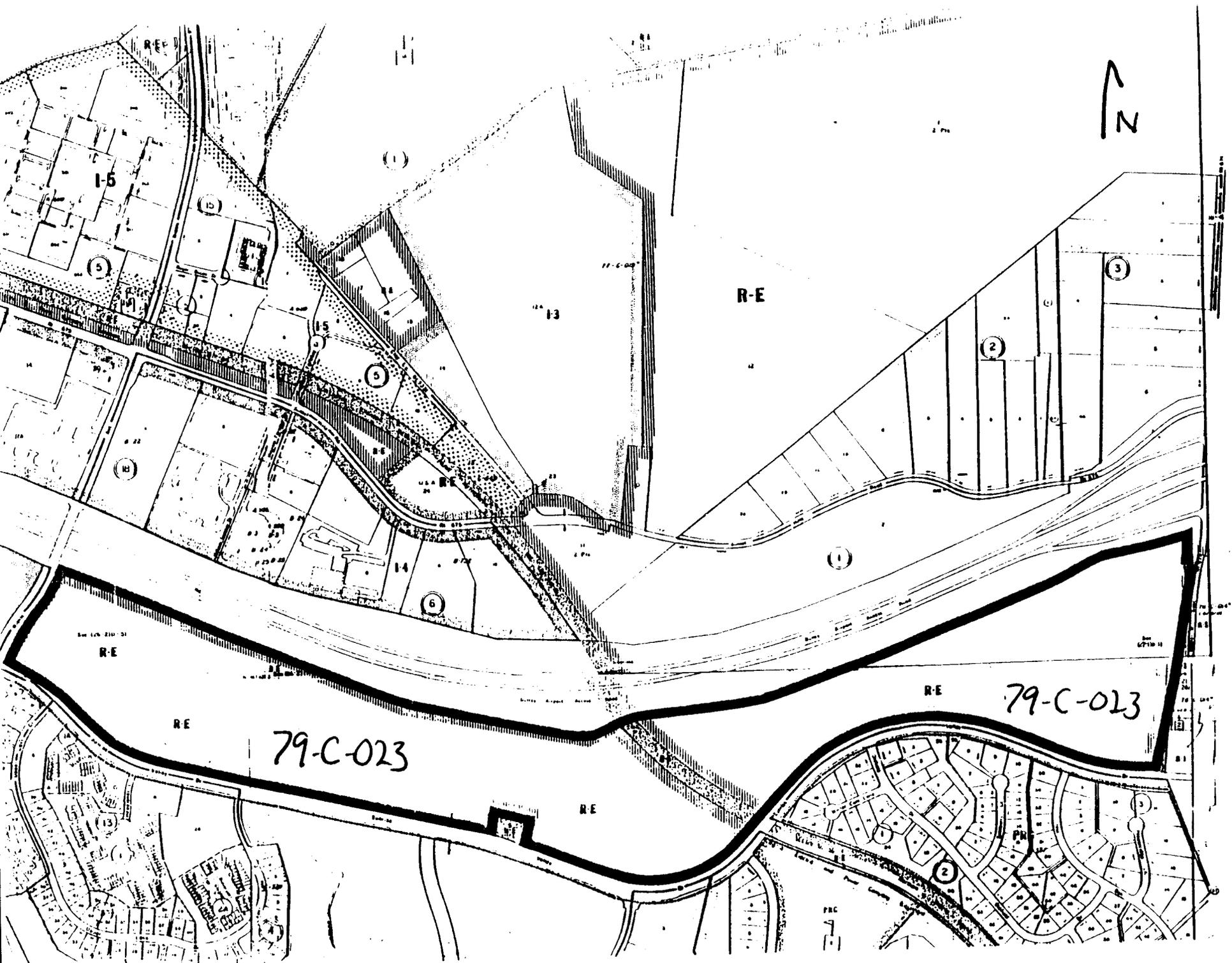
Pursuant to S15.1-491(a) of the Code of Virginia (1950 as amended) and S.18-203 of the Zoning Ordinance of Fairfax County (1978 as amended), the Owner and Applicant in Rezoning 79-C-023 proffers that development of the property under consideration shown on Tax Map 27-1 ((1)) 1 and 26-2 ((1)) pt. 5, shall be strictly in accordance with the following conditions:

1. The applicant will dedicate the land area shown on the accompanying drawing as "Reserved for Future Ramp" for ramps to the parallel lanes in the Dulles Airport Access Road corridor. The specific area of dedication will be coordinated by Reston Land Corporation with County Staff.
2. The applicant will dedicate the land areas shown on the accompanying drawings as "Reserved for future road improvements" for a widening of Hunter Mill Road between Sunrise Valley Drive and the Dulles Airport Access Road at such time as the parallel roads are committed for construction. The specific area of dedication will be coordinated by Reston Land Corporation with County Staff.
3. No median cut will be requested on Hunter Mill Road.
4. No driveway entrances will be requested on the east side of Wiehle Avenue between Sunrise Valley Drive and the Dulles Airport Access Road if the Washington oriented access ramps from Wiehle Avenue onto the Dulles Airport Access Road are in the overall design for the parallel lanes.
5. Applicant will utilize reverse frontage along Sunrise Valley Drive as it relates to the entrances shown at all existing and planned median cuts except at station 154 + 45, which will be eliminated. Stacking lanes for turn-ins at main entrances will be provided by the respective builders as required by the Public Facilities Manual and VDH&T review.
6. Applicant proffers to continue to provide, as has been provided in Reston, landscaping and/or mounding along Sunrise Valley Drive except for entrances and utility areas.
7. Applicant will encourage the industrial tenants of this 156 acres to promote van and car pooling and the use of public transportation.
8. Applicant will require individual developers in this rezoning to provide respective portions of a major walkway generally parallel to Sunrise Valley Drive.
9. These proffers will apply if the I-3 zoning category is granted.

RESTON LAND CORPORATION

By:   
Vice President

February 4, 1980



79-C-023

79-C-023

R-E

R-E

R-E

R-E

R-E

15

13

1

3

2

5

1

14

6

13

See 17A 210-21

17

13

2

PH

PRC

DULLES

AIR

SECTION 50  
RESTON  
CON'D: P.R.C.  
USE: PATIO HOUSES

WIEHLE AVE. 900  
RTE. 220 (R/W)

S 71°45'30"E  
183.35'

S 67°58'40"E

RESERVED FOR  
POSSIBLE ACCESS R/W

1.1024 AC.

890.00'

0.0448 AC.

BLOCK 1

19.1145 AC.

BLOCK 2

9.7550 AC.

375'

375'

BLOCK 3

3.7683 AC.

N 77°00'00"W

SUNRIS

HEADLANDS

CIRCLE

E STA. 82+45.00

82+45.00

E 30500

N 66500

SECTION 50

RESTON

CON'D: P.R.C.

USE: PATIO HOUSES

STORM SWR. EDNTR.

EX. 24' D.I.P.

UPPER LAKES  
DRIVE

(R/W)

STA. 75+56.52

R STA. 77+29.53

77+29.53

E 30500

N 66500

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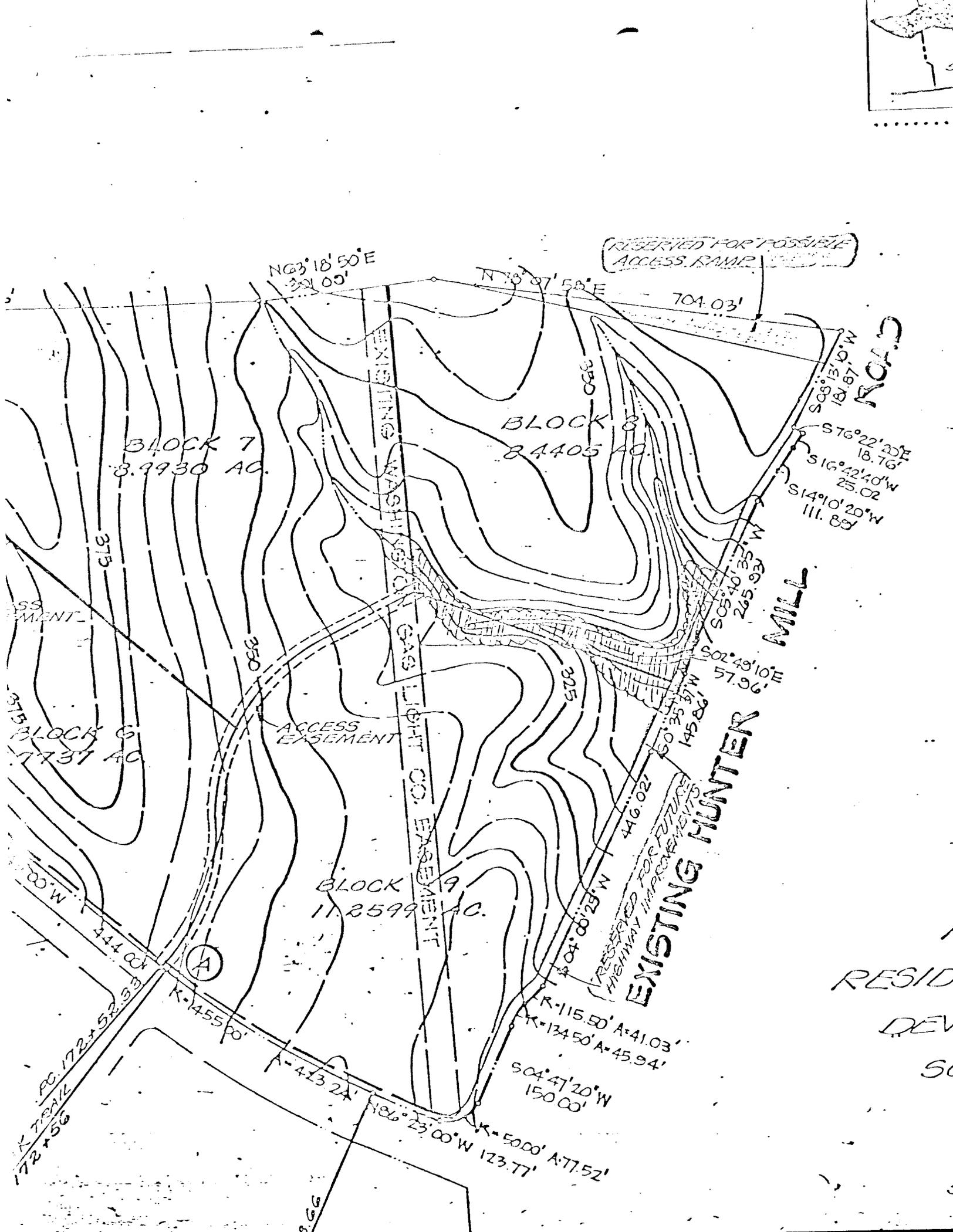
RESTON

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EX. 24' D.I.P.



RESERVED FOR POSSIBLE ACCESS RAMP

BLOCK 7  
8.9930 AC.

BLOCK 8  
8.4405 AC.

BLOCK 9  
11.2599 AC.

ROAD

EXISTING HUNTER MILL

RESERVED FOR FUTURE HIGHWAY IMPROVEMENTS  
EXISTING HUNTER MILL

RESID  
DEV  
SO

N63°18'50"E  
281.00'

N73°07'58"E  
704.03'

S09°13'10"W  
181.87'  
S76°22'20"E  
18.76'  
S16°42'40"W  
25.02'  
S14°10'20"W  
111.89'

S05°40'33"W  
265.92'  
S02°49'10"E  
57.96'

S03°44'37"W  
145.86'  
S60°35'37"W  
416.02'

M 57°00'22"W  
404.00'  
R-115.50' A-41.03'  
K-134.50' A-45.94'

S04°47'20"W  
150.00'

K-5000' A-77.52'  
S18°23'00"W 123.77'

A-413.24'

K-1455.00'

375

350

325

ASS  
MENT

BLOCK 6  
11.731 AC

172+56  
PC 172+52.93  
444.03'

72+56

(A)

DESCRIPTION OF A 91.3700 ACRE PORTION OF  
 PARCEL 15, RENOVOL, OF THE LAND OF WESTON  
 LTD. CORPORATION, TO BE RELEASED FROM THE  
 R.E. DISTRICT TO THE E.A. DISTRICT,  
 CHARLOTTE DISTRICT, FAIRFAX COUNTY,  
 VIRGINIA.

beginning at a point in the southerly line of the land  
 of (and on behalf of) WESTON LTD.; said point being the southerly  
 right-of-way line of Service Valley Drive;

thence with the southerly right-of-way line of Service  
 Valley Drive the following courses and distances:

S. 89° 00' 00" W. 104.83 feet to a point;

with the arc of a curve to the right whose  
 radius is 755.00 feet and whose chord bearing  
 and chord are S. 72° 52' 29" W. 910.63 feet  
 respectively, an arc distance of 636.00 feet to a point;

N. 77° 15' 03" W. 326.64 feet to a point; and

with the arc of a curve to the left whose  
 radius is 3045.00 feet and whose chord bearing  
 and chord are N. 74° 07' 25" W. 62.67 feet  
 respectively, an arc distance of 62.67 feet to a point,  
 being the southeast corner of the land of the Fairfax County  
 Water Authority;

thence with the line of the land of the Fairfax County  
 Water Authority, the following courses and distances:

with the arc of a curve to the left whose  
 radius is 25.00 feet and whose chord bearing  
 and chord are N. 80° 04' 30" E. 35.04 feet  
 respectively, an arc distance of 33.42 feet to a point;

N. 15° 35' 47" E. 135.35 feet to a point;  
N. 76° 27' 24" W. 169.96 feet to a point; and  
S. 12° 01' 17" W. 160.00 feet to a point in  
the northerly right-of-way line of Sunrise Valley Drive;

thence with the northerly right-of-way line of Sunrise Valley Drive, the following courses and distances:

with the arc of a curve to the left whose radius is 3045.00 feet and whose chord bearing and chord are N. 80° 29' 21" W. 266.78 feet respectively, an arc distance of 266.86 feet to a point;

N. 83° 00' 00" W. 818.54 feet to a point; and

with the arc of a curve to the right whose radius is 4955.00 feet and whose chord bearing and chord are N. 80° 00' 00" W. 518.65 feet respectively, an arc distance of 518.89 feet to a point;

N. 77° 00' 00" W. 604.76 feet to a point;

with the arc of a curve to the right whose radius is 855.00 feet and whose chord bearing and chord are N 60° 35' 31" W 483.03 feet respectively, an arc distance of 489.70 feet to a point;

N. 44° 11' 02" W 173.01 feet to a point;

with the arc of a curve to the left whose radius is 1795.00 feet and whose chord bearing and chord are N. 54° 06' 58" W. 619.22 feet respectively, an arc distance of 622.33 feet to a point;

with the arc of a curve to the right whose radius is 50.00 feet and whose chord bearing and chord are N. 20° 31' 27" W. 68.86 feet respectively, an arc distance of 75.96 feet to a point in the easterly right-of-way line of Wiehle Avenue;

thence with the easterly right-of-way line of Wiehle Avenue, Reston, the following courses and distances:

N 23° 00' 00" E. 7.45 feet to a point;

with the arc of a curve to the right whose radius is 955.00 feet and whose chord bearing and chord are N. 31° 52' 04" 294.44 feet respectively, an arc distance of 295.62 feet to a point; and

with the arc of a curve to the left whose radius is 1045.00 feet and whose chord bearing and chord are N. 31° 41' 06" E. 328.76 feet respectively, an arc distance of 330.13 feet to a point in the southerly right-of-way line of Dulles Airport Access Highway;

thence with the southerly right-of-way line of Dulles Airport Access Highway, the following courses and distances;

S. 71° 45' 39" E.	133.35 feet to a point;
S. 67° 58' 40" E.	890.00 feet to a point;

with the arc of a curve to the left whose radius is 5929.58 feet and whose chord bearing and chord are S. 73° 25' 40" E. 1126.34 feet respectively, an arc distance of 1128.05 feet to a point;

S. 71° 22' 56" E.	205.10 feet to a point;
S. 83° 18' 58" E.	1288.76 feet to a point; and
N. 63° 57' 50" E.	117.90 feet to a point in

the southerly line of the land of the (now or formerly) Virginia Electric Power Company (V.E.P.CO.);

thence with the southerly line of the land of V.E.P.CO., with the arc of a curve to the left whose radius is 2908.93 feet and whose chord bearing and chord are S. 52° 19' 25" E. 1195.80 feet respectively, an arc distance of 1204.38 feet to the point of beginning.

Containing 91.3750 Acres

12.10

DESCRIPTION OF A 64.4803 ACRE PORTION OF PARCEL  
17, RESTON, OF THE LAND OF RESTON LAND CORPORATION  
TO BE REZONED FROM THE R-E DISTRICT TO THE I-4  
DISTRICT, CENTREVILLE DISTRICT, FAIRFAX COUNTY, VIRGINIA.

BEGINNING at a point in the land of the Northern Virginia Regional Park Authority (formerly V.E.P.C.O. or W. & O.D. R.R.), said point being in the northerly right-of-way line of Sunrise Valley Drive (Route 5320);

thence with the northerly line of the land of the Northern Virginia Regional Park Authority;

with the arc of a curve to the right whose radius is 2808.93 feet and whose chord bearing and chord are N. 52° 50' 40" W. 1154.27 feet respectively, an arc distance of 1162.55 feet to a point in the southerly right-of-way line of the Dulles Airport Access Highway;

thence with the southerly right-of-way line of the Dulles Airport Access Highway the following courses and distances:

N. 63° 57' 50" E.	86.99 feet to a point;
N. 84° 42' 06" E.	776.34 feet to a point;
N. 68° 33' 02" E.	983.82 feet to a point;
N. 68° 30' 28" E.	909.56 feet to a point;
N. 63° 18' 50" E.	301.09 feet to a point; and
N. 78° 07' 58" E.	704.03 feet to a point in the

westerly right-of-way line of Hunter Mill Road, (Route 674);

thence with the westerly right-of-way line of Hunter Mill Road the following courses and distances:

S. 08° 13' 10" W.	181.87 feet to a point;
S. 76° 22' 20" E.	18.76 feet to a point;
S. 16° 42' 40" W.	25.02 feet to a point;
S. 14° 10' 20" W.	111.89 feet to a point;
S. 05° 40' 35" W.	265.93 feet to a point;
S. 02° 49' 10" E.	57.96 feet to a point;
S. 00° 35' 37" W.	145.86 feet to a point;
S. 04° 00' 25" W.	446.02 feet to a point;

with the arc of a curve to the right whose radius is 115.50 feet and whose chord bearing and chord are S. 14° 11' 01" W. 40.82 feet respectively, an arc distance of 41.03 feet to a point:

with the arc of a curve to the left whose radius is 134.50 feet and whose chord bearing and chord are 14° 34' 28" W. 45.72 feet respectively, an arc distance of 45.94 feet to a point;

S. 04° 47' 20" W. 150.00 feet to a point; and

with the arc of a curve to the right whose radius is 50.00 feet and whose chord bearing and chord are S. 49° 12' 10" W. 69.98 feet respectively, an arc distance of 77.52 feet to a point in the northerly right-of-way of Sunrise Valley Drive;

thence with the northerly right-of-way line of Sunrise Valley Drive, the following courses and distances:

N. 86° 23' 00" W. 123.77 feet to a point;

with the arc of a curve to the right whose radius is 1455.00 feet and whose chord bearing and chord are N. 78° 02' 59" W. 421.75 feet respectively, an arc distance of 423.24 feet to a point;

N. 69° 43' 00" W. 444.00 feet to a point; and

with the arc of a curve to the left whose radius is 1245.00 feet and whose chord bearing and chord are S. 75° 08' 30" W. 1433.24 feet respectively, an arc distance of 1527.21 feet to a point; and

S. 40° 00' 00" W. 198.87 feet to the point of beginning.

Containing 64.4803 Acres.

2:00 P.M. Item - 79-C-023 - RESTON LAND CORPORATION  
Centreville District

On Thursday, December 13, 1979 the Planning Commission voted 7-0-1 (Mr. Lockwood abstaining; Mrs. Wright out for the vote; Mr. Sell and Mrs. Pellettieri absent from the meeting) to recommend to the Board of Supervisors that the requested zoning to the I-4 category for the subject application be denied.

The Commission felt that the requested industrial zoning was too high and would permit warehousing and wholesaling unnecessary in the area, as well as impact on the traffic patterns .

The Commission further voted 7-0-1 (Mr. Lockwood abstaining; Mrs. Wright out for the vote; Mrs. Pellettieri and Mr. Sell absent from the meeting) to recommend to the Board of Supervisors that the Zoning Ordinance as it applies to the subject property be amended from the R-E District to the I-3 District subject to the following conditions:

- Conditions # 2, 3, and 4 in the Staff Report;
- Item #5, amended as follows: Hunter Mill Road be dedicated and constructed to a one half section of a four lane divided facility... ;
- Add to item #9 the following: "Adjacent to the W & OD Regional, Railroad Regional Park." ;
- Include items # 10, 11 and 12 as in the Staff Report;
- Add Items # 4,5, and 7 from the applicant's proffer statement as submitted on 12/13/79.

Further, that prior to consideration by the Board of Supervisors that the applicant, in cooperation with the Staff, attempt to delineate a plan to assure that transportation system alternatives other than additional road construction be provided to reduce the traffic impact, as the intensity and the extent of the development increases commensurate with the anticipated .3 FAR.

Planning Commission Meeting  
December 13, 1979  
Verbatim Excerpts

79-C-023 - RESTON LAND CORP.

Mr. Gurski: Let me close the public hearing then and recognize Commission, Commissioner Halley Merrell, Commissioner of the Centreville District, for any action he may propose.

Mr. Merrell: Thank you Mr. Chairman. This case took alot of time and I will try to be as brief as possible. I see two issues in this case and two issues alone that really concern me. One has to do with transportation and its problems. And, the other has to do with the intensity of the industrial development. Just a couple of highlight points I want to make to the PTA and to the others that are involved, there is no way that I would make a motion to 6 lane Sunrise Valley Drive. I don't believe that anyone on this Commission would vote for it. There is no way based on the development of the land as it is now and based on the record that we know that is, we have for the past, there is no way that I would make a motion tonight to support any zoning that would permit warehousing and wholesaling on that tract. No way at all. I think Mr. Prichard has given an excellent example of what can happen with a, with a I-4 category, with a .7 FAR on the tract that he was talking about earlier, but I cannot conceive of that sort of thing happening even with the low traffic intensity, because that was probably an unusual case, I cannot conceive of that happening on this particular area, particularly if it were to happen on the eastern most part of this application. The transportation issue is obviously a serious and greivous one and I am glad that Mr. Prichard made the point that I didn't have to with respect to the possibility of the number of roads that may come through this area. It is incredible to me to even believe that we are going to have, and I think we will. Sixteen lanes of roadway which are separated probably by less than a mile. That is absolutely incredible to me and I would have to believe in all good sense that some of those roadways will be used to syphen off some of the traffic that one might anticipate along Sunrise Valley. The, so I don't mean to down play the possibility or the problem of transportation, but I believe it's not perhaps as severe in the long run as we might we might think it would be otherwise. Let's look at the intensity of the industrial development. Many nights fellow citizens, we have people come before us, developers, and applicants and the citizens tell us that they know that that applicant built something in another community and it was terrible. The walls fell down, the soil eroded, the roads came apart, and we sit here and in away sit in judgement and say if this applicant is coming in asking for R-12 and R-8 and his record in the past has been terrible we tend to judge them on that, in that respect, and I think we are somewhat hard on these kind of people. I think we ought to play it the other way to. This applicant although it has a different name has a record as far as industrial development is concerned has a record that is simply outstanding. It is simply an outstanding record in this County. For us tonight to have anything less than normal good faith, and you can't build much on good faith, but to have less than normal good faith in what we can anticipate to happen on these two tracts would be a disservice to this applicant. I don't mean that we are going to close our eyes and trust them implicitly because we don't do that. But, I think if you look at the record of what has happened out there in 17 years and you look at the facts, one would

have to believe that we are dealing with responsible people there, people who are responsible to the community as well as to their own economic well being. I believe, sincerely believe, that we can anticipate good high quality industrial development on this tract. I have no question about it. Mr. Chairman, I'd like to make a motion with respect to this application and I will make a motion, two motions in fact, the first will be to deny the I-4 requested zoning. If that motion passes I will make a motion to grant, to amend the property to the I-3 and I will be pointing out several proffers both from the staff report and from those offered by Mr. Prichard tonight, plus an ancillary piece to that motion. Mr. Chairman, I MOVE THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF SUPERVISORS THAT IN THE CASE OF APPLICATION 79-C-023 THAT THE REQUESTED ZONING TO THE I-4 CATEGORY BE DENIED.

Mr. Gurski: Seconded by Mr. Maxwell. Any discussion? If you are ready for that question, we have the motion before us by Mr. Merrell that this Commission recommend to the Board of Supervisors a denial of the requested change to the I-4 district. All those in favor of the motion, please respond by saying aye. Opposed? The motion passes, there was an abstention by Mr. Lockwood. Mr. Merrell you are recognized again.

Mr. Merrell: I MOVE THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF SUPERVISORS IN THE CASE OF APPLICATION 79-C-023 THE ZONING ORDINANCE AS IT APPLIES TO THE PROPERTY BE AMENDED FROM THE R-E DISTRICT TO THE I-3 DISTRICT SUBJECT TO THE FOLLOWING CONDITIONS WHICH ARE LISTED ON PAGE 7 AND 8 OF THE STAFF REPORT. SPECIFICALLY CONDITIONS NUMBER 2, 3, 4, 5 AMENDED AS FOLLOWS: HUNTER MILL ROAD BE DEDICATED AND CONSTRUCTED TO A ONE HALF SECTION OF A FOUR LANE DIVIDED FACILITY AND SO FORTH, ITEM 5, ITEM 6 TO BE ADDED, ITEM 9 WHICH IS ON PAGE 8, WITH THE ADDITIONAL LANGUAGE FOLLOWING BY THE ADJACENT RESIDENTIAL AREAS ADDING ADJACENT TO THE W & OD REGIONAL, RAILROAD REGIONAL PARK. ALSO ITEMS 10, 11, AND 12 WOULD FURTHER ADD FROM THE APPLICANTS PROFFER STATEMENT TONIGHT ITEMS 4, 5, AND 7, AND FURTHER THAT PRIOR TO CONSIDERATION BY THE BOARD OF SUPERVISORS OF THIS APPLICATION THAT THE APPLICANT IN COOPERATION WITH THE STAFF ATTEMPT TO DELINIATE A PLAN TO ASSURE THAT TRANSPORTATION SYSTEM ALTERNATIVES EITHER THAN ADDITIONAL ROAD CONSTRUCTION BE PROVIDED TO REDUCE THE TRAFFIC IMPACT, AS THE INTENSITY AND THE EXTENT OF THE DEVELOPMENT INCREASES COMMENSURATE WITH THAT ANTICIPATED AT APPROXIMATELY .3 FAR.

Mr. Gurski: Is there a second to that motion? Seconded by Mrs. Fasteau, Mr. Maxwell. Any discussion? If not we have the motion before us by Mr. Merrell that this Commission recommend a change in the zoning district to the I-3 district subject to the conditions given on pages 7 and 8 of the staff report and then picking up those proposed changes and amendments that he mentioned and we will take those off the tape, they are numbers 2 through 12, and again applicant's proffer statement 4, 5, and 7. Furthermore, he added the qualification with regard to the development of transportation alternatives as the site and the area develops. All those in favor of the motion please respond by saying aye. Opposed? The motion passes, there was an abstention by Mr. Lockwood. Is that all Mr. Merrell?

Mr. Merrell: Yes, thank you for your attention.

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