

FAIRFAX COUNTY, VIRGINIA

MEMORANDUM

DATE: October 2, 1990

TO: David B. Marshall, Chief  
Public Facilities and Services Branch, OCP

FROM: *Barbara A. Byron*  
Barbara A. Byron, Director  
Zoning Evaluation Division  
Office of Comprehensive Planning

SUBJECT: Analysis of Sites for Public Facility Location, DAAR Corridor Bus Base  
Transit Facilities

FILE NO: A:90

The following comments are submitted as requested in your memorandum dated September 17, 1990, regarding a system of bus-based transit facilities near the Dulles Toll Road. These sites are the subject of 456 review hearings scheduled before the Planning Commission on October 30, 1990.

At this time, the Office of Transportation anticipates these facilities will be implemented under the direct authority of the Board of Supervisors and, therefore, may be deemed public uses, thereby eliminating the need for Special Exceptions. I am advised that the Zoning Administrator is making this determination as part of the 456 review.

The Office of Transportation (O.T.) indicates that the location of the lot within each study area is preliminary and that the drawings are conceptual. It is recommended that the final plan showing the location and access be reviewed against the proffers for each site by this office to determine if a Proffered Condition Amendment (PCA) is required.

456-D90-035. Proposed Spring Hill Transit Center (TM 29-2 ((15)) pt. 4B.)

The proposed Transit Center is located on a part of the 193.68 acre site which is the subject of pending rezoning application RZ 88-D-005, a request to rezone the property from the I-3 and I-4 Districts to the C-3 District for office use. Public hearings are scheduled before the Planning Commission on October 10, 1990 and before the Board of Supervisors on October 15, 1990.

The applicant, West-Mac Associates Ltd. Partnership, is proposing the following in draft proffers III A1 and III A7, respectively, dated September 21, 1990:

- Dedication and conveyance of a 4.2 acre parcel for a "bus destination station, Kiss and Ride lot, or mass transit facility". The parcel is shown as Outparcel A on the development plan at Attachment I-C.
- Provision of \$100,000.00 to Fairfax County for an architectural and engineering design of the station.

The rezoning location map, draft proffers dated September 21, 1990, and a reduction of the proposed development plan are located at Attachments I-a, I-b and I-c, respectively.

II. 456-C90-036. Proposed Reston East Underpass connecting the proposed commuter park-and-ride lot with Sunrise Valley Drive (TM 18-3 ((1)) 7).

A. The proposed commuter park-and-ride lot is located on part of the 23.46 acre site which is the subject of pending rezoning application RZ 86-C-054, a request to rezone the property from the R-E to the I-3 District for office and industrial uses. The application has been deferred indefinitely and no public hearings are scheduled. Staff is negotiating the location of the park-and-ride lot and access to the underpass on lot 7 with the applicant, Reston Land Corporation. The rezoning location map is attached at Attachment II-a.

B. The proposed Reston East underpass from Sunrise Valley Drive crosses TM 27-1 ((1)) pt. 1B, pt. 10A and pt. 10C and is planned to intersect with Oldfield Drive. Approval of RZ 79-C-023 on February 4, 1980 rezoned this property from the R-E to the I-3 District. The development plan was not proffered and the accepted proffers do not limit the uses on the site. The entrance to the underpass from Sunrise Valley Drive is proposed to be located at an existing curb cut. Therefore, it would appear that a PCA is not required to accommodate the proposed underpass. Copies of the rezoning location map and accepted proffers are Attachments II-b and II-c, respectively.

III. 456-C90-037. Proposed Plaza America Park-and-Ride lot (TM 17-4 ((1)) 8, 8A.)

The commuter park-and-ride lot is proposed to be located within the parking garages planned to park the uses requested in pending rezoning application RZ 90-C-006, a 26.27 acre site requesting rezoning from the I-6 to the PDC District. Although the site is planned with an excess 677 parking spaces, the park-and-ride facility is not part of the application. The application is scheduled before the Planning Commission on October 4, 1990 for decision only and the public hearing before the Board of Supervisors has not been scheduled. The applicant, Plaza America Development Corp., agrees in Draft Proffer Par. II(B) to apply for a PCA if necessary to effectuate the park-and-ride facility on the site. Attached are copies of the rezoning location map, a reduction of the proposed development plan, and draft proffers dated September 12, 1990 at Attachments III-a, III-b, and III-c, respectively.

Pending SEA 80-C-008-2 is scheduled before the PC on October 17, 1990 and requests a reduction in parking and deletion of time imposed by previously approved conditions. SE 80-C-008 required 4,097 parking spaces but a subsequent Zoning Ordinance Amendment reduced the required parking to 2,977 spaces. The SEA is proposing to provide 3,008 spaces which would allow only 31 excess spaces. Attached are copies of the SE location map, a reduction of the proposed SE plan, and conditions approved w/SEA 80-C-008-1 at Attachments III-d, III-e and III-f, respectively.

IV. 456-C90-038. Proposed Monroe Street Southeast Commuter Park-and-Ride Lot.  
(TM 16-4 ((1)) 14A, 15, 16A and 27.)

The location of the ramps on the drawings for the proposed park-and-ride lot suggest that the lot is to be located adjacent to the Dulles Airport Access Road on property zoned I-4 on March 16, 1981 by rezoning application RZ 80-C-086. This rezoning action also rezoned the I-5 property in the southwestern corner of the study area. The accepted proffers did not commit to a development plan nor do they limit uses on the application property. Therefore, it would appear that a PCA will not be required in order to accommodate this use on the site. The vehicular access to Monroe Street is not clearly shown on the drawing accompanying the proposal and it is noted that site access from both Monroe Street and Sunrise Valley Drive is limited by the proffers. Copies of the rezoning location map and accepted proffers dated March 4, 1981 are Attachments IV-a and IV-b, respectively.

The study area also includes a 19.5570 acre property rezoned to the I-4 District on January 30, 1984 by RZ 83-C-069. It would appear that a PCA is not needed to accommodate the park-and-ride lot because the development plan is not proffered and the proposed use is not precluded by the proffers. Copies of the rezoning location map and accepted proffers dated January 19, 1984 are Attachments IV-c and IV-d, respectively.

A small lot zoned R-1 is also located within the study area. Public uses are allowed by-right within the R-1 District.

V. 456-C90-039. Proposed Monroe Street Southwest Commuter Park-and-Ride Lot  
(TM 16-4 ((1)) 4, 5, 6, 7 and 8 and 16-3 ((1)) pt. 25.)

The drawings submitted by the Office of Transportation suggest that the proposed park-and-ride lot is to be located on Lot 5 of the study area. Property located at 16-4 ((1)) 4, 5, 7 and 8 were rezoned from the R-1 to I-4 District in conjunction with RZ 85-C-065 on September 29, 1986. The uses excluded by the proffers do not affect this use. In addition, since the development plan was not proffered, it would appear that a PCA will not be required for this public facility. The rezoning location map and accepted proffers dated September 19, 1986 are Attachments V-a and V-b, respectively.

The property at TM 16-4 ((1)) 6 is also within the study area. This property was rezoned to the I-4 District on April 11, 1988 with RZ 87-C-050. The uses excluded by the proffers do not effect this use. A PCA may be required if a left turn lane to this site from Monroe Street is needed to service the park-and-ride lot. The rezoning location map and accepted proffers dated April 7, 1988 are Attachments V-c and V-d, respectively.

Also within the study area is 16-3 ((1)) pt. 25 which was rezoned to the I-P District on March 13, 1978 by RZ 77-C-098, later to become I-4. The subject property was included as part of PCA 77-C-098 which was approved concurrently with RZ 80-C-028 on February 2, 1981 and as part of PCA 80-C-028-1 approved concurrently with RZ 85-C-066 on May 5, 1986. A preliminary review of the proffers indicates that a PCA will not be required in order to accommodate this park-and-ride facility because the uses excluded by the proffers do not affect this use. However, if the proposed park-and-ride lot

David B. Marshall  
Page 4

is to be located on lot 25, and not on lot 5 as shown in the proposal, there are significant road improvements that are proffered which must be provided with the development of lot 25. The location maps and accepted proffers for these cases are together as Attachment V-e.

VI. 456-D90-040. Proposed Western Regional Commuter Park-and-Ride Facility.  
(TM 15-2 ((1)) 8A and 17.)

The study area is a part of a pending rezoning application, RZ 89-D-060, submitted by Alan I. Kay and requesting a rezoning from the R-1 and R-3 Districts to the PDH-20 District. The application has been deferred indefinitely. The CDP and FDP submitted with this application do not show a transit stop in this location.

The study area is currently zoned R-1 and R-3. The R-3 portion was rezoned on February 23, 1976 as RZ 74-2-048. Rezoning application RZ 84-D-113, as shown on the current Tax Map, was withdrawn on July 9, 1987.

The rezoning location map for RZ 89-D-060 is at Attachment VI-a. The rezoning location map and proffers for RZ 74-2-048 are at Attachment VI-b.

If you have any questions regarding this memorandum, please contact me or Marilyn Anderson at 246-1290.

BAB/MA/hh

Attachments: a/s

cc: File RZ 79-C-029  
w/ ITC and ITC

## MEMORANDUM

SEP 18 1990

TO: Distribution DATE: ~~SEPTEMBER 11, 1990~~ ZONING EVALUATION DIVISION

FROM: David B. Marshall, Chief *DBM*  
Public Facilities and Services Branch, OCP

FILE NO.: 99 (STANFIEL)

SUBJECT: Analysis of Site for Public Facility Location

The attached sites are under consideration as possible locations for a system of bus-based transit facilities near the Dulles Toll Road, referred to as Transportation Systems Management (TSM). These facilities will be included in Fairfax County's Dulles Corridor TSM Grant Application to the Urban Mass Transportation Administration. An environmental assessment is being prepared for these facilities by KPMG Peat Marwick under contract to the Office of Transportation. A copy of this report will be available very soon.

The Office of Transportation has requested 456 Review Determination hearings for these projects by late October, so that they may complete the grant application process by December 31, 1990, as directed by the Board of Supervisors. Therefore, a response by Tuesday, October 9, 1990 is imperative; handwritten notes or a phone call with comments before that date will be greatly appreciated.

If you have any questions or need further information, please contact me at extension 72-1261. Thank you for your assistance.

## DISTRIBUTION:

Plan Development Branch, OCP:

Chief  
Area Planner

Environmental and Cultural Resources Branch, OCP:

Chief  
Environmental Planner  
Heritage Resources Planner

Zoning Evaluation Division, OCP ✓

County Soil Scientist

Department of Environmental Management

Department of Public Works:

Land Acquisition Division  
Project Management Division  
Utilities Planning and Design Division  
Office of Waste Management

Attachments

DBM:MES

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

ATTACHMENT II-C

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: *A.C. Steinbauer*  
Vice President

February 4, 1980

## FAIRFAX COUNTY, VIRGINIA

## MEMORANDUM

TO: James P. Zook, Director August 29, 1990  
Office of Comprehensive Planning

FROM: Shiva K. Pant, Director *Shiva K. Pant*  
Office of Transportation

FILE NO. 8-20-7/(TO 1252)

SUBJECT: Request for Section 15.1-456 Public Hearing for the Proposed Reston East Underpass connecting the proposed commuter park-and-ride lot with Sunrise Valley Drive, to be held in conjunction with an Urban Mass Transportation Administration (UMTA) Public Hearing

This memorandum requests a public hearing under Section 15.1-456 of the Code of Virginia for a underpass between the Reston East commuter park-and-ride lot and Sunrise Valley Drive beneath the Dulles Airport Access Road and Dulles Toll Road.

This facility will be included in Fairfax County's Dulles Corridor TSM Grant Application to the Urban Mass Transportation Administration. The specific location of the proposed underpass is Fairfax County Assessment Map 18-3 ((1)) pt. 7, and 27-1((1)) pt. 1B, 10A and 10C and beneath the Dulles Airport Access Road and Toll Road (see Attachment I). An environmental assessment is being prepared for this facility by KPMG Peat Marwick under contract to the Office of Transportation. A copy will be provided to you when it is completed at the middle of September.

In order to complete the grant application process by December 31, 1990, as directed by the Board of Supervisors, we would like to have the Section 15.1-456 Public Hearing before the Planning Commission in mid-to-late October (see Attachment II). Our Office would like to consider this hearing as the public hearing required for this site by UMTA regulations. If you have any questions or would like further information, please contact Deputy Director Gary Erenrich at extension 1162 or Transportation Planner Tom Biesiadny at extension 1154.

SKP/TPB:sb

Attachments: a/s

cc: Edwin R. Spann, Office of Comprehensive Planning

RECEIVED

AUG 31 1990

OFFICE OF COMPREHENSIVE PLANNING  
DIRECTOR'S OFFICE

## RESTON EAST UNDERPASS

### DESCRIPTION OF THE PROJECT

The Fairfax County Office of Transportation requests a Section 15.1-456 determination for an underpass to connect the previously approved Reston East commuter park-and-ride facility on Sunset Hills Road with Sunrise Valley Drive. This connection would be constructed beneath the Dulles Airport Access Road and the Dulles Toll Road. This underpass will be included in Fairfax County's Urban Mass Transportation Administration (UMTA) Dulles Corridor TSM Grant Application. The proposed facility is located between County Assessment Map 18-3 ((1)) pt.7 and 27-1 ((1)) pt. 1B, 10A and 10C.

A Section 15.1-456 determination for an 850 space park-and-ride lot between Sunset Hill Road and the Dulles Toll Road was approved by the Board of Supervisors on December 10, 1989. At the time, it was envisioned that the 850 spaces would be built in two phases. The first phase was to include 350 surface parking spaces. This would be followed by 500 additional parking spaces several years later. The facility may still be built in phases; however, the second phase is likely to follow more closely than originally expected. The express bus service being planned for the Dulles Corridor will require that the additional spaces built either at Reston East or another location.

The Reston East park-and-ride lot is designed to serve commuters on the east side of Reston both north and south of the Dulles Toll Road. Commuters living on the south side of Reston must cross the Toll Road in order to reach the site. This can currently be done using Hunter Mill Road or Wiehle Avenue. These crossings are often congested, particularly during the morning peak period. Constructing an underpass from Sunrise Valley Drive into the facility will provide commuters from South Reston direct access into the facility.

In addition, the ramps up to the Airport Access Road and the Toll Road will allow buses to enter and exit the Access Road directly and carpoolers to enter and exit the High Occupancy Vehicle Lanes on the Toll Road directly. These ramps will offer a considerable time savings over the existing Hunter Mill Road entrance ramps. In addition, the underpass will reduce any impact the parking facility may have on Sunset Hills Road.

The bus service using this underpass will operate throughout the day transporting passengers to and from Tysons Corner and the West Falls Church Metrorail Station. The underpass will also make providing cross-county bus service to this lot more viable. Limited weekend service may be considered in the future. In addition, the facility will provide carpools and vanpools access to the High Occupancy Vehicle Lanes on the Dulles Toll Road without crossing three lanes of traffic.

## PROJECT JUSTIFICATION

The subject underpass is proposed in order to further reduce traffic congestion on the Dulles Toll Road during the peak periods, above the reduction gained by the park-and-ride facility on Sunset Hills Road. This facility is consistent with the recently adopted Policy Plan for Fairfax County, particularly Transportation Objective 2 (which calls for 60 percent of the commuters to the Central Core to use public transportation and 20 percent of the commuters to Tysons Corner to use public transportation). In addition, the facility will reduce congestion at the intersections of Hunter Mill Road and the Dulles Toll Road; Hunter Mill Road and Sunset Hills Road; Wiehle Avenue and the Dulles Toll Road and Wiehle Avenue and Sunset Hills Road. This underpass will make the Reston East park-and-ride lot more attractive to commuters, particularly in south Reston.

## ALTERNATIVE SITES

No alternative sites were considered for this underpass. The County's consultant did review a potential bridge over the Airport Access Road and the Toll Road. This review determined that the grades on either side of the Toll Road right-of-way were more conducive to an underpass than a bridge.

## RELATED BOARD OF SUPERVISORS' ACTIONS

The Board of Supervisors has taken the following actions regarding the subject park-and-ride facility:

- On April 17, 1989, the Board of Supervisors endorsed the implementation of an express bus/TSM (Transportation Systems Management) system in the Dulles Corridor, as recommended by the Dulles Transit Alternatives Study.
- On December 10, 1989, the Board of Supervisor approved a Section 15.1-456 Determination for an 850 spaces park-and-ride facility on Sunset Hills Road between Wiehle Avenue and Hunter Mill Road (Tax Map 18-3 ((1)) pt. 7).
- On June 4, 1990, the Board reaffirmed its April 1989 action endorsing the TSM approach. In addition, the Board directed staff to take the necessary actions to formulate a capital grant application for submission to UMTA by December 31, 1990.
- On July 9, 1990, the Board endorsed a schedule for the grant application which called for Section 15.1-456 Public Hearings to be held during October 1990.
- On August 6, 1990, the Board directed staff to apply to the Planning Commission for a Section 15.1-456 public facilities determination for the subject facility.

