

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

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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 83-c-069*  
*w/Attachments IV c and d*



Number: RZ 83-C-069

District: Centreville

Acreage: 19.5570

Section Sheet: 16-4

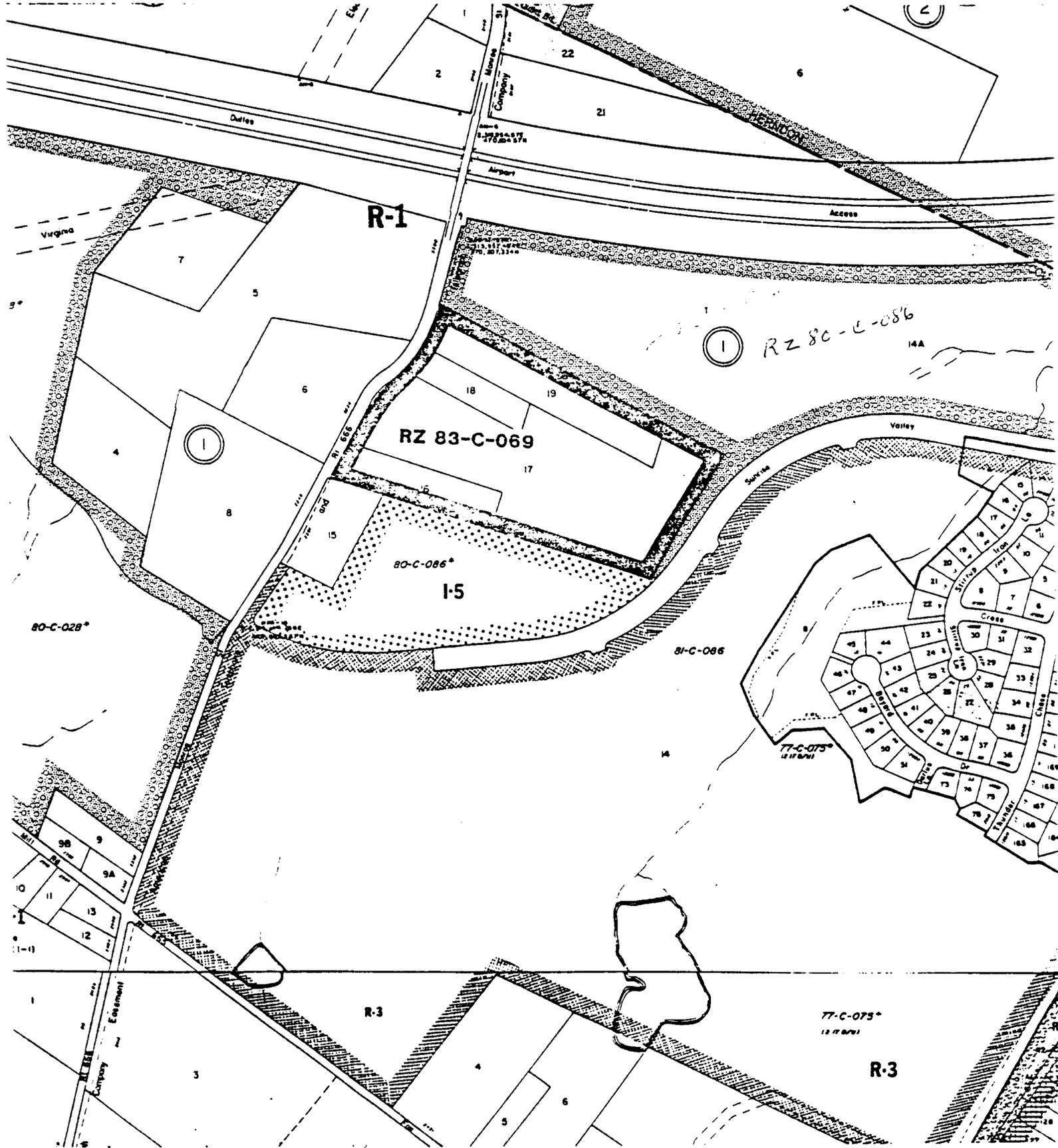
From: R-1

Subdivision: ((1))

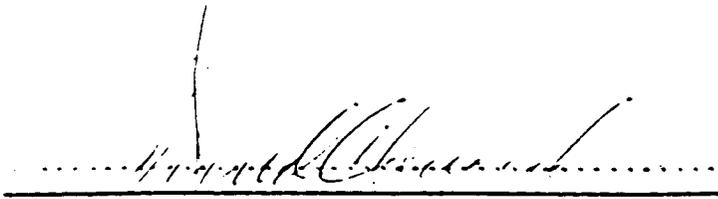
To: I-4

Lot: 16,17,18,19

Applicant: Reston Land Corporation



1. The following uses allowable in an I-4 zone will be precluded from the premises:
  - a. motor freight terminals
  - b. motor vehicle storage and impoundment yards
2. The applicant will provide continuation of the 8 foot wide major trail along the north side of Sunrise Valley Drive, provided that Fairfax County will accept maintenance of such trail upon its completion.
3. The applicant will provide earthen mounds and/or landscaping in order to provide visual screening of major parking areas from adjacent residential uses along Sunrise Valley Drive.
4. The land included in this application will be subjected to the Reston Center for Industry and Government Declaration of Protective Covenants and Restrictions, recorded in deed book 2565, page 34 and amended in deed book 2845, page 503 and deed book 3243, page 320.
5. The applicant will dedicate additional right-of-way for Monroe Street to 45 feet from existing centerline. In addition, after subdivision of this area, if the developer chooses to provide access from his site to Monroe Street and if the traffic demands justify, acceleration and deceleration lanes will be provided as well as a left turn lane for traffic southbound on Monroe Street.
6. The applicant will place adequate signs or other notices on the property to inform residents that the property has been zoned as Medium Intensity Industrial.
7. Reston Land Corporation will complete the construction of Sunrise Valley Drive as a four lane divided roadway from its present terminus to Monroe Street, in conjunction with development of the site or earlier.
8. The applicant will actively encourage measures that would reduce automobile trip generation, including but not limited to van pooling, car pooling, flex time and Reston commuter bus service utilization.



Executive Vice President  
Reston Land Corporation

January 19, 1984

/sbp