

**PRELIMINARY  
STAFF REPORT  
2008 AREA PLANS REVIEW**

**SUPERVISOR DISTRICT(S):** Hunter Mill

**APR ITEM(S) :** 08-III-25UP

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**NOMINATOR(S):** Mark C. Looney

**ACREAGE:** 30.44

**TAX MAP I.D. NUMBERS:** 17-1((1))3H1, 15B, 17, 17-1((14))All, 17-1((19))All, 17-1((28))All

**GENERAL LOCATION:** NE intersection of Fairfax County Pkwy and New Dominion Pkwy

**PLANNING AREA:** III

**District:** Upper Potomac

**Sector:** N/A

**Special Area:** Reston-Herndon Suburban Center, Sub-unit D-1

**ADOPTED PLAN MAP:** Public Facilities/Governmental/Institutional Health & Human Services Facility, Residential Planned Community

**ADOPTED PLAN TEXT:** Larger area including the nominated properties planned for a mix of uses including institutional and community-serving uses between .50 and .70 FAR

For complete Plan text see <http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area3/upperpotomac.pdf>

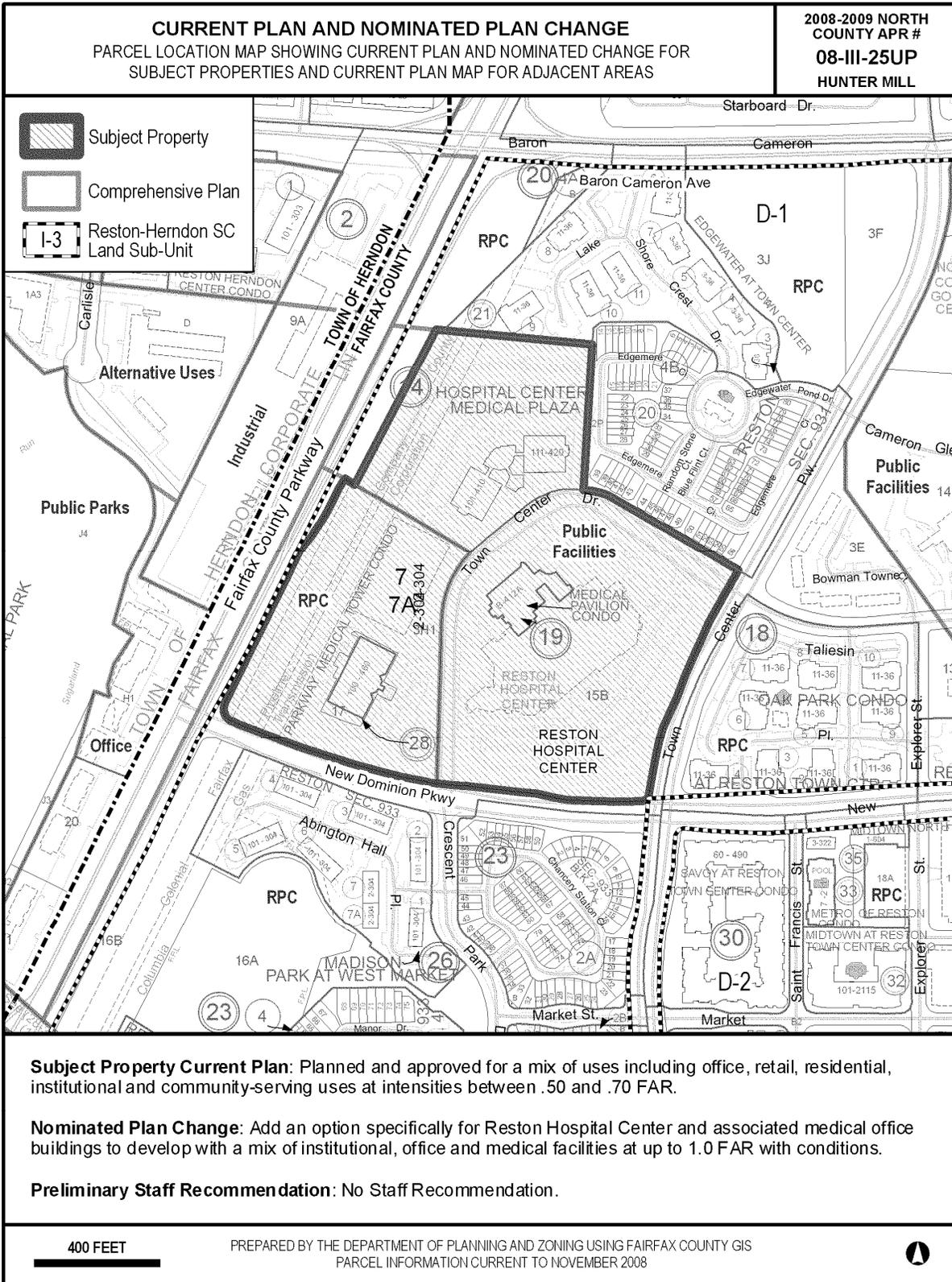
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**PROPOSED PLAN AMENDMENT:** Add an option specifically for Reston Hospital Center and associated medical office buildings to develop with a mix of institutional and medical office facilities at up to 1.0 FAR with conditions.

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**SUMMARY OF STAFF RECOMMENDATION:**

Additional information is required in order to formulate a staff recommendation. The proposed nomination would significantly increase the allowed development intensity on the subject properties. Therefore, in order to comply with Virginia State code, the nominator must prepare and submit a traffic impact study to the Virginia Department of Transportation for their review and comment. This review, informally known as a chapter 527 review, must be completed to analyze the additional volume in traffic that will be generated.



**BACKGROUND & CRITICAL ISSUES**

**Land Use**

Adjacent Properties:

- To the north, directly abutting the nominated properties is the Edgewater, a low-rise condominium development. To the northeast, directly abutting the nominated properties is a townhouse development. To the east, on the other side of Town Center Parkway is the Oak Park development, a low-rise condominium development. To the southeast, on the other side of New Dominion Parkway, is Park Place at West Market, a townhouse development. To the south, on the other side of New Dominion Parkway is Madison Park at West Market, a low-rise condominium development.
- Due to these adjacent residential uses, the nomination’s intensity creates several concerns. The scale and massing, including building heights are concerns that might be addressed by the nominator’s proposed Plan text. (See Attachment 1) The proposed Plan text mentions screening and buffering against the existing residential uses as well as screening or designing the parking structures to minimize their bulk and mass. In addition, proposed Plan text suggests expansions of or additions to the hospital facility should be completed within the existing building footprint or adjacent to the existing structure. Finally, the proposed Plan text does establish a building height limit of 120 feet.

Nominated Properties:

- The nominated properties are developed with 299,205 square feet of hospital use and 332,105 square feet of medical office use. The total existing development is 631,310 square feet or an intensity just under .50 FAR.
- The nominated properties have approved zoning allowing for 330,132 square feet of hospital use and 373,800 square feet of medical office use. The total approved zoning allows for up to 703,932 square feet or an intensity of .50 FAR.
- The nominated properties’ current Plan text addresses the Reston-Herndon Suburban Center’s entire Sub-unit D-1 in a very general nature. The overall Sub-unit D-1 is an area of almost 250 acres while the nominated hospital campus, which is a portion of Sub-unit D-1, is just over 30 acres. (See Attachment 2) There is no current Plan text that specifically addresses the nominated properties. The current Plan text mentions that the entire Sub-unit is planned and approved for a mix of uses including office, retail, residential, institutional and community-serving uses at intensities between .50 and .70 FAR. If the assumption is made that the current Plan language allows for .70 FAR for the nominated area, then the current Plan text allows for a total of approximately 915,000 square feet of hospital and medical office uses.
- The nomination proposes a change in the Plan that would allow for development intensity up to a 1.0 FAR. This would allow for almost 350,000 square feet of additional development above the currently approved Plan which would include a mix of hospital use and associated medical office use. This proposed increase in allowed development would allow for a total of almost 1,300,000 square feet of hospital and medical office uses.
- The nominator, an agent for the Reston Hospital Center, includes within the proposed Plan text an allowance for individual parcels to exceed the requested 1.0 FAR provided the entire nominated area does not exceed the 1.0 FAR limit. This could result in the approximately 600,000 square foot of development allowed beyond the approved zoning

to be placed solely within the Reston Hospital Center development due to unconsolidated ownership of the adjacent associated medical office buildings. This potentially could result in 350,000 square feet of hospital and medical office use above the currently developed 420,000 square feet of hospital and medical office use. This would result in a 1.25 FAR for the Reston Hospital Center development, while the two adjacent associated medical office buildings maintain their zoned development potential of 307,000 square feet of medical office use or .41 FAR. The overall nominated site would result in a 1.0 FAR.

**Transportation**

- The Code of Virginia (Chapter 527 §15.2-2222.1) requires localities to submit Comprehensive Plans and amendments to Comprehensive Plans that will substantially affect transportation on state-controlled roads to the Virginia Department of Transportation (VDOT). Any amendment to the Comprehensive Plan that would generate 5,000 additional vehicle trips per day would trigger a review by VDOT. This review is also commonly referred to as "VDOT 527" or "Chapter 527". Upon review of the highest intensity currently allowed under the Comprehensive Plan (0.70 FAR) this nomination does require a VDOT 527 review, as shown in the Table below (see Attachment 2). As such, the nominator is required to prepare and submit a traffic impact study to VDOT for review.
- The Proposed Plan Amendment would permit significantly higher traffic generating uses on the subject parcels that could adversely impact the surrounding roadway network. As Attachment 1 indicates, the proposal would increase trips in and out of the site during peak hours, and by more than 30% on an average daily basis, when assessed against the current Plan.
- The trip estimates are on a general-order of magnitude and do not include any reductions for transit use or internal capture.
- There are several bus routes that currently provide access to and around the site. Fairfax Connector routes RIBS 1 and 3 provide direct access inside the site. Fairfax Connector routes RIBS 2,950,574, and 556 provide access on the streets adjacent to the site.
- While there is substantial bus service within and around the site, the approval of additional density may require additional bus service or alternative Transportation Demand Management (TDM) measures.
- From a preliminary perspective:
  - The right turn lane on Town Center Parkway may need to be extended.
  - The intersection at Town Center Drive and New Dominion Parkway may need to be improved.
  - Signal modifications may be warranted.
  - No site access to Fairfax County Parkway should be permitted.
  - No interparcel access should be permitted between the nominated sites and the residential uses located directly to the north (Tax Map ID 17-1 ((20)) (4B)All and 17-1 ((21))All).
- The Comprehensive Plan currently identifies this location within the Reston Town Center area and is designated a higher intensity node. However, the nominated sites are located more than a ½ mile from the proposed Reston Parkway Transit Station as shown in Figure 10 of the Comprehensive Plan, Upper Potomac Planning District, Reston-Herndon Suburban Center. As stated in the Guidelines for Transit-Oriented-Development (TOD) in the Land Use Policy Section of the Comprehensive Plan, the TOD area is generally

defined as distances within a half mile of a rail transit station; thus trip reductions associated with TOD transit use are not warranted when analyzing the traffic impact of this site on the surrounding road network.

**Parks and Recreation**

Level of Service Impacts:

- The Park Authority does not own any parkland adjacent to or in the vicinity of the subject properties. As can be observed by an aerial photo of the site, there is a severe lack of green space around the hospital and associated medical buildings. As the hospital and medical uses serve to promote health and well-being, the addition of natural green spaces to the campus would be desirable to provide spaces for passive leisure, relaxation and outdoor enjoyment. Site design should include walking paths with landscaped seating and picnic areas and a tot lot for use by families visiting friends or relatives at the hospital.

Natural Resources Impacts:

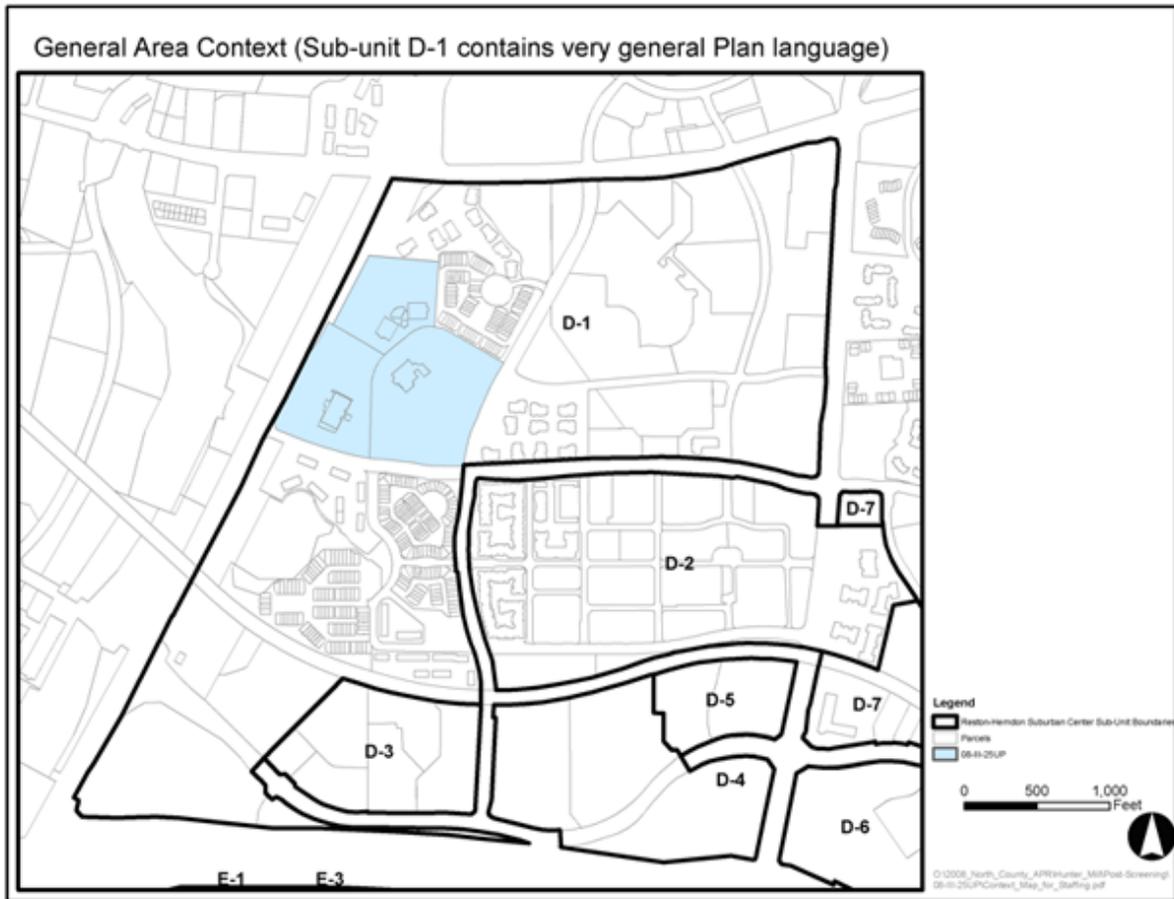
- The subject properties are located in the Difficult Run Watershed. Difficult Run is a stream in peril, therefore any increase in FAR should not result in any increase in pervious surface. The application describes several ideas for expanding up and increasing parking by adding structures. With increased development at the site, there should also be an increased level of stormwater treatment (quality) and management (quantity). Stormwater outfalls from the site should be improved over existing outfalls to the greatest extent possible when the site redevelops.

Attachment 1

Note: This graphic is for illustrative purposes only and is not included as part of the nomination



Attachment 2



Attachment 3

Trip Generation Estimates for APR 08-III-25UP  
Hunter Mill District

**Current Comprehensive Plan**

Development Type	Sq Ft	AM Peak Hour		PM Peak Hour		Average
		In	Out	In	Out	Daily
Institutional(610)	490,000	329	229	239	330	7,155
Office (720)	490,000	890	-237	309	834	19,821
<b>Total Trips</b>		<b>1,220</b>	<b>466</b>	<b>547</b>	<b>1,164</b>	<b>26,977</b>

**Proposed Amendment to  
Comp Plan**

Development Type	Sq Ft	AM Peak Hour		PM Peak Hour		Average
		In	Out	In	Out	Daily
Institutional(610)	662,983	418	291	296	408	8,908
Office (720)	662,983	1,205	320	403	1,088	26,894
<b>Total Trips</b>		<b>1,623</b>	<b>611</b>	<b>698</b>	<b>1,497</b>	<b>35,802</b>

**Net Impact of Proposed Amendment  
Above Comp Plan**                      403                      145                      151                      333                      **Trips  
8,826**

- 1) Trip formulas are from the Institute of Traffic Engineers (ITE)Book 8th Edition, 2008
- 2) Trip generation estimates are provided for general order-of-magnitude comparisons only and do not account for pass-by, internal capture, or traffic reductions as a result of proximity to transit stations or bus service.
- 3) ITE land use of Hospital was used for Institutional and Medical-Dental Office for Office