

**PRELIMINARY
STAFF REPORT
2008-2009 AREA PLANS REVIEW**

SUPERVISOR DISTRICTS:Dranesville, Hunter Mill **APR ITEM:**APR#08-III-6UP; 08-III-10UP

NOMINATOR(S): Stuart Mendelsohn

ACREAGE: 08-III-6UP: 23.13 acres
08-III-10UP: 51.43 acres

TAX MAP I.D. NUMBERS: 08-III-6UP: 18-4((1)) 22, 23, 26B; 18-4((8))1A, 2, 3
08-III-10UP: 18-3((1)) 4, 5; 18-3((2)) 1, 2A, 4, 6; 18-3((3)) 2A, 3A, 4A

GENERAL LOCATION: Generally located north of the Dulles Toll Road, west (10UP) and east (6UP) of Hunter Mill Road.

PLANNING AREA(S): III

District(s): Upper Potomac

Sector: 08-III-6UP: Hickory (UP3); 08-III-10UP: Reston (UP5)

Special Area(s): n/a

ADOPTED PLAN MAP: Residential at .2-.5 dwelling units per acre (du/ac)

ADOPTED PLAN TEXT: 08-III-6UP: low density residential development at .2-.5 du/ac
08-III-10UP: residential development at .2-.5 du/ac, with option for southeastern portion for institutional or public uses. Hunter Mill Road is planned for two lanes. The Plan also contains three options to improve the Sunset Hills Road /Hunter Mill Road intersection. Two recommend road realignments. A third recommends a roundabout. See Attachment I for complete plan text.

PROPOSED PLAN AMENDMENT: For 6UP and 10 UP: Residential/office/retail mixed use up to .35 FAR. Option for residential/office/retail mixed use up to .70 FAR. Additional option to increase residential and non-residential uses to an unspecified development potential with the provision of workforce housing, transportation improvements and peripheral buffering

SUMMARY OF STAFF RECOMMENDATION

Approve Nomination as submitted

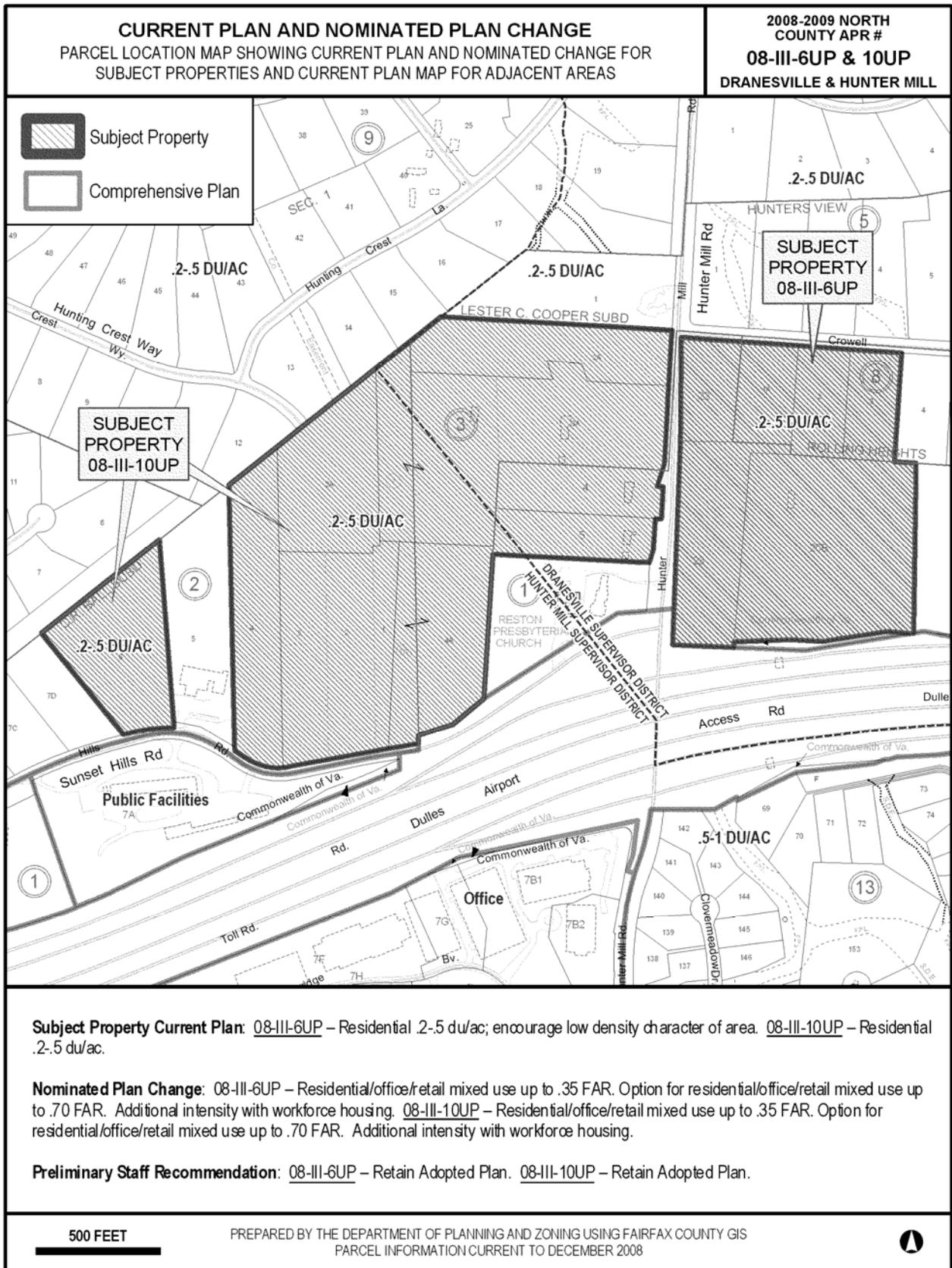
Approve Staff Alternative

Retain Adopted Plan

CONCLUSION

The nomination's proposed mixed use development of .35 FAR to .70 FAR and above is inconsistent with the countywide Concept for Future Development which designates this area as appropriate for low density residential use. This nomination is also inconsistent with Transit Oriented Development Policy which reserves higher intensity development for property that is located with ¼ to ½ mile to rail transit. In addition, the planned transportation network may not be able to accommodate this level of development. The staff recommendation is to retain the current Plan for low density residential development.

SUPERVISOR DISTRICTS: Dranesville, Hunter Mill **APR ITEMS:** APR# 08-III-6UP; 08-III-10UP



DESCRIPTION OF NOMINATION

Nomination Land Use Quantification

| Nomination | Acres | Existing | Zoning RE | Current Plan .2-.5 du/ac | Proposed Plan Option 1 | Proposed Plan Option 2 |
|------------|-------|---|----------------------------------|----------------------------------|--|---|
| 6UP | 23.13 | golf park and 1 single family detached house | 11 single family detached houses | 11 single family detached house | 175 low-rise residential units 71,131 sf office 105,198 sf retail | 350 low-rise residential units 140,263 office 210,295 retail |
| 10UP | 51.43 | 14,572 sf institutional (school) 3 single family detached houses | 25 single family detached houses | 25 single family detached houses | 392 low-rise multifamily units 235,219 sf office 156,813 sf retail | 784 low to mid-rise multifamily units 470,439 sf office 313,626 sf retail |
| Total | 74.56 | 4 detached houses golf park 14,572 sf institutional | 36 detached houses | 36 detached houses | 567 mf units 306,350 sf office 262,011 sf retail | 1134 mf units 610,702 sf Office 523,921 sf retail |

As shown in the chart above, a total of 36 detached single family dwellings units are permitted by right and at the maximum Comprehensive Plan density. The nominations propose three scenarios: mixed use at an intensity up to .35 FAR, up to .70 FAR, and above .70 FAR. However, only two could be quantified because the third, which would allow additional development potential over .70

FAR if accompanied by workforce housing, did not specify a maximum level of development. The two scenarios quantified in the chart indicate a range of development consisting 175 to 1,134 dwelling units with a corresponding non-residential component of 350,558 square feet to 1,134,623 square feet retail and office use.

PLANNING HISTORY

The subject areas are located between Reston and Tysons Corner and are part of a larger area planned for low density residential uses at .2-.5 du/ac. The Plan provides an option for institutional uses or public uses in the northeast quadrant of Hunter Mill Road and the Dulles Toll Road. The Plan provides guidance, however, that the cumulative effect of special exception and special permit uses should be carefully considered to determine that the use will not adversely impact the overall low density residential character of the area. With respect to transportation, improvement of the Sunset Hills Road intersection and Dulles Toll Road access at Hunter Mill Road is planned. Hunter Mill Road is planned as a two lane facility, and the Comprehensive Plan additionally recommends the consideration of context sensitive roadway design techniques.

As stated in previous staff reports, the Comprehensive Plan has long recommended that land on the periphery of Reston develop as low density residential uses to ensure that higher intensity uses from the master-planned community of Reston would not encroach into existing stable residential neighborhoods. In addition, this low density buffer has been and continues to be important to preserve an area of low density development between Reston and Tyson Corner. Existing residential communities in the area have developed, or are approved for houses on two-acre lots, firmly establishing the character for this area. This Plan guidance has been affirmed in multiple reviews including the 1991 Planning Horizons, which was a major Plan review, and each Area Plans Review cycle since then.

As shown in Attachment II, from 1990 to 2002, more than 35 proposals to amend the Comprehensive Plan have been considered in this general area. Two land-use related nominations, 04-III-2UP and 04-III-4UP, which proposed higher intensity uses in the subject areas and adjacent properties were ultimately considered as a part of the Hunter Mill Road Study authorized on March 21, 2005 by the Board of Supervisors. The impetus for this study was need to allow additional time to consider the complex issues relating to land use and transportation. A Task Force was appointed and included community members from both the Dranesville and Hunter Mill Supervisor Districts. The outcome of the 8 month study was a Task Force recommendation to retain a residential density of .2-.5 du/ac:

“With respect to the Special Study Area, the Task Force reaffirms the position of County staff over the past 45 years and finds this area is well served by the current comprehensive plan and is not suited for high density development of any kind, and recommends no change in the allowed density and/or permitted use of this area.”

On February 27, 2006, the Board of Supervisors made a motion that no further consideration was warranted for the land-use related 2004 APR nominations.

The Hunter Mill Road Special Study Task Force's recommendation to retain the Comprehensive plan guidance was consistent with the community, Planning Commission and Board of Supervisors response to all previous requests suggesting land use intensification. Among the concerns cited in each instance were incompatible land use transitions, conflict with the Countywide Concept for Future Development and the ability of the planned transportation network to accommodate planned development.

CRITICAL ISSUES

Unknown Maximum Development Potential: The nominations state that additional intensity above .70 FAR may be appropriate based on an increase of .2 FAR for every 2% of additional workforce housing provided. Without a stated maximum development potential, the character of the nomination is unknown and the full extent of the potential impacts from the maximum development potential cannot be quantified. The lack of a stated maximum FAR, prevents the meaningful evaluation of the impacts to public facilities and transportation infrastructure.

Logical Planning Area: Nomination 10UP includes a 5 acre parcel [18-3 ((2)) 6], that is physically separated from the remainder of the subject area by the Edlin School. The inclusion of this isolated parcel in the nomination subject area raises a concern about the ability to achieve compatible infill development with the adjacent low density parcels, as well as creating pressure to replan these parcels for more intense development in the future.

Concept for Future Development: In the countywide Concept for Future Development, the subject parcels are recommended for low density residential uses. This area serves as part of a low density buffer between the Tysons Corner Urban Center and the Reston Herndon Suburban Center. This planned character also reflects environmental policy that encourages low density development in order to protect water quality in the Difficult Run watershed and ultimately the Potomac River.

The Concept for Future Development has provided a clear future policy direction for Fairfax County since it was adopted on August 6, 1990. The Concept supports employment growth within designated development centers, transit station areas and industrial areas, with an emphasis on mixed-use development in some to create a balance of jobs and housing. Within these areas there is an abundance of development potential, as in the Wiehle Avenue Transit Station Area, which is planned for intensities up to 2.5 FAR and Tysons Corner, which is currently under review in consideration of increased intensity. There is not sufficient reason to designate this portion of the Hunter Mill Road area as a mixed use activity center, and the development character suggested by these nominations is inconsistent with the Concept for Future Development.

Transit Oriented Development: The nominations propose development intensity that ranges from .35 FAR to over .70 FAR and cite as a part of their justification proximity to the planned Wiehle

Avenue Metro Station. The nominations characterize the subject property as having convenient access to planned transit. The Policy Plan guidance for Transit Oriented Development (TOD) is to “Focus and concentrate the highest density or land use intensity close to the rail transit station, and where feasible, above the rail transit station.” The Policy Plan goes on to generally define the TOD area as ¼ mile radius from the station platform with density and intensity tapering to within a ½ mile radius. The western most property in these two nominations is approximately 1 mile from the Wiehle Bridge over the Dulles Toll Road. The entire subject property sits between 1 mile and 1½ miles from the Wiehle Bridge. The planned Wiehle Avenue Metro Station is planned to be located further west of the bridge. These distances are beyond the area planned for Transit Oriented Development.

Transportation: The Code of Virginia (Chapter 527 §15.2-2222.1) requires localities to submit Comprehensive Plans and proposed amendments to Comprehensive Plans that will substantially affect transportation on state-controlled roads to the Virginia Department of Transportation (VDOT) for review. Any amendment to the Comprehensive Plan that would generate 5,000 additional vehicle trips per day, assuming the highest density permissible, triggers a review by VDOT. This review is also commonly referred to as “VDOT 527” or “Chapter 527”. Considering the highest density currently allowed under the Comprehensive Plan to the suggested development potentials, both nominations 08-III-6UP and 08-III-10UP will require a VDOT 527 review, as shown in the following charts. *As such, a traffic impact studies would be required to be prepared and submitted for review.* While trip estimates are on a general-order of magnitude and do not include any reductions for retail pass-by, internal capture, and transit use; they do provide a preliminary assessment of the total trip impacts. Additionally, each study must take into account the proposed development for both APR nominations 08-III-6UP and 08-III-10UP, because of their proximity.

The higher traffic generating uses on the subject parcels under both options could significantly affect the surrounding roadway network. The Transportation Plan Map identifies the following road improvements that directly affect the nominated sites:

- Hunter Mill Road is shown to be a 2 lane improved arterial
- Sunset Hills Road is shown to be a 4 lane improved arterial
- A full interchange improvement is shown at Hunter Mill Road and the Dulles Toll Road.

The Countywide Trails Plan shows a stone dust trail and on road bike lanes along Hunter Mill Road, a minor paved trail along Sunset Hills Road, a major paved trail along Crowell Road, and a major regional trail system along the Dulles Toll Road.

Trip Impact

In the case of 08-III-10UP, almost all traffic in and out of the nominated site would use Sunset Hills Road or Hunter Mill Road. Recent vehicle counts taken on these roads by the VDOT indicate that there is an annual average daily weekday volume of 15,000 trips on Hunter Mill Road and 11,000 trips on Sunset Hills Road. If no reductions are assumed, the preliminary analysis presented in the

table above indicates that volume could increase by almost 100% due to this proposed development. Due to the projected amount of traffic from this site and the current volume, road improvements beyond what are shown on the Transportation Plan Map and stated in the UP5-Reston Community Planning Sector of the Comprehensive Plan, may be needed. This increase in traffic could also affect traffic operations at the two signalized intersections on Hunter Mill Road: one at Sunset Hills Road and the other at the Dulles Toll Road.

In the case of 08-III-6UP, almost all traffic in and out of the nominated site would use Hunter Mill Road. Crowell Road, located directly to the north of the site, could provide minor additional access if the road is improved. Currently, the Transportation Plan Map shows no improvements to Crowell Road. Additionally, Sunset Hills Road to the west could experience an increase in traffic as the result of this development. Recent vehicle counts taken on these roads by VDOT indicate that there is an annual average daily weekday volume of 9,000 trips on Crowell Road and Brown Mill Road in addition to those cited above for Sunset Hills Road and Hunter Mill Road. If no reductions are assumed, the preliminary analysis presented in the following table indicates that volume on the surrounding roads could increase by approximately 40% due to this proposed development.

Bus Service

A report commissioned by Fairfax County called the Reston Access Study highlighted Fairfax Connector improvements that could be achieved when Metro rail is operational. The study highlighted that a future Fairfax Connector Route (FXC 959) should be considered that would loop from Sunset Hills Road to Sunrise Valley Road. This route would cross Hunter Mill Road and have access to the Wiehle Avenue Metro Station. Headways (the time interval between buses) would be between 14-15 minutes during peak periods. The proposed bus service to the Metro rail station is not sufficient to handle the proposed development should this site rely fully upon this route to access the Wiehle Metro Station. Alternative shuttle service would be needed to have a meaningful reduction in vehicle trips due to the distance of this site from the station (more than a mile).

Sunset Hills/ Dulles Toll Road Interchange Improvements

There is guidance in the Comprehensive Plan to realign Sunset Hills Road and improve the interchange at Hunter Mill Road and the Dulles Toll Road. Three options are presented in the Comprehensive Plan, with the preferred option to slightly modify Sunset Hills Road to align with the Dulles Toll Road westbound off ramp. The on ramp would be relocated further west on Sunset Hills Road. Should this option not be accepted by VDOT an alternative exists to realign Sunset Hills as close as possible to the Reston Presbyterian Church (Tax Map 18-3 ((1)) 6). Additionally, a study was conducted in 2006 by the Northern Virginia Regional Commission that calls for a roundabout at this intersection as described in the Hunter Mill Traffic Calming Study.

The transportation issues associated with any development of the subject parcels, particularly those associated with access, will need to be adequately addressed during the course of the normal review process. The development plan should address overall circulation patterns, turning movements, parcel consolidation, pedestrian circulation, safety issues, signalization issues, and transit amenities. Signalization and access issues as well as safety issues (particularly pedestrian related), are of primary concern. Dedication of right-of-way for trail, sidewalk, and roadway improvements/widenings and associated easements may be required.

Schools: The subject areas are served by the Sunrise Valley Elementary, Langston Hughes Middle School and South Lakes High School. It is noted that Hughes Middle School and South Lakes High School also serve Reston Town Center and the Lake Anne area, where significant residential growth potential exists. Of the three schools, Sunrise Valley Elementary is currently operating over capacity. All three schools are projected to be over capacity by the 2013-2014 school year. Nomination 6 UP is estimated to generate from 33 to 47 students. Nomination 10UP is estimated to generate from 76 to 108 students.

**Trip Generation Estimates for APR 08-III-6UP
Dranesville District**

Current Comprehensive Plan

| Development Type | Units | AM Peak Hour | | PM Peak Hour | | Average Daily |
|------------------|-------|--------------|-----|--------------|-----|---------------|
| | | In | Out | In | Out | |
| Res. SFD (210) | 11 | 4 | 13 | 9 | 5 | 136 |

Proposed Amendment Option 1

| Development Type | Units/Sq Ft | AM Peak Hour | | PM Peak Hour | | Average Daily |
|------------------|-------------|--------------|-----------|--------------|------------|---------------|
| | | In | Out | In | Out | |
| Res. Apts (220) | 175 | 1 | 0 | 13 | 66 | 1,184 |
| Retail (820) | 105,198 | 97 | 62 | 322 | 336 | 7,018 |
| Office (710) | 71,131 | <u>126</u> | <u>17</u> | <u>27</u> | <u>132</u> | <u>1,026</u> |
| Total | | 224 | 79 | 363 | 533 | 9,229 |

Proposed Amendment Option 2

| Development Type | Units/Sq Ft | AM Peak Hour | | PM Peak Hour | | Average Daily |
|------------------|-------------|--------------|------------|--------------|------------|---------------|
| | | In | Out | In | Out | |
| Res. Apts (220) | 350 | 2 | 0 | 13 | 66 | 2,245 |
| Retail (820) | 210,395 | 146 | 93 | 513 | 534 | 11,013 |
| Office (710) | 140,263 | <u>216</u> | <u>30</u> | <u>40</u> | <u>196</u> | <u>1,731</u> |
| Total | | 364 | 123 | 567 | 796 | 14,989 |

Net Impact of Proposed Amendment (Option 1)

Above Comprehensive Plan 219 66 354 527 **9,092** **Trips**

Net Impact of Proposed Amendment (Option 2)

Above Comprehensive Plan 360 110 558 790 **14,852**

¹⁾ Trip rates and 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 transit.

Trip Generation Estimates for APR 08-III-10UP

Dranesville District

Current Comprehensive Plan

| Development Type | Units | AM Peak Hour | | PM Peak Hour | | Average Daily |
|------------------|-------|--------------|-----|--------------|-----|---------------|
| | | In | Out | In | Out | |
| Res. SFD (210) | 11 | 4 | 13 | 9 | 5 | 136 |

Proposed Amendment Option 1

| Development Type | Units/Sq Ft | AM Peak Hour | | PM Peak Hour | | Average Daily |
|------------------|-------------|--------------|------------|--------------|------------|---------------|
| | | In | Out | In | Out | |
| Res. Apts (220) | 392 | 2 | 0 | 13 | 66 | 2,499 |
| Retail (820) | 156,813 | 123 | 78 | 421 | 439 | 9,098 |
| Office (710) | 235,219 | <u>327</u> | <u>45</u> | <u>58</u> | <u>284</u> | <u>2,578</u> |
| Total | | 452 | 123 | 493 | 788 | 14,174 |

Proposed Amendment Option 2

| Development Type | Units/Sq Ft | AM Peak Hour | | PM Peak Hour | | Average Daily |
|------------------|-------------|--------------|------------|--------------|--------------|---------------|
| | | In | Out | In | Out | |
| Res. Apts (220) | 784 | 3 | 0 | 14 | 66 | 4,875 |
| Retail (820) | 313,626 | 184 | 118 | 670 | 698 | 14,276 |
| Office (710) | 470,439 | <u>570</u> | <u>78</u> | <u>103</u> | <u>503</u> | <u>4,395</u> |
| Total | | 758 | 196 | 787 | 1,267 | 23,546 |

| Net Impact of Proposed Amendment (Option 1) | | | | | | Trips |
|--|--|-----|-----|-----|-------|---------------|
| Above Comprehensive Plan | | 447 | 110 | 484 | 783 | 14,038 |
| Net Impact of Proposed Amendment (Option 2) | | | | | | |
| Above Comprehensive Plan | | 753 | 183 | 778 | 1,261 | 23,410 |

¹⁾ Trip rates and 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 transit.

ATTACHMENT I

Adopted Comprehensive Plan Text

Pertinent to 6UP and 10 UP:

Fairfax County Comprehensive Plan, 2007 Edition, Area III, Upper Potomac Planning District, Amended Through 6-30-2008

Overview

Page 3, Concept For Future Development:

“The areas around the Difficult Run stream valley and watershed in the eastern portion of the Upper Potomac Planning District are also designated as Low Density Residential Areas, due to the established low density character, the ecological significance, and environmental sensitivity of these areas.

Pages 3 and 4, Major Objectives

Planning objectives in the Upper Potomac Planning District are the following:

- Limit redevelopment of commercial, industrial and residential areas to intensities which will, upon redevelopment, result in acceptable levels of service and have minimal impact on stable residential areas, village centers, and other centers that serve villages or neighborhoods;
- Preserve stable residential areas through infill development of a character and intensity/density that is compatible with existing residential uses;
- Limit commercial encroachment into residential neighborhoods and establish a clearly defined "edge" between commercial and residential areas;
- Maintain the residential character development along the Route 7 Corridor and prevent industrial, office, research and development (R&D) and retail commercial development in this corridor between the Dulles Airport Access Road and the Loudoun County line;
- Continue active pursuit of affordable housing goals by enlarging the inventory and maintaining and improving existing affordable units; and”

Page 5, Transportation

“Hunter Mill Road from Chain Bridge Road to Baron Cameron Avenue is a 7.2 mile roadway that is designated a Virginia Byway. To preserve the road’s scenic and historic character, planning efforts should focus on innovative ways of dealing with traffic volumes. The Hunter Mill Road Traffic Calming Study, sponsored by the Northern Virginia Regional Commission (NVRC) and completed in 2006, provides both a traffic calming conceptual plan for Hunter Mill Road, as well as context sensitive roadway design techniques.”

Page 10, Environment

“The achievement of high water quality should continue to be implemented through the land use plan, as well as structural control techniques in the portion of the planning district that drains to the Sugarland Run, Difficult Run and the Occoquan Reservoir. The following guidelines are suggested to achieve this objective:

....

- Maintain very low density development in the portions of the district that are environmentally constrained and drain into the Difficult Run ... watershed”

Page 11, Heritage Resources

“There are known and potential heritage resources located along the 7.2-mile length of Hunter Mill Road, a portion of which lies within this Planning District. Such resources include sites or structures that are evidence of Native American occupation, pre-Revolutionary and Civil War activities, and the County’s agrarian past. Actions to document these heritage resources, and to protect and preserve those that are determined by the County to be of historic or archaeological significance are underway and should be encouraged. Hunter Mill Road has been determined to be eligible for listing in the Virginia Landmarks Register and the National Register of Historic Places. The determination of eligibility is the first step in the process for being listed on the Virginia Landmarks and/or the National Register of Historic Places. Hunter Mill Road has also been designated as a Virginia Byway.”

Pertinent to 6UP:

Fairfax County Comprehensive Plan, 2007 Edition, Area III, Upper Potomac Planning District, Amended through 6-30-2008, UP3-Hickory Community Planning Sector

Land Use

Page 87

- “1. Most land should be developed for residential use at .2-.5 dwelling units per acre in order to preserve the existing character and support the concept of low density residential development for land in the Reston environs. [Not shown]”

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- “5. Cluster subdivisions may be appropriate in this sector if the following criteria are met and are rigorously applied: 1) Wherever possible the proposed open space should provide connections with existing or planned trails; 2) Individual lots, buildings, streets, utilities and parking areas are designed and situated to minimize the disruption of the site’s natural drainage and topography, and to promote the preservation of important view sheds, historic resources, steep slopes, stream valleys and desirable vegetation; 3) Site design and building location are done in a manner that is compatible with surrounding development; 4) Modifications to minimum district size, lot area, lot width or open space requirements of a cluster subdivision in the R-E and R-1 Districts are not appropriate, unless significant benefits can be achieved in the preservation of the natural environment, scenic view shed(s) or historic resources by permitting such modifications; and 5) Lot yield shall be limited to that which could reasonably result under conventional development. [Not Shown]”

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- “9. In this planning sector uses requiring special permits and special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall low density residential character of the area. [Not shown]”
- “11. The area bounded by Hunter Mill Road, Colvin Run, Leesburg Pike (Route 7), Difficult Run and the Dulles Airport Access Road is part of the Difficult Run watershed and is planned for low density residential development at .2-.5 dwelling units per acre as shown on the Plan map. Uses requiring special permit or special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall low density residential character of the area. The cumulative effect of special permit and special exception uses should be considered prior to allowing additional uses or the expansion of existing uses to determine if adding new uses or expanding existing uses will change the low density residential character of the area.”

Transportation

“Transportation recommendations for this sector are shown on Figures 23 and 24. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals. Development proposals should also be evaluated against the Hunter Mill Road Traffic Calming Study (Northern Virginia Regional Commission, 2006), which provides both a traffic calming conceptual plan for Hunter Mill Road, as well as context sensitive roadway design techniques.”

Pertinent to 10 UP

Fairfax County Comprehensive Plan, 2007 Edition, Area III, Upper Potomac Planning District, Amended through 6-30-2008, UP5-Reston Community Planning Sector

Land Use

Page 126-127

- “12. The area bounded by Hunter Mill Road, Lake Fairfax Park, Sunset Hills Road, and Lake Fairfax Business Park is planned for residential development at .2-.5 dwelling units per acre as shown on the Plan map. As an option, the southeastern portion of the area may also be appropriate for institutional or public uses if all adverse impacts are satisfactorily mitigated.

Uses requiring special permit or special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall low density residential character of the area. The cumulative effect of special permit and special exception uses should be considered prior to allowing additional uses of this type. The expansion of existing special permit and special exception uses should be considered on a case-by-case basis to determine if expanding the existing use will be in keeping with the low density residential character of the area.”

Any improvement to Sunset Hills Road must be designed so as to not adversely impact the ability of the private school located on Tax Map 18-3((2))5 (formerly the Tara Reston Christian School) to operate at its authorized capacity (February 1988). Safe and convenient access for ingress and egress should be provided. Noise engineering studies should also accompany the corridor study which will have to be conducted for Sunset Hills Road in accordance with Transportation Policy 1b.”

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“18. For the Sector UP5 area outside Reston, ample local-serving commercial facilities are either available or planned within Reston, at the Village Centers and Town Center, leaving no need for commercial development along either Route 606 or Hunter Mill Road. [Not shown]”

Transportation

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“Sunset Hills Road as it terminates at Hunter Mill Road provides for the primary access to the Dulles Toll Road for the residential areas and commercial office areas within the eastern periphery of Reston. This access can be provided for by either option A, B or C below. Option A is the preferred option:

- The preferred option A is to slightly modify the current Sunset Hills Road intersection by moving it opposite the Dulles Toll Road westbound off-ramp and relocate the Toll Road westbound on-ramp to begin at Sunset Hills Road west of Hunter Mill Road and east of the existing VDOT maintenance facility.
- A secondary option B, if option A is not accepted by VDOT, would be to relocate Sunset Hills Road in a configuration that brings the intersection of Sunset Hills Road and Hunter Mill Road as close as possible to the Reston Presbyterian Church (Tax Map 18-3((1))6).
- A third option C is a roundabout as described in the Hunter Mill Road Traffic Calming Study (Northern Virginia Regional Commission, 2006).”

ATTACHMENT II

***HUNTER MILL ROAD AREA APR ITEMS 1990-2002 SUMMARY PRIOR TO
2005 HUNTER MILL ROAD STUDY***

SHR-Sunset Hills Road
SVD- Sunrise Valley Drive
HMR-Hunter Mill Road
DTR-Dulles Toll Road

1990-1997

Multiple suggestions for Plan Amendments relating to the subject area were received during the 1990 Area Plan Update ranging up to 30 du/ac and office up to .70 FAR, widening HMR to six lanes, and realigning SHR to various locations.

1997-1998 APR

97-III-6UP: Denied by PC (retain adopted Plan)

- Proposed residential use at 1-2 du/ac for Bachman property (18-3 ((1)) 1)
- Staff recommended retaining the adopted Plan for the following reasons:
 - Low-density buffer surrounding Reston.
 - Existing Plan for .2-.5 du/ac is consistent with Concept for Future Development which designates the area as a Low Density Residential Area (planned for .1-.5 du/ac).
 - Preserves concept of a low-density residential transition area between Reston and the Tysons Corner Urban Center.
 - Compatibility with existing development-Plan recommendation continues to be implemented demonstrating that it remains a viable recommendation.
 - No change in circumstance.
- Task Force recommended retaining the adopted Plan

97-III-14UP through 20UP: Denied by PC (retain adopted Plan)

- Proposed residential use at .5-1, 1-2, 2-3, 3-4, 4-5, 5-8, and alternative uses: indoor and outdoor recreational facilities of all types including any located or planned for any public park in Fairfax County.
- Nomination covered site to the east of Hunter Mill Road that includes the golf park (18-4 ((1)) 22, 23, 26; 18-4 ((8)) 1A, 2, 3, 4, 5, A)

- Staff recommended retaining the adopted Plan for the following reasons:
 - Low-density buffer surrounding Reston
 - Compatibility with existing adjacent development
 - Existing Plan for .2-.5 du/ac is consistent with Concept for Future Development which designates the area as a Low Density Residential Area (planned for .1-.5 du/ac).
 - Preserves concept of a low-density residential transition area between Reston and the Tysons Corner Urban Center.
 - No change in circumstance.
 - Ensuring recommended density can be accommodated by planned transportation network in vicinity.
- Task Force recommended retaining the adopted Plan

97-III-21UP through 32UP, 97-III-33UP through 44UP & 98-III-11UP: Denied by PC

- Parcels south of Bachman Property and north of SHR
- Proposed residential use at plan ranges of .5-1 du/ac up to 16-20 du/ac, Office, Retail and other, Mixed Use
- Staff recommended retaining adopted Plan for the following reasons:
 - Low-density buffer surrounding Reston
 - Compatibility with existing adjacent development
 - Existing Plan for .2-.5 du/ac is consistent with Concept for Future Development which designates the area as a Low Density Residential Area (planned for .1-.5 du/ac).
 - Preserves concept of a low-density residential transition area between Reston and the Tysons Corner Urban Center.
 - Ensuring recommended density can be accommodated by planned transportation network in vicinity.
- Task Force recommended retaining the current Plan.

- Withdrawn, PC accepted withdrawal

97-III-51UP: PC & BOS approved Task Force alternative

- Area bounded by HMR, Colvin Run, Leesburg Pike, Difficult Run and DTR. Proposed text changes to recommend against the expansion or enhancement of existing special permit uses or the granting of new non-residential zoning changes, special permit or special exception uses.
- Staff recommended a Staff Alternative:
 - Alternative text that would provide additional guidance for the review of uses requiring special permit or special exception approval in the Hickory Community Planning Sector.
 - Addition of #11 in UP3, Hickory Community Planning Sector, Upper Potomac Planning District

97-III-52UP: PC and BOS approved PC alternative which modified Task Force alternative by distinguishing between review required for new SP and SE uses and expansions of existing SPs and SEs.

- Area bounded by HMR, Lake Fairfax Park, SHR and Lake Fairfax Business Park
- Proposed text changes to recommend against the establishment or expansion of existing special permit or special exception uses and to state that non-residential uses are not appropriate in this area.
- Staff recommended approval of a Staff Alternative
 - Case-by-case review, some circumstances it may be appropriate for certain non-residential uses allowed by special permit or special exception.
 - Added text in #11, UP5, Reston Community Planning Sector, Upper Potomac Planning District.

97-III-54UP (previously 94-III-11UP): PC deferred indefinitely on 9/9/98 prior to APR hearings

- Proposed SHR alignment at HMR; SHR follows dedicated ROW to southern boundary of Bachman farm to property line between Campagna and Thoburn to Crowell/Hunter Mill Road.
- Staff recommended approval of Staff Alternative
 - Alternative A: Old SHR cul-de-sac(ed); new alignment to HMR north of church

- Alternative A expanded: Old SHR cul-de-sac(ed); modified entrance ramps to DTR; SHR aligned with HMR north of church and continues through property east of HMR north and meets Crowell Road east of intersection of Crowell Rd and HMR.
- Alternative B: Old SHR cul-de-sac(ed); SHR follows ROW north of Bachman farm property line to intersect with HMR north of Crowell Road.
- Critical Issues:
 - Traffic circulation and safety
 - Traffic on Crowell Road
 - Impacts on the existing subdivision of Equestrian Park
 - Impact of Sunset Hills Road realignment on the Planned land use in the quadrant

2001-2002 APR

01-III-7UP: withdrawn

01-III-12UP: Denied by PC

- Proposed residential use at 4-5 du/ac for Bachman Property
- Staff recommended retaining the adopted Plan for the following reasons:
 - Low-density buffer surrounding Reston
 - Firmly established character of area under current Plan guidance
 - Existing Plan for .2-.5 du/ac is consistent with Concept for Future Development which designates the area as a Low Density Residential Area (planned for .1-.5 du/ac).
 - Preserves concept of a low-density residential transition area between Reston and the Tysons Corner Urban Center.
 - Potential for over 500 du with significant impacts on roads, schools, and other public facilities

01-III-15UP: Denied by PC

- Parcel 18-3 ((1)) 6
- Proposed residential use at 20+ du/ac (as affordable housing)

- Staff recommended retaining the adopted Plan for the following reasons:
 - Low-density buffer surrounding Reston
 - Preserves concept of a low-density residential transition area between Reston and the Tysons Corner Urban Center.
 - Firmly established character of area under current Plan guidance
 - Existing Plan for .2-.5 du/ac is consistent with Concept for Future Development which designates the area as a Low Density Residential Area (planned for .1-.5 du/ac).
 - Proposal is over 40 times greater than existing Plan, and are appropriate in employment centers or next to transit stations.
 - Located approximately 1 mile from proposed Metro station at Wiehle Avenue-not likely to utilize metro without first using some other means of getting to the station area.

01-III-17UP: Denied by PC

- Parcels south of Bachman property adjacent to HMR and SHR
- Proposed mixed use, including residential, office, retail, institutional, recreation, open space and commuter parking up to 1.0 FAR.
- Staff recommended retaining the adopted Plan for the following reasons:
 - Low-density buffer surrounding Reston
 - Preserves concept of a low-density residential transition area between Reston and the Tysons Corner Urban Center.
 - Firmly established character of area under current Plan guidance
 - Existing Plan for .2-.5 du/ac is consistent with Concept for Future Development which designates the area as a Low Density Residential Area (planned for .1-.5 du/ac).
 - Proposal would result in over 2 million SF of development which would have a major impact on roads, schools, and other public facilities. A decision to replan this area for high density mixed-use development would represent a major policy and planning change for the County, given the long standing Plan guidance for low density residential development in this area. These types of uses and intensities are planned for the County's employment centers and transit station areas.

01-III-22UP and 23UP: Denied by PC

- Area bounded by HMR, Lake Fairfax Business Park, Lake Fairfax Park and SHR.
- Proposed amendment to Rec #11 of the UP5, Reston Community Planning Sector UP22 proposed text changes that would describe the area as a low-density residential area that is not appropriate for industrial, office, research and development and retail uses are not appropriate. UP23 proposed to include language recommending rigorous review of transportation projects, public facilities, parks expansion to ensure size and consistent scale with the character of the area. The nomination also proposed retention of the current SHR alignment.
- Staff recommended retaining the adopted Plan for the following reason:
 - Proposed text duplicates guidance found in the Concept for Future Development which identifies this area as planned for low-density residential uses.

01-II-11F, 13V, III-27UP, III-28UP: Adopted by BOS

- 7.2 Mile Hunter Mill Road Corridor
- The adopted amendment added text within the District-wide Recommendations, Heritage Resources for Vienna, Upper Potomac, and Fairfax Planning Districts noting that the Hunter Mill corridor has many known historic landmarks and that actions to document and preserve the landmarks should be undertaken.