

Figure #	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
Upper Potomac						
---	3	Upper Potomac	17	5. Construct additional public transit facilities including park-and-ride lots at the southeastern quadrant of the Dulles Airport Access Road and Monroe Street, on Sunset Hills Road west of Hunter Mill Road, and at Lawyers Road and Reston Parkway. Construct a transit center in Reston at the Reston Town Center. In addition, preserve the potential for rail destination stations at the following locations: Dulles Toll Road just west of the Reston Parkway and Dulles Toll Road at the Center for Innovative Technology (CIT). (UP5)	5. Construct additional public transit facilities including park-and-ride lots at the southeastern quadrant of the Dulles Airport Access Road and Monroe Street, on Sunset Hills Road west of Hunter Mill Road at Reston East, and at Lawyers Road and Reston Parkway. Construct a transit center in Reston at the Reston Town Center. In addition, preserve the potential for rail destination stations at the following locations: Dulles Toll Road just west of the Reston Parkway and Dulles Toll Road at the Center for Innovative Technology (CIT). (UP5)	The park-and-ride lot that was planned to be on Sunset Hills Road west of Hunter Mill Road was instead planned for Reston East near Wiehle Avenue.
---	3	Upper Potomac	36	The Town Center should include a transit center near the intersection of Town Center Parkway and Bluemont Way, in close proximity to the core, and should be planned for a future rail station in the Reston Parkway interchange area. Should such facilities be designated for this area, future development should assist in the provision of facilities to accommodate this need.	The Town Center should include a transit center near the intersection of Town Center Parkway and Bluemont Way, in close proximity to the core, and should be planned for a future rail station in the Reston Parkway interchange area. Should such facilities be designated for this area, future development should assist in the provision of facilities to accommodate this need.	The transit center is already in place in the Reston Town Center.
---	3	Upper Potomac	44	A portion of Land Unit E adjacent to the Dulles Airport Access Road, to the west of the Reston Parkway should be dedicated for a potential rail station (no parking). The location of this station should be coordinated with that proposed for Land Unit D. There is currently a planned underpass under the Dulles Airport Access and Toll Road to connect Town Center Parkway on the north with Edmund Halley Drive on the south.	A portion of Land Unit E adjacent to the Dulles Airport Access Road, to the west of the Reston Parkway should be dedicated for a potential rail station (no parking). The location of this station should be coordinated with that proposed for the Reston Town Center transit center located in Land Unit D. There is currently a planned underpass under the Dulles Airport Access and Toll Road to connect Town Center Parkway on the north with Edmund Halley Drive on the south.	The Reston Town Center transit center was recently completed.
---	3	Upper Potomac	84	The grade-separated interchange at the intersection of Leesburg Pike (Route 7) and Algonkian Parkway should be designed and constructed in a manner that will minimize the impact on Holly Knoll and other nearby communities.	The grade-separated interchange at the intersection of Leesburg Pike (Route 7) and Algonkian Parkway should be designed and constructed in a manner that will minimize the impact on Holly Knoll and other nearby communities.	This interchange has already been constructed.

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---	3	Upper Potomac	100	<p>• Right-of-way and ancillary easements needed for both the relocation of Laurel Way and the construction of the Fairfax County Parkway interchange at Baron Cameron Avenue shall be provided; and</p>	<p>• Right-of-way and ancillary easements needed for both the relocation of Laurel Way and the construction of the Fairfax County Parkway interchange at Baron Cameron Avenue shall be provided; and</p>	<p>The construction of the Fairfax County Parkway Interchange at Baron Cameron Avenue has already occurred.</p>
---	3	Upper Potomac	100	<p>• Access, prior to construction of the Fairfax County Parkway Interchange at Baron Cameron Avenue, may be oriented to existing Laurel Way. Upon construction of this segment of the Parkway however, any access to existing Laurel Way will be closed and reoriented to the relocated Laurel Way. No access shall be provided to and from Stuart Road.</p>	<p>• Access, prior to construction of the Fairfax County Parkway interchange at Baron Cameron Avenue, may be oriented to existing Laurel Way. Upon construction of this segment of the Parkway however, any access to existing Laurel Way will be closed and reoriented to the relocated Laurel Way. No access shall be provided to and from Stuart Road.</p>	<p>The construction of the Fairfax County Parkway Interchange at Baron Cameron Avenue has already occurred.</p>
---	3	Upper Potomac	105	<p>The southern portion of Land Unit C has been identified as the location for the commuter park-and-ride facility that would support bus and/or rail transit in the Dulles corridor. A development plan should be submitted that shows the area planned for residential use but noting that a portion of the site may be used for a park-and-ride facility. In order to preserve the option for transit facilities in this location, development of Land Unit C should be phased to progress from north to south so that the southern portion of the land unit remains vacant for as long as possible. In no case should units proposed for the southern portion of the site be transferred to the northern portion.</p>	<p>The southern portion of Land Unit C has been identified as the location for the commuter park-and-ride facility <u>facilities</u> that would support bus and/or rail transit <u>Metrorail</u> in the Dulles corridor. A development plan should be submitted that shows the area planned for residential use but noting that a portion of the site may be used for a park-and-ride facility <u>commuter facilities</u>. In order to preserve the option for transit facilities in this location, development of Land Unit C should be phased to progress from north to south so that the southern portion of the land unit remains vacant for as long as possible. In no case should units proposed for the southern portion of the site be transferred to the northern portion.</p>	<p>A Draft Environmental Impact Statement (EIS) in tandem with input from the public and local stakeholders resulted in the Locally Preferred Alternative of extending Metrorail to the Washington Dulles International Airport and beyond. General site plans show the parking structure as being south of the Dulles Toll Road. Kiss-and-Ride facilities as well as bus bays will be available at the north entrance to the Route 28 station.</p>
---	3	Upper Potomac	108	<p>9. Any construction of Wiehle Avenue west of Dranesville Road would be subject to a corridor study. [Not shown] (See Figure 31 "Transportation Recommendations".)</p>	<p><u>9. Right-of-way for the Wiehle Avenue extension from Dranesville Road to the Loudoun County Line has been set aside during the development review process. Any construction of Wiehle Avenue west of Dranesville Road would be subject to a corridor study. This study would examine four lane, two lane, and no-build options. It would be conducted with participation from affected communities. Should only two lanes be required, the additional right-of-way could be used for non-vehicular improvements that benefit the community, for example, pedestrian paths, bike trails and landscaping.</u> [Not shown] (See Figure 31 "Transportation Recommendations".)</p>	<p>It was suggested that the Wiehle Avenue extension be eliminated from the Transportation Plan map from Dranesville Road to Crestview Drive. Staff recommends that this connection remain on the Plan. Further study needs to be done to determine whether the designation should be two lanes or four lanes.</p>

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43	3	Upper Potomac	130	1.5 ACRES	RESTON TOWN CENTER TRANSIT TRANSFER CENTER 1.5 ACRES	The transit transfer center is already in place in the Reston Town Center.
46	3	Upper Potomac	133		Delete figure 46 because access has already been provided.	Access has already been provided in the form of Sallamae Drive
48	3	Upper Potomac	135	6 ACRES 350 SPACES	RESTON SOUTH COMMUTER PARKING LOT 6 ACRES 350 SPACES	The commuter parking lot is already in place at the corner of Lawyers Road and Reston Parkway.
49	3	Upper Potomac	136	30 ACRES 1775 SPACES	HERNDON-MONROE COMMUTER PARKING LOT 30 ACRES 1775 SPACES	The commuter parking lot is already in place at Herndon Monroe.
---	3	Upper Potomac	137	2. Construct a commuter park-and-ride facility at Lawyers Road and Reston Parkway. Also, construct a transit center in Reston at the Reston Town Center. In addition, reserve land adjacent to the Dulles Toll Road just west of the Reston Parkway for a potential rail station (no parking).	2. Construct a commuter park-and-ride facility at Lawyers Road and Reston Parkway. Also, construct a transit center in Reston at the Reston Town Center. In addition, reserve land adjacent to the Dulles Toll Road just west of the Reston Parkway for a potential rail station (no parking).	The commuter parking lot is already in place at the corner of Lawyers Road and Reston Parkway. The transit center is already in place in the Reston Town Center.
---	3	Upper Potomac	147	Construction of six lanes should be completed from the Dulles Toll Road to Frying Pan Road;	Construction of six lanes should be completed from the Dulles Toll Road to Frying Pan Road;	This segment has been constructed.

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53	3	Upper Potomac	148	SEE MAP ENLARGEMENT FOR DETAILS IN THIS AREA	SEE MAP ENLARGEMENT FOR DETAILS IN THIS AREA	All of these access points have been implemented.
54	3	Upper Potomac	149			This figure should be deleted. All of the access points have been implemented.
--	3	Upper Potomac	159	• Right-of-way is provided for the widening of Ox Trail and Rugby Road to a four lane section. Dedication of this right-of-way does not necessarily obligate the dedicator to construction of these improvements;		Could have been completed. Needs to be field checked.
--	3	Upper Potomac	180	shall be located in this buffer. Any utilities, to include stormwater pipes or channel improvements, that must be located within this buffer area shall be located and designed to minimize damage to existing vegetation and should be subject to landscaping to reduce any views into the campus. This buffer is to be measured from the eastern edge of the right-of-way of the anticipated four lane Rugby Road and Ox Trail;		Could have been completed. Needs to be field checked.