





## CONTEXT

### General Location

The nominated properties are located in the northwestern intersection of Sunrise Valley Drive and Reston Parkway.

### Existing and Planned Land Use and Zoning:

**Subject Properties:** The subject properties are located in Sub-unit E-5 of the Reston-Herndon Suburban Center in the Upper Potomac Planning District. The properties are planned for office use. The subject properties are zoned I-4 (medium intensity industrial). The area is developed with low-rise and mid-rise office use.

#### *Adjacent Area:*

**North:** The area to the north is planned for office use. The area is zoned I-4 (medium intensity industrial). The area is developed with low-rise and mid-rise office use.

**West:** The area to the west is planned for public facilities and office use. The area is zoned R-1 (1 dwelling unit/acre) and I-4 (medium intensity industrial). The area is developed with low-rise and medium-rise office as well as the USGS site.

**South/East:** The area to the south and east is planned RPC (Residential Planned Community). The area is zoned PRC (Planned Residential Community). The area is developed with low-rise multifamily condominiums, retail, a high-rise office building and a hotel.

## PLANNING HISTORY

On November 16, 1998, Land Unit E of the Reston-Herndon Suburban Center was amended as a result of adoption of Plan Amendment 95-39 (resulting from 1997-1998 Area Plans Review nomination 98-III-8UP and Out-of-Turn Plan Amendment (OTPA) S98-III-UP2). The adopted Plan text added an option for Office use up to .70 FAR for specific parcels that were identified by tax map identification numbers.

On May 21, 2001, Plan Amendment 2000-01 (resulting from OTPA S98-CW-4CP) was adopted and made changes to all land units in the Reston-Herndon Suburban Center, including Land Unit E. One of the changes adopted at that time was the creation of sub-units to facilitate the inclusion of more detailed Plan recommendations for transit station areas within the Suburban Center. Land Unit E was divided into five sub-units. The option for Office Use up to .70 FAR that was added as a result of Plan Amendment 95-39 concerned three parcels, one of which is located in Sub-unit E-4 and two parcels in Sub-unit E-5. However, when this Plan Amendment was adopted (95-39), the text regarding this option was only included in Sub-unit E-4 and was inadvertently left out of Sub-unit E-5 text.

**ADOPTED COMPREHENSIVE PLAN TEXT**

The nomination's subject area, the Reston-Herndon Suburban Center's Sub-unit E-5 is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre with two transit-related mixed-use options at up to 1.0 FAR for the entire Sub-unit and 2.0 FAR for the 5 acres closest to a planned rail station. For full adopted Comprehensive Plan text see Attachment 1.

**NOMINATED PLAN AMENDMENT**

The proposed addition to the Plan is editorial in nature. For full proposed Comprehensive Plan text see Attachment 2.

**ANALYSIS**

The nomination is editorial in nature and proposes to add text that was inadvertently left out of previously adopted Plan Amendment. The nomination adds Plan text that was inadvertently left out of Plan amendment 2000-01 that divided Land Unit E into Sub-units. A Plan option concerning three parcels from the old Land Unit E was shifted to the new Sub-unit E-4, of which one of the parcels was within Sub-unit E-4. The other two parcels were within the new Sub-unit E-5 but the Plan option was inadvertently left out of Sub-unit E-5 Plan text. The nomination proposes to correct this editorial error by adding the text for this option to Sub-unit E-5.

**RECOMMENDATION**

Staff recommends approval of this editorial nomination because it adds text that was inadvertently left out of a previously adopted Plan Amendment. See Attachment 2 for recommended Plan text.

## Attachment 1

### ADOPTED COMPREHNSIVE PLAN TEXT

**Fairfax County Comprehensive Plan, 2007 Edition, Area III, Upper Potomac Planning District, Amended through 6-30-2008, Reston-Herndon Suburban Center and Transit Station Areas, pages 46-48:**

“Sub-unit E-5 (part of Reston Parkway Transit Station Area)

Sub-unit E-5 is located in the northwest quadrant of Reston Parkway and Sunrise Valley Drive. It is currently developed with office uses, including the Reston Crescent office park, which is approved for 3 buildings up to a .70 FAR.

This sub-unit is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

*Transit-oriented Residential Mixed-Use Option* – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit E-5 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use combined may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

*Rail-oriented Residential Mixed-Use Option* – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 2.0 FAR may be considered for the 5 acres within Sub-unit E-5 located closest to the rail station, provided that the mix of uses includes a residential component and a non-residential component

that includes office, hotel, and support retail. The residential component should be at least 40% but no more than 50% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 50-60% of the total gross floor area of the development. In addition, the following conditions should be met:

- The site should provide direct pedestrian access to the station be a part of a larger project, approved under a consolidated site plan or as concurrent applications, that provides direct pedestrian access to the station.
- Grade-separated pedestrian links to the rail station are encouraged.
- A quality site layout should be provided with consolidated vehicular access to the site, parking structures that do not front on pedestrian areas, and shared parking to the maximum extent possible.
- Building heights should be limited to 140 feet.
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible.
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.”

## Attachment 2

### PROPOSED COMPREHNSIVE PLAN TEXT

The proposed addition to the Plan text is shown underlined in the text below.

**MODIFY:** The Fairfax County Comprehensive Plan, Area III, 2007 edition, Upper Potomac Planning District amended through September 10, 2007, Reston-Herndon Suburban Center and Transit Station Areas, page 47-48:

“Sub-unit E-5 (part of Reston Parkway Transit Station Area)

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For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Due to their proximity to the Reston Town Center and a potential rail station, as an option Tax Map 17-3((8))1A, 1B and 2A may be developed with office uses up to .70 FAR, subject to the following conditions:

- To the extent possible, development plans for the three parcels should provide for coordinated vehicular and pedestrian access to and circulation among the parcels, as well as consolidated or linked open space areas;
- An acceptable detailed transportation analysis is performed that identifies transportation improvements required to support the development;
- Transportation improvements, support for transit services and/or transportation demand management strategies, which may include but are not limited to frequent shuttle service to a transit facility, sufficient to mitigate adverse impacts on the adjacent roadway network be provided, as determined during the development review process;
- The development of these parcels should accommodate the planned underpass

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under the Dulles Airport Access and Toll Road, connecting Sunrise Valley Drive and Town Center Parkway.

*Transit-oriented Residential Mixed-Use Option* – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit E-5 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use combined may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

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