



PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: SSPA 2023-III-11UP
March 18, 2026

GENERAL LOCATION: South of Sunset Hills Road, north of Reston Station Boulevard, east of Michael Faraday Drive and west of Reston Station Boulevard.

SUPERVISOR DISTRICT: Hunter Mill

PLANNING AREA: Area III

PLANNING DISTRICT: Reston Planning District

SPECIAL PLANNING AREA:
Wiehle-Reston East Transit Station Area (TSA)

PARCEL LOCATION: 18-3 ((6)) 7A, 7B and 7C

PLANNING COMMISSION PUBLIC HEARING:
Wednesday, April 8, 2026 @ 7:30 P.M.

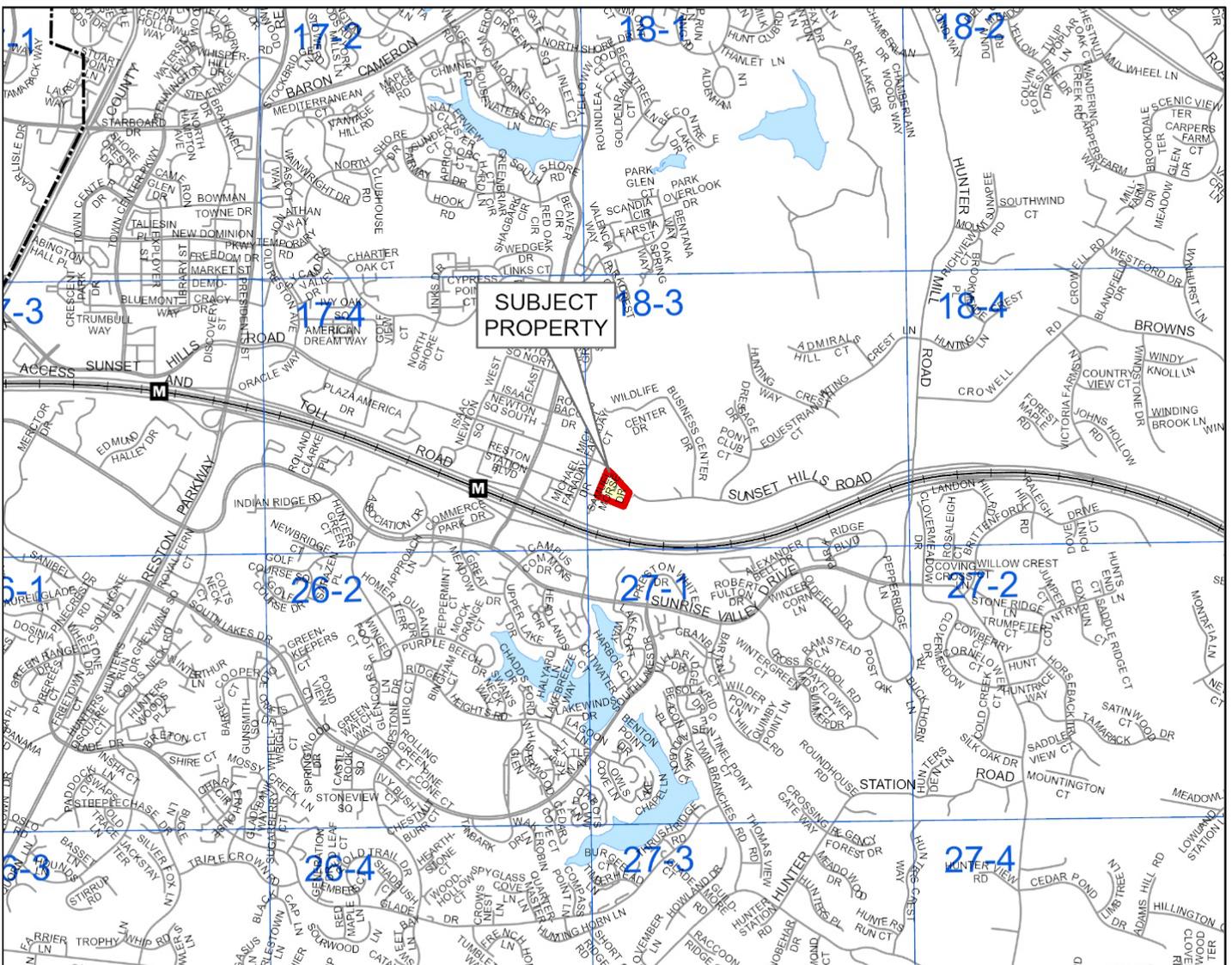
BOARD OF SUPERVISORS PUBLIC HEARING:
Tuesday, May 5, 2026 @ 4:00 P.M.

PLANNING STAFF DOES RECOMMEND THIS ITEM FOR PLAN AMENDMENT



Reasonable accommodation is available upon 48 hours notice. For additional information about accommodation call the Planning Commission office at (703) 324-2865, or the Board of Supervisors office at (703) 324-3151.

For additional information about this amendment call (703) 324-1380



3000 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
SSPA 2023-III-11UP Samuel Morse Drive



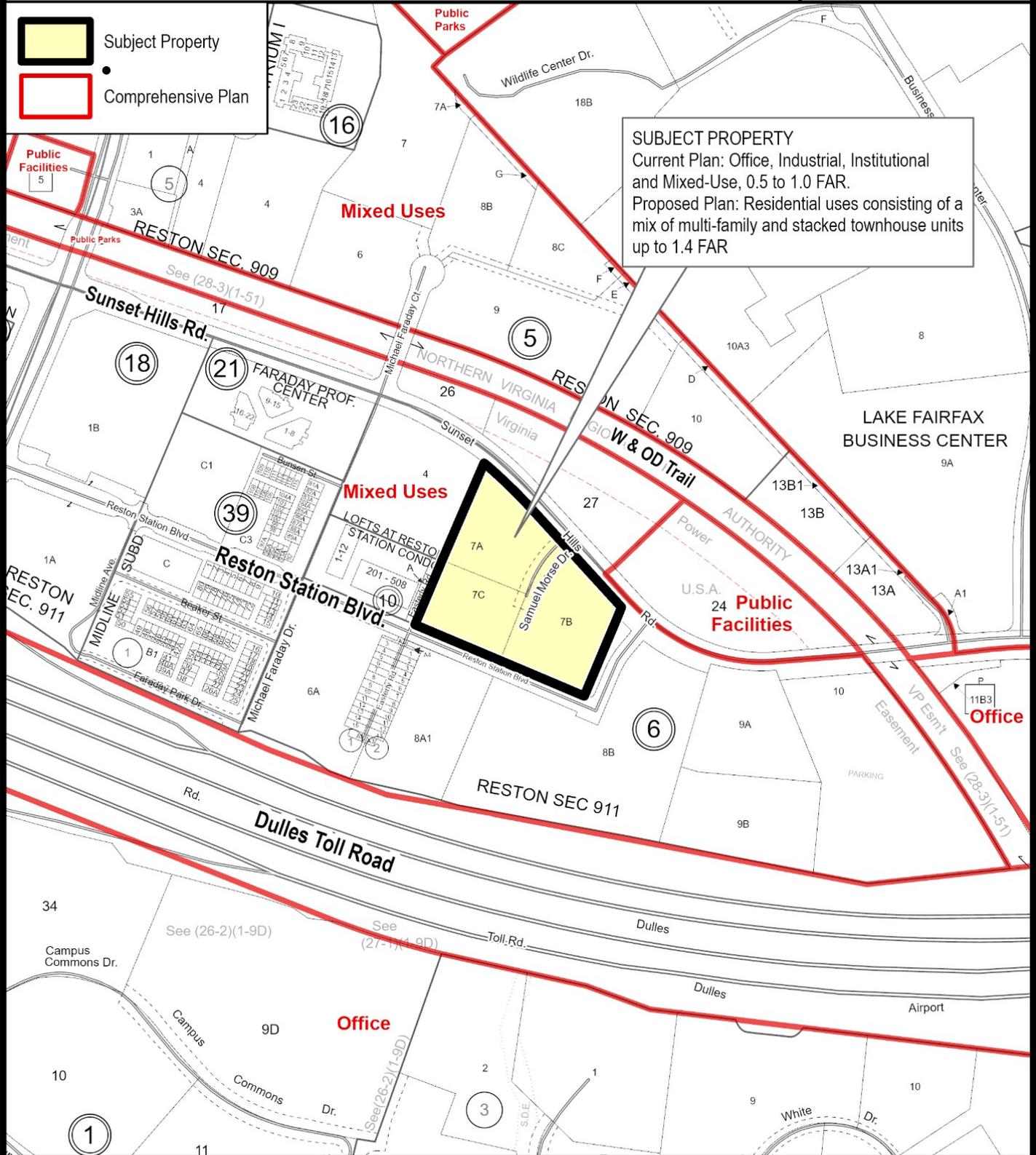
CURRENT PLAN AND PROPOSED CHANGE

PARCEL LOCATION MAP SHOWING CURRENT PLAN AND PROPOSED CHANGE FOR SUBJECT PROPERTIES AND CURRENT PLAN MAP FOR ADJACENT AREAS

**ITEM:
SSPA 2023-III-11UP**

-  Subject Property
-  Comprehensive Plan

SUBJECT PROPERTY
 Current Plan: Office, Industrial, Institutional and Mixed-Use, 0.5 to 1.0 FAR.
 Proposed Plan: Residential uses consisting of a mix of multi-family and stacked townhouse units up to 1.4 FAR



400 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
 PARCEL INFORMATION CURRENT TO DECEMBER 2025



STAFF REPORT FOR PLAN AMENDMENT SSPA-2023-III-11UP

BACKGROUND

On April 11, 2023, the Fairfax County Board of Supervisors (Board) authorized Site-Specific Plan Amendment (SSPA) 2023-III-6UP for the Reston Transit Station Area (TSA) Study as part of the 2022-2023 Countywide SSPA process. The Study included, but was not limited to, specific considerations for the proposed land use mix, density/intensity, consolidation recommendations, and other proposed changes and was to include nominations CPN22-HM-001, 003, 004, 005, 006, 007, 009, 010, 014. These nominations were initially placed on the Plan amendment Work Program as a Tier 3 Priority to allow for the conclusion of the Reston Plan amendment (PA 2020-III-UP1) that was occurring at the time.

On July 25, 2023, the Fairfax County Board of Supervisors re-authorized and re-tiered the Reston TSA Study as a Tier 1 Priority inclusive of nine total Plan amendments, including the Samuel Morse Plan amendment (SSPA-2023-III-11UP). This staff report pertains specifically to the review of the Samuel Morse Plan amendment. The nomination, as originally submitted, included four parcels, Tax Map Parcel 18-3 ((6)) 7A, 7B, 7C and 8B. During the course of review, the proposal has evolved to exclude Parcel 8B. The subject site is currently planned for office, industrial, institutional and mixed-use, between 0.5 to 1.0 floor area ratio (FAR). This Plan amendment proposes to add an option for residential use up to 1.4 FAR. Additional study of the remaining Plan amendments in the Reston TSA Study is ongoing and will be considered separately in the future.

CHARACTER OF THE SITE

The site (Figure 1) is located south of Sunset Hills Road, east of Michael Faraday Drive, and north and west of Reston Station Boulevard. Approximately 5 acres in size, the property is developed with three low-rise office buildings and associated surface parking, constructed in 1982. These three existing buildings range from one to two stories in height, and collectively total approximately 48,000 square feet of development. The site is located in the Reston East Non-Transit Oriented Development (Non-TOD) District of the Wiehle-Reston East TSA and is located within a ½ mile radius of the Wiehle-Reston East Metrorail Station. The adopted Plan for this area recommends office, industrial, institutional and mixed-use, at an intensity between 0.5 to 1.0 FAR, and the site is zoned Medium Intensity Industrial District (I-4).

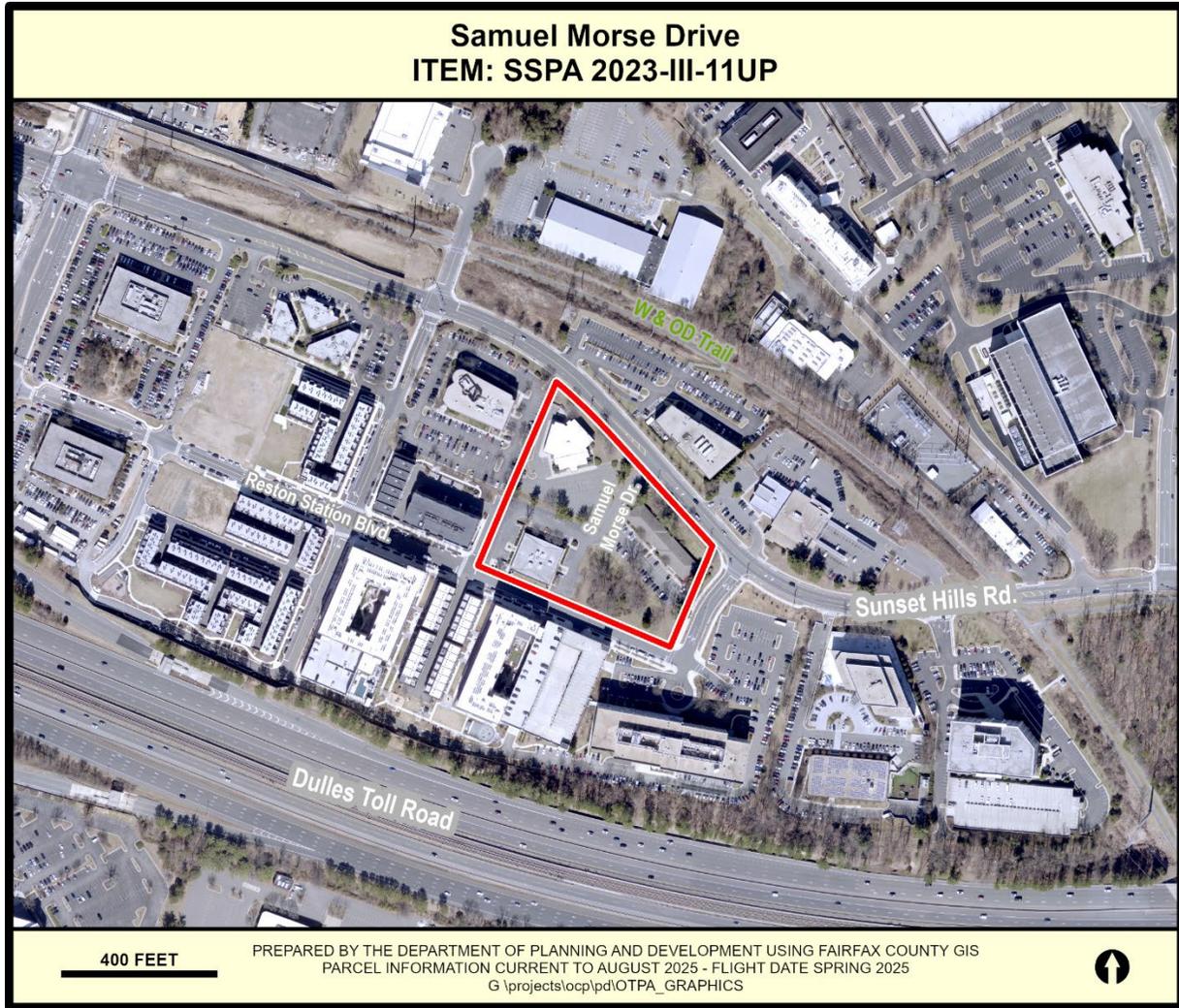


Figure 1: Aerial Map Samuel Morse Drive Plan Amendment Area, Source: Fairfax County DPD

CHARACTER OF THE AREA

North: To the north, across Sunset Hills Road, the area is planned for mixed use and developed with low-rise office uses and an ice-skating rink. This area is mostly zoned to the General Industrial District (I-5), providing a wide range of industrial and industrially oriented business activities.

South: Reston Station Boulevard is to the south of the site. The areas to south are developed with a mix of multi-family residential, single-family attached residential and commercial uses. This area is zoned Planned Residential Mixed-Use District (PRM), Residential District Thirty dwelling units/acre (R-30) and Planned Development Commercial District (PDC). The area to the south is planned for a mix of multi-family residential units, single-family attached residential units, and an office building.

East: The areas to the east and northeast are planned and developed with low-rise office uses and a United States Post Office facility. This area is zoned Medium Intensity Industrial District (I-4)

providing for a wide range of industrial uses such as scientific research, development and training and offices.

West: The Wiehle-Reston East Metro Station is approximately ½ mile to the west across Wiehle Avenue. Areas to the west are developed mainly with commercial uses. The area to the west is planned for a mix of multi-family residential units, single-family attached residential units, and an office building. This area is zoned Planned Development Commercial District (PDC).

PLANNING HISTORY

As noted, the buildings on the subject site were constructed in 1982. The 1984 Upper Potomac Comprehensive Plan designated this area for industrial uses. The 1991 Upper Potomac Comprehensive Plan designated this site as planned for a mix of office, research and development, and industrial "flex space" uses up to 0.5 FAR. In 2001, transit-related development options were added in anticipation of future high-capacity transit along the Dulles Airport Access Road (DAAR). In October 2009, the Fairfax County Board of Supervisors authorized a two-phased Reston Master Plan Special Study. Phase 1 (ST09-III-UP1, adopted February 11, 2014) evaluated Plan guidance for the areas around the three planned Metrorail Stations in Reston. The 2017 Reston Comprehensive Plan designated this site as planned for office, light industrial, institutional and research and development uses up to 0.5 FAR.

In January 2020, the Board authorized a study of the Reston Comprehensive Plan (PA 2020-III-UP1), and amended the authorization in January 2023, to provide the opportunity to address the growth-related issues in the Reston area, including:

- Projected population thresholds
- Land use in Village Centers
- Affordable housing
- Pedestrian and bike access to the Silver Line
- Transportation improvements
- Environment and energy efficiency
- Town Center ownership
- Private and public open space
- Equity
- Community Health
- Heritage Resources
- Economic Development

For the study, a 31-member community Reston Study Task Force was appointed by the Hunter Mill District Supervisor, comprised of residents representing neighborhood and community organizations, landowners, and representatives from business associations. The Task Force and county staff worked closely to discuss and analyze potential changes guiding future planning and land use decisions for the area. The resulting amendment (PA 2020-III-UP1) was adopted by the Board on September 12, 2023.

In 2022, a rezoning application proposing residential development was filed for the Samuel Morse site ([RZ-2022-HM-00003](#)). The Reston Study Task Force recommended that the developer pursue a site specific amendment to the Comprehensive Plan to review this specific development proposal. The new 2023 Reston Comprehensive Plan designated this site as planned for office, industrial, institutional and mixed-use, between 0.5 to 1.0 FAR.

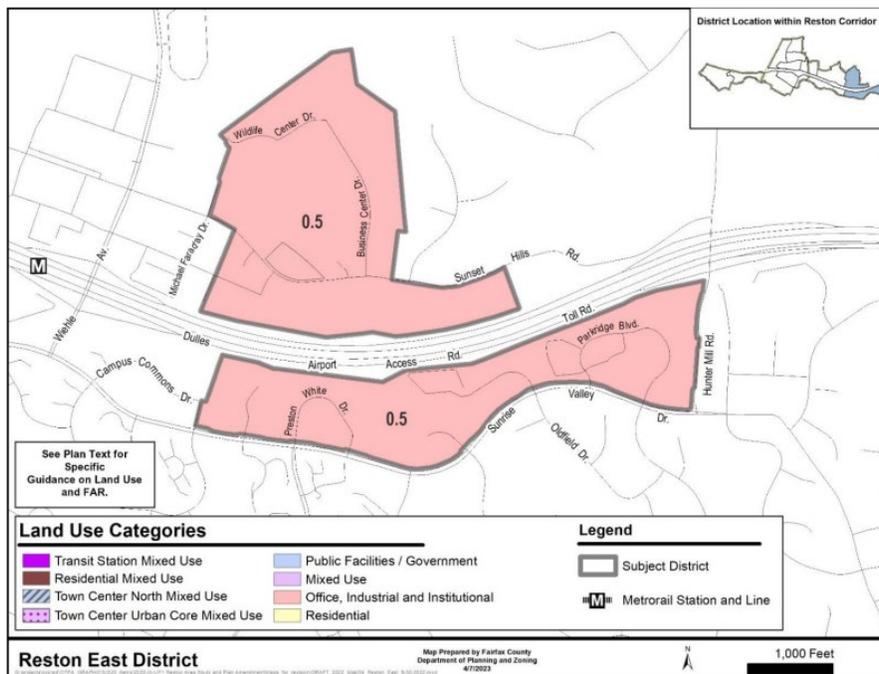
ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Reston, as amended through September 10, 2024, Land Use and Design for the Transit Station Areas, Wiehle Transit Station Area:

“Reston East Non-TOD District: (Office, Industrial, and Institutional)

The Reston East District is generally bounded by Lake Fairfax Park on the north, Equestrian Park subdivision on the northeast, Hunter Mill Road on the east, Sunrise Valley Drive on the south, and by Michael Faraday Court and the Campus Commons office park on the west. It is bisected by the DAAR and includes office, industrial, flex, R&D, institutional, and medical uses. See Figure 5.”

Figure 5: Reston East Non-TOD District with FARs

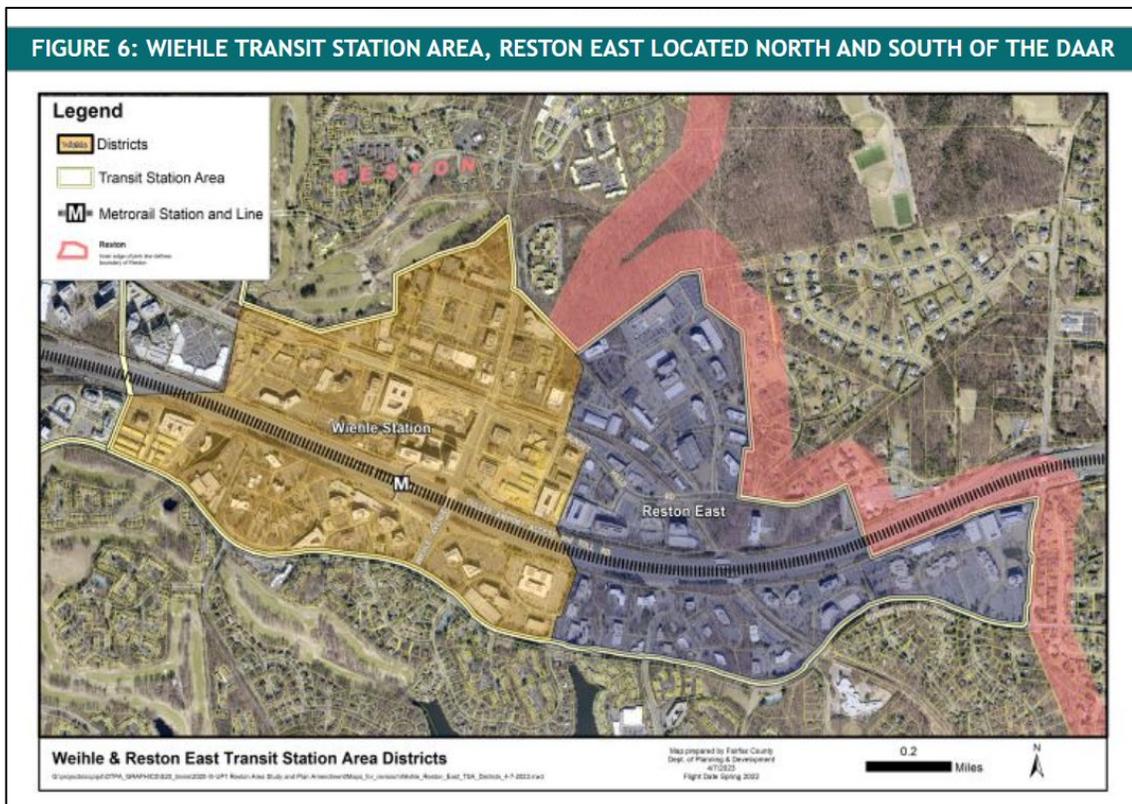


Fairfax County Comprehensive Plan, 2017 Edition, Area III, Reston, as amended through September 10, 2024, Land Use and Design for the Transit Station Areas, Wiehle Transit Station Area:

“Eastern Section between the TOD and the Proposed Extension of South Lakes Drive and North of the DAAR: (Office, Industrial, Institutional and Mixed-Use, 0.5 to 1.0 FAR)

This area includes low-rise office buildings and surface parking lots located east of Samuel Morse Drive and west of the proposed South Lakes overpass. The existing site is surrounded by approved, mixed-use development in the Wiehle Station East TOD area. See Figure 6: Wiehle Transit Station Area, Reston East located North and South of the DAAR.”

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Reston, as amended through September 10, 2024, Land Use and Design for the Transit Station Areas, Wiehle Transit Station Area:



PROPOSED PLAN AMENDMENT

The Board requested that staff consider residential uses for the subject property, with a mix of residential unit types. The nomination proposes redevelopment with residential uses up to 1.4 FAR, retaining none of the existing office use. The development concept that has been evaluated with this Plan amendment proposes 158 residential units, consisting of a mix of 112 multi-family units and 46 stacked townhouse units (Figure 2).



Figure 2: Conceptual Rendering of Proposed Development, Samuel Morse Drive, Source: Pulte Group and Nominator

Tax Map Parcel	Size (square feet and acres)	Existing Use	Adopted Plan Potential	Proposed Plan Potential	Net Changes
18-3 ((6)) 7A, 7B, and 7C	217,800 sf 5 acres	Office 48,023 sf	217,800 sf non-residential use	158 residential units (112 multi-family residential & 46 stacked townhouses)	Additional 158 residential units

Table 1: Comparison of Existing, Planned and Proposed Development, Source: Fairfax County, DPD

ANALYSIS

Staff evaluated the proposed Plan amendment with consideration of County goals for provision of housing, and broader goals for transit-oriented development in the Wiehle Reston East TSA. Major considerations included compatibility of the use and intensity, design, and overall layout efficiency. Other considerations include the potential impact of additional residential uses on the transportation network, schools, parks and recreation, and the environment.

Land Use

The Concept for Future Development designates this area as a Transit Station Area (TSA), a land use classification where the Comprehensive Plan encourages a mix of uses in a compact, pedestrian-friendly urban form within walking distance of Metrorail. As noted above, the existing Reston Plan guidance designates this area as planned for office, industrial, institutional and mixed-use, between 0.5 to 1.0 FAR. The subject property is located in the Wiehle East Non-TOD Sub-District, north of the Dulles Toll Road, and is approximately ½ mile from the Wiehle Reston East Metrorail Station. The area surrounding the site to the west and south is planned for a mix of multi-family residential units, single-family attached residential units, and an office building.

Use and Intensity

This proposed Plan amendment provides an opportunity for this area to transition from a suburban office environment, currently developed at an intensity of 0.22 FAR, to a more urban mixed-use neighborhood. Portions of the surrounding area, west and south of the subject property, have already transitioned from office use to multi-family and single-family attached residential. The proposed development creates the opportunity to expand housing opportunities in Reston in a form that continues the mixed-use development pattern that is envisioned in this TSA. The proposed residential use is compatible and consistent with the residential uses in the area.

Objective 2 of the Land Use element of the Policy Plan emphasizes the importance of a mix of housing types and transit-oriented development to create compact, higher intensity neighborhoods served by public transit and active transportation facilities. There is a need for better pedestrian and bicycle facilities to access the Metro station to the west, which this Plan amendment seeks to address by recommending multi-modal connections throughout the site and to the surrounding uses. Objective 3 highlights the importance of achieving a suitable level of development intensity as a means of meeting broader county goals such as directing growth to areas where the county has made significant investments in transportation and public facility infrastructure, and the provision of affordable housing.

Permitting residential use at an intensity of 1.4 FAR is appropriate at this site considering the ½ mile proximity to the Wiehle-Reston East metro station, with adjacent residential developments to the south at 1.5 FAR, southwest developed at 1.75 FAR and west developed at 1.5 FAR. The development proposes a mix of residential units, including multi-family and stacked townhouse units with predominantly structured parking and publicly accessible urban parks. The

proposed mix of housing types will have similar intensities, scale and building heights as residential development in the surrounding area. Additional opportunities for affordable housing would be provided, as discussed below. The proposed development with additional multimodal connections is consistent with the residential community character of the area and supports transit ridership.

Site Design and Layout

The existing office buildings at Samuel Morse Drive were constructed in 1982 at a 0.22 FAR. Previous iterations of the concept plan included a fourth parcel (Tax Map Parcel 8B) located at 11111 Sunset Hills Road; Parcel 8B is no longer included in the Nominator's proposed development. Initial concepts provided by the Nominator included a smaller multi-family component. The Nominator's current proposal takes better advantage of the proximity to the Metro station by providing for a more efficient mix of uses on site, better reflecting the urban style development and densities envisioned within a TSA. In more recent concepts, increased consideration has also been given to the relationship of the proposed buildings to the existing surrounding developments, particularly to similar residential uses to the south and west to continue the residential character and cohesive form. New development should prioritize pedestrian connections and provision of green and open spaces. A more urban form with integrated multi-family development and stacked townhomes allows for the integration of urban parks and streetscapes that are consistent with Reston TSA guidelines, in addition to providing more housing in a metro-adjacent area.

Affordable Housing

The Communitywide Housing Strategic Plan and the One Fairfax Policy express the need for access to price-appropriate housing (when households pay no more than 30 percent of their income for housing). The Housing element encourages "for-sale and rental housing opportunities in or near mixed-use centers as a way of providing the opportunity for persons to live and work within the county." The Reston Plan Planning Principles encourage a mix of housing opportunities for all ages and incomes. "Proposals for residential development in the TSAs are expected to provide for a minimum of 12 percent of the residential units as affordable housing consisting of both ADUs and WDUs" (Reston Affordable Housing Goals and Policies, page 114). The opportunity to obtain housing that is appropriately priced for every income level is integral to achieve the goal to maintain, diversify, and enhance the strong and vital Fairfax County community.

Households that would qualify for affordable and workforce housing would benefit from the access to both transportation and transit options that the subject area offers. Residential development on the subject property would be expected to meet the county's ADU Ordinance and WDU policy expectations within the Reston Transit Station Area Plan guidance for affordable housing, as well as the countywide policy, as currently stated in the Plan. If there is a mixture of residential unit types within a proposed development, affordable units should be provided proportionally in each of the unit types. Implementation of this guidance would be demonstrated with a future development application.

Transportation

The subject property is located south of Sunset Hills Road and north of Reston Station Boulevard.

Existing Transportation Connections:

Road Network

The road network includes several significant roads, including Sunset Hills Road (Minor Arterial, Type B, 8,800 ADT (2022)) and Wiehle Avenue (Minor Arterial, Type B, 21,000 ADT (2022)) and connections to Route 267 (Dulles Toll Rd.) (63,000 ADT (2022)). Local roads, such as Reston Station Boulevard and Michael Faraday Drive, are also notable. These roadways provide access to nearby shopping, parks, entertainment, and employment, as well as to regional transportation routes, the Reston Town Center, and the Washington and Old Dominion Trail (W&OD Trail).

In this area, there are two transportation recommendations shown on the Comprehensive Plan Transportation Plan Map, as shown in Figure 3. Sunset Hills Road is planned to be widened to four lanes between Wiehle Avenue and Hunter Mill Road, and South Lakes Drive is planned to be extended over Route 267 and the Dulles Airport Access Road (DAAR) to connect Sunset Hills Road and Sunrise Valley Drive. Any future development in the area should accommodate these planned improvements.

Trip Generation

A trip generation table comparing the existing development, current Plan, and proposed Plan is shown in Table 2. The proposed Plan will generate 788 daily trips. As compared to the current Comprehensive plan, the proposed plan will generate approximately 761 fewer daily trips. As compared to the existing development, the proposed plan will generate approximately 175 more daily trips. Trip generation estimates are derived from the Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition (2018). Trip Generation estimates are provided for general, order-of-magnitude comparisons only, and do not account for pass-by, internal capture, or mode-share traffic reductions.



Figure 3: Transportation Plan Map for Samuel Morse Drive. Source: FCDOT

Development Type	Quantity	Unit	Daily	In	AM Out	Total	In	PM Out	Total
Existing Development									
General Office Building (710)	48.00	KSF	613	78	11	89	15	75	90
Total			613	78	11	89	15	75	90
Current Plan									
General Office Building (710)	139.40	KSF	1,549	196	27	223	37	182	219
Total			1,549	196	27	223	37	182	219
Net (Versus Existing Development)			936	118	16	134	22	107	129
Proposed Plan									
Multi-Family Housing (Mid-Rise) (221)	112	DU	488	9	29	38	27	17	44
Single-Family Attached Housing (215)	46	DU	300	5	13	18	14	10	24
Total			788	14	42	56	41	27	68
Net (Versus Current Plan)			-761	-182	15	-167	4	-155	-151

* Trip generation estimates are derived from the Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021). Trip Generation estimates are provided for general, order-of-magnitude comparisons only, and do not account for pass-by, internal capture, or mode-share traffic reductions.

Table 2: Trip Generation for Samuel Morse Drive, Source: FCDOT

Transit Network

As shown in Figure 4, there are several bus routes that operate near the site and the Wiehle-Reston East Metrorail Station and are located within walking distance (0.7 miles) of the subject property. Fairfax Connector Route 507 operates on Sunset Hills Road and provides access to the Wiehle-Reston East Metrorail Station and Sunrise Valley Drive between Wiehle Avenue and Hunter Mill Road. At the Wiehle-Reston East Metrorail Station riders can connect to many destinations in the region via bus and/or Metrorail.

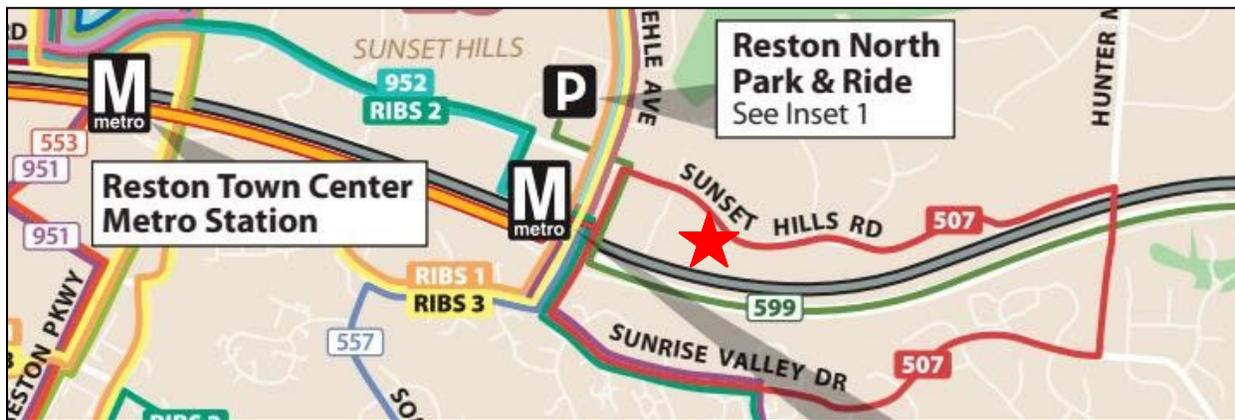


Figure 4: Fairfax Connector and Metro Location for Samuel Morse Drive, Source: FCDOT

Pedestrian Level of Comfort

The pedestrian level of comfort (PLOC) was assessed for the area surrounding the site (approximately ½ mile radius). PLOC is a metric that rates pedestrian facilities, such as sidewalks or shared use paths, based on the perceived level of comfort they provide. The score is derived from a combination of different variables, such as pathway width, buffer width, and posted speed limit on the adjacent street. A PLOC 1 facility is defined as “very comfortable” and a PLOC 4 is “uncomfortable”, with PLOC 5 indicating the absence of a pedestrian facility.

By identifying where pedestrian facilities are inadequate, quantifiable recommendations can be made to improve the connectivity of the corridor. The goal of the PLOC program is to improve the overall score of the corridor to PLOC 1 or PLOC 2. This can be accomplished by including a buffer, trees, or parking, reducing the overall speed of vehicles through reduced lane width, providing raised refuge islands, or by improving medians or crosswalks.

Figure 5 below shows the PLOC ratings for the existing pedestrian facilities surrounding the site. Many sidewalks adjacent to and surrounding the site are uncomfortable, and several roadway segments are missing sidewalks. There is no pathway on one side of Sunset Hills Road to the west, and Wiehle Avenue is somewhat uncomfortable to uncomfortable crossing over Route 267. There is a multimodal corridor study currently underway, the [Wiehle Avenue Study](#), which would identify ways to improve the overall walkability and bikeability of Wiehle Avenue, from Sunrise Valley Drive to the Washington and Old Dominion (W&OD) Trail, as noted by the blue dashed line. Any recommendations from this study should be implemented along this corridor, as applicable.



Figure 5: PLOC Assessment for Samuel Morse Drive, Source: FCDOT

Bicycle Conditions

The bicycle conditions were assessed by reviewing the [Fairfax County Bicycle Map](#), shown in Figure 6. The Fairfax County Bicycle Map depicts current biking conditions, with respect to the level of comfort and safety issues.

Biking on Sunset Hills Road is considered “less comfortable” east of Wiehle Avenue and cyclists should “use caution” on Sunset Hills Road west of Wiehle Avenue as well as on Wiehle Avenue.

The bicycle level of traffic stress (BLTS) rating considers variables such as presence and type of bicycle facility and the posted speed limit on the roadway. A roadway rated BLTS 1 is low stress, or comfortable for most bicyclists. Roadways rated BLTS 4 are high stress and are uncomfortable for most bicyclists.

By identifying where cyclist pathways or trails are inadequate, quantifiable recommendations can be made to improve the connectivity of the corridor. The goal of the BLTS is to improve the overall score of the corridor to BLTS 1 or BLTS 2.

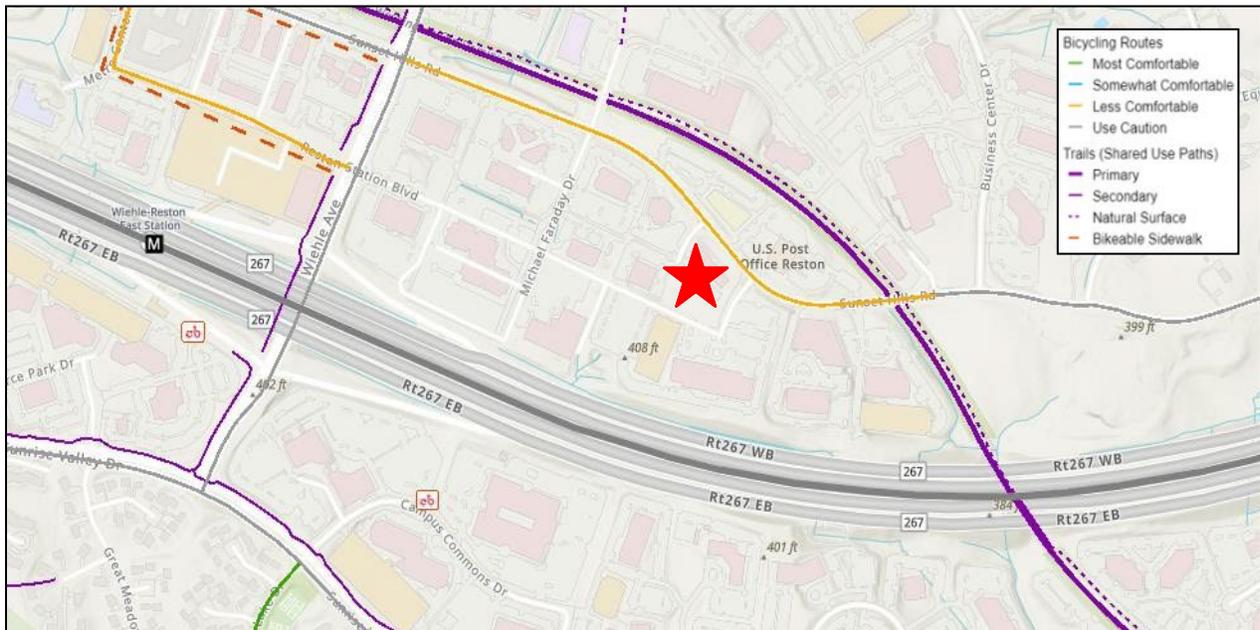


Figure 6: Fairfax County Bicycle Map for Samuel Morse Drive, Source: FCDOT

Multimodal Analysis

Various transportation plans support multimodal improvement recommendations around the site. Enhancements have been included in these plans to meet future pedestrian, bicycle, and vehicular connectivity demands in the corridor, and should be accommodated with any development plan.

Active Transportation

Pedestrians and cyclists use active transportation facilities for recreation, commuting, health, and to access other modes of transportation. Sidewalks, pathways, or trails should be included along both sides of all area roadways to provide access to nearby shopping, parks, entertainment, and employment, as well as to regional transportation routes, the Reston Town Center, and the W&OD Trail.

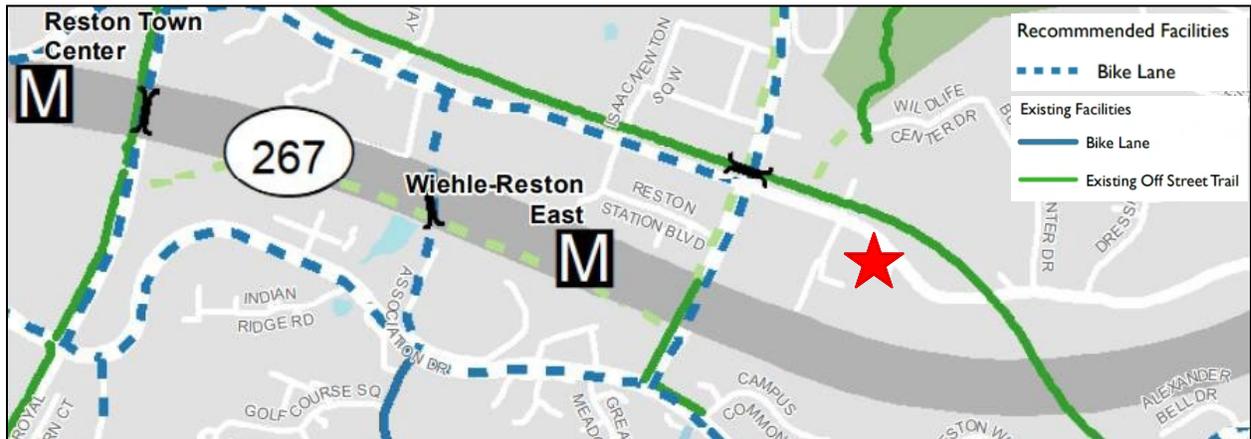


Figure 7: Countywide Bicycle Master Plan Map for Samuel Morse Drive. Source: FCDOT

The Countywide Bicycle Master Plan recommends a bike lane and Shared Use Path (SUP) on Wiehle Avenue, as shown in Figure 7. It should be noted any recommendations from the Wiehle Avenue Study should be followed once it's endorsed. The Study recommendations may differ from the current Bicycle Master Plan, and may include alternative methods to increase the overall walkability and bikeability of the corridor. Wiehle Avenue, Reston Station Boulevard, and Sunset Hills Road should be improved, where feasible, to improve safety and quality of life for all users.

To encourage use, pedestrian facilities should be continuous, reliable, well lit, convenient, and safe. They should include a buffer from the roadway, and be of adequate width to accommodate multiple modes of transportation or separate pedestrian and cyclist usage where feasible. Bike lanes, street trees, curb extensions, and parking lanes should be considered.

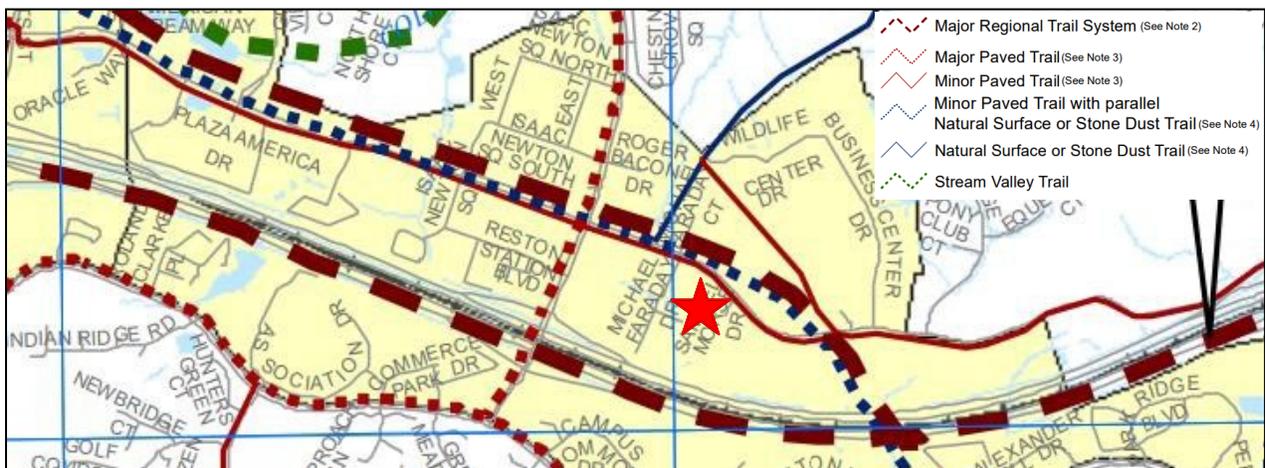


Figure 8: Countywide Trails Plan Map for Samuel Morse Drive. Source: FCDOT

The Countywide Trails Plan has regional trails to the north and south of the site at the W&OD Trail, and near Route 267, as shown in Figure 8. There is a minor paved trail recommended on

Sunset Hills Road. The existing sidewalk could be improved in several ways. Widening the existing sidewalk and adding a buffer between the sidewalk and the road would make the facility more comfortable for pedestrians and cyclists. Introducing street trees between the sidewalk and curb would create a more inviting and visually appealing environment and provide shade and thus encourage use of the corridor.

Roadway and Intersection Improvements

The roads and intersections located to the west of the site, along Sunset Hills Road and further past Michael Faraday Drive, as well as general connections to and from the site, are used by pedestrians and cyclists to traverse the areas and move towards the southwest to the Metro. New development should consider safety, efficiency, consistency, and convenience when designing new intersections. As with pathways, increased buffer areas with tree cover should be added to provide protection to those waiting to cross. Standard paint for the crosswalk should be updated to high visibility paint, traditional crosswalks updated to ladder crosswalks, and medians or raised refuge islands provided in between opposing lanes where feasible, particularly on lanes of traffic exceeding five lanes.

As shown in Figure 5, the current conditions should be improved along Wiehle Avenue and Sunset Hills Road to enhance safety and the overall quality of life for future residents. This may include adding high visibility paint, ladder crosswalks, and medians or raised refuge islands along Wiehle Avenue at Reston Station Boulevard and Sunrise Valley Drive, on Sunset Hills Road and Michael Faraday Court, and Sunset Hills Road at Wiehle Avenue and Metro Center Drive. High visibility paint and ladder crosswalks should be included to support the existing sidewalk infrastructure along both sides of Route 267, the specifics will be addressed at the zoning stage.

ROW Dedication

The Comprehensive Plan includes the Wiehle Local Street Grid and Conceptual Street Network, providing recommendations for future connectivity in the area, as shown in Figure 9. The conceptual network shows a north-south road that extends Easterly Road from south of Reston Station Boulevard, north along the west side of the subject property, connecting Sunset Hills Road to Reston Station Boulevard. This north-south road will need to be improved or constructed as a connection from Sunset Hills Road to Reston Station Boulevard. There is a proposed overpass to the southeast of this site, crossing the Dulles Toll Road and Airport Access Road, that will need approximately 100' of right-of-way to accommodate four lanes.

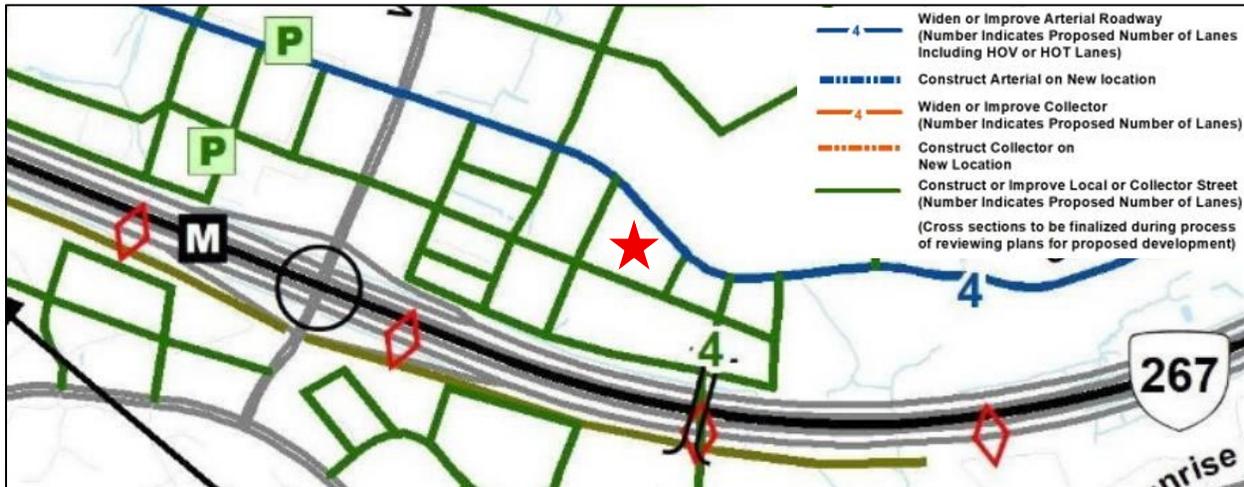


Figure 9: Conceptual Street Network Map for Samuel Morse Drive. Source: FCDOT

Reston Transit Station Area Guidance

The Transportation Plan Map recommends a reconfiguration of the road network so that Reston Station Boulevard is connected to Sunset Hills Road through orderly grid streets with 90-degree intersections. Additionally, Sunset Hills Road is planned for four lanes; since the road transitions from four lanes to two lanes at the subject site, space needs to be preserved for future widening.

The Fairfax County Department of Transportation (FCDOT) has provided the following multimodal improvement recommendations to address pedestrian and bicycle connectivity in the corridor, as well as future roadway improvements. Some of these recommendations may be implemented with the zoning application for the subject property.

- Add a shared use path on Wiehle Avenue to address pedestrian and bicycle connectivity.
- Implement the minor paved trail on Sunset Hills Road as shown on the Countywide Trails Plan.
- Ensure connection to Sunset Hills Road as shown in the Conceptual Street Network.
- Ensure sufficient space is preserved for future widening of Sunset Hills Road, east of Wiehle Avenue to four lanes per the Transportation Plan Map.
- Extend Easterly Road connection from Sunset Hills Road to Reston Station Boulevard.
- Preserve approximately 100' of right-of-way to accommodate four lanes for the proposed overpass to the southeast of this site, crossing the Dulles Toll Road and Airport Access Road.

Schools

For School Year (SY) 2025-26, the schools serving the subject property are South Lakes High School, Langston Hughes Middle School, and Sunrise Valley Elementary School.

The following projections (Table 3) were published in the Fairfax County Public Schools (FCPS) Adopted Capital Improvement Program (CIP) Fiscal Year (FY) 2026-30 and do not reflect the increase in the number of students resulting from the proposed development application.

School	Program Capacity SY 2024-25	Membership SY 2024-25	Capacity Utilization SY 2024-25	Projected Membership SY 2029-30	Projected Capacity Utilization SY 2029-30
South Lakes HS	2,499	2,410	96%	2,499	100%
Hughes MS	1,022	1,011	99%	1,094	107%
Sunrise Valley ES	697	558	80%	587	84%

Table 3: Adopted Capital Improvement Program FY 2026-30, Source: FCPS

The school capacity table shows a snapshot in time of student membership and school capacity balances. The five-year student membership projections and individual school capacity evaluations are updated annually by FCPS. Potential school expansions and new schools are included in the FCPS CIP for future consideration based on the most recent five-year projections and capacity evaluations from SY 2024-25. Any option(s) chosen for implementation will be discussed and decided through a transparent process in accordance with Fairfax County School Board Policies and Regulations. At this time, South Lakes HS and Hughes MS are approaching a capacity deficit, and Sunrise Valley ES is considered to have a capacity surplus. If by-right development occurs under the existing zoning, South Lakes HS would be at capacity, Hughes MS would be considered to have a moderate capacity deficit, and Sunrise Valley ES would be considered to have a capacity surplus by SY 2029-30. Beyond the five-year projection horizon, membership projections are not available.

Impact

The table below demonstrates the potential student yield by school level, calculated using the FCPS 2022 countywide student yield ratios based on the number of housing units proposed in this Comprehensive Plan amendment. Under the adopted Plan, the area is not planned for any residential use and would not be expected to yield any students.

School Level	Proposed Number of Housing Units	Potential Student Yield
High	156	9
Middle	156	5
Elementary	156	18
Total Student Count		32

Table 4: Potential Student Yield- Proposed Comprehensive Plan, Source: FCPS, 2022 Countywide Student Yield Ratios, June 2022.

Summary

With the proposed introduction of an additional approximately 156 housing units, the potential student yield would increase by 32 students (nine high, five middle, and 18 elementary) when comparing the potential student yield from the adopted Comprehensive Plan recommendation to the potential student yield from the proposed Comprehensive Plan amendment (Table 4).

Based on the FCPS Adopted CIP FY 2026-30, the high school and the middle school are approaching a capacity deficit, and the elementary school is considered to have a capacity surplus. For projected membership, assuming no change to programs and boundaries, the high school would be at capacity, the middle school would be considered to have a moderate capacity deficit, and the elementary school would be considered to have a capacity surplus, prior to consideration of any Comprehensive Plan amendment or rezoning. This analysis is a snapshot in time for student membership and school capacity balances.

With a Comprehensive Plan amendment that proposes an increase in residential density, the membership at these schools will necessarily increase. The impacts of a Comprehensive Plan amendment may occur beyond the five-year projection horizon and conditions of a school and/or school boundaries may change by the time the residential density proposed by this Comprehensive Plan amendment is realized.

Capital Improvement Program Potential Solutions

The FCPS Adopted CIP FY 2026-30 includes potential solutions to alleviate current and projected school capacity deficits. Any option(s) chosen for implementation will be discussed and decided through a transparent process in accordance with Fairfax County School Board Policies and Regulations.

Based on the identified capacity needs for current and projected programs and growth, the FCPS Adopted CIP FY 2026-30 identifies the existing need for one new school in this region to alleviate overcrowding. This new school is identified as Western (Skyview) High School.

Fairfax County Comprehensive Plan Guidance and Recommendations

The adopted Fairfax County Comprehensive Plan provides guidance related to school facility needs and school sites in Reston. No additional Plan guidance is recommended at this time.

Parks and Recreation

The Parks and Recreation element of the Policy Plan and Reston Comprehensive Plan describes the need to mitigate impacts to park and recreation facilities caused by growth and development; it also offers a variety of ways to offset those impacts, including but not limited to contributions, land dedication, or development of facilities. The Parks and Recreation element of the Policy Plan includes an Urban Parks Framework that provides an urban parkland standard and detailed guidance on urban park development.

The existing nearby park, Lake Fairfax Park, meets only a portion of the demand for parkland generated by new development in the service area of the subject property. In addition to parkland, the recreational facilities in greatest need in the Reston Planning District include sport courts, playgrounds, rectangle fields, adult softball fields, youth softball fields, and trails. The addition of new residents from redevelopment of the subject property is expected to generate additional need for local public park space and recreational facilities.

As identified in the adopted Comprehensive Plan, built and natural features in the vicinity provide an opportunity to create larger parks linked by trails and pedestrian facilities. Development of urban parks such as pocket parks, plazas, common greens, and recreation focused urban parks should be encouraged. Integration of publicly accessible urban parks in the overall development design is critical to providing onsite recreation resources within the nomination area and will enhance the desirability of the project, contribute to redevelopment efforts, and contribute to a sense of place.

The Fairfax County Park Authority recommends that publicly accessible urban park space should be consolidated in a central location mid-block that is visible from and provides pedestrian connectivity between Sunset Hills Road and Reston Station Boulevard. This is intended to ensure that the provided parks layout adequately meets the locational and design criteria of the Urban Parks Framework along with the Urban Parks and Open Space Guidelines for Development in the TSA. Development of consolidated urban parks such as pocket parks, plazas, common greens, and recreation focused urban parks should be encouraged, consistent with Policy Plan and Reston Plan guidance. Plan guidance recommends high quality and usable onsite urban parks that form a cohesive network to serve the neighborhood and surrounding community. While the development proposal reviewed in conjunction with this plan amendment has evolved over time to provide better integrated and more useful park space, final compliance with the plan recommendations will be addressed as part of the proposed zoning application.

Environment

The Reston area-wide guidance includes guidance on environmental stewardship related to sustainable landscapes, vegetation, stormwater management, green building and noise. Existing guidance within the Environment element of the Comprehensive Plan Policy Plan provides recommendations for soils, low impact development techniques, forest resources, green building, electric vehicle charging, bird friendly design, noise, and lighting. No additional site-specific language is proposed with this Plan Amendment; future zoning cases will be evaluated against the Policy Plan and Reston area-wide guidance.

Water Quality and Stormwater Management

As this site was originally developed in the 1980s, water quality and water quantity practices should be upgraded and/or provided with new development consistent with Plan guidance. The site does not contain any floodplain area, RPA, or EQCs. Enhanced stormwater management should be provided with the redevelopment of this property. No additional site-specific language is proposed with this Plan Amendment; future zoning cases will be evaluated against the Policy Plan and Reston area-wide guidance.

CONCLUSION

The Samuel Morse Drive Plan amendment proposes to amend Plan guidance to allow for residential uses as an option within a portion of the Wiehle-Reston East Metrorail Station area. The proposal aligns with County housing goals and the vision for the Transit Station Area by increasing housing supply near transit. The proposal is expected to be able to meet urban design guidance, provide better multi-modal access to the Metro station to the west and the W&OD trail to the east, and enhance bicycle and pedestrian facilities consistent with the Reston Plan to increase pedestrian and bicycle safety and convenience. Residential uses are compatible with the surrounding residential and office environment and Plan guidance for the TSA, and build on the foundation for redevelopment that has occurred in the surrounding area. The Plan amendment considers the potential development and potential impacts on the transportation network, public schools, parks and open space, and environment, and compatibility with surrounding uses. Staff recommends the proposed amendment to the Comprehensive Plan with the conditions noted below.

RECOMMENDATION

Staff recommends the Comprehensive Plan be modified as shown below. Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a ~~striketrough~~. Text shown to be replaced is noted as such.

MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area III, Reston, as amended through September 10, 2024, Land Use and Design for the Transit Station Areas, Wiehle Transit Station Area:

- **“Eastern Section between the TOD and the Proposed Extension of South Lakes Drive and North of the DAAR: (Office, Industrial, Institutional and Mixed-Use, 0.5 to 1.0 FAR)**

This area includes low-rise office buildings and surface parking lots located east of Samuel Morse Drive and west of the proposed South Lakes overpass. The existing site is surrounded by approved, mixed-use development in the Wiehle Station East TOD area. See Figure 6: Wiehle Transit Station Area, Reston East located North and South of the DAAR.

As an option for Tax Map parcels 18-3 ((6)) 7A, 7B, and 7C located on Samuel Morse Drive, these parcels may be appropriate for residential redevelopment up to a 1.4 FAR. Development should achieve the maximum FAR permitted where feasible. Residential development should provide access to the west, to improve circulation and connect to surrounding residential developments of similar scale. Onsite urban parks should be designed to form a cohesive network in accordance with the Urban Parks Framework. Park amenities should be of high quality and create meaningful and usable park space that serves the neighborhood and surrounding community.

Development should provide the planned street grid to improve access including the following transportation considerations:

- Extend Easterly Road from Reston Station Boulevard to Sunset Hills Road to provide a new road connection to the north, continuing the street grid. Once Easterly Road is completed including access for the parcels to the east, the existing Samuel Morse Drive access on Sunset Hills Road should be evaluated to consolidate access points.
- Provide a marked crosswalk on Sunset Hills Road at the intersection of Reston Station Boulevard.
- Encourage active transportation networks providing safe, comfortable and low stress connections. Provide an east-west pedestrian path, to create safe pedestrian connections to and from the Metrorail station to the west and the W&OD Trail to the east.”