



FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-HM-004
12120 Sunrise Valley Drive

Address/Tax Map Parcels: 12120 Sunrise Valley Drive
Tax Map Parcels 17-3 ((8)) (3A) 3B

Nominator: Brian Winterhalter, RMC Owner LLC
Supervisor District: Hunter Mill
Planning Area: Area III
Planning District: Greater Reston, UP-5, Reston Town Center Transit Station Area (TSA)
Acreage: 5.6 acres

Current Plan Map/Text: Base Plan: Office use up to 0.50 FAR (floor area ratio) or residential use up to 30 dwelling units per acre (du/ac). Option: Mixed use up to 1.5 FAR with 75 percent residential and 25 percent non-residential use mix.

Nomination: 100% Residential use up to 1.9 FAR.

Comprehensive Plan Considerations:

The subject site is located within the Reston Town Center TSA, directly south of the Dulles Toll Road and north of Sunrise Valley Drive, and is developed with a 128,000 square foot, five-story office building with surface parking. The site is surrounded by a low-rise office building to the south and west, and the Core Site Data Center to the east. The site is approximately ¼ mile from the Reston Town Center Metrorail Station. The Plan designates the subject site and surrounding parcels as the South Subdistrict of the Reston Town Center Station Transit-Oriented Development (TOD) District in the Reston Town Center TSA. This area is further designated in a Residential Mixed-Use area and planned for predominantly residential uses up to a 1.5 FAR at a ratio of 75 percent residential use and 25 percent non-residential use. The non-residential uses recommended by the Plan include office, hotel, and supporting retail. The area to the east, towards the Reston Town Center Metrorail Station, is designated as Transit Station Mixed-Use and planned for an intensity between 2.0 and 3.0 FAR. The recommended ratio for the mix of uses in this adjacent area is 50 percent residential use and 50 percent non-residential use.

The Concept for Future Development notes that TSAs are areas directly influenced by the presence of access points to the Metrorail System. Transit station areas promote a land use pattern that supports Metrorail by encouraging a mix of uses in a compact, pedestrian-friendly form within walking distance of the rail station. The Plan for the South Subdistrict of the Reston Town Center TOD recommends redevelopment at higher intensities in a mix of mid-rise and high-rise buildings with more diverse land uses than currently exist and a wider array of support services. Within this area, local-serving amenities including plazas, urban parks, trails, and public art should also be provided. The nomination proposes to modify the existing Comprehensive Plan recommendations for the parcel to allow 100 percent residential uses up to a 1.9 FAR. The nomination's conceptual plan depicts a mid-rise multifamily residential building with a parking structure on the north side of the parcel facing the Dulles Toll Road, which would replace the existing office building on the site. The nomination indicates that the existing office building is vacant, and that the owner has been unable to attract a new tenant. The adopted Plan also encourages ground level retail and services to add to the area's vibrancy, enhance the pedestrian environment, and allow residents and employees in the area to minimize automobile use. The recommendations for the South Subdistrict of the Reston Town Center TSA acknowledge that achieving the goal of 75 percent residential uses in the area designated to the Residential Mixed-Use category will be a challenge because of the large amount and location of office buildings throughout the subdistrict. The Comprehensive Plan also states that individual developments may have flexibility in the percentage of uses if other developments in the subdistrict are built or rezoned with a mix of uses that maintains the recommended ratio (75

percent residential and 25 percent non-residential) of uses over the entire subdistrict (vs. individual projects). With the nominated change, the site's total intensity would approach the planned intensity of the Transit Station Mixed Use land use category, which is 2.0 – 3.0 FAR. Parcels under this designation are located to the east of the subject site. Replacing this office building with residential use could enhance the envisioned diversity of land uses for the South Subdistrict, provided the envisioned mix for the subdistrict can be maintained and that supporting services and connections to services and the Metrorail Station can be identified to support the individual nominated change in the context of adjacent existing and planned uses.

Please note that this nomination is currently being screened to determine if it should be added to the 2023 Comprehensive Plan Amendment Work Program. A detailed analysis of the proposal has not yet been conducted.

