



FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

Nomination Number	CPN22-HM-004
Supervisor District	Hunter Mill
Parcel ID Number(s)	17-3 ((8)) (3A) 3B
Parcel Address(es)	12120 Sunrise Valley Drive, Reston, VA 20191
Nominator	RMC Owner LLC (Authorized Agent, DLA Piper LLP)
Plan Map Designation	Office
Comprehensive Plan Recommendation for Nominated Property	See attached documentation.
Proposed Land Use	Residential
Summary of Proposed Comprehensive Plan Change	The property identified on the Fairfax County Tax Map as parcel 17-3 ((8)) (3A) 3B may be redeveloped with 100 percent residential use up to a 1.9 FAR.

**RESTON METRO CENTER
SITE-SPECIFIC PLAN AMENDMENT
STATEMENT OF JUSTIFICATION**

October 24, 2022

I. Introduction

RMC Owner LLC (the “Nominator”), an affiliate of HighBrook Investors, is the owner of approximately 5.55 acres of land located at 12120 Sunrise Valley Drive and identified on the Fairfax County Tax Map as parcel 17-3 ((8)) (3A) 3B (the “Property”). The Property, situated north of Sunrise Valley Drive between Reston Parkway and Fairfax County Parkway, is located within the Reston Town Center Station Transit-Oriented Development District (“TOD”).

The Comprehensive Plan contemplates the development of the Property in accordance with the recommendations for the Residential Mixed Use (“RMU”) designation. The Nominator supports the Comprehensive Plan goals for redevelopment of the Property and submits that modifications to the current recommendations are necessary to achieve the Comprehensive Plan’s objectives and to support emerging community needs. The Nominator seeks an amendment to the Comprehensive Plan to change the planned mix of uses and increase the recommended intensity of development on the Property to support a higher density residential building that would replace an existing, vacant office building on the Property.

II. Comprehensive Plan Recommendations

The Property is located within the South Subdistrict of the Reston Town Center Station TOD. The base recommendation for the Property under the Comprehensive Plan is office use at 0.5 FAR or residential use up to 30 dwelling units per acre. The Comprehensive Plan’s redevelopment option recommends up to a 1.5 FAR in the RMU area with a mix of 75 percent residential uses and 25 percent non-residential uses.

III. Proposed Comprehensive Plan Recommendations

The Nominator proposes to modify the RMU recommendations for the Property to allow development proposals to include up to 100 percent residential uses to achieve the County’s goal of providing more housing options to Fairfax County residents within the TOD Districts. With respect to development intensity, the Nominator proposes that the Property be planned for development intensity up to a 1.9 FAR to permit higher density residential development in the RMU area between ¼ mile and ½ mile from the Reston Town Center Metro Station.

IV. Site-Specific Plan Amendment Justification

The Property is developed with an existing office building that is currently vacant. Despite significant marketing and leasing efforts, the Nominator has not been able to attract new office tenants to the building. Although the Property has good pedestrian access to the Reston Town Center Metro Station, it is a real challenge for the existing office building to compete with newer,

larger office buildings at the Metro station that provide more amenities, more usable office space configurations, and easier access to Metro for office employees (who tend to not be willing to walk as far as residents to transit). Further, the future of the office market continues to remain uncertain with respect to the impact of hybrid/work-from-home models on office demand. As a result, there is relatively little interest in the existing office space at the Property and a competitive environment that makes the future of office quite challenging for the Property.

Therefore, the Nominator proposed to amend the Comprehensive Plan to allow redevelopment of the Property with a multi-family residential building up to a 1.9 FAR. The Nominator's proposed amendment to the Comprehensive Plan is consistent with Fairfax County's Community-Wide Housing Strategic Plan (the "Strategic Plan"), which identifies a clear dearth of affordable housing supply. The Strategic Plan encourages a creative use of land, specifically referencing a desire to use "land currently zoned for commercial uses" to provide housing (Community-Wide Housing Strategic Plan Strategy B.2).

In the years since the County adopted the Strategic Plan, the pandemic accelerated the need for a greater supply of housing in Fairfax County and dramatically changed the utilization of existing office space through hybrid/work-from-home models adopted by many businesses. This major shift in office utilization has led many businesses to reduce, and in some cases eliminate, their office square footage. The significant decrease in demand for office space is negatively affecting older office buildings particularly hard, given that they generally have outdated interior layouts, fewer amenities, and less opportunity to respond to post-pandemic design imperatives from prospective tenants. These factors have proven to be particularly challenging for the office leasing efforts at the Property.

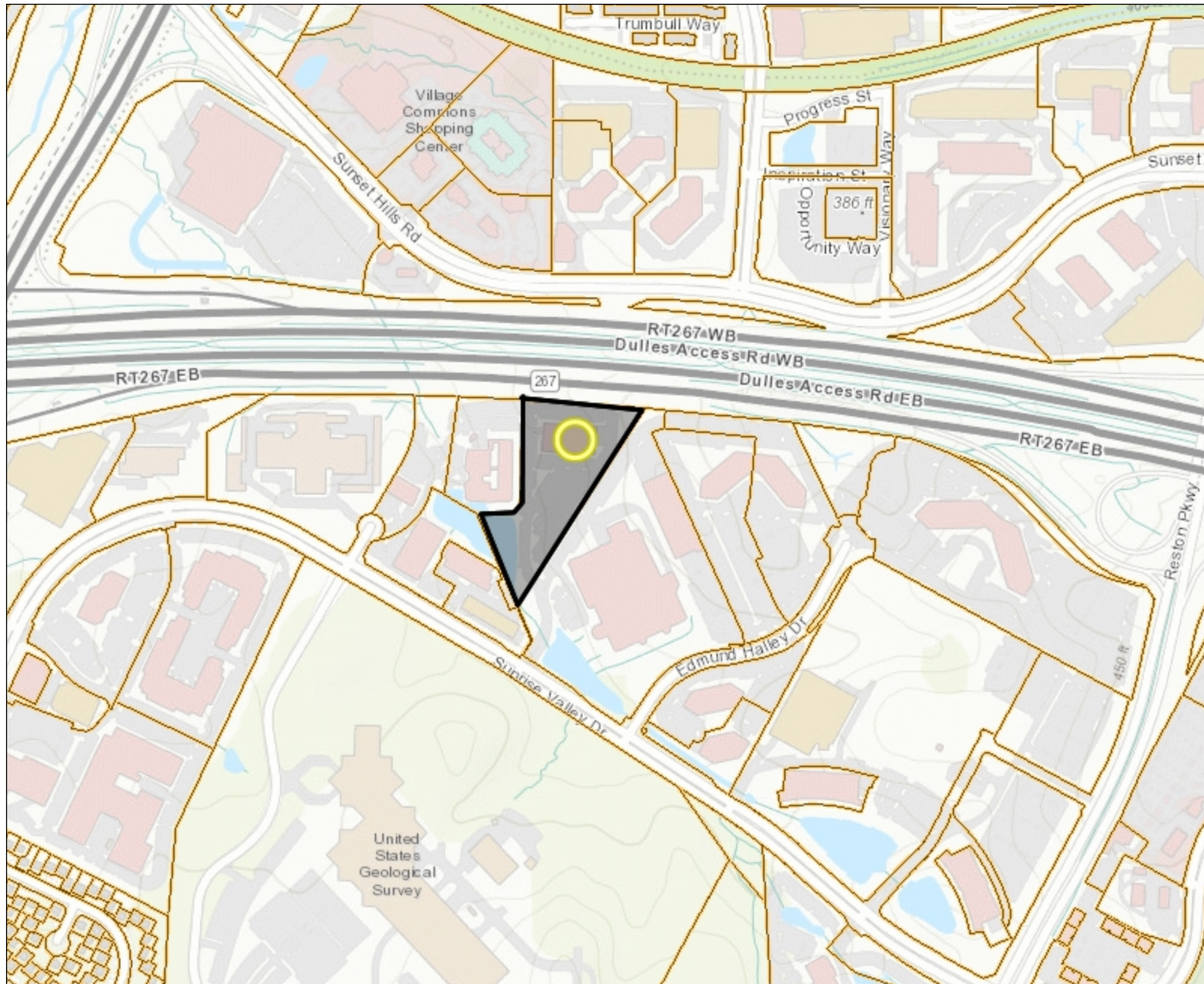
The County's increased need for housing opportunities and decreased need for office space, especially existing older office buildings, should result in a shift in land use patterns toward greater residential use in the RMU portions of TOD districts. With respect to the Property, increasing the percentage of residential development and site intensity will allow for increased housing opportunities near the Reston Town Center Metro Station. As stated in the Comprehensive Plan, the Reston Town Center Metro Station should include "significant residential" areas. The proposed amendment to the Comprehensive Plan will advance the County's objectives while addressing the County's clear need for additional housing options.

V. Conclusion

The Nominator respectfully requests favorable consideration of the proposed amendment to the Comprehensive Plan, which will provide for the redevelopment of a vacant, outdated office building with much-needed housing opportunities near the Reston Town Center Metro Station. Further, the Nominator would like to proceed with a concurrent rezoning application for the contemplated development in the event of favorable consideration of the proposed Comprehensive Plan amendment.



Map Title



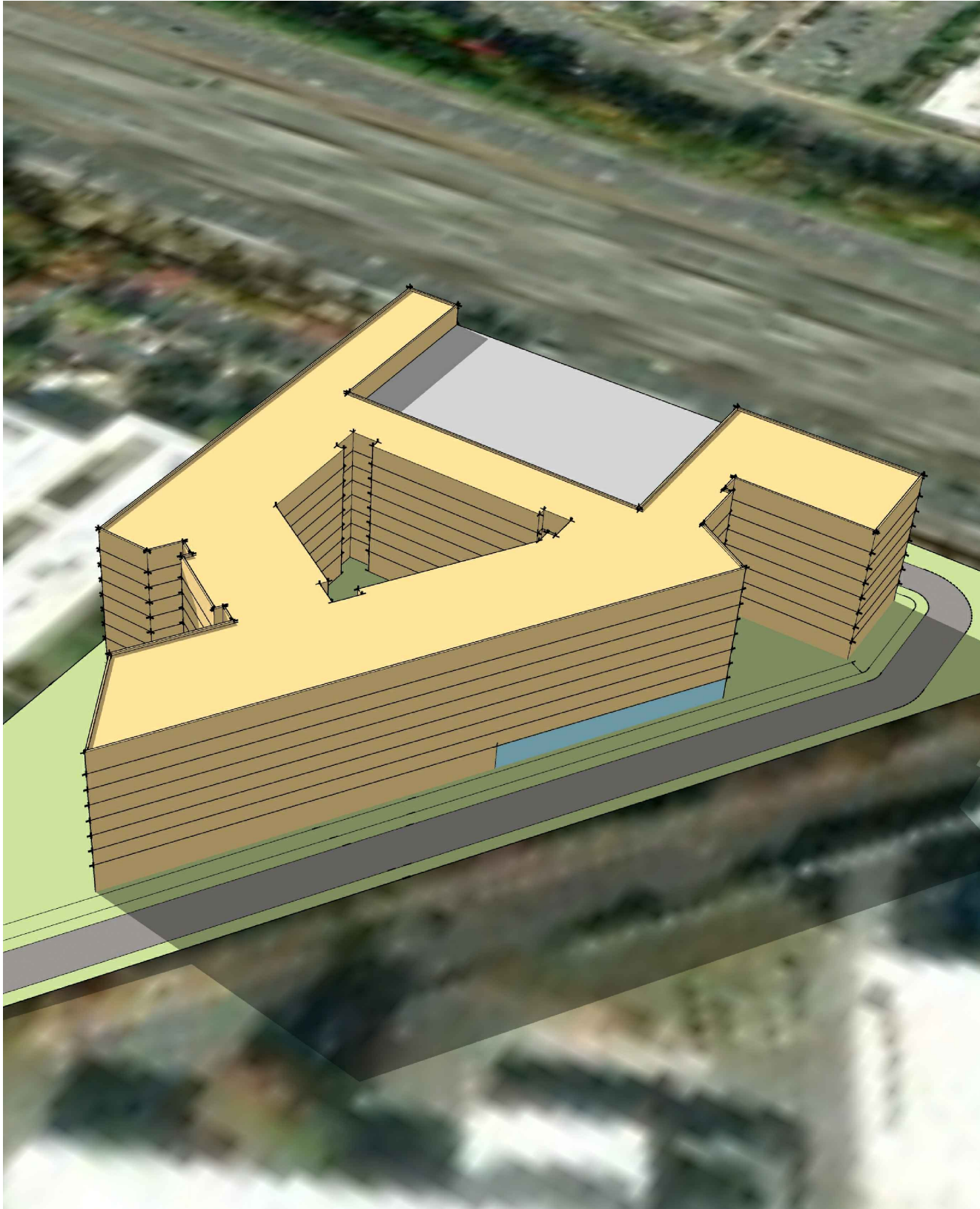
Legend

- Parcels

Notes:

Map produced: 10/25/2022

This map is intended for reference purposes only. Fairfax County does not provide any guarantee of the accuracy or completeness regarding the map information.



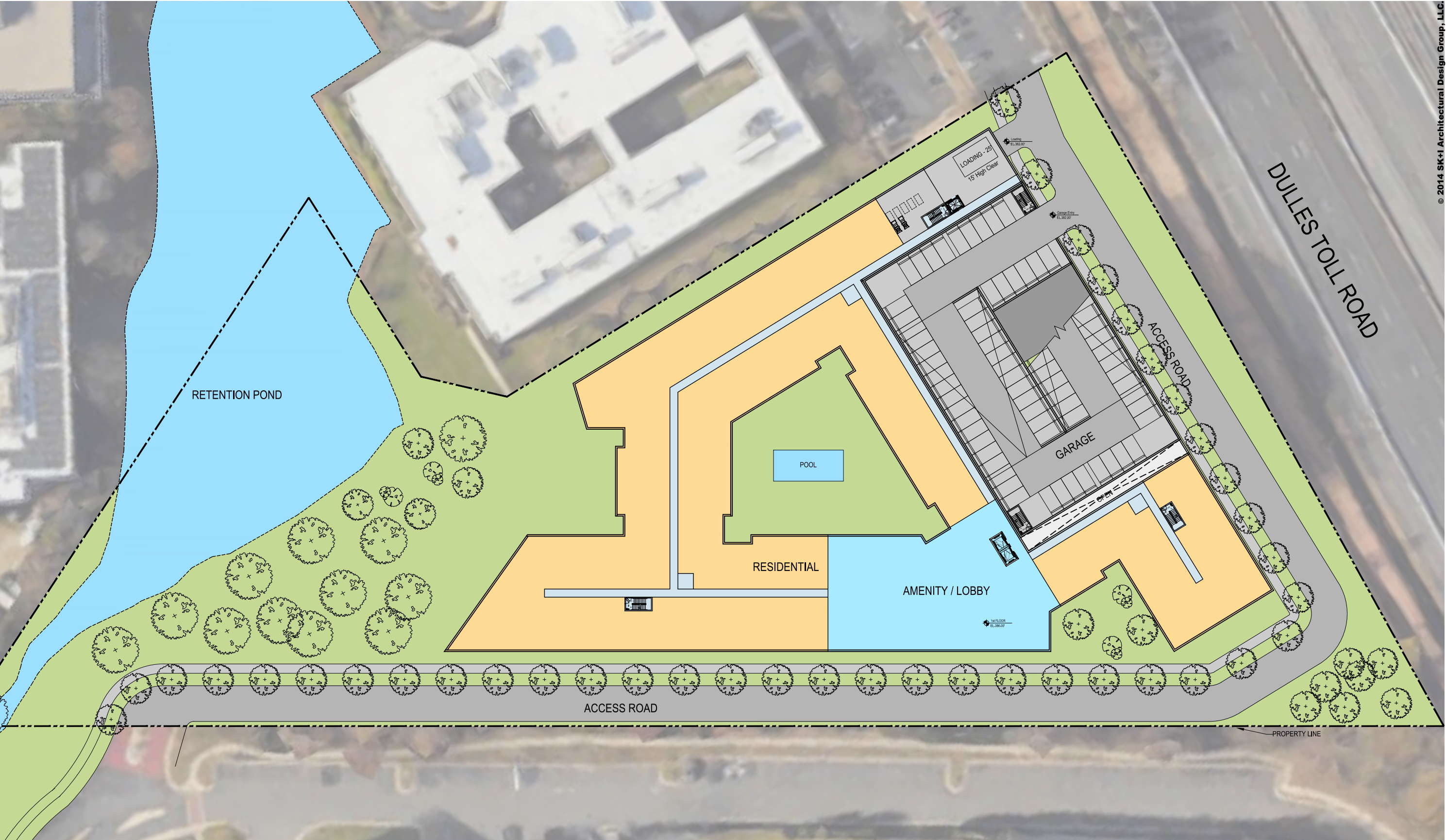
12120 sunrise valley drive

reston, va

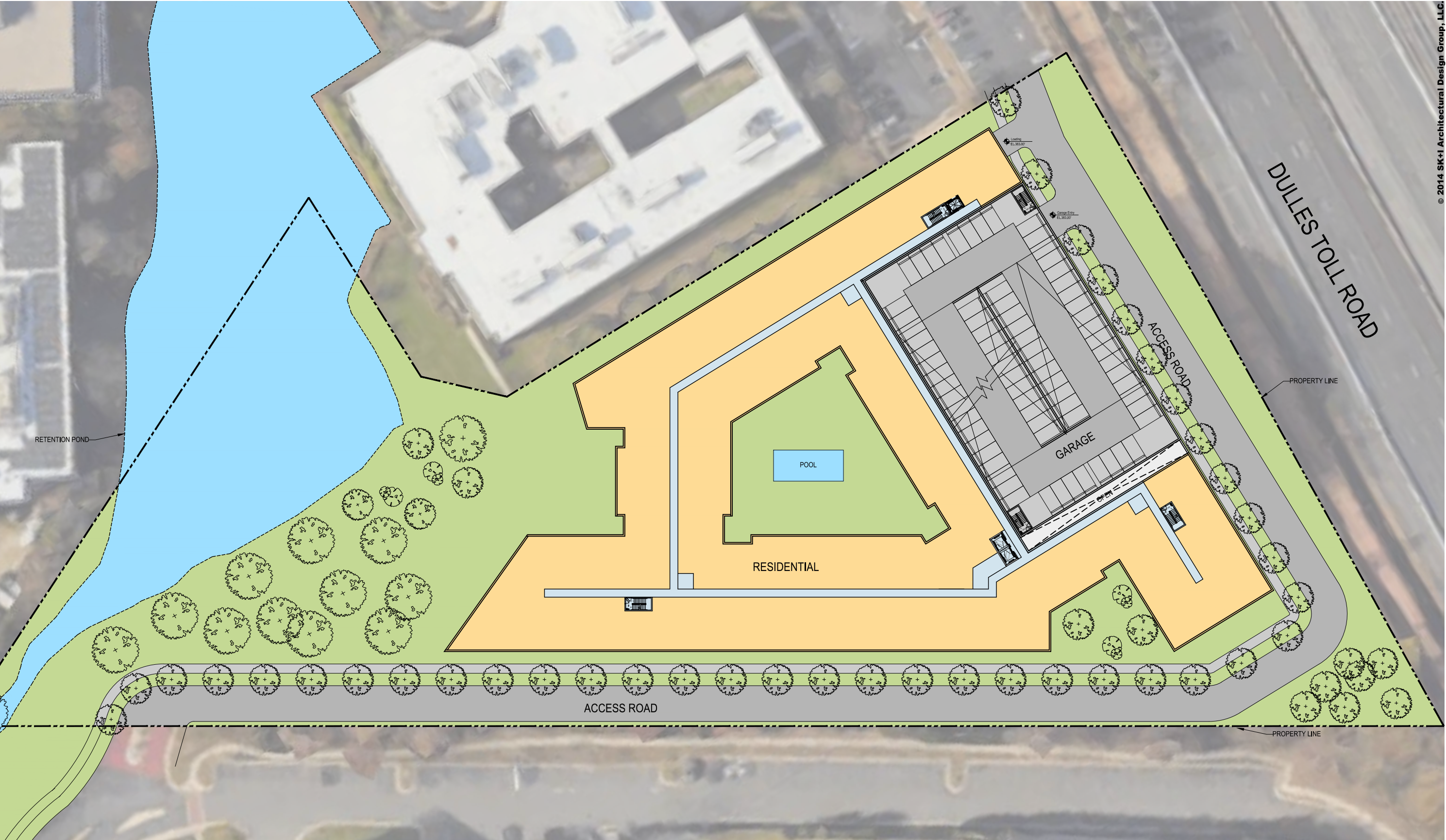
concept plans

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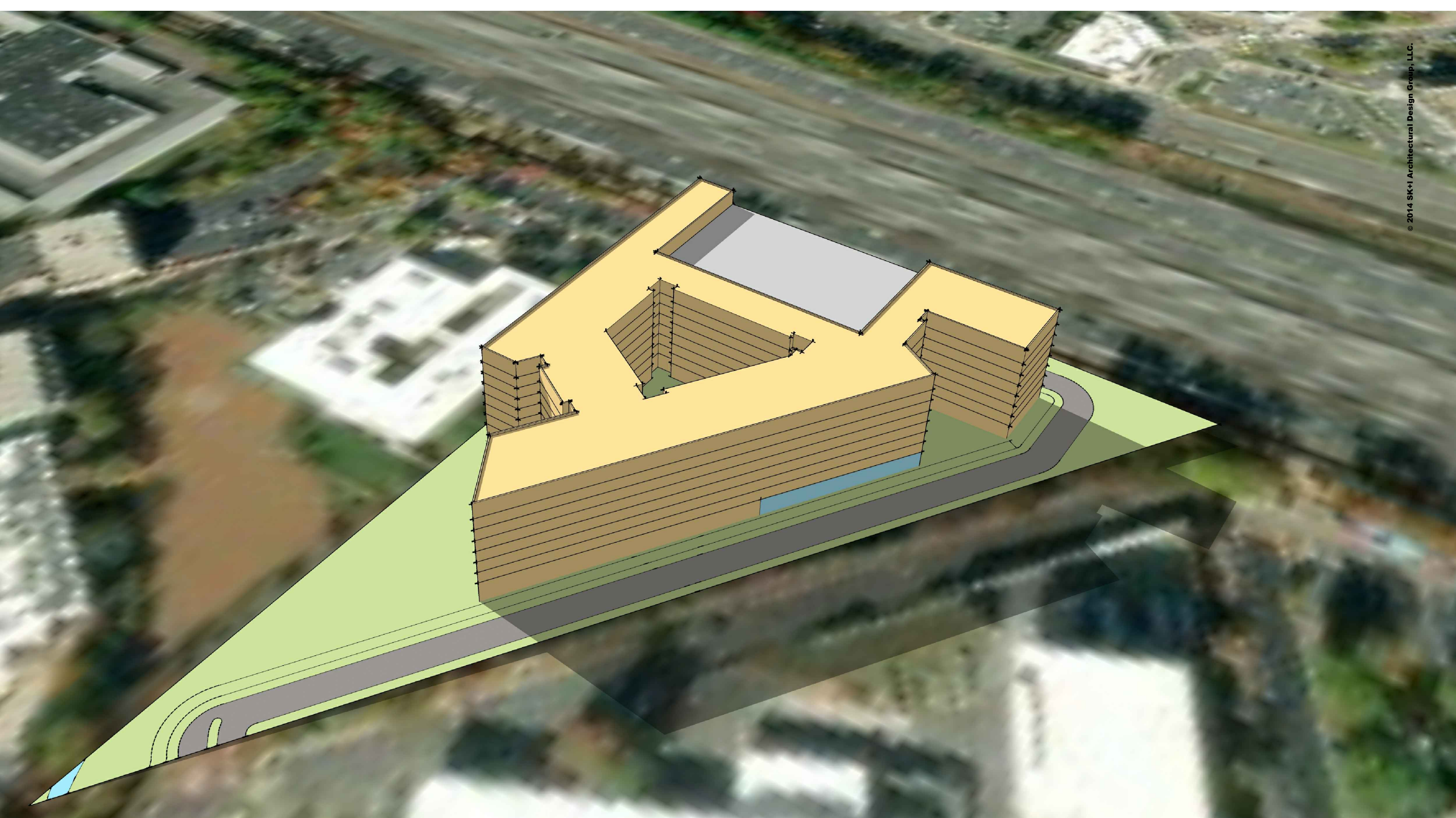
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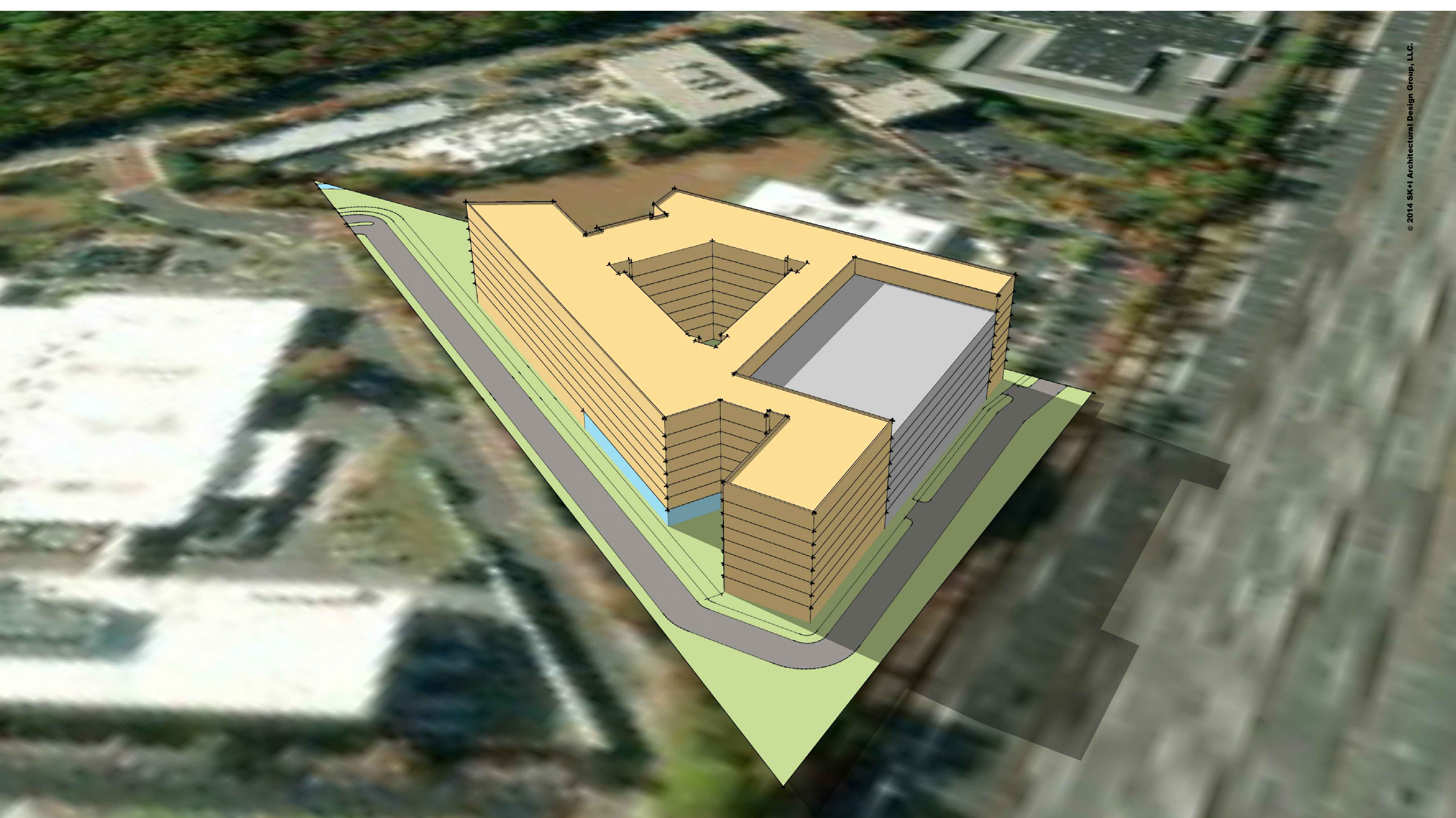
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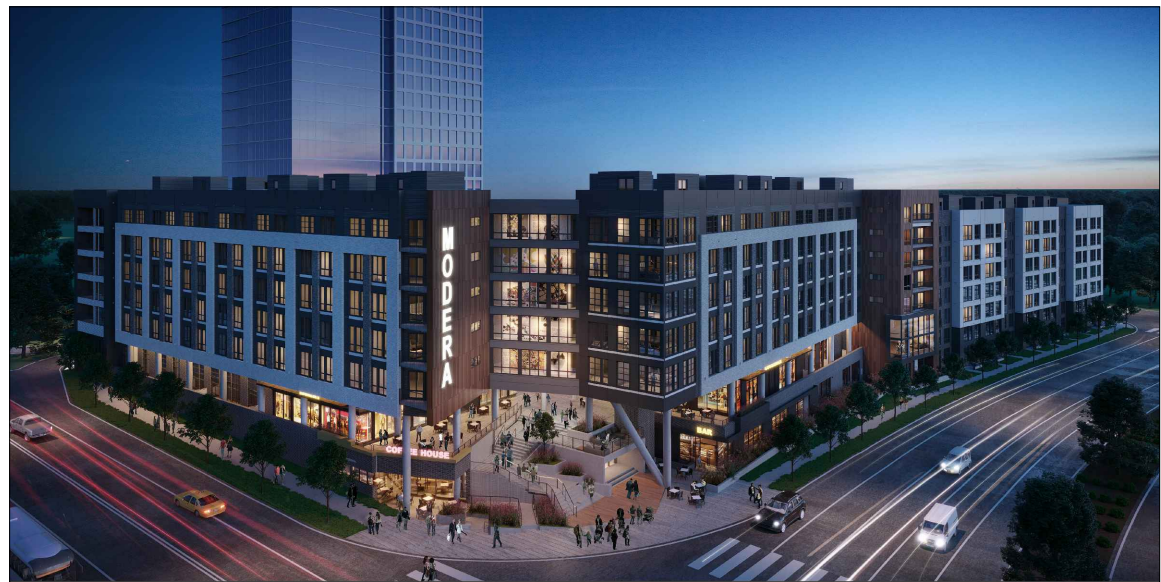
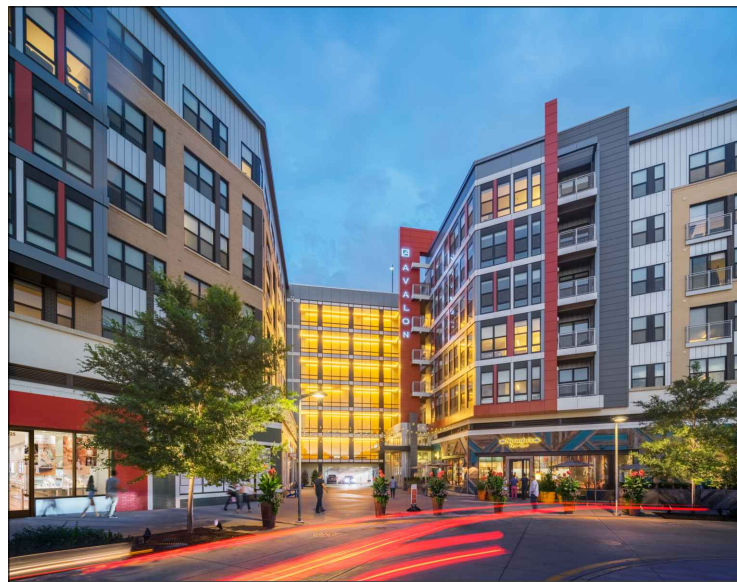


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precedents

october 20th, 2022

Agent Authorization Letter

October 24, 2022

Fairfax County Department of Planning and Development
Planning Division
12055 Government Center Parkway, 7th Floor
Fairfax, VA 22035


RE: SSPA Nomination for Tax Map Parcel 17-3 ((8)) (3A) 3B

To Whom it May Concern,

RMC Owner LLC is the owner of real property known as Tax Map Parcel 17-3 ((8)) (3A) 3B (the "Property"), which is being nominated for a Comprehensive Plan land use change as part of the 2022-2023 Site-Specific Plan Amendment Process. On behalf of RMC Owner LLC, I have reviewed the subject nomination, consent to the Property being submitted for consideration, and understand the expectations for the process. I authorize DLA Piper LLP (US) and its employees to act as agents for the nomination, including participation in the review, analysis, and community engagement, as needed.

Sincerely,

RMC Owner LLC

By: 

Name: Stephen Shaw

Title: Signatory

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South Subdistrict (Reston Town Center Transit- Oriented Development District)

The South TOD subdistrict is comprised of approximately 107 acres and is bounded by the DAAR on the north, by Reston Parkway on the east, by Sunrise Valley Drive on the south and by a self-storage business on the west. Reston Parkway and Edmund Halley Drive are the primary north-south streets.

Base Plan

The subdistrict is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre.

Redevelopment Option

The vision for this subdistrict is for significant 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. Residential buildings should front on tree-lined streets and be designed with inviting street level facades. A larger-scale district serving park that includes cultural and recreational amenities should be located within this subdistrict to provide outdoor spaces, places to be active, and areas to enjoy community events. This park will serve as a gathering space and may include a concentration of ground level retail uses along its perimeter.

Local-serving amenities including plazas, other urban parks, trails, and public art should be provided throughout the subdistrict to serve local leisure and recreation needs. The exact number of urban parks, their sizes and distribution will be determined by the amount and type of new development, in accordance with the Urban Parks Framework in the Policy Plan.

Existing manmade and natural features in the vicinity of Sunrise Valley Drive provide a particular opportunity to create small, semi-urban scale parks linked by trails and pedestrian facilities planned for the TSA. Opportunities to cluster amenities in nodes along existing natural and stormwater features should be used to form a connected park amenity.

The Transit Station Mixed Use area is planned for intensity within a 2.0 to 3.0 FAR range. The planned zoning target for office development in this area of the subdistrict is 2.4 million square feet of existing, approved and new development. The planned zoning target for residential development is approximately 3,000 residential units. Development proposals should typically provide a mix of 50 percent non-residential use and 50 percent residential use. The existing development pattern, the presence of surface parking lots and availability of vacant land within close proximity to the Metro station present an opportunity to realize the desired mix for Transit Station Mixed Use areas of 50 percent non-residential uses and 50 percent residential uses. Individual developments may have flexibility to build more office use if other developments are built or rezoned with a use mix that contains proportionally less office. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use.

The Residential Mixed Use area in the South TOD subdistrict is planned for intensity up to a 1.5 FAR range. The area is planned for predominantly residential uses with a mix of other uses including office, hotel and supporting retail. Development proposals should typically be 75 percent residential use. The amount and location of current office buildings in this area designated as the Residential Mixed Use category present

a challenge to achieve the goal of 75 percent residential uses. However, individual development may have flexibility in the stated mix percentages if other developments are built or rezoned with a use mix that maintains these proportions for the area designated as the Residential Mixed Use category. **More specifically, the property identified on the Fairfax County Tax Map as parcel 17-3 ((8)) (3A) 3B may be redeveloped with 100 percent residential use up to a 1.9 FAR.** Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use.