County of Fairfax, Virginia
Planning Commission Meeting
July 8, 2026
Planning Commission Action

SSPA 2023-III-12UP (PA 2023-00048)– 1950 ROLAND CLARKE PLACE
(Hunter Mill District)

PLANNING COMMISSION RECOMMENDATIONS:
On July 8, 2026, the Planning Commission voted 10-0 (Commissioners Hancock and Thomas were absent from the meeting) to recommend to the Board of Supervisors the adoption of a Planning Commission alternative for SSPA 2023-III-12UP, as shown in the handout dated July 8, 2026.

ATTACHED DOCUMENTS:
Handout dated July 8, 2026
CD

PLANNING COMMISSION ALTERNATIVE: July 8, 2026

Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a ~~strikethrough~~. Text revisions to the staff recommendation is shown highlighted.

MODIFY: Fairfax County Comprehensive Plan, 2026 Edition, Area III, Reston, as amended through September 10, 2024, Land Use and Design for the Transit Station Area, Wiehle Transit Station Area, Wiehle TOD South District.

- **Roland Clarke Place Residential Mixed-Use Sub-District (75% residential, 25% non-residential)**

  This neighborhood area is located between Sunrise Valley Drive and the DAAR with access from Roland Clarke Place. Tax Maps 17-4 ((14)) (1A) 2A and 3A are developed with a seven-story multifamily building and a five-story office building at 1.30 FAR. The existing five-story office building on Parcel 2A is approved for a larger office building and the existing seven-story multifamily building on Parcel 3A is proposed to remain at the existing intensity and use. ~~The existing five-story office building may also have the potential for redevelopment with residential uses but to do so would require an amendment to the Comprehensive Plan and extensive community engagement. Any redevelopment of the existing office building must include the addition of an interparcel access to the west, the provision of a public recreation facility, such as sport courts, destination playground, or multi-use courts to serve the Roland Clarke and surrounding neighborhood.~~

  Any redevelopment of the existing office building on Parcel 2A should provide the planned grid of streets to improve access, interparcel access to the west, an east-west active transportation path, and enhancements to pedestrian safety along Roland Clarke Place (e.g., shorten crossing distance, promote neighborhood appropriate travel speeds). Additional buffer width may be necessary in certain areas to accommodate utilities, preserve desirable tree canopy, and other considerations. Improvements to vehicular traffic flow at the intersection of Sunrise Valley Drive and Roland Clarke Place should be considered as future residential development occurs. Where needed, bicycle facilities should be provided on low volume streets to contribute to a complete bicycle network. There should be provisions for an urban public park space, such as a destination playground to serve the Roland Clarke and surrounding neighborhoods. Parks should be designed to connect to adjacent park spaces to help form a cohesive network of park amenities for community benefit. Parcel 2A currently provides park space to meet some of the park needs for Parcel 3A. Any park space that is displaced by redevelopment should be replaced in addition to meeting the park needs of new development.

  As an option for Parcel 2A, and subject to the previously stated conditions, single-family-attached residential use may be appropriate at a density up to 20 dwelling units per acre (1.15 FAR). ~~In addition to the above redevelopment conditions, provisions for off-site park space to offset the balance of urban park space may be appropriate, however on-site parks should first be provided to the extent possible~~.

The existing office condominium building located at Tax Map 17-4 ((34)) 100-400 along the DAAR and accessed by a Roland Clarke Place pipestem is planned for the existing intensity and use. The Valley and Park and Sunrise Square residential developments, along Sunrise Valley Drive and along either side of Roland Clarke Place are proposed to remain at existing ~~density~~ intensity and use.

COMPREHENSIVE LAND USE PLAN MAP:

The Comprehensive Land Use Plan Map will not change.

COUNTYWIDE TRANSPORTATION PLAN MAP:

The Countywide Transportation Plan Map will not change.