County of Fairfax, Virginia
Planning Commission Meeting
July 16, 2026
Planning Commission Action

SSPA 2023-III-9UP (PA-2023-00045) - LAKE FAIRFAX BUSINESS CENTER
(Hunter Mill District)

PLANNING COMMISSION RECOMMENDATIONS:
On July 16, 2026, the Planning Commission voted 12-0 to recommend to the Board of Supervisors the adoption of the staff recommendation for Plan Amendment SSPA 2023-III-9UP, found in the Staff Report dated June 24, 2026, with further modifications as shown in bold and yellow highlighted font as found in the Planning Commission Modifications dated July 16, 2026.

ATTACHED DOCUMENTS:
Staff Report Dated June 24, 2026
Planning Commission Modifications Dated July 16, 2026

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PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: SSPA 2023-III-9UP
June 24, 2026

GENERAL LOCATION: North of Sunset Hills Road, South of Lake Fairfax Park, and northeast of the Washington and Old Dominion (W&OD) Trail.

SUPERVISOR DISTRICT: Hunter Mill

PLANNING AREA: Area III

PLANNING DISTRICT: Upper Potomac Planning District

SPECIAL PLANNING AREA: Wiehle-Reston East Transit Station Area (TSA), Reston East Non-TOD District

PARCEL LOCATION: 18-3 ((8)) 1, 2, 3, 4A, 5A1, 6A3, 7A, 8, 9A, 10A2, 10A3, 12B, 18B, A1, F, G

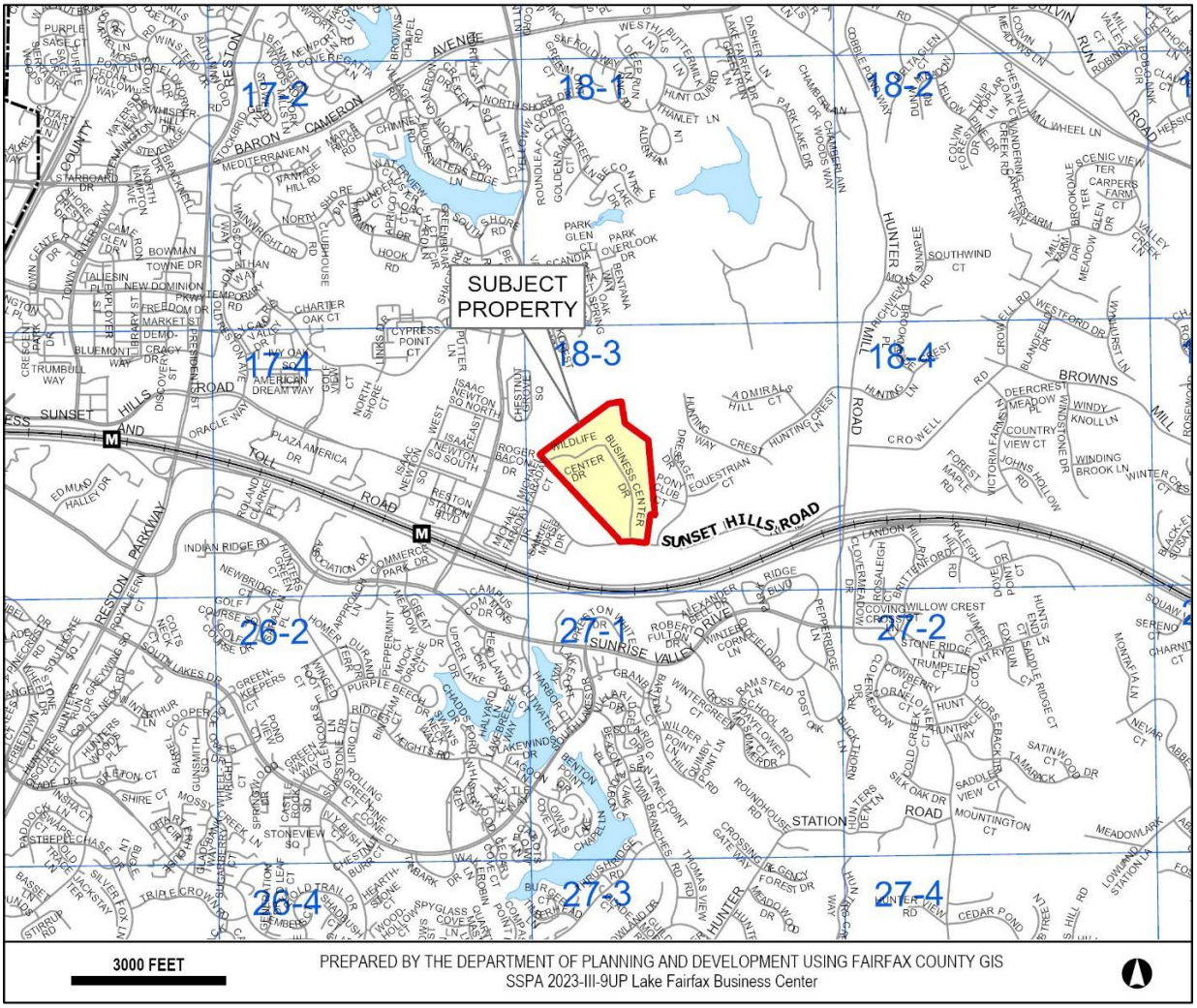
For additional information about this amendment call (703) 324-1380.

PLANNING COMMISSION PUBLIC HEARING:
Thursday, July 16, 2026 @ 7:30 PM

BOARD OF SUPERVISORS PUBLIC HEARING:
Tuesday, August 25, 2026 @ 4:00 PM

PLANNING STAFF DOES RECOMMEND THIS ITEM FOR PLAN AMENDMENT

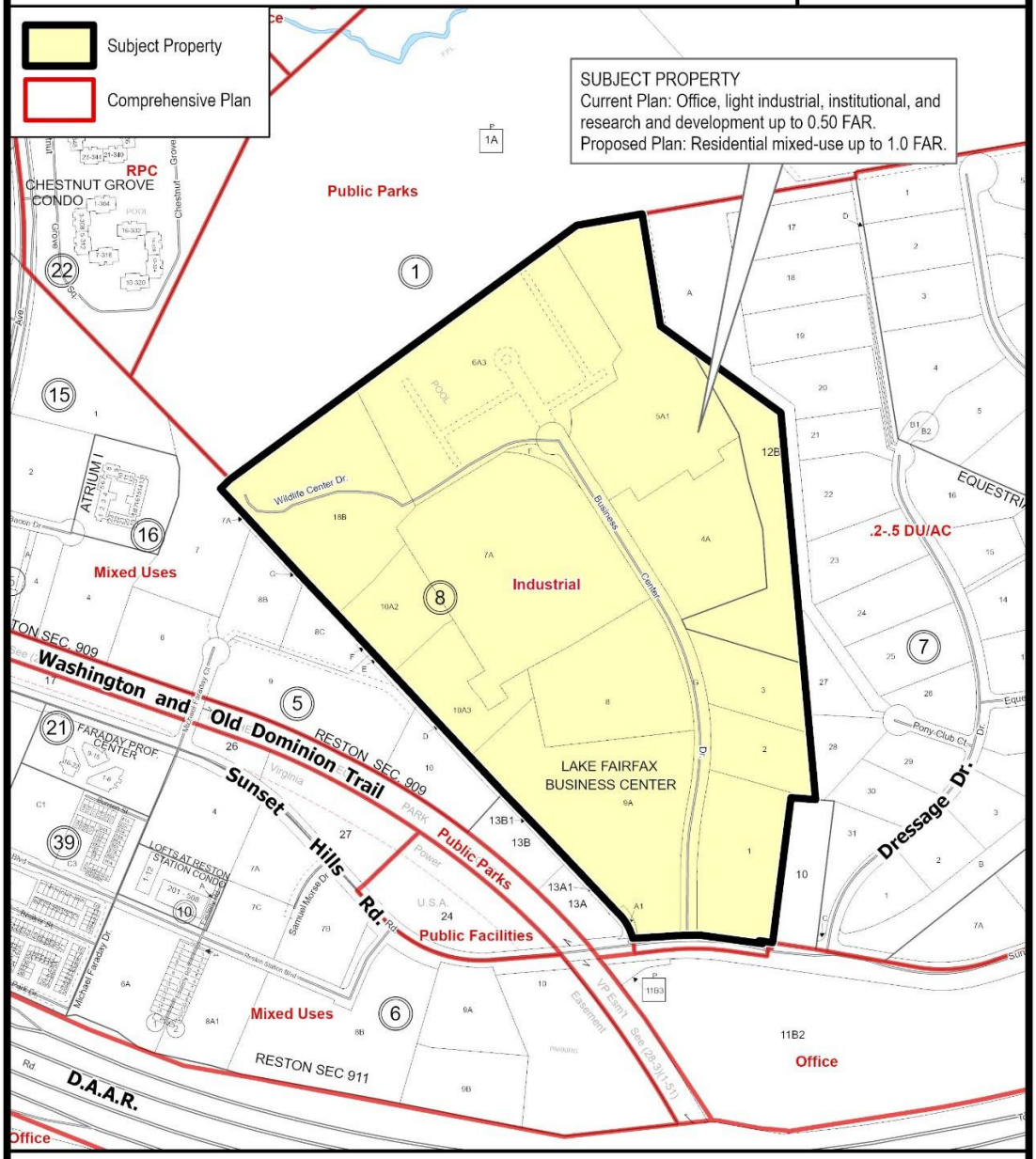
Reasonable accommodation is available upon 48 hours notice. For additional information about accommodation call the Planning Commission office at (703) 324-2865, or the Board of Supervisors office at (703) 324-3151.



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-9UP



500 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO MARCH 2026

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STAFF REPORT FOR PLAN AMENDMENT SSPA-2023-III-9UP

BACKGROUND

On April 11, 2023, the Fairfax County Board of Supervisors (Board) authorized the consideration of Site-Specific Plan amendment (SSPA) 2023-III-6UP for the Reston Transit Station Area (TSA) Study, which included ten SSPA nominations within the Hunter Mill District, one of which is the Lake Fairfax Business Center Plan amendment (SSPA-2023-III-9UP). The Reston TSA Study included, but was not limited to, specific considerations for the proposed land use mix, density/intensity, consolidation recommendations, and other proposed changes, for each of the ten individual SSPA nominations. The Reston TSA Study Plan amendment was initially classified as Tier 3 on the Comprehensive Plan Work Program, to allow for the completion of the Reston Study (PA 2020-III-UP1) that was occurring at the time. On July 25, 2023, after the completion of the Reston Study, the Board reauthorized the Reston TSA Study (and its ten individual SSPAs) and advanced it to Tier 1. This staff report pertains specifically to the review of the Lake Fairfax Business Center Plan amendment.

As part of the Plan amendment authorization, the Board directed staff to evaluate a broader mix of uses for Lake Fairfax Business Center, including multifamily and single-family attached residential uses, along with supporting retail. The Plan amendment considers appropriate land use recommendations to guide the long-term redevelopment of the business center in a manner that supports a more integrated, connected, and walkable environment, while maintaining compatibility with surrounding land uses.

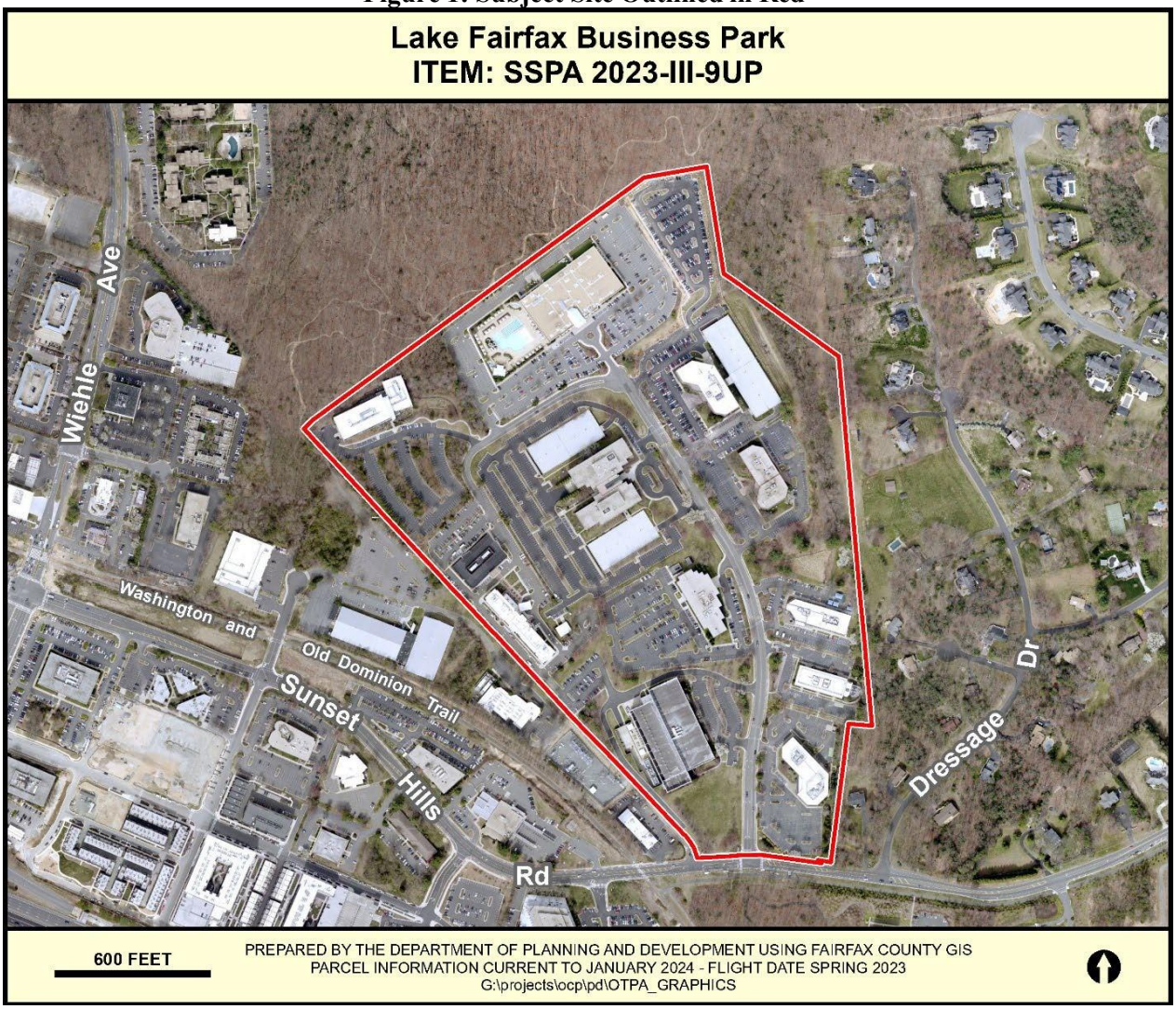
The Plan amendment is being reviewed with a rezoning application (RZ-2025-HM-00002), which proposes redevelopment of a portion of the business center with residential mixed-use development, encompassing approximately 49 acres across 10 of the 16 parcels. The remaining parcels, including existing office, hotel, fitness center, and data center uses, are not included in the rezoning; however staff has provided Plan text recommendations for these parcels to support the evolving land use conditions in this area and for long-term compatibility across the business park. Any recommendation on this Plan amendment should not be construed as a favorable recommendation on the rezoning application, nor does it relieve the applicant of compliance with all applicable ordinances, regulations, and adopted standards.

CHARACTER OF THE SITE

Lake Fairfax Business Center (Figure 1) is an approximately 76-acre suburban-style office park located north of Sunset Hills Road and the Washington and Old Dominion (W&OD) Trail and south of Lake Fairfax Park within the Wiehle-Reston East Transit Station Area (TSA), less than one mile from the Wiehle-Reston East Metrorail Station. The business center consists of 16 parcels developed with eight office buildings, a hotel, a fitness center, and a data center in a campus-style setting with freestanding parking garages and surface parking. Under the adopted Comprehensive Plan, the area is planned for office, industrial, institutional, and research and development uses at an intensity of up to 0.50 floor area ratio (FAR). These recommendations are within the Lake Fairfax Business Center Sub-District of the Reston East Non-Transit-Oriented Development (Non-TOD) District of the Wiehle–Reston East TSA.

The existing buildings were constructed primarily in the 1980s and 1990s and reflect a late 20th-century suburban office development pattern. Development within the business center is characterized by large building footprints with heights ranging from two to six stories and a limited internal private street network, resulting in a superblock configuration oriented toward vehicular access. The site is currently served by one access point from Sunset Hills Road. Overall, the site's layout reflects an auto-oriented design that contrasts with current planning objectives emphasizing connectivity, walkability, and integrated mixed-use environments.

Figure 1: Subject Site Outlined in Red



CHARACTER OF THE AREA

The area surrounding the Lake Fairfax Business Center includes a mix of parkland, residential neighborhoods, and employment-oriented uses consisting of office, industrial, and retail uses.

North: The area to the north is located outside of the Wiehle-Reston East TSA and is predominantly comprised of Lake Fairfax Park, which includes recreational facilities, open

space, and trail connections serving the broader Reston community. This area is planned for Public Parks and zoned to the Residential-Estate District (R-E) and contributes to open space and a recreational character north of Lake Fairfax Business Center.

South: The area to the south, along Sunset Hills Road, includes portions of the Reston East Sub-District North of the Dulles Airport Access Road (DAAR) – Non- Transit-Oriented Development (TOD), and contains a mix of office, institutional, industrial, and retail uses, including a post office. This area is planned for office, industrial, hotel, and retail uses at an intensity of up to 0.50 FAR. The Michael Faraday Court Sub-District is planned for industrial use up to 0.50 FAR and includes an ice-skating rink. An option exists for redevelopment of this sub-district for residential use up to 1.0 FAR, provided the ice-skating rink is preserved and pedestrian access to Lake Fairfax Park and the W&OD Trail is provided. Other portions of this area along Michael Faraday Court are within the Wiehle North Transit Station Residential Mixed Use Sub-District of the Wiehle TOD area and planned for higher-intensity residential mixed-use development up to a 1.5 FAR. This area is generally zoned to the Medium Intensity Industrial (I-4) and General Industrial (I-5) Districts.

East: The eastern boundary of the site abuts the Equestrian Park subdivision, which is outside of the Wiehle-Reston East TSA. This area consists primarily of single-family detached residential uses planned at 0.2 to 0.5 dwelling units per acre (DU/AC) and zoned R-E.

West: The area to the west includes office and retail uses along Roger Bacon Drive and is within the Wiehle North Transit Station Residential Mixed Use Sub-District of the Wiehle TOD area and is planned for residential mixed-use development at an intensity of up to 1.5 FAR. This area is generally zoned to the I-5 District.

PLANNING HISTORY

Lake Fairfax Business Center is located within Reston, a planned community established in the early 1960s. Development of Reston has been guided by the Reston Master Plan, which established a framework for integrating residential, employment, recreational, and community uses within a planned community. As part of the original planning for Reston, areas along the DAAR were designated for employment-focused uses, including office, industrial, and related uses. These areas were planned to serve as a major employment center within the community and were developed in a suburban office park pattern. In 1991, portions of Reston along the DAAR were designated as a Suburban Center, recognizing the concentration of office and employment uses in this corridor and establishing guidance for continued employment-focused development.

In 2001, transit-related development options were introduced for areas along the DAAR in anticipation of a planned extension of transit service to Dulles Airport. In the early 2000s, this concept was advanced as an extension of the Metrorail system. In 2009, the Board authorized a two-phased Reston Master Plan Special Study to evaluate land use recommendations for areas surrounding the planned Metrorail stations. Phase I of this study, adopted in 2014, established the framework for the Reston Transit Station Areas (TSAs), focusing higher-density, mixed-use development near transit stations while retaining lower-intensity employment areas outside of these core areas.

In 2020, the Board authorized a broader study of the Reston Comprehensive Plan (PA 2020-III-UP1), to address growth-related issues in Reston, including land use in Village Centers, transportation, housing, environmental sustainability, equity, community health, open space, heritage resources, economic development, and public facilities. The resulting Plan amendment was informed by a Reston Study Task Force and was adopted by the Board in 2023. The adopted Comprehensive Plan retained the existing Plan guidance for the Lake Fairfax Business Center and continues to recommend employment-oriented uses, including office, industrial, institutional, and research and development uses at an intensity of up to 0.50 FAR.

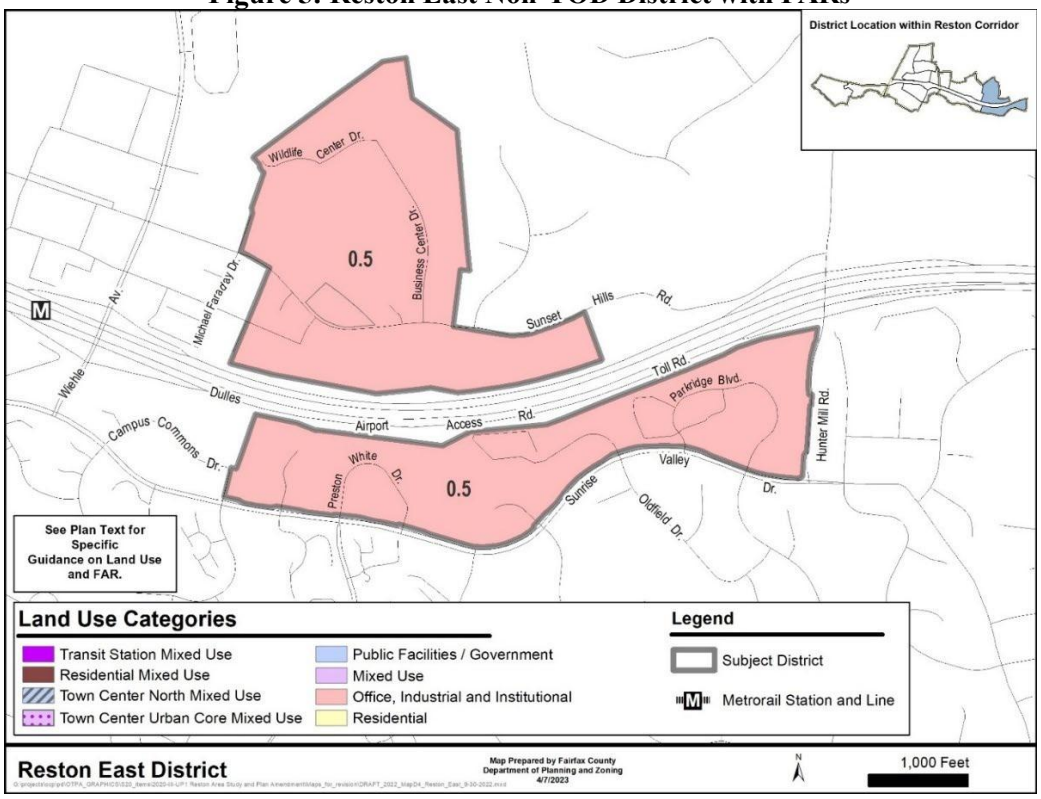
ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, 2026 Edition, Area III, as amended through May 5, 2026, Land Use and Design for 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



- **Reston East Sub-District North of the DAAR – Non-TOD (Office, Industrial, Hotel, and Retail)**

  This area spans both north and south of Sunset Hills Road and is east of Michael Faraday Drive. Development on the north side of the DAAR includes areas of industrial uses in Lake Fairfax Business Center, limited office uses, a data center, a large fitness facility, an ice rink, and a U.S. Post Office facility. This area is planned to remain an industrial area. The area from the proposed South Lakes overpass extension east to the VDOT maintenance facility will remain industrial at the intensity of existing zoning.

- **Michael Faraday Court Sub-District: (Industrial up to 0.5 to Mixed-Use up to 1.0 FAR):**

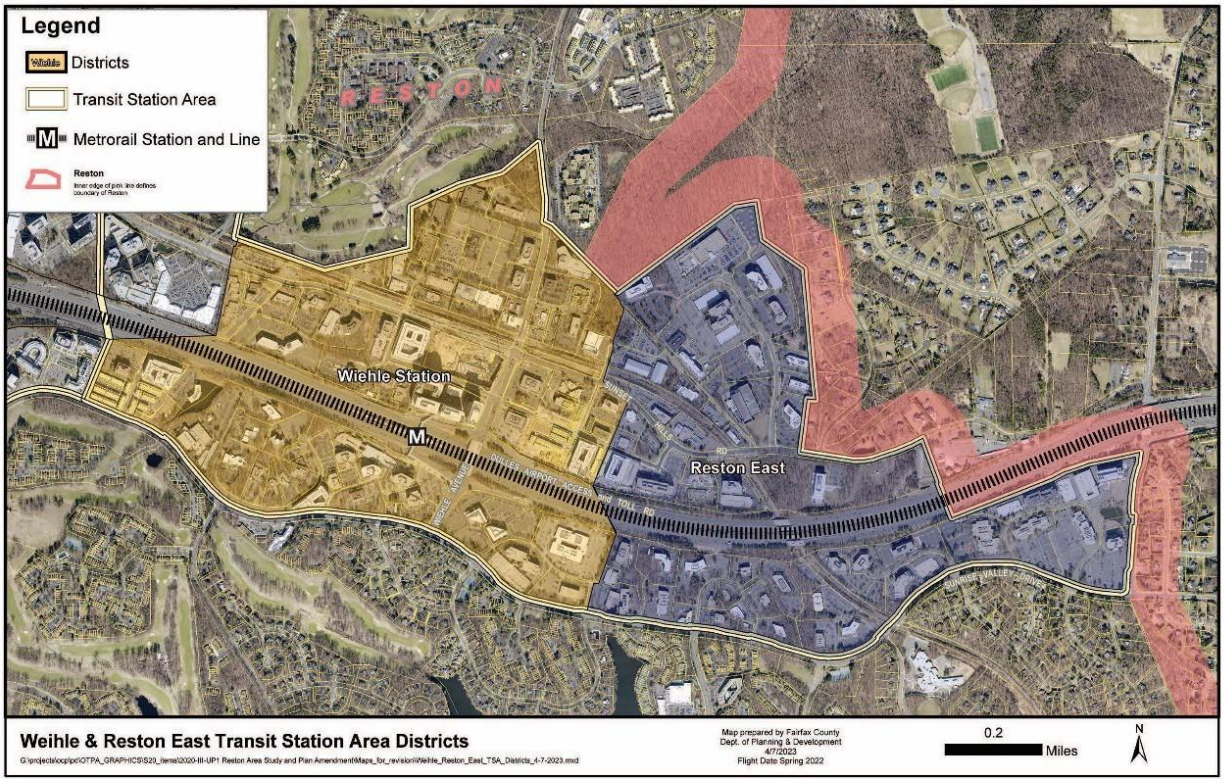
  The northern portion of Michael Faraday Court has older, low-rise buildings that are potential redevelopment sites. Preserve the existing ice rink, an important private community recreation facility, in any redevelopment of this area. To provide an incentive for this facility to continue operation after redevelopment of this area, a redevelopment option of residential use up to 1.0 FAR is planned, provided these parcels provide convenient and safe pedestrian access to Lake Fairfax Park, the W&OD trail, and the pedestrian network for the TOD and Non-TOD District. Vehicular access will be provided in a safe and interconnected grid of streets.

- **Lake Fairfax Business Center Non-TOD Sub-District: (Office, Industrial and Institutional up to 0.5 FAR)**

  This tract is planned for low and medium intensity industrial, R&D, and similar uses. Retain the tree area on the eastern boundary of Lake Fairfax Business Center to buffer the residential, Equestrian Park area. Include the installation of plantings to close the gap that is approximately 50 feet wide between the tree line running north from Sunset Hills Road to where it approaches the existing trees and ties into the landscaped swale running south from Lake Fairfax Park with any redevelopment. Apply stringent environmental controls to the industrial portion of the tract. These include extensive landscaping on Sunset Hills Road and sediment control measures to assure the environmental integrity of Lake Fairfax."

Fairfax County Comprehensive Plan, 2026 Edition, Area III, as amended through May 5, 2026, Land Use and Design for Transit Station Areas, Wiehle Transit Station Area:

Figure 6: Wiehle Transit Station Area, Reston East located north and south of the DAAR



PROPOSED PLAN AMENDMENT

The Board requested that staff evaluate a Comprehensive Plan amendment for Lake Fairfax Business Center to allow a broader mix of uses, including residential development. The Plan amendment considers an option for redevelopment with residential mixed-use, including up to 1,250 multifamily and single-family-attached residential units, with supporting retail uses. The amendment also considers an increase in intensity to 1.0 FAR to support a more compact, walkable development pattern and introduces a more connected street network, including internal streets and pedestrian and bicycle facilities. In addition, the amendment incorporates guidance for open space and urban design features to promote a more integrated development pattern, as well as appropriate transitions in land use, intensity, and building scale to adjacent residential neighborhoods, particularly along the eastern boundary of the site. Figure 2 includes a concept plan submitted by the nominator during the 2023 SSPA nomination period.

Figure 2: Concept Plan, Source: EYA

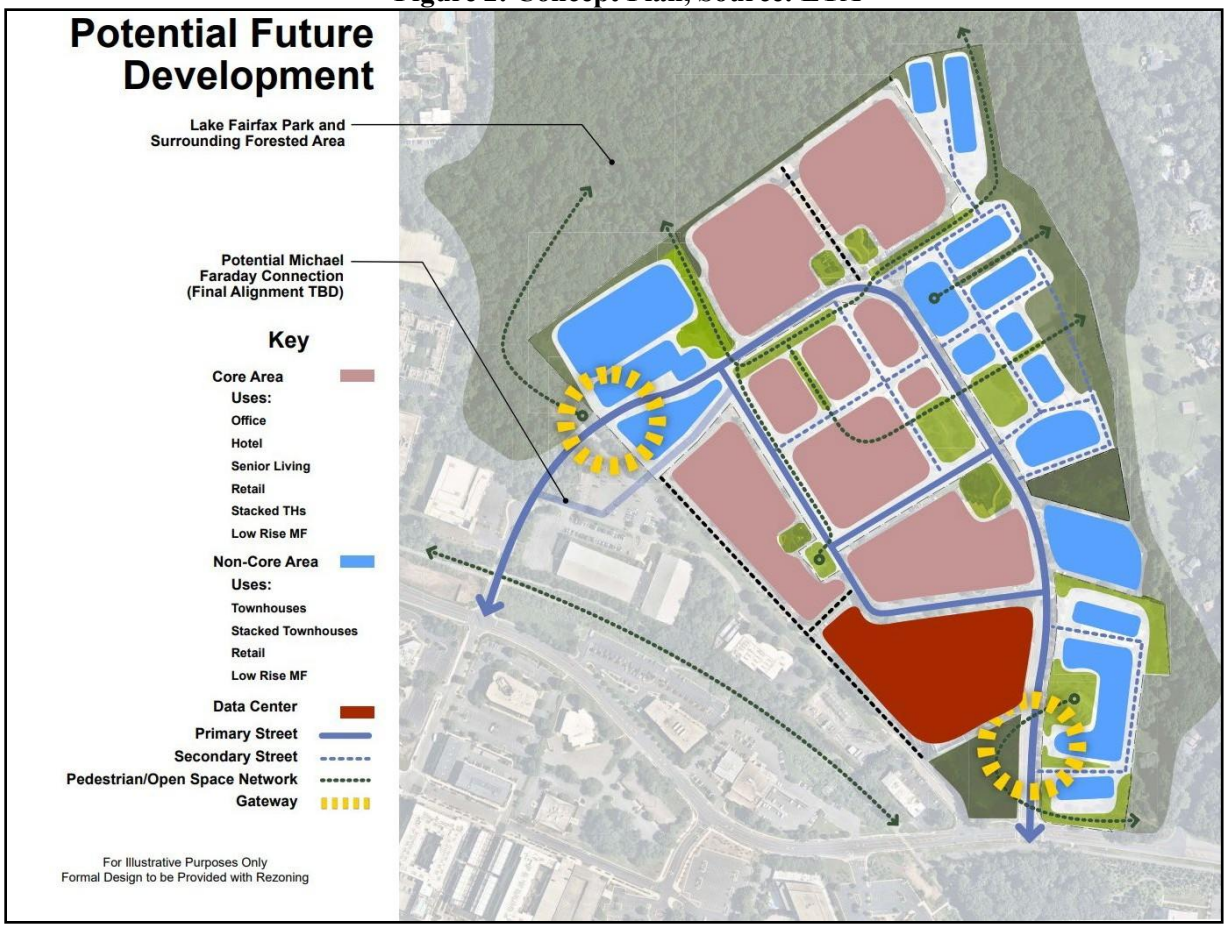


Table 1 summarizes the existing development and the adopted and proposed Plan recommendations.

Table 1: Current and Proposed Recommendations

Tax Map Parcel	Existing Use	Adopted Plan Recommendation	Proposed Plan Amendment
18-3 ((8)) 1, 2, 3, 4A, 5A1, 6A3, 7A, 8, 9A, 10A2, 10A3, 12B, 18B, A1, F, G	**Office** 898,354 sf **Hotel** 97,149 sf **Industrial** 264,888 sf **Institutional** 114,449 sf	Office, industrial, institutional, and research and development (R&D) use up to 0.50 FAR	Residential Mixed-Use up to 1.0 FAR

Rezoning Application

As noted, the Plan amendment is being reviewed with rezoning application RZ-2025-HM-00002, which will be the subject of future public hearings. The rezoning application proposes redevelopment of 10 of the 16 parcels within the Lake Fairfax Business Center with residential mixed-use development, including multifamily and attached residential units integrated with neighborhood-serving retail and office uses. The proposed development concept is organized around a network of new internal streets intended to improve connectivity within the site and to surrounding areas. The concept also incorporates open space and pedestrian-oriented design features to support a more walkable environment. Figures 3 and 4 depict the conceptual layout and renderings submitted with the rezoning application.

Figure 3: Conceptual Rendering of Proposed Development, Source: EYA



Figure 4: Conceptual Rendering of Proposed Development, Source: EYA



ANALYSIS

Staff evaluated the proposed Plan amendment with consideration of county goals for the 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 TSA, where the Comprehensive Plan encourages a mix of uses in a compact, pedestrian-friendly urban form in proximity to a Metrorail station. TSAs are intended to enhance accessibility, support transit ridership, and reduce reliance on single-occupant vehicle travel through coordinated land use and transportation planning.

The subject property is located within the Reston East Non-TOD District, outside of the TOD areas near the Metrorail station**,** which are planned for higher-intensity, mixed-use development within close proximity to the station platform**.** The subject property is located approximately one mile from the Wiehle–Reston East Metrorail Station and has historically been planned for lower-intensity, employment-focused uses. However, its location within the broader TSA and its proximity to planned and existing transit-oriented development provide an opportunity to reconsider the appropriate mix of uses and intensity that advances the overall TSA objectives, while recognizing its location outside of the core TOD area.

Use and Intensity

The proposed Plan amendment provides an opportunity for the Lake Fairfax Business Center to transition from a suburban, auto-oriented office park to a more integrated residential mixed-use development. The site is currently developed with predominantly office and employment uses at a relatively low intensity in a campus-style setting. However, changing market conditions have reduced demand for traditional suburban office parks, while increasing demand for residential and mixed-use development in proximity to transit and employment.

This Plan amendment recommends residential mixed-use development, including multifamily and single-family attached residential uses, along with supporting retail uses. Introducing residential uses at this location would expand housing opportunities in Reston and support a more balanced mix of uses within the broader TSA, consistent with objectives in the Land Use Element of the Policy Plan to promote mixed-use development and increase housing opportunities in proximity to employment centers and transit (Objectives 2 and 4[1]).

[1] Policy Plan citations included in this report reference the adopted text in effect prior to Amendment 2017 P-20, Countywide Policy Plan Update (2022-CW-2CP), as this Plan amendment was in progress prior to the adoption of Phase 1 of the Countywide Policy Plan Update.

The size of the Lake Fairfax Business Center provides a unique opportunity for large-scale redevelopment that can be planned comprehensively, allowing for the introduction of residential uses with supporting retail in a cohesive development pattern. Unlike smaller sites, redevelopment of the business center can establish an internal street network and development framework that supports multimodal connectivity, as well as coordinated parks and open space that would be difficult to achieve through incremental development.

An increase in intensity up to 1.0 FAR is appropriate given its location within the TSA, its proximity to the Wiehle–Reston East Metrorail Station, and the presence of planned and existing residential and mixed-use development to the southwest and west up to 1.5 FAR. While the site is located within the Non-TOD District and outside the primary TOD areas, its size and location support a transition to a more compact and connected development pattern that advances broader planning objectives. Objective 3 of the Policy Plan 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.

The Plan amendment also incorporates a transition in intensity toward the eastern portion of the site, with development east of Business Center Drive limited to a maximum of 0.50 FAR, along with additional controls on building height and buffering to ensure appropriate transitions to adjacent residential neighborhoods. This recommendation is consistent with the Policy Plan guidance to concentrate development intensity in areas with access to transportation infrastructure while ensuring compatibility with surrounding uses (Objectives 12 and 8).

The Plan amendment includes both an overall maximum intensity of 1.0 FAR and 1,250 residential units. While the FAR establishes the overall development intensity for the site, the maximum unit count provides an additional limitation, to ensure that development occurs at a scale that can be supported by the site's infrastructure, open space, and transportation network, and is appropriate given the proposal includes a significant number of townhouses.

Site Design and Compatibility

The Lake Fairfax Business Center is currently developed as a suburban office park characterized by a superblock configuration, large building footprints, and limited internal connectivity. The proposed Plan amendment provides an opportunity to transform the site into a more connected and walkable development that reflects Plan objectives for multimodal access and high-quality urban design.

This Plan amendment recommends redevelopment that establishes a coordinated network of public and private streets to reduce the existing superblock pattern, improve internal circulation, and enhance connectivity to surrounding areas. This includes accommodating the planned street connection between Wildlife Center Drive and Michael Faraday Court to support connectivity and implementation of the planned grid of streets for the Wiehle-Reston East TSA. This network of streets is essential to creating a functional mixed-use environment that supports pedestrian and bicycle access, as well as connections to adjacent neighborhoods, parks, and transit facilities.

Compatibility with surrounding uses will depend largely on urban design, building scale, and transitions to other uses. Development should ensure appropriate relationships between buildings, open spaces, and adjacent uses through building orientation, massing, and setbacks. This Plan amendment recommends that development along the eastern portion of the site provide a coordinated transition to adjacent single-family residential neighborhoods. As previously stated, residential redevelopment east of Business Center Drive should be limited to a maximum intensity of 0.50 FAR with lower-scale residential buildings located along the eastern boundary and taller buildings located west of Business Center Drive. Building heights and density should generally taper from west to east to minimize visual impacts.

A continuous landscape buffer should be retained and enhanced along the eastern boundary to provide effective screening and transition to adjacent residential neighborhoods. Preservation of existing mature tree cover should be prioritized with supplemental plantings added where necessary to ensure year-round screening. Development should also provide appropriate buffering from existing non-residential uses, including the existing data center within the business center. This Plan amendment recommends that new residential development incorporate noise attenuation measures, building design strategies, and landscape buffering to reduce incompatibility between residential uses and the data center.

Open space should be provided as part of an integrated and connected network of parks and open spaces, including the provision of a central green, complemented by a series of smaller, connected park spaces that support a range of recreational and social activities. These spaces should be connected to the broader pedestrian network, and to Lake Fairfax Park, nearby trail systems, and surrounding neighborhoods. Where provided, non-residential uses should be integrated into the ground floor of residential buildings and oriented to primary streets and open spaces to support street activation and a more walkable environment. High-quality building design, materials, and streetscape elements should be used to create a cohesive sense of place and contribute to visual harmony across the development.

Housing

The Housing element of the Policy Plan, the Communitywide Housing Strategic Plan, and the One Fairfax Policy emphasize the importance of providing a range of housing opportunities that are affordable to households at all income levels. These policies support the provision of both rental and ownership housing in mixed-use centers and transit-oriented areas to expand access to housing and promote equitable, inclusive communities. The Reston Comprehensive Plan further encourages a mix of housing opportunities for a range of household types, ages, and incomes within the TSAs. Proposals for residential development within the TSAs are expected to provide a minimum of 12 percent of residential units as affordable housing, including a combination of Affordable Dwelling Units (ADUs) and Workforce Dwelling Units (WDUs), consistent with Reston Plan guidance.

This Plan amendment introduces the potential for residential development within a transit-accessible location, which provides an opportunity to expand the supply of housing and contribute to the county's housing objectives. Future residential development will be expected to meet the requirements of the ADU Ordinance and the county's WDU policy, including expectations related to the number, distribution, and affordability levels of units. Where a mix of

housing types is provided, affordable units should be distributed proportionally among unit types. The subject property's proximity to transit, employment centers, and community amenities supports the development of housing that is accessible to a broad range of households and reduces reliance on single-occupant vehicle travel. Implementation of these housing policies and expectations will be evaluated through future entitlements and the development review processes.

Transportation

The subject property is located within the Wiehle–Reston East TSA and is served by an existing network of roadways, pedestrian facilities, bicycle infrastructure, and transit services that provide access to surrounding employment centers, residential areas, and regional destinations. The proposed Plan amendment supports a transition from a suburban office park to a more compact, mixed-use development pattern, consistent with the Policy Plan objective to integrate land use and transportation and promote a multimodal transportation system.

Existing Transportation Network

Road Network

The roadway network serving the subject property includes Sunset Hills Road and Wiehle Avenue, which function as primary transportation corridors within the TSA. Sunset Hills Road provides east-west connectivity between Reston Parkway and Wiehle Avenue and serves as a key access route to the Wiehle–Reston East Metrorail Station and surrounding development. Wiehle Avenue provides north-south connectivity, as well as connections to the Dulles Toll Road (Dulles Airport Access Road), which provides access to other regional destinations such as Tysons, Dulles International Airport, and major employment centers along the Dulles Corridor.

Transit

The site is served by an established network of transit services that provide both local and regional connectivity within the Wiehle–Reston East Transit Station Area. A total of 10 bus routes (Figure 5) operate within the vicinity of the site, providing connections to surrounding employment centers, residential areas, and regional destinations. The site is directly served by Fairfax Connector Route 507, which operates along Sunset Hills Road and provides service to the Wiehle–Reston East Metrorail Station, where connections to the Silver Line and additional bus routes are available. The nearest bus stop serving Route 507 is located at the intersection of Sunset Hills Road and Business Center Drive, approximately 0.1 miles from the site. The Wiehle–Reston East Metrorail Station, located approximately one mile from the site, provides access to the Silver Line and the broader regional transit network, including connections to Tysons, Arlington, and the District of Columbia.

Overall, the site is well served by an established transit network that provides both local and regional connectivity. The presence of multiple bus routes, direct transit connections to the Wiehle-Reston East Metrorail Station, and access to the Silver Line support transit accessibility for the site and surrounding area. However, the effectiveness of this network is influenced by the quality and continuity of pedestrian and bicycle connections to transit stops and stations.

Improvements to these connections will be important to fully support transit use and enhance accessibility within the TSA.

Figure 5: Existing Transit Service, Source FCDOT



Pedestrian Conditions

Pedestrian facilities surrounding the site vary in quality, continuity, and overall comfort. Sidewalks and curb ramps generally exist along corridors adjacent to and within the vicinity of the site, including along portions of Sunset Hills Road and Wiehle Avenue. Sidewalks within and along portions of the site are typically narrow, with widths of approximately four feet, which may limit pedestrian comfort and accessibility, particularly in higher-activity areas.

Pedestrian conditions for the site and surrounding area were evaluated by the Fairfax County Department of Transportation (FCDOT) using a Pedestrian Level of Comfort (PLOC) metric, which considers factors such as pathway width, buffer width, presence of street trees, and adjacent roadway characteristics. Facilities are rated along a range from “very comfortable” to “uncomfortable,” with missing facilities identified as gaps in the network. This analysis indicates that while pedestrian infrastructure is present, conditions vary and, in some locations, do not provide a high level of comfort for pedestrians. Figure 6 illustrates existing PLOC scores in the vicinity of the subject property.

Figure 6: Existing Pedestrian Level of Comfort, Source: FCDOT

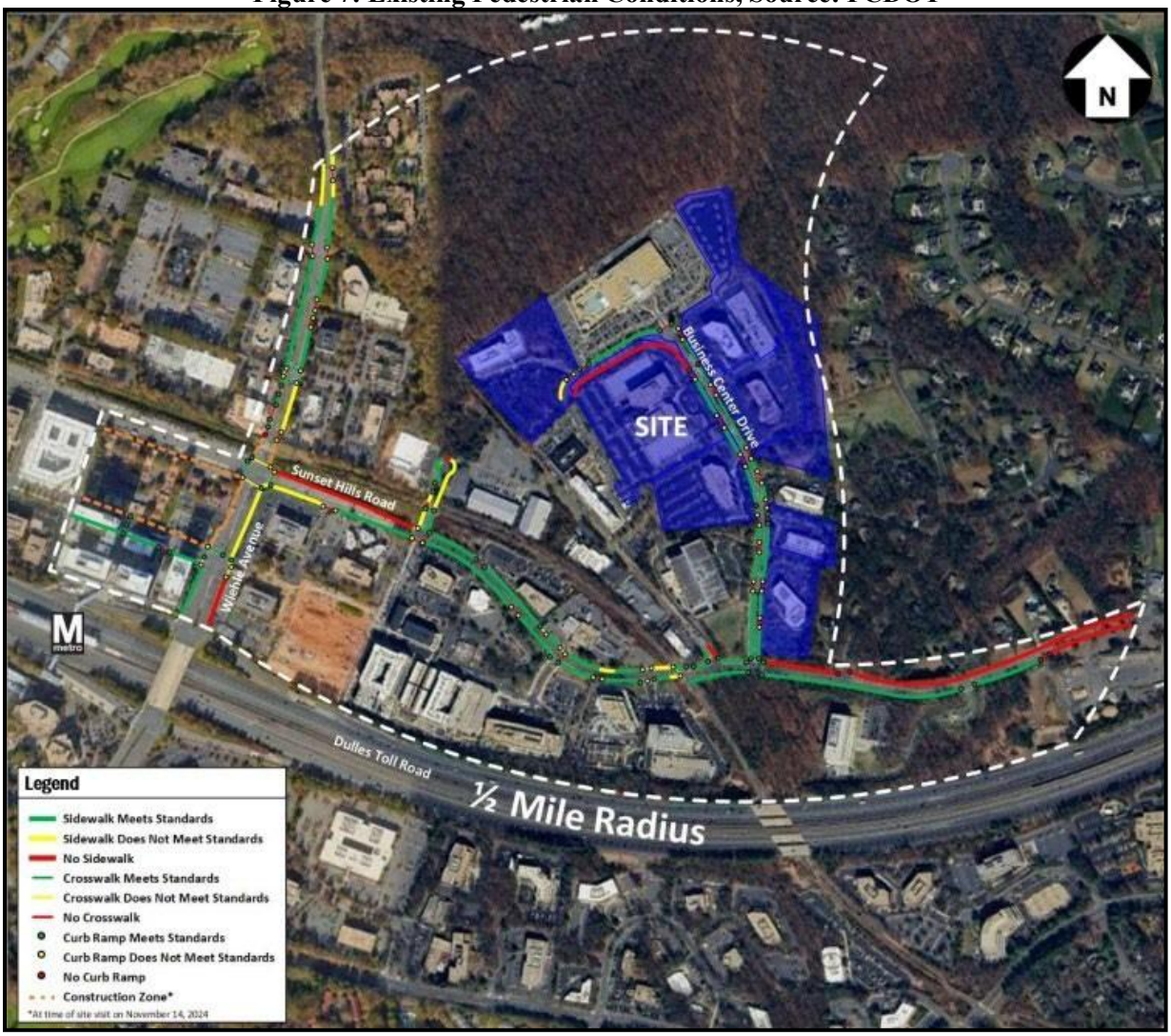


The existing pedestrian infrastructure facilities, including curb ramps, marked striped crossings, pedestrian signal heads and call buttons, and any observed gaps or deficiencies are depicted in Figure 7. Gaps in the pedestrian network are present, most notably along the north side of Sunset Hills Road east of Business Center Drive, where no sidewalk currently exists along a portion of the site's southern perimeter. Additional gaps in sidewalk and crosswalk infrastructure are present along segments of Sunset Hills Road and Wiehle Avenue, limiting the continuity of the pedestrian network and creating barriers to safe and convenient pedestrian movement.

A shared-use path is located along the south side of Sunset Hills Road east of the W&OD Trail, providing an important pedestrian and bicycle connection within the area. Marked crosswalks with pedestrian signal heads and push buttons are provided at key intersections, including at Sunset Hills Road and Business Center Drive, which offers direct access to the site. Most signalized intersections in the vicinity include pedestrian crossing infrastructure on at least one leg; however, some locations, including the intersection of Sunset Hills Road and Hunter Mill Road, lack complete pedestrian crossing facilities.

Overall, while pedestrian infrastructure is present in the area, gaps in sidewalks, limited crossing opportunities, and constrained sidewalk widths reduce the overall effectiveness of the network. These conditions limit walkability and hinder safe and convenient pedestrian access to transit, employment areas, and nearby recreational amenities.

Figure 7: Existing Pedestrian Conditions, Source: FCDOT



Bicycle Conditions

Bicycle facilities are present within the vicinity of the site; however, conditions vary in type, continuity, and level of comfort. Existing bicycle infrastructure within approximately one-half mile of the site includes on-street bicycle lanes along portions of Sunset Hills Road and Wiehle Avenue, a shared-use path along the south side of Sunset Hills Road east of the W&OD Trail, and the W&OD Trail itself, which provides a significant regional bicycle and pedestrian connection. A Capital Bikeshare station is also located nearby on Reston Station Boulevard, providing additional access to bicycle transportation options.

Bicycle conditions in the area were evaluated by FCDOT using the Bicycle Level of Traffic Stress (BLTS) methodology, which assesses the perceived level of comfort for cyclists based on roadway characteristics such as traffic speed, presence of bicycle facilities, and degree of separation from vehicular traffic. BLTS levels range from low-stress environments, such as off-street trails, to higher-stress conditions associated with roadways lacking dedicated or protected bicycle infrastructure. This analysis indicates that while some bicycle facilities are present, conditions along roadways in the area may result in moderate to higher levels of stress for cyclists, particularly where facilities lack physical separation from traffic. Figure 8 illustrates existing bicycle facilities and BLTS conditions in the vicinity of the subject area.

Existing on-street bicycle lanes along Sunset Hills Road and Wiehle Avenue provide important connections within the local network. However, these facilities are generally unbuffered and require cyclists to travel adjacent to vehicular traffic. Gaps in the bicycle network and inconsistencies in facility type further limit connectivity and reduce the overall usability of the system for a broader range of users. The W&OD Trail provides an important off-street, regional bicycle and pedestrian connection to destinations throughout Northern Virginia. However, access to the trail and integration with the on-street bicycle network can be constrained by gaps in connectivity and limited supporting infrastructure along adjacent roadways.

Overall, while bicycle infrastructure exists in the area, gaps in connectivity, limited separation from vehicular traffic, and varying levels of comfort reduce the effectiveness of the network. These conditions limit the ability of the bicycle network to support a wide range of users and do not fully align with the multimodal transportation objectives envisioned within a Transit Station Area.

Figure 8: Existing (2025) Bicycle Level of Traffic Stress (BLTS), Source: FCDOT



Current Transportation Plans

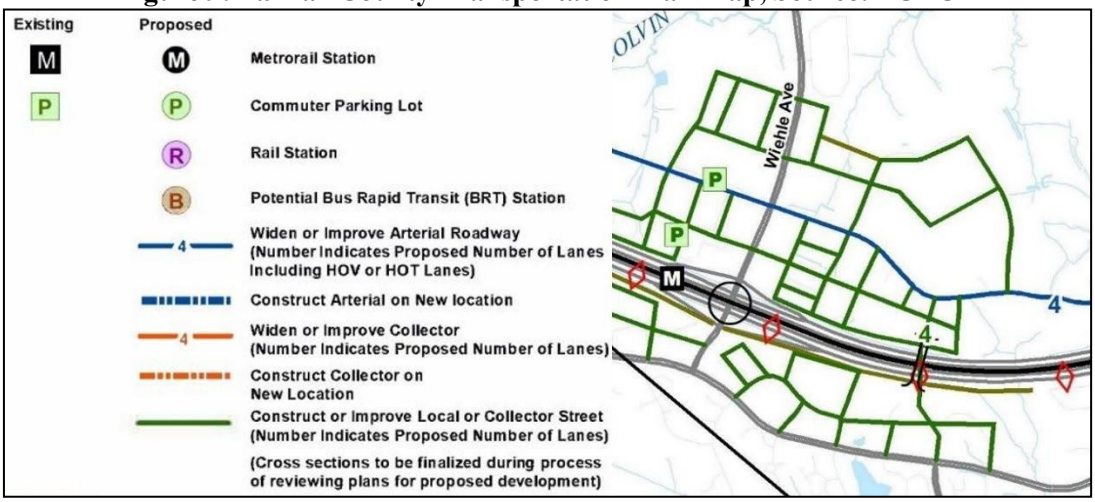
The Comprehensive Plan and supporting transportation planning efforts identify a framework of future improvements intended to enhance connectivity, accessibility, and multimodal travel within the Wiehle–Reston East TSA. These improvements include enhancements to the roadway network, pedestrian and bicycle infrastructure, and connections to regional transit and trail systems.

Conceptual Street Network

A key component of the planned transportation framework for the area is the Conceptual Street Network Map which identifies a network of future public streets within the Lake Fairfax Business Center. This network is intended to transform the existing superblock development pattern into a more connected street grid, improving internal circulation and providing multiple connections to surrounding roadways and destinations. The planned network includes a series of connections linking Roger Bacon Drive, Michael Faraday Court, and Wildlife Center Drive.

Implementation of these connections will be critical to improving connectivity, distributing traffic across multiple routes, and reducing reliance on a limited number of access points.

Figure 9: Fairfax County Transportation Plan Map, Source: FCDOT



Multimodal Connectivity

The Comprehensive Plan also supports improvements to pedestrian, bicycle, and transit infrastructure to enhance multimodal accessibility within the TSA, including the provision of continuous sidewalks, shared-use paths, and bicycle facilities, as well as enhanced crossings and pedestrian amenities. The Countywide Trails Plan and Bicycle Master Plan further support the development of a connected network of pedestrian and bicycle facilities in the area, including shared-use paths and on-road bicycle facilities that enhance both local and regional connectivity.

Addressing existing gaps in the pedestrian and bicycle network will be essential to improving access to key destinations, including the Wiehle–Reston East Metrorail Station, Reston Station, Lake Fairfax Park, and the W&OD Trail. Improving connections to transit, including bus stops and the Metrorail station, as well as incorporating transit-supportive infrastructure within future development, will also be important to enhancing overall accessibility.

Regional and Corridor Improvements

The Transportation Plan Map and other planning efforts identify additional improvements in the area, including enhancements to Sunset Hills Road, Wiehle Avenue, and regional connections such as the Dulles Toll Road interchange. These improvements are intended to support increased multimodal capacity and connectivity consistent with planned growth in the TSA.

<u>Transportation Needs Assessment</u>

Trip Generation

FCDOT assessed the potential trip generation associated with the proposed Plan amendment and compared it to the current Comprehensive Plan recommendations. A summary of the trip generation analysis is provided in Table 2. The analysis indicates that the proposed Plan

amendment is expected to result in a reduction of approximately 1,139 average daily vehicular trips compared to the current Plan. Peak-hour trips are also expected to decrease, with reductions of approximately 428 trips during the morning peak hour and 673 trips during the evening peak hour.

The reduction in trips is primarily attributed to the introduction of residential uses in place of higher-intensity office uses, which typically generate greater concentrations of peak-hour vehicular traffic. While overall trip generation is reduced, changes in travel patterns are anticipated, including an increase in outbound trips during the morning peak period and an increase in inbound trips during the evening peak period. These shifts reflect the introduction of residential uses and a more balanced distribution of trips throughout the day. Trip generation estimates are derived from the Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021) and are provided for general, order-of-magnitude comparison purposes only. These estimates do not account for pass-by trips, internal trip-making, or potential reductions associated with proximity to transit and planned multimodal improvements.

Table 2: Trip Generation

Development Types	Quantity	# Units	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Current Plan									
Data Center (160)	265	1000 Sq. Ft.	262	16	13	29	7	17	24
All Suites Hotel (311)	97	1000 Sq. Ft.	427	17	16	33	17	18	35
General Office (710)	1,113	1000 Sq. Ft.	12,065	1,489	203	1,692	272	1,331	1,603
Health/Fitness Club (492)	115	1000 Sq. Ft.	N/A	77	74	151	226	171	397
Total			**12,754**	**1,599**	**306**	**1,905**	**522**	**1,537**	**2,059**
Proposed Plan									
Townhomes (215)	400	Dwelling Units	2,880	48	144	192	135	93	228
Multifamily Housing, Low-Rise (220)	300	Dwelling Units	2,022	29	91	120	57	96	153
Multifamily Housing, Mid-Rise (221)	550	Dwelling Units	2,497	47	157	204	131	84	215
Strip Retail Plaza (822)	33	1000 Sq. Ft.	1,797	47	31	78	109	108	217
Elementary School (520)	950	Students	2,157	380	323	703	70	82	152
Health/Fitness Club (492)	115	1000 Sq. Ft.	N/A	77	74	151	226	171	397
Data Center (160)	265	1000 Sq. Ft.	262	16	13	29	7	17	24
Total			**11,615**	**644**	**833**	**1,477**	**735**	**651**	**1,386**
Net (Versus Current Plan)			**-1,139**	**-955**	**527**	**-428**	**213**	**-886**	**-673**

Note: 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.

Street Network Connectivity and Circulation

The Conceptual Street Network for the Wiehle–Reston East Transit Station Area identifies a long-term grid of streets intended to improve connectivity within the Lake Fairfax Business Center and to surrounding areas. The existing street network within the business center is characterized by limited connectivity and a reliance on a small number of access points, which

can result in circuitous travel patterns and concentrated traffic volumes on Business Center Drive and Wildlife Center Drive. The planned grid of streets would provide additional north-south and east-west connections, distributing traffic across multiple routes, improving access to surrounding roadways, and enhancing emergency access and overall network resilience. In addition, the grid supports the creation of smaller, more walkable blocks, improves pedestrian and bicycle connectivity, and strengthens access to the Wiehle–Reston East Metrorail Station. Implementation of the planned network is expected to occur incrementally as properties redevelop, with individual development proposals designed to provide or accommodate planned connections where feasible. Public streets are recommended to ensure long-term connectivity, multimodal access, and consistency with VDOT Urban Street Standards.

Transportation Recommendations

The proposed Plan amendment includes a comprehensive set of transportation recommendations intended to improve connectivity, enhance multimodal accessibility, and support the transition of the Lake Fairfax Business Center to a more walkable and transit-supportive environment.

A key component of the transportation recommendations is supporting a more connected network of public streets within the Lake Fairfax Business Center using the Conceptual Street Network Map as a guide. This Plan amendment specifically supports improvements to the internal street network and enhanced north-south connectivity through the business center, including the accommodation of a future connection between Wildlife/Business Center Drive and Michael Faraday Court. These improvements are intended to improve internal circulation, distribute traffic across multiple routes, support multimodal travel, and reduce reliance on a limited number of access points. Future redevelopment should also be designed to accommodate additional planned connections identified on the Conceptual Street Network Map, where feasible and appropriate. In addition, the Plan amendment recommends improvements to key internal roadways.

Business Center Drive and Wildlife Center Drive should be improved to function as complete streets, including a two-lane roadway with a center turn or median lane. On-street parking may be provided where appropriate. These streets should incorporate multimodal facilities, including a shared-use path on one side and a sidewalk on the other, as well as landscape buffers of sufficient width to support street trees and enhance the pedestrian environment.

The Plan amendment also emphasizes the importance of providing safe, comfortable, and direct pedestrian and bicycle connections throughout the site and to surrounding destinations. Facilities should include sidewalks, shared-use paths, and on-street bicycle infrastructure designed with appropriate widths and buffers from vehicular travel lanes. Wayfinding signage and street trees should be incorporated to enhance usability and the overall quality of the public realm. High-quality connections to the W&OD Trail and the Lake Fairfax Park trailhead should be provided, recognizing their importance as regional recreational and transportation assets. Improving access to these facilities will support both local and regional multimodal connectivity.

The Plan amendment further recommends that appropriate measures be taken to minimize vehicular traffic impacts on adjacent residential communities. This includes designing the street network and circulation system to distribute traffic efficiently, incorporate traffic calming where

appropriate, and ensure compatibility with surrounding neighborhoods. The transportation framework for the site was developed to support the overall redevelopment of the Lake Fairfax Business Center, including potential future public facility uses such as an elementary school or other public facility. Consideration was given to the circulation, access, and multimodal connectivity needs associated with these potential uses, including the importance of publicly maintained streets, pedestrian and bicycle infrastructure, and safe access for residents, employees, visitors, and potential future public facility users. All streets within the planned network, particularly those providing access to public facilities such as a future elementary school, should be designed as public streets in accordance with VDOT Urban Street Standards. These streets should support multimodal travel, placemaking, and long-term connectivity within the area.

Schools

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

The following projections 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 Comprehensive Plan amendment.

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%	597	84%

Source: FCPS. Adopted Capital Improvement Program FY 2026-30, February 2025

The School Capacity table reflects a snapshot in time of student membership and school capacity balances. The five-year student 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, 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 shows 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. The type of multifamily is yet to

be decided at this stage of the process. For this analysis, the potential student yield was calculated for both low-rise multifamily housing units and mid/high-rise multifamily housing units. The higher end of the range assumes mostly low-rise multifamily housing units whereas the lower end of the range assumes mostly mid/high-rise multifamily housing units.

Potential Student Yield - Proposed Comprehensive Plan

School Level	Planned Number of Housing Units	Potential Student Yield
High	1,250	114-153
Middle	1,250	60-81
Elementary	1,250	212-289
Total Student Count		386-523

Source: FCPS, 2022 Countywide Student Yield Ratios, June 2022

Summary

With the proposed introduction of an additional approximately 1,250 housing units, the potential student yield would increase by 386 to 523 students (114 to 153 high, 60 to 81 middle, and 212 to 289 elementary) when comparing the potential student yield from the adopted Comprehensive Plan recommendation to the potential student yield from the proposed Comprehensive Plan amendment.

Based on the FCPS Adopted CIP FY 2026-30, the high school and the middle school are approaching capacity deficits, 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. Any future development applications or Comprehensive Plan amendments would need to be analyzed along with this Comprehensive Plan amendment to determine the future impact on capacity. 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 in the CIP as Western HS. FCPS has recently purchased a former private school property for this purpose, and

the associated 2232 Public Facility Review has been approved to allow the reuse of the site as a new public high school. The new school has been named Skyview High School.

Public Facilities

The proposed Plan amendment recommends the introduction of residential mixed-use development, which would result in additional student generation within the Reston area. Fairfax County Public Schools (FCPS) has identified the need for additional elementary school capacity in Reston, including multiple new elementary school sites, one of which has not yet been assigned a specific location. Consistent with this need, the Plan amendment identifies the Lake Fairfax Business Center as a potential location for a future elementary school site, subject to further evaluation based on future growth patterns and coordination with FCPS.

The amendment specifically recommends that adequate acreage be reserved within the business center to accommodate a future elementary school site, with consideration given to assembling additional land to support a larger site if needed. If the site is not ultimately needed for a school, it could be designated for another public facility use. The Policy Plan provides guidance for addressing school facility needs in areas experiencing residential growth, including the identification of appropriate sites, the potential for co-location with other public facilities, and consideration of innovative urban school formats in higher-density areas. As redevelopment occurs within the Lake Fairfax Business Center, development proposals should be evaluated for their ability to support school facility needs through land reservation, dedication, adaptive reuse of existing buildings, or other coordinated approaches in consultation with FCPS and other county agencies.

The identification of a potential elementary school site within the Lake Fairfax Business Center has been coordinated with FCPS and reflects broader development trends and projected growth within the Reston area. Future residential development within the Lake Fairfax Business Center, in combination with planned and anticipated growth in the surrounding area, is expected to contribute to increased student generation over time. Identifying a potential school site within this area allows the county to proactively plan for future facility needs in a manner that supports accessibility, walkability, and integration with surrounding development. This recommendation reflects a long-term planning approach, with the ultimate need, timing, and location of a school to be determined through continued coordination with FCPS based on future enrollment trends and development activity. While an elementary school is identified as a potential use, the Plan provides flexibility to use the site for other public facility purposes if a school is not ultimately needed.

Environment

The Environment element of the Policy Plan and the Reston Comprehensive Plan provide guidance related to environmental stewardship, including stormwater management, tree preservation, green building, noise, and the protection of natural resources. These policies emphasize sustainable site design, the use of low impact development (LID) techniques, and the integration of environmental considerations into redevelopment efforts.

Water Quality and Stormwater Management

The Comprehensive Plan encourages site design and low impact development (LID) practices that reduce stormwater runoff volumes and peak flows, increase groundwater recharge, and preserve natural areas where feasible. The subject property was largely developed in the 1980s and is currently characterized by extensive impervious surface associated with existing office development and surface parking. Redevelopment presents a significant opportunity to improve existing stormwater conditions compared to the current development pattern. Consistent with Objective 2, future development should incorporate enhanced stormwater management practices that reduce runoff, improve water quality, and promote groundwater recharge, including the use of LID techniques such as bioretention, vegetated swales, and infiltration practices. Additionally, the Reston Plan provides performance targets for stormwater management for developments with a proposed intensity of 1.0 or greater.

The site is located within the Difficult Run watershed, and improvements to stormwater management will support ongoing efforts to protect downstream water resources, including active stream restoration projects within nearby Lake Fairfax Park. Existing stormwater infrastructure should be evaluated as part of redevelopment to identify opportunities for retrofit, replacement, or consolidation, as appropriate.

A portion of the site contains a mapped Resource Protection Area (RPA) located along the eastern edge of the property, adjacent to the Equestrian Park neighborhood and Lake Fairfax Park. Development within and adjacent to the RPA will be subject to the requirements of the Chesapeake Bay Preservation Ordinance, which limits disturbance and requires protective buffering and water quality measures. Redevelopment of the site introduces the potential for new buildings and site improvements to occur in close proximity to the RPA. While the Chesapeake Bay Preservation Ordinance establishes minimum buffer requirements, additional separation between development and the RPA can further protect environmentally sensitive features. Establishing a landscaped buffer of approximately 10 to 15 feet between the RPA boundary and any building or structural footprint would reduce the potential for encroachment, support water quality, and maintain vegetation and habitat functions. The recommendation allows flexibility based on site-specific conditions while ensuring a consistent level of separation between development and environmentally sensitive areas. As reflected in the draft Plan text, enhanced buffering, landscaping, and site design measures should be incorporated to ensure compatibility between development and adjacent environmentally sensitive areas and to protect Lake Fairfax Park.

Forest Resources and Natural Landscaping

Objective 10 of the Environment element encourages the conservation and restoration of tree cover on redeveloping sites. While portions of the site contain existing vegetation, redevelopment provides an opportunity to preserve mature trees where feasible and to enhance tree canopy and landscaping throughout the site. Development proposals should incorporate native and non-invasive plantings, consistent with county guidance, and provide appropriate landscaping and buffering along the site perimeter, particularly adjacent to Lake Fairfax Park and nearby residential areas. The preservation and enhancement of tree canopy will support environmental quality, contribute to stormwater management, and improve compatibility with

surrounding uses. Tree canopy and landscaping will be further evaluated during the rezoning and development review process.

Noise

New development should protect residents and other noise-sensitive uses from unhealthful levels of noise and ensure compatibility between adjacent land uses. The presence of an existing data center within the area presents potential compatibility considerations for future residential development. This Plan amendment recommends that a noise study be conducted for new residential development to evaluate potential noise generated by the data center and to identify appropriate mitigation measures. These measures may include building design strategies and landscape buffering to ensure compatibility between uses and to achieve interior noise levels below 45 dBA.

Green Building

Objective 13 encourages the design and construction of new development such that the site uses energy and water resources efficiently and minimizes environmental impacts. Future development should incorporate sustainable building practices, including energy-efficient design, water conservation measures, and, where feasible, electric vehicle charging infrastructure and other green building features. Implementation of these measures will be addressed during the rezoning and development review process.

Parks and Recreation

The Parks and Recreation element of the Policy Plan and the Reston Comprehensive Plan emphasize the need to mitigate impacts on park and recreation facilities associated with growth and development. These policies support the provision of publicly accessible parkland, recreational facilities, and open space through a combination of land dedication, facility construction, and contributions, as appropriate. The Urban Parks Framework provides guidance for the design, function, and distribution of park spaces within mixed-use and transit-oriented areas.

The proposed Plan amendment introduces residential development that is expected to generate additional demand for parkland and recreational facilities. Based on analysis provided by the Fairfax County Park Authority (FCPA), introducing residential development to the subject property will result in additional demand for both parkland and recreational amenities within the Upper Potomac Planning District, where existing facilities do not fully meet current needs. In addition to parkland, the recreational facilities of greatest need include sport courts, playgrounds, rectangle fields, adult and youth softball fields, and trails.

The nearby Lake Fairfax Park provides an important recreational resource; however, this facility alone does not meet the demand generated by new development. Consistent with Comprehensive Plan guidance, development within the TSA should incorporate publicly accessible urban park spaces that are integrated into the overall development. The Urban Parks Framework recommends approximately 1.5 acres of urban parkland per 1,000 residents and one acre per 10,000 employees. Based on the anticipated residential population resulting from the proposed

Plan amendment, redevelopment may generate a need for approximately 4.4 acres of on-site urban park space.

Urban parks should be designed as usable, high-quality spaces such as plazas, common greens, pocket parks, and recreation-focused areas that contribute to the overall character and function of the development. The proposed Plan amendment recommends a central green located along primary street frontages which is envisioned as a focal point, complemented by a series of smaller, connected park spaces distributed throughout the site. These spaces should function as an integrated network of parks with strong pedestrian connectivity and may include community-oriented amenities such as gathering spaces, landscaping, seating areas, playgrounds, and other elements consistent with the Urban Parks Framework.

Publicly accessible park spaces should generally be consolidated in central and visible locations to support residents, employees, and visitors. These spaces should be implemented in a manner that ensures adequate facilities are provided as development occurs. Together, these park spaces should contribute to the overall character, user experience, and recreational opportunities within the development, creating a connected network of green spaces for residents, employees, and visitors.

Future development should provide strong pedestrian and bicycle connections to Lake Fairfax Park, the W&OD Trail, and surrounding recreational amenities. Opportunities to enhance trail access, including the potential for a trailhead connection, should be considered in coordination with the Fairfax County Park Authority. Development proposals for the subject property should also consider the preservation and enhancement of natural resources and provide appropriate buffering and connectivity between the site and adjacent parkland to support long-term environmental and recreational objectives. Implementation of these recommendations will be addressed through future rezonings and the development review process.

Water and Sewer

The subject property is served by Fairfax Water, and adequate water service is available to support development under the proposed Plan amendment. Existing water infrastructure in the area is sized to accommodate the projected increase in demand. Water main sizing and alignments, as well as fire flow requirements, will be determined concurrently with development.

Wastewater generated from the subject property is treated at the Blue Plains Advanced Wastewater Treatment Plant in Washington, DC, where the county maintains sufficient capacity to accommodate projected flows through 2050. While public sanitary sewer service is available on-site, applicants proposing new development will be required to evaluate the capacity of the existing sewer system and identify any necessary improvements concurrent with development.

CONCLUSION

The proposed Plan amendment evaluates an option for the redevelopment of the Lake Fairfax Business Center as a residential mixed-use neighborhood within the Wiehle–Reston East Transit Station Area. The site's size and location provide a unique opportunity to transition an underutilized office park into a more connected and walkable environment that supports the

broader TSA objectives. Located within proximity to the Wiehle–Reston East Metrorail Station, existing bus service, and regional trail networks, the site is well positioned to support a multimodal transportation network and reduce reliance on single-occupancy vehicle travel. The recommended redevelopment framework, including the establishment of a connected street grid and enhanced pedestrian and bicycle infrastructure, would improve accessibility within the site and strengthen connections to surrounding neighborhoods, parks, and activity centers.

The proposed increase in intensity supports a more efficient use of land within the Transit Station Area while incorporating appropriate transitions to adjacent residential neighborhoods. Environmental guidance, including improvements to stormwater management, protection of the Resource Protection Area, preservation of tree canopy, and mitigation of potential noise impacts associated with the adjacent data center, will help ensure compatibility with surrounding uses and improve overall site conditions. The introduction of residential uses at this location will expand housing opportunities in a transit-accessible area and contribute to a more balanced mix of uses within the broader community. The proposed Plan recommendations provide a framework to guide redevelopment in a manner that enhances connectivity, supports multimodal access, and ensures compatibility with surrounding neighborhoods.

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 ~~strikethrough~~.

MODIFY: Fairfax County Comprehensive Plan, 2026 Edition, Area III, Reston, as Amended through 9-10-2024, Land Use and Design for Transit Station Area, Wiehle Transit Station Area, Reston East Non-TOD District, Lake Fairfax Business Center Non-TOD Sub-District:

- **Lake Fairfax Business Center Non-TOD Sub-District: (Office, Industrial and Institutional up to 0.5 FAR)**

~~This tract~~ The Lake Fairfax Business Center Non-TOD Sub-District is planned for low and medium intensity office, industrial, Research & Development, and similar uses at the base level. ~~Retain the tree area on the eastern boundary of Lake Fairfax Business Center to buffer the residential, Equestrian Park area. Include the installation of plantings to close the gap that is approximately 50 feet wide between the tree line running north from Sunset Hills Road to where it approaches the existing trees and ties into the landscaped swale running south from Lake Fairfax Park with any redevelopment. Apply stringent environmental controls to the industrial portion of the tract. These include extensive landscaping on Sunset Hills Road and sediment control measures to assure the environmental integrity of Lake Fairfax.~~

As an option, residential use may be appropriate for Lake Fairfax Business Center with an overall intensity up to 1.0 FAR and a maximum of 1,250 residential units. Development under this option should ensure logical connections and transitions to unconsolidated parcels within Lake Fairfax Business Center and not preclude these parcels from future redevelopment. The residential component should include a diversity of housing types with a mix of townhouses, stacked townhouses, and multifamily residential units. Neighborhood-serving retail and/or service uses should be provided at the ground level of a multifamily residential building to create

activation along primary street frontages and park spaces. Envisioned uses include small-scale retail, coffee shops and restaurants, daycare and educational facilities, fitness and wellness centers, a neighborhood-sized grocery store, and other complementary uses. Stand-alone retail buildings with drive-throughs and surface parking are discouraged.

To ensure appropriate transitions to adjacent residential uses to the east:

- Residential redevelopment east of Business Center Drive should be limited to a maximum intensity of 0.50 FAR and consist of townhouses or multifamily buildings. Townhouses should be no more than four stories above grade and multifamily buildings should be no more than six stories above grade.

- Larger multifamily buildings should be located in the central or western portion of Lake Fairfax Business Center to reduce impacts to adjacent low-density residential neighborhoods.

- A continuous landscape buffer should be retained and enhanced along the eastern boundary of Lake Fairfax Business Center to mitigate potential impacts on the Equestrian Park neighborhood. This buffer should prioritize the preservation of healthy, mature trees, and be supplemented with evergreen and understory plantings to provide effective, year-round visual screening. It should include, where feasible, the installation of plantings to close any gaps between the tree line running north from Sunset Hills Road to where it approaches the existing trees and ties into the landscape swale running south from Lake Fairfax Park.

Adequate acreage should be reserved for a future elementary school site, with consideration given to acquiring additional land to accommodate a larger site. If the site is not required for a school, it should be used for another public facility.

New development should be integrated with existing uses to create a cohesive, connected, and walkable environment in accordance with the design and placemaking recommendations for the Reston Transit Station Areas. High-quality building materials and design should be used to contribute to a sense of place and achieve visual harmony across the site. Block sizes should generally range between 400 and 600 feet, where feasible. In cases where larger blocks are necessary, mid-block pedestrian connections should be provided to maintain walkability. Buildings should be located close to the street to define and activate the pedestrian realm. Primary street frontages with active ground floor uses should be located along Business Center Drive and/or Wildlife Center Drive, as well as adjacent to major parks or open spaces. Underground or structured parking is preferable in multifamily buildings, along with on-street parking, while surface parking should be minimized and screened from Business Center Drive and Wildlife Center Drive if provided. Above ground structured parking should be integrated into building facades and/or screened to provide visual interest.

Redevelopment of Lake Fairfax Business Center should include stringent environmental controls, including sediment control measures to protect the environmental integrity of Lake Fairfax and extensive landscaping along Sunset Hill Road. A minimum 10 to 15-foot landscaped

buffer should be established between the RPA boundary and any building or structural footprint. A noise study for new residential development should consider noise generated by the data center located on Tax Map 18-3 ((8)) 9A, and incorporate appropriate mitigation measures to achieve interior noise levels below 45 dBA. An adequate landscape buffer should be provided as a transition between any new residential development and the existing data center.

Site design should prioritize safe and direct pedestrian and bicycle connections to the Lake Fairfax Park Trailhead, the W&OD Trail, and the surrounding neighborhood to the west. Adequate space should be reserved for a publicly accessible central green located along primary street frontages, providing flexible open space to support a wide range of active recreation activities. A series of smaller connected park spaces to serve the community should also be provided that may feature community-oriented amenities such as plazas, gathering spaces, special landscaping, street furniture, outdoor seating, playground, water features, performance, visual art exhibits spaces, and other elements consistent with the Urban Parks Framework. These park spaces should provide an integrated and connected network with convenient pedestrian access between spaces. In addition, landscaping and vegetative buffers should be provided along the boundary of Lake Fairfax Park to discourage entry from unauthorized access points. Any closure of such access points and consideration of new access points should be coordinated with the Fairfax County Park Authority.

To enhance connectivity to the Wiehle TOD North District and the Wiehle-Reston East Metrorail Station, redevelopment of Lake Fairfax Business Center should provide safe and comfortable pedestrian and bicycle connections and facilities that are clear and direct paths enhanced with wayfinding signage and street trees with appropriate width buffers from vehicle travel lanes along Sunset Hills Road, Reston Station Boulevard, Wiehle Avenue, Michael Faraday Court, and other internal facilities. Additional buffer width may be necessary in certain areas to accommodate utilities, preserve desirable tree canopy, and other considerations. Where needed, bicycle facilities should be provided on low volume streets to contribute to a complete bicycle network.

The following transportation considerations apply to redevelopment under this option:

- High-quality connections to the W&OD Trail and Lake Fairfax Park Trailhead should be provided.
- Business Center Drive and Wildlife Center Drive should be improved to a two (2)-lane street with a center turn/median lane.
    - On-street parking should be provided, where appropriate.
    - A 10- to 12-foot shared use path should be provided on the north and east side of the streets to facilitate connection to the public facility, and an 8-foot-wide sidewalk should be provided on the other side of the streets.
    - Landscape buffers of sufficient width should be provided to support street trees.

To improve connectivity, future redevelopment of Lake Fairfax Business Center should be designed to provide and/or accommodate a connection between Michael Faraday Court and Wildlife Center Drive as illustrated in the Conceptual Street Network map (Figure 21). Business Center Drive, Wildlife Center Drive, Clay Lane extended, and all streets providing access to the future elementary school or other public facilities should be public streets.

Modify: FAIRFAX COUNTY COMPREHENSIVE PLAN, 2026 Edition, AREA III, Reston, as Amended through 9-10-2024, Public Facilities, Schools:

Schools

Reston is currently served by a total of 19 public schools. In planning for the future, FCPS should consider ~~housing data from~~ the Land Use ~~Chapter~~ Element of the Comprehensive Plan when applying their standard formulas for determining school requirements in Reston. The buildout growth envisioned in Reston over the next 20-30 years could generate a need for at least two – and potentially three new elementary school sites and capacity enhancements at existing facilities. One new middle school and one new high school, as well as capacity enhancements at existing facilities, would be needed to accommodate the projected student increases. School location considerations should include a middle school and a high school to the west of Reston, potentially in the Innovation Center area, an elementary school located in the Town Center North District and a second elementary school in the Central Sunrise Valley District. The location of a third new elementary school would be determined by future growth patterns and ~~needs~~ located near new projected residential development, along with input from FCPS. A potential site of a third elementary school could be in Lake Fairfax Business Center.

During the development review process, developers will provide funds or equivalent alternatives (e.g., school site) for additional school capacity to mitigate the impacts of new development. These contributions could be more traditional in nature, such as dedication of a school site, or may include more innovative urban solutions such as co-locating school facilities with parks or within mixed-use buildings.

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.

July 16, 2026

TO: Fairfax County Planning Commissioners

FROM: John Carter
Hunter Mill Planning Commissioner

SUBJECT: **PROPOSED REVISIONS**
SSPA 2023-III-9UP (PA-2023-00045)
Hunter Mill
Lake Fairfax Business Center

The following two revisions are proposed to be added to the SSPA for the Fairfax Business Center. The new open space paragraph consolidates the recommendations into four categories in accordance with the categories in the Fairfax County Urban Parks Framework, and it adds two recreation-focused parks.

The revised transportation paragraph removes some of the detail for the center turn/median lane and some specific dimensions. The proposed revisions do not limit the ability to resolve the specific detail issues during the review of the Zoning and the Development Plan.

1. PARKS, RECREATION AND OPEN SPACES

Replace the second paragraph on page 32 with the following:

A variety of parks, recreation areas and open spaces will be included in the Fairfax Business Center. These spaces will be designed to support active and healthy living. The following variety of spaces are based on the recommendations in the Urban Park Framework:

- **Common Green** – This publicly accessible open space will serve as a social focus and community gathering space for the entire area. This public open space provides a large green space, an area for special events and space for unstructured play.
- **Linear Open Spaces** – A continuous linear green space along the eastern boundary will include a Resource Protection Area, preservation of existing forest, setbacks from streams and an open vegetated buffer adjacent to the existing single family detached homes. Another linear open space will include landscaping and vegetated buffers along the boundary of Lake Fairfax Park to discourage entry from unauthorized access points. Any closure of such points and consideration of new points must be coordinated with the Fairfax County Park Authority.
- **Recreation-Focused Parks** - A youth sized play field is recommended to be located adjacent to the proposed school site. A second recreation-focused park includes a trailhead located adjacent to Lake Fairfax Park with public parking, a small open space, a trail connecting Fairfax Park to Wildlife Center Drive, and a large tree preservation area.

- **Smaller Urban Open Spaces** – A series of smaller open spaces to serve the community and each cluster of homes will be established. These open spaces will be consistent with the recommendations in the Urban Parks Framework. They will feature community-oriented features such as small gathering spaces, special lighting and landscaping, outdoor seating areas, playgrounds, water features, performance space, community gardens, public art.

The recommended variety of open spaces will create an integrated and connected network with convenient pedestrian access between spaces within Fairfax Business Center. Design of these open spaces will also prioritize safe and direct pedestrian and bicycle connections to Lake Fairfax Park, the W&OD Trail, and the surrounding neighborhood to the west.

2. TRANSPORTATION

Revise the existing text on pages 32 and 33 as shown in the following:

To enhance connectivity to the Wiehle TOD North District and the Wiehle-Reston East Metrorail Station, redevelopment of Lake Fairfax Business Center should provide safe and comfortable pedestrian and bicycle connections and facilities that are clear and direct paths enhanced with wayfinding signage and street trees with appropriate width buffers from vehicle travel lanes along Sunset Hills Road, Reston Station Boulevard, Wiehle Avenue, Michael Faraday Court, and other internal facilities. Additional buffer width may be necessary in certain areas to accommodate utilities, preserve desirable tree canopy, and other considerations. Where needed, bicycle facilities should be provided on low volume streets to contribute to a complete bicycle network.

The following transportation considerations apply to redevelopment under this option:

- A new grid of streets will be established to significantly expand the circulation options and reduce the reliance on the single access to Sunset Hills Roadway.
- High-quality connections to the W&OD Trail and Lake Fairfax Park Trailhead should be provided.
- Business Center Drive and Wildlife Center Drive should be improved to a two (2)-lane street. ~~with a center turn/median lane.~~
    - On-street parking should be provided, where appropriate.
    - A ~~10- to 12-foot~~ shared use path should be provided on the north and east side of the streets to facilitate connection to the proposed school or public facility, and a~~n 8-foot-wide~~ sidewalk should be provided on the other side of the streets.
    - Landscape buffers of sufficient width should be provided to support street trees.

To improve connectivity, future redevelopment of Lake Fairfax Business Center should be designed to provide ~~and/or accommodate~~ a connection between Michael Faraday Court and Wildlife Center Drive as illustrated in the Conceptual Street Network map (Figure 21: Wiehle Local Street Grid). Business Center Drive, Wildlife Center Drive, Clay Lane extended, and all streets providing access to the future elementary school or other public facilities should be

public streets with closely spaced street trees, non-standard streetlights and other placemaking features.